Údarás Náisiúnta Iompair
National Transport Authority

NTA Responses to Parliamentary Questions Report – Q2 & Q3 2026

Bulletin 9 – 2026

Prepared by the Public Affairs Unit

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Introduction

This bulletin provides a report of the Parliamentary Question (PQ) responses issued by the NTA to members of Dáil Éireann during Q2 and Q3 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	NTA Response	Representative Name
18/11/2025	338	**PQ Referred: 64011/25, for answer 18/11/2025 , Written from - John Paul O'Shea**	Dail Question No: 338 To ask the Minister for Transport if he acknowledges the lack of adequate public transport options serving rural communities in Cork Northwest, where many residents have little or no access to bus or rail links; and if he will commit to providing increased investment and service expansion to address this ongoing transport inequality. 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. 337 and 338 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 North West Cork. 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, 177 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 current phase of the programme is expected to continue during in 2026 and it is anticipated that the Connecting Ireland Rural mobility plan will be substantially complete in 2027, subject to the ongoing availability of funding. 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,	**John Paul O'Shea, T.D**

05/12/2025	188	**PQ Referred: 68529/25, for answer 04/12/2025 , Written from - Eoin Ó Broin**	Dail Question No: 188 To ask the Minister for Transport the actions which will be taken to increase capacity on train services for commuters in Dublin mid-west given DART+ Southwest will be further delayed; 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 188 of 05 December 2026, which was referred to the NTA for reply. We would like to apologise for the long delay in response. We acknowledges the concerns raised, and that overcrowding, particularly during peak periods, can cause discomfort for passengers, including difficulty boarding services, extended standing times and delays at stations. Passenger demand at Adamstown, Clondalkin/Fonthill, Park West & Cherry Orchard and Hazelhatch & Celbridge stations has increased in recent years, reflecting wider population growth and new residential development in the surrounding areas. While the NTA and Iarnród Éireann seek to allocate available capacity as effectively as possible, all available fleet is currently deployed across the network, and there are no additional carriages or driver resources available to introduce further peak-time services at this time. To strengthen service reliability and disruption management, the NTA and Iarnród Éireann have appointed an independent expert team with significant international experience in complex railway operations. This team is conducting a comprehensive review of Iarnród Éireann's operational practices, focusing on: • Interim measures to improve reliability before new infrastructure and rolling stock are introduced. • International best practices for managing large, complex rail networks. • Recommendations for operational improvements that can be implemented promptly. This review and its findings will inform future decisions on service management, reliability and making best use of the existing railway network pending the delivery of major infrastructure. From 2027, the introduction of new DART battery electric fleet on the Northern Commuter rail corridor will enable the cascading of existing commuter fleet to other parts of the Commuter rail network. This may provide some opportunities to enhance service frequencies on the South West Commuter corridor, subject to funding. We will review options in this regard with Iarnród Éireann in the coming months. In the longer term, DART+ South West will deliver a significant enhancement to capacity on this corridor. The project will extend the electrified DART network from Hazelhatch & Celbridge to Heuston Station and the south city via the Phoenix Park Tunnel. It includes electrification works, four-tracking between Park West and Heuston, upgraded signalling and the introduction of new DART fleet. When complete, the project will substantially increase capacity and improve service reliability for stations including Clondalkin/Fonthill. The NTA will continue to monitor demand and engage with Iarnród Éireann to identify opportunities for improvement as resources allow. Yours Sincerely	**Eoin O'Broin, T.D**

			made in a number of public transport projects, including commencing construction on DART+ Programme. 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.		

11/12/2025	328	**PQ Referred: 71032/25, for answer 11/12/2025 , Written from - John Connolly**	Dail Question No: 328 To ask the Minister for Transport when his Department will commence the development of the next Rural Ireland 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 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. 328 of 11 December 2025, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the lengthy delay in response, which was due to an administrative oversight. Once the implementation of the Connecting Ireland Rural Mobility Plan substantially complete, the National Transport Authority will conduct a review to assess its impact on rural connectivity and its alignment with national transport objectives. Based on this evaluation, the Authority will determine whether a follow-up plan is required to further enhance rural transport services and ensure continued accessibility for communities. This review is likely to take place in 2027. Yours Sincerely,	**John Connolly T.D**

11/12/2025	326	**PQ Referred: 71030/25, for answer 11/12/2025 , Written from - John Connolly**	Dail Question No: 326 To ask the Minister for Transport to outline the new Local Link routes that have commenced to date in 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. 326 of 11 December 2025, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the lengthy delay in response, which was due to an administrative oversight. In 2025, there were 15 new/significantly extended regular Local Link services commenced in 2025 under the Connecting Ireland Rural Mobility Plan. See list below. In addition, there were 3 smart DRT routes launched in Achill, Limerick and Killarney. Route Number Route Local Link Office 891 Kilkenny - Fiddown TFI Local Link Carlow Kilkenny Wicklow WW10 Carnew - Baltinglass TFI Local Link Carlow Kilkenny Wicklow 172 Cootehill - Virginia TFI Local Link Cavan Monaghan 178 Kells - Cootehill TFI Local Link Cavan Monaghan 263 Castletownbere -Dursey TFI Local Link Cork 530 Mallow - Fermoy TFI Local Link Cork 255 Kinsale - West Cork City TFI Local Link Cork 548 Loughrea - Athlone TFI Local Link Galway 888 Athy - Allenwood TFI Local Link Kildare South Dublin 351 Galway – Cliffs of Moher TFI Local Link Limerick Clare 816 Longford - Mullingar TFI Local Link Longford Westmeath Roscommon 865 Granard - Longford TFI Local Link Longford Westmeath Roscommon 862 Longford - Cavan TFI Local Link Longford Westmeath Roscommon 460a/b Castlebar - Gob an Choire TFI Local Link Mayo 363a Fermoy - Dungarvan TFI Local Link Waterford Yours sincerely,	**John Connolly T.D**

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16/12/2025	339	**PQ Referred: 72390/25, for answer 16/12/2025 , Written from - Pa Daly**	Dail Question No: 339 To ask the Minister for Transport to provide an update on the rural Ireland 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. 339 of 16 December 2025, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the lengthy delay in response, this was due to an administrative oversight. For the latest news on the Connecting Ireland Rural Mobility Plan, please see https://www.nationaltransport.ie/connecting-ireland/. Between 2022 and 2025, the plan has introduced 183 new or enhanced bus services across rural Ireland. In 2025, 35 new or enhanced services were implemented. In addition. Three smart DRT pilot services launched, in Achill, Killarney and Limerick City. See table below for services implemented between 2022 and 2025. Year Services Implemented 2022 38 2023 65 2024 45 2025 35 Subject to funding, the NTA is working with Local Link, Bus Éireann and other operators to provide for a further c.86 enhanced or new bus services in 2027/ 2028. Yours sincerely,	**Pa Daly, T.D.**

14/01/2026	733	**PQ Referred: 1664/26, for answer 13/01/2026 , Written from - Pa Daly**	Dail Question No: 733 To ask the Minister for Transport the first and full year cost of operating a camera at a traffic light, broken down by CapEx and OpEx, in tabular form. Answer My Department has not been directly involved in the deployment of traffic light cameras in the past and does not hold information on their costs. I have therefore referred the Deputy's question to the National Transport Authority for direct response, based on information the NTA gathered when piloting such cameras previously. Please contact my office if a response is not received within ten days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 733 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise sincerely for the lengthy response in issuing this reply. This is due to the very high volume of public representative correspondence that we have received over recent months. Your query sought "the first and full year cost of operating a camera at a traffic light, broken down by CapEx and OpEx". While this may seem like a simple question, in reality it is difficult to answer due to a number of variables. It is presumed that the reference to "operating a camera at a traffic light" means the detection of a road traffic offence at a signalised junction and the subsequent processing of a fine or prosecution associated with the infraction. The installation of a camera is the simple part of the overall enforcement process. The complex part of the process is the development of a system (back office) that can detect the infringement from the camera images provided by the camera and can then issue and process the appropriate fine, including follow-up reminders and increased fine levels, plus accept and record payments, and prepare evidence packs for prosecution purposes. The NTA has recently been designated by the Department of Transport to provide and manage a camera enforcement system for non-speed traffic offences. The development of the required back-office for that overall camera system is a major undertaking and at this stage we do not have firm cost estimates or time schedules. Accordingly, we are not in a position to give definitive cost information in response to your query. It is likely to be early next year before we are advanced enough in the development process to provide firm estimates of camera costs. I trust that the above information clarifies the position. Yours sincerely,	**Pa Daly, T.D.**

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13/01/2026	546	**PQ Referred: 74473/25, for answer 13/01/2026 , Written from - Eoin Hayes**	Dail Question No: 546 To ask the Minister for Transport his views on the Fitzwilliam cycle route 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 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. €290 million was allocated to the NTA's Active Travel and Sustainable Transport Investment Programme alone in 2025 with actual spend reaching over €296 million invested in around 1,000 projects nationwide. I was delighted to secure a similar funding in Budget 2026, with €360 million having been allocated to Greenways and Active Travel, evidence of the Governments commitment to the provision of improved and expanded walking and cycling infrastructure both in our urban centres and in towns and villages across Ireland. 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. 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 am contacting you in relation to an outstanding Parliamentary Question from earlier this year which had been referred to the National Transport Authority (NTA) for reply but in respect of which a response had not been issued. We have seen a very large increase in the volume of Parliamentary Questions and public representative correspondence over the last year which has stretched our resources. Arising from that workload increase, we have identified that there are a number of queries outstanding from early in the year, one of which is your PQ 546 of 13 January. I apologise sincerely for the lengthy delay that has occurred in relation to this correspondence. In that parliamentary question, you had asked the Minister for Transport his views on the Fitzwilliam cycle route project. The following information is provided in response to this the query. The Fitzwilliam Cycle Route forms part of the Greater Dublin Area Cycle Network. The project has provided an important link within Dublin City's cycle network, including a key connection between the primary radial and orbital networks in the city centre, enhancing connectivity for people travelling by bicycle. The scheme was funded by the NTA, working with Dublin City Council in supporting its delivery, and was constructed in 2020. Future phases of this scheme are planned and are being progressed by Dublin City Council. The NTA would be willing to consider funding future phases but at this stage Dublin City Council would be best placed to provide an update on their current plans / priorities for this area. I trust that the above information is of assistance. I again apologise for the lengthy delay in relation to this query. Yours sincerely,	**Eoin Hayes, T.D**

13/01/2026	694	**PQ Referred: 1355/26, for answer 13/01/2026 , Written from - John Paul O'Shea**	Dail Question No: 694 To ask the Minister for Transport the plans to address the current capacity and access issues within the transport sector for people 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. From a policy perspective, on 03 September 2025 the Government launched theNational Human Rights Strategy for Disabled People (NHRSDP) 2025-2030. Pillar 5 of the NHRSDP, 'Transport and Mobility' contains a number of transport priority actions. I met with members of the disability sector on 29 September 2025 for a constructive dialogue around the NHRSDP and 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. 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 capacity and access issues within the transport sector for people with disabilities, 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. 694 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding which is due to a large volume of public representative correspondence. The NTA have been investing in improving the accessibility of services and works with Irish Rail, Dublin Bus, 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, others were completed in years preceding, which will allow a person with reduced mobility to access both sides of the platform. 66 stations have had their lifts replaced /renovated since 2020 to allow access for all, with Changing Place facilities being installed in three stations to date with more planned. 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 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, which have wheelchair lifts. 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 TFI (Transport for Ireland) public bus vehicles are wheelchair accessible. In addition, most of these vehicles 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). 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. In respect of capacity, the NTA utilises a number of measures to assess the capacity needs across the public transport network. Reviews may take into account: 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 or on street surveys); 3. Customer feedback (derived from analysis of customer contacts); 4. The scale and pattern of transport demand from sources such as the census; 5. Recent housing completions, commencements, and approvals; and 6. Local Area Plans/ Settlement Plans. The review of such information is used to identify gaps in the existing network in terms of both spatial and temporal	**John Paul O'Shea, T.D**

				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 Authority has recently undertaken capacity surveys on a series of routes, which will further inform any decision on the allocation of additional resources in those areas. In certain circumstances on Bus Éireann 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 funding and may require prioritisation based on greatest need. I hope that the above information is of assistance. Yours sincerely,	

13/01/2026	718, 719 & 720	**PQ Referred: 1644/26, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 720 To ask the Minister for Transport the estimated total fare revenue nationally if bus fares are to increase by 10%, 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 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. 718, 719 & 720 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding. Please see responses below to Parliamentary Question Nos 718, 719 & 720 of 13 January 2026. In each case, please note that the amount stated is the total fare revenue and not the increase in fare revenue. **PQ 718** In the event that public transport fares are to increase by 10%, the estimated total fare revenue nationally would be in the range of €554.2m and €612.5m • The above figures relate to estimated fare revenue based on an increase of 10% on all modes • The estimated increase in fare revenue is based on 2026 budgeted passenger numbers with no adjustment for elasticity. **PQ 719** In the event that public transport fares are to increase by 20%, the estimated total fare revenue nationally would be in the range of €604.6m and €668.2m • The above figures relate to estimated fare revenue based on an increase of 20% on all modes • The estimated increase in fare revenue is based on 2026 budgeted passenger numbers with no adjustment for elasticity **PQ 720** In the event that bus fares are to increase by 10%, the estimated total fare revenue nationally would be in the range of €529.2m and €584.9m • The above figures relate to estimated fare revenue based on an increase of 10% on buses only • The estimated increase in fare revenue is based on 2026 budgeted passenger numbers with no adjustment for elasticity I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

Data Classification: Public

13/01/2026	721	**PQ Referred: 1645/26, for answer 13/01/2026 , Written from - Emer Currie**	Dail Question No: 721 To ask the Minister for Transport the estimated total fare revenue nationally if bus fares are to increase by 20%, 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 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. 721 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding. Your Parliamentary Questions sought “the estimated total fare revenue nationally if bus fares are to increase by 20%”. In such circumstances, the estimated total fare revenue nationally would be in the range of €554.7 million and €613.0 million. (Please note that this is the total fare revenue and not the increase in fare revenue). • The above figures relate to estimated fare revenue based on an increase of 20% on buses only. • The estimated increase in fare revenue is based on 2026 budgeted passenger numbers with no adjustment for elasticity. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

13/01/2026	756	**PQ Referred: 1929/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 756 To ask the Minister for Transport the extent to which the new DART carriages will increase overall passenger capacity on the network, including any projected increase in peak hour capacity once all ordered carriages are 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. 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 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 756 of 13 January 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. It is understood that the Deputy's query focuses on the first deployment of the new DART fleet on the Northern Line, where the existing diesel fleet will be replaced by the new DART vehicles next year. 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. With respect to the replacement of the existing DART fleet, , each new 5 car X'trapolis train – this is the new DART fleet model - will accommodate 551 passengers, including both seated and standing capacity. The fleet is designed to operate in 10 car formations – two units linked together - during peak periods, providing capacity for over 1,100 passengers per train. In practical terms, the introduction of the new fleet will enable Irish Rail to operate full length trains on all services in peak hours, increase frequency, and provide significantly enhanced peak hour capacity across the DART network. When combined with the wider DART+ infrastructure upgrades, the overall programme is expected to more than double passenger capacity on the electrified network over time. The new fleet also delivers modern accessibility features, improved energy efficiency, and enhanced passenger comfort, supporting the Government's commitment to delivering a high quality, high capacity public transport system for the Greater Dublin Area. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Grace Boland, T.D**

			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. At least 23 million passenger journeys will have been made on existing DART services from Greystones to Malahide/Howth in 2025, the highest number ever seen. Across Dublin's commuter services – Drogheda, Maynooth/M3 Parkway, Kildare and Wicklow – a further 16 million passenger journeys are forecast for the year, also the highest ever. The full DART+ Programme, encompassing new fleet and infrastructure works under DART+ West, South West, Coastal North and Coastal South, will double the capacity for rail services in the GDA from 26,000 passengers per hour per direction to 52,000 during peak hours. 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	755	**PQ Referred: 1925/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 755 To ask the Minister for Transport the detailed timeline for the manufacture, delivery, testing, commissioning and passenger deployment of the third order of DART carriages announced in December 2025; the expected dates for entry into 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 (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 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 755 of 13 January 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. Irish Rail has advised that the key programme milestones for the Third Order are as follows: • Contract Award: Q4 2025 • Commencement of Delivery and Commissioning: Q3 2028 • Entry of Initial Trainsets into Passenger Service: Q4 2028 • All Trainsets from the Third Order in Service: Q3 2029 These timelines encompass the manufacturing period, delivery to Ireland, testing, commissioning, and the staged introduction of the new units into passenger operations. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Grace Boland, T.D**

			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. 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	811	**PQ Referred: 2908/26, for answer 13/01/2026 , Written from - Ciarán Ahern**	Dail Question No: 811 To ask the Minister for Transport whether his Department is measuring the emissions impact of the bypass that is being built by the State for an event (details supplied); the measures being put in place to provide viable public transport options to the venue for an event (details supplied); and if he will make a statement on the matter. Details Supplied: Ryder Cup in Adare Manor Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the emissions impact of the Adare Bypass. 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. As Minister for Transport, I have responsibility for policy and overall funding in 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 811 of 13 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the long delay in responding, which was due to a protracted staff absence. The NTA is working with the Department of Transport, the Department of Culture Communications and Sport, Limerick City Council, Iarnród Éireann and Ryder Cup Europe in relation to the provision of public transport services for Ryder Cup at Adare Manor. Additional rail services are planned for the event. Funding has been sought as part of the NTA's Budget 2027 submission for the provision of shuttle bus services between rail stations, and Park and Ride sites and the event site itself. Yours sincerely,	**Ciaran Ahern, T.D**

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

13/01/2026	770 & 771	**PQ Referred: 1945/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 771 To ask the Minister for Transport to provide a timeline for the completion of accessibility upgrades on train station platforms, bus stops and other public transport infrastructure nationwide, including specific targets for Dublin and North County Dublin localities; 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 in Dublin and North County Dublin localities, 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. 770 & 771 of 13 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding which is due to a large volume of public representative correspondence being received by the National Transport Authority (NTA). Public Transport is made up of many aspects the vehicles themselves (bus, train and tram), bus stops, stations, platforms, and footpaths and roads to the public transport itself. Accessibility is an ongoing programme which is dependent on the yearly funding available from the Department of Transport as well as the support from Statutory Agencies such as Local Authorities, Irish Rail and Bus Éireann to avail of that funding to upgrade facilities. One of the main challenges is that we have all inherited a system that was not built or designed with accessibility in mind. Some of the infrastructure was built up to 200 years ago and, accordingly, there is significant retrofitting and upgrading to be done at train stations, bus stations, and other locations, which takes time and funding to deliver. The Department of Transport provide funding under the Accessibility Retrofitting Funding and a programme of activity is undertaken each year in line with the available funding. The following sections detail various accessibility activities across public transport. **Bus and Coach Fleet** • The NTA has in recent years assumed responsibility for the procurement of new fleet to be operated by the TFI Public Service Obligation Transport Operators such as Dublin Bus, Bus Éireann and Go Ahead. All of these new buses and coaches procured by the NTA are wheelchair accessible. Most are low floor vehicles with a ramp for the wheelchair user to embark. However, some of the older longer distance coaches have high floors and are accessed via a wheelchair lift. • All recent bus vehicle purchases include audio visual announcements, yellow grab rails, induction loops, 4 x priority seats that are covered in different fabric and emblems to indicate to passengers that these seats are for people who really need them. • TFI Local Link, the Rural Transport Programme, which is managed by the NTA through 15 Local Link offices across the country, provides approximately 95% of its scheduled services using wheelchair accessible vehicles. TFI Local link provide accessible buses across their day and evening services and can divert their routes for pick-ups where residents have mobility issues if pre-booked by phone. **Bus Stops** • All city bus stops are wheelchair accessible as they can be served by wheelchair ramps and kneeling suspension on buses from normal footpath levels. • The NTA has been working with Local Authorities to install accessible bus stops suitable for high floor coaches in over 50 towns across Ireland and at other locations where the relevant local authority identifies a specific need. To date these wheelchair bays have been constructed or are in construction in towns nationwide. Other routes have been converted to low floor routes, using low floor vehicles which allow wheelchair access via a ramp at the entrance door, while several other locations are the subject of discussions with the relevant local authorities. • The NTA continues to work with Local Authorities, and have provided significant extra funding (€500,000), under the Bus Stop Enhancement Programme, to carry out improvement works to all bus stops in their regions, including accessibility works. Funding is also available to local authorities to install seating at bus stops or shelters at busier stops, where there is sufficient room to do so. **Tram:** • All of the Luas services have been designed to be fully accessible as the infrastructure is comparatively modern. The vehicles all have low floor areas with level boarding from the stop platforms, facilitating easy wheelchair access.	**Grace Boland, T.D**

				Train Stations: • €20 million has been provided during the period 2020-2024 for the replacement/renewal of lifts at train stations. Since 2020, 52 stations have had their lifts replaced or renovated. It is planned to continue undertaking lift improvement works . • To reduce the amount of lift faults caused by vandalism, Irish Rail have also been provided with funding to install a video security system on the lifts so that a lift is monitored and released when someone requests the lift. This arrangement has been installed on over 88 lifts, with more installations planned. As a result of this initiative, there has been a significant reduction in the amount of lift vandalism and the amount of lift unavailability where this feature has been installed. • Footbridges and lifts were installed at Ennis, Carlow and Edgeworthstown Rail Stations in 2021 and at Dalkey, Gormanstown and Little Island Rail stations in 2023. Banteer Rail Station Footbridge and Lifts were completed in 2024 with Rathmore, Athy and Maynooth in 2025 and Claremorris and Longford are in construction now. These works will allow access for passengers to both sides of the platform via lifts. Internal accessibility improvements are also included in the works at each station. • Design work at other rail station locations is ongoing at present and planning permission applications have been submitted for various footbridges and lifts as well as other works to ensure compliance with internal accessibility regulations for the rail stations. • Irish Rail have also been working with their Disability User Group to provide signage at their rail stations that allows people to easily locate where they need to go in the rail station. The NTA has provided funding to install these signage improvements in their 147 stations. It is planned to roll out the same design in the 25 Bus Stations nationwide also in the future. • The NTA has provided funding to Irish Rail to install Changing Places at Connolly, Heuston and just recently Limerick Station. It is planned to install additional Changing Place facilities at other stations in the future. **DART+:** • The NTA provided funding to Irish Rail to purchase the new DART+ fleet which will be rolling out in 2027. This was designed with a retractable ramp to allow independent access onto the rail carriage from the platform. Funding has also been provided to allow additional works on the platforms and rail lines themselves to further minimise the gap between the platform and the ramp. More information on the Coastal North Project is here https://www.dartplus.ie/en-ie/projects/dart-north This programme includes stations in Fingal County Council area – see: https://www.dartplus.ie/en-ie/projects/dart-north/public-consultation-round-2/dart-coastal-north-route-map **MetroLink:** • MetroLink is being designed with accessibility in mind and will serve many areas within Fingal County Council https://www.metrolink.ie/en/route/route-description **Bus Stations:** • The NTA has been working with Bus Éireann on installing an accessible bus bay in all of their bus stations. 21 bus stations have been completed to date. There are 4 bus stations remaining, which are in the design/planning stage at present. • Bus Éireann have carried out Accessibility Audits on most of their bus stations to ensure that they comply with Building Regulations for accessibility. Funding is available to BE to upgrade their bus stations and some will include Changing Places and Dog Relief areas where appropriate. These works plan to start this year and continue to complete the bus stations over the next four years or so, dependent on funding. I trust that the above information is of assistance.	

				Yours sincerely,	

14/01/2026	737	**PQ Referred: 1703/26, for answer 13/01/2026 , Written from - Shane Moynihan**	Dail Question No: 737 To ask the Minister for Transport the estimated total population that will have access to the MetroLink line for commuting and travel.; and if he will make a statement on the matter. Answer As the Deputy will be aware, MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre, the first of its kind 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 light rail. MetroLink's immediate catchment area, Fingal, was one of the fastest growing administrative areas in Ireland between the Census of 2016 and 2022, at a 12% population increase. Demand modelling was an essential component of the MetroLink Preliminary Business Case, which was approved by Government in 2022. Based on demand modelling for the project, MetroLink will provide a reliable fixed public transport option to an estimated 360,000 people that will live within 2km of the alignment in 2030, as well as millions of national and overseas visitors to Dublin and Ireland each year The modelling also demonstrated that MetroLink will serve a growing population of circa 175,000 people living within easy walking distance of the route. It provides a major improvement in access to employment with circa 250,000 jobs within easy walking distance of the route, as well as education, leisure and healthcare facilities. MetroLink has a high capacity to meet the needs of a growing population. MetroLink will be capable of carrying up to 20,000 passengers per hour in each direction. Noting the NTA's responsibility for the matter, I have referred Deputy's question to the NTA for	Dear Deputy, I am contacting you in relation to an outstanding Parliamentary Question from earlier this year which had been referred to the National Transport Authority (NTA) for reply but in respect of which a response had not been issued. We have seen a very large increase in the volume of Parliamentary Questions and public representative correspondence over the last year which has stretched our resources. Arising from that workload increase, we have identified that there are a number of queries outstanding from early in the year, one of which is your PQ 737 of 13 January. I apologise sincerely for the lengthy delay that has occurred in relation to this correspondence. In that parliamentary question, you had asked for details of the "estimated total population that will have access to the MetroLink line for commuting and travel". I note the Minister's comprehensive reply. In addition to the Ministers' response, at the last census in 2022, Ireland's population stood at just over 5.1 million, having grown by 8% since 2016. Dublin City's population grew 6.9% in the same period, while Fingal's population grew 11.6%. Swords was the third largest town in Ireland, and by 2040, Central Statistics Office moderate estimates predict that the population of Ireland will grow by approximately one million people. MetroLink therefore offers a solution which can support in meeting the travel needs of a growing population. When MetroLink operations commence, passengers will have trains available every 3 minutes during peak periods which can rise to a service every 90 seconds by 2060 with each train capable of carrying 500 passengers. MetroLink will provide reliable and sustainable trips for 53 million passengers in its first full operating year, and growing to over 100 million passengers per annum in time. I trust that the above information is of assistance. I again apologise for the lengthy delay in relation to this query. Yours sincerely,	**Shane Moynihan, T.D**

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

15/01/2026	139 & 212	**PQ Referred: 2870/26, for answer 15/01/2026 , Oral from - Richard Boyd Barrett**	Dail Question No: 139 To ask the Minister for Transport whether he will review bus routes in Dún Laoghaire in view of delays, ghost buses, diversions, and buses that must skip parts of their route to remain on-schedule (details supplied). Dail Question No: 212 To ask the Minister for Transport his plans to improve the reliability of bus routes in Dún Laoghaire in order to ensure that residents without car transport can attend work or other engagements consistently and on time (details supplied). Details Supplied: in particular the 7, 59 and E1 buses 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 matters you raised in Parliamentary Question Nos. 139 & 212 of 15 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. **PQ 139** The NTA and Dublin Bus and Go-Ahead Ireland, have been in the process of improving the punctuality and reliability of planned journey times across the bus network. Punctual bus services provide significant benefits in allowing people to better plan their day in advance, and this is why the NTA through its contract with bus operators, including Dublin Bus and Go-Ahead Ireland, sets minimum performance standards for punctuality, which is common practice on bus networks internationally. Bus cancellations and curtailments on routes 7 and E1 arise mainly from driver shortages and traffic congestion, which can prevent buses from completing trips on schedule. In recent months, some disruption to Route 59 has occurred due to external factors outside the Go-Ahead's control, including diversions arising from emergency water works in the Killiney area and a stop and go traffic management system on Harbour Road in Dún Laoghaire. These necessary works temporarily affected journey times and overall performance. As can be seen, cancellation of individual bus services can occur for many reasons, and inputting those cancellations into the system by the operator in a timely manner is essential to ensure the accuracy of the RTPI (Real Time Passenger Information) information provided through the on-street signs or via apps. Where regular delays are being experienced on specific service routes, the NTA would expect the operator of the service to apply to alter their timetables to better reflect the operating conditions that may be experienced on their network. Where cancellations are within operator control, contractual deductions are applied to reflect the cost of missed services. The NTA is currently meeting both Dublin Bus and Go-Ahead Ireland weekly at a senior level to monitor service reliability and identify routes requiring priority improvements in the punctuality and reliability and to agree on dates for implementation of schedule fixes. **PQ 212** The NTA and bus operators are working to improve the punctuality and reliability of planned journey times across the bus network. The NTA in its contracts with Dublin Bus and Go-Ahead Ireland, has strengthened performance obligations by providing minimum performance standards on a route by route basis. Failure to achieve the minimum performance standard for a route could result in a sanction for the operator, while exceeding the minimum performance standard could result in an incentive payment being made to the operator. We believe that this approach will incentivise improved performance across all services. The NTA is currently meeting both Dublin Bus and Go-Ahead Ireland weekly at a senior level to monitor service reliability and identify routes requiring priority improvements in the punctuality and reliability and to agree on dates for implementation of schedule fixes. I trust that the above information is of assistance. Yours sincerely,	**Richard Boyd Barrett, T.D.**

15/01/2026	176	**PQ Referred: 2796/26, for answer 15/01/2026 , Oral from - Edward Timmins**	Dail Question No: 176 To ask the Minister for Transport when the increase in the 132 Bus Éireann Regional/Commuter Service, which was scheduled for April 2025, will happen; 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 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. 176 of 16 January 2026, which was 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 lengthy delay in responding to this particular query. The details of the enhancement of Route 132 have been agreed with the NTA and Bus Éireann. The commencement date is subject to confirmation of funding so a precise date cannot be provided at this time. Yours sincerely,	**Edward Timmins, T.D**

13/01/2026	766, 767 & 768	**PQ Referred: 1940/26, for answer 13/01/2026 , Written from - Grace Boland**	Dail Question No: 766 To ask the Minister for Transport when the final funding distribution to the NTA under the Sectoral Investment Plan will be confirmed in full, and to set out the expected timeline thereafter for the NTA to publish its detailed investment plan covering all public transport projects within its remit; and if he will make a statement on the matter.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 766, 767 & 768 of 13 January 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 our apologies for the delay in responding to these Parliamentary Questions. **PQ 766** The Government published the revised National Development Plan (NDP) in July 2025, followed by the Department of Transport's Sectoral Investment Plan for Transport in November 2025, the preparation of which involved significant engagement with the National Transport Authority (NTA). This investment plan sees the allocation of €22.3 billion in Exchequer resources to Transport between 2026 and 2030, along with an additional allocation of €2 billion from the country's Infrastructure, Climate and Nature Fund (ICNF) 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 has provided the NTA with the following indicative capital multi-annual allocation under Programme A (Active Travel and Greenways) and Programme B (Public Transport). Note this excludes the €2 billion ringfenced for Metrolink through the ICNF. This forms the basis for the NTAs capital investment plan. It should be noted that while the 2026 allocations have been confirmed, the allocations for 2027 to 2030 are indicative in nature. The Minister and the Department of Transport retain the option to reprioritise capital expenditure to address emerging priorities across the overall transport capital programme and to adjust allocations in line with programme expenditure, project level progress and/or the annual Estimates process. The NTA is currently developing a more detailed programme based on the above information. We are currently waiting for certain updated cost information for some of the major projects prior to finalised the proposals, which will also remain indicative in nature. Given the timeline for the updating of that cost information, the NTA anticipates completing its programme in the autumn. **PQ 767** The NTA has robust reporting arrangements in place in relation to tracking the delivery of major projects. This includes formalised engagement structures with relevant delivery bodies (known as Sponsoring Agencies) with include both regular review meetings and a robust project reporting structure. Through a monthly reporting regime, the NTA tracks and monitors schedule / milestone achievement, cost performance (comparison of actual vs. approved budgets, cost forecast updates and variance tracking), scope delivery (delivery against defined outputs (e.g. km of bus corridors, fleet numbers, infrastructure elements), risk analysis and other relevant items. In the case of service related projects, passenger and service performance metrics are assembled and reported monthly, such as passenger numbers, ridership growth, service reliability and punctuality. In addition to the above, the NTA has Project Approval Guidelines in place which are mandatory for delivery bodies to follow. These provide clear deliverables to be provided during the overall life cycle of a project, aligned with the	**Grace Boland, T.D**

	Confirmed Allocation, €	Indicative Allocation, €				
Year	2026	2027	2028	2029	2030	2026-2030
Programme A: Active Travel and Greenways	292,000,000	292,000,000	292,000,000	292,000,000	292,000,000	1,460,000,000
Programme B: Public Transport	1,007,620,000	1,648,000,000	2,052,000,000	1,897,000,000	1,422,000,000	8,026,620,000
NTA Capital Funding Allocations	**1,299,620,000**	**1,940,000,000**	**2,344,000,000**	**2,189,000,000**	**1,714,000,000**	**9,486,620,000**

				Government's Infrastructure Guidelines. **PQ 768** The NTA places significant importance on community engagement and stakeholder consultation throughout the development and delivery of major transport projects under the Sectoral Investment Plan. The nature and level of the engagement is tailored to the phase of the project. For example, non statutory Public Consultations during the options development and selection, specific stakeholder engagements during the development of the preliminary design, and statutory consultations during the statutory planning stage. During construction, stakeholder engagement is specifically tailored to reflect the day to day management of construction and the potential impacts on individuals and communities. This approach, for example, is embedded across the delivery of all BusConnects Dublin Core Bus Corridor (CBC) Schemes and is replicated consistently as each scheme progresses through planning, construction, and delivery. With the Ballymun/Finglas and Liffey Valley Core Bus Corridor schemes now in the construction phase, and the Clongriffin scheme scheduled to commence in 2027, the NTA has implemented a comprehensive engagement framework designed to ensure that local communities, businesses, public representatives, statutory bodies, and all stakeholders are informed, consulted, and provided with opportunities to raise issues throughout project delivery. Each CBC scheme is supported by dedicated communication channels, including a scheme-specific website, a bespoke email address, and freephone service, providing residents and businesses with direct access to project information and project teams. This model will be replicated across all twelve Core Bus Corridor schemes. Scheme websites provide construction updates, interactive maps, traffic management information, downloadable and accessible updates, local liaison contact information and opportunities for stakeholders to subscribe via email for regular updates. Engagement with elected representatives forms a key element of our approach. Community forums have been established for individual schemes and include participation by local elected representatives. Dedicated contact channels are in place (see below) to facilitate the raising of constituency-based issues and project queries directly with the NTA and project teams. In addition, briefing sessions and drop-in information events provide opportunities for councillors and local authority officials to engage directly with project managers, engineers, and contractors and view the schemes interactively. At local level, contractors are required to appoint dedicated Local Liaison Officers (LLOs) who act as direct points of contact for residents, businesses, and community groups. Engagement activities include advance notification of works, hand-delivered information updates, face-to-face interactions, public information events, and ongoing support for those affected by construction activity. These arrangements are intended to ensure that local concerns are identified early and addressed in a timely manner. The NTA also operates a monthly construction newsletter and uses a range of digital communications channels to provide updates on project progress, upcoming works, and key milestones. As construction progresses, additional initiatives, including community-focused content and initiatives, will be utilised to maintain engagement with communities along the construction routes. To ensure local inputs and stakeholder feedback are considered throughout project development and delivery, the NTA and its delivery partners participate in a range of structured coordination forums. These include regular technical working arrangements involving local authorities, utility providers, service operators, contractors, and client partners, which facilitate the discussion and resolution of technical issues, coordination of works, and consideration of stakeholder requirements. Engagement with individual stakeholders also takes place as required outside these forums to address project-specific matters.	

				In addition, the NTA chairs a Monthly Traffic Forum, bringing together contractors, public transport operators, local authorities, An Garda Síochána, health service representatives and other relevant organisations to coordinate construction activity, review traffic management proposals, and minimise impacts on communities and businesses. Through these engagement structures, dedicated communication channels, and ongoing stakeholder coordination processes, the NTA seeks to ensure that local knowledge, community feedback, and stakeholder concerns are considered throughout the delivery of major projects. This engagement model has been established for the current CBC schemes in construction and will continue to be applied consistently across all BusConnects Dublin Core Bus Corridor schemes as they progress through to delivery. While the above information relates to the BusConnects Dublin programme, it is intended that the same principles will be applied in the case of the other major public transport projects forming part of the NTA Capital Programme. I trust that the above information is of assistance. Yours sincerely,	

20/01/2026	367	**PQ Referred: 4321/26, for answer 20/01/2026 , Written from - Ann Graves**	Dail Question No: 367 To ask the Minister for Transport if he will contact a company in relation to issues on a bus route (details supplied) - Ann Graves. Details Supplied: Go Ahead Bus - to please contact an organisation and ask that they improve the 33b bus service between Swords and Portrane, members of the public have complained about no shows and this has left passengers waiting for long periods of time at the bus stop with the expectation of a bus that never arrived. 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 terms of the performance of public transport operators, this 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. On reliability and frequency, 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 previously mentioned Public Transport Workforce Taskforce which aims to address recruitment challenges for drivers and mechanics; and planned improvements to the vehicle location system	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 367 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the very lengthy delay in responding. The NTA is aware of current drop in performance on the 33b route. Currently, Go-Ahead Ireland (GAI) are experiencing high levels of lost kilometres due to ongoing mechanical issues. GAI have recruited 10 new mechanics that started earlier in the year. We have seen improvement to their services in recent weeks. Please note that the NTA also meets with GAI's senior management team on a weekly basis to address any performance shortfalls. Please also note that this particular matter has been raised with GAI at said meetings. I hope that the above information is of assistance. Yours sincerely,	**Ann Graves, T.D**

			under Next Generation AVL, which will enhance the accuracy of real-time passenger information. We remain fully committed to building on these positive changes and delivering 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 the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.		

20/01/2026	297, 298 & 299	**PQ Referred: 3367/26, for answer 20/01/2026 , Written from - Grace Boland**	Dail Question No: 297 To ask the Minister for Transport whether MetroLink or any other major transport projects included in the National Development Plan are dependent on new or upgraded electricity grid connections; whether any such projects are subject to connection risk or sequencing issues; and if he will make a statement on the matter. Dail Question No: 298 To ask the Minister for Transport whether a cross departmental risk assessment has been undertaken on the interaction between electricity grid capacity and the delivery of transport projects under the National Development Plan; if so, whether this assessment has identified material delivery or cost risks; and if he will make a statement on the matter. Dail Question No: 299 To ask the Minister for Transport how potential electricity grid capacity shortfalls are being factored into cost estimates, delivery schedules and risk management for major transport projects, including MetroLink; 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 project risk and schedule management. The Department of Transport, together with the NTA, will continue to engage closely with key stakeholders, including ESB Networks, to help ensure that the necessary electricity capacity is in place to support the construction and operation of major public transport projects such as MetroLink, the expansion of the light rail network, and the electrification of the bus and heavy rail fleet. There is a multi-billion-euro programme of investment planned for	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 297, 298 & 299 of 20 January 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 our apologies for the delay in responding to these Parliamentary Questions. **PQ 297** The NTA continues to engage Electrical Supply Board Networks (ESBN) and other key stakeholders to help ensure that the necessary electricity capacity is in place to support the construction and operation of major public transport projects such as MetroLink, DART+, the expansion of the light rail network, and the electrification of the bus and heavy rail fleet. There is a multi-billion-euro programme of investment planned for both electricity networks and public transport infrastructure over the coming years, and all relevant parties will work to provide for the appropriate development of the electricity and transport sectors as part of wider decarbonisation goals. At individual project level, applications have been made for the necessary power connections and in many cases connections offers have been made by ESBN and accepted by stakeholders. These connection offers include for any necessary upgrades to the local grids in the vicinity of the projects. At present NTA is not currently aware of any significant connection risk or sequencing issues that are impacting the programme for delivery of major transport projects. **PQ 298** The NTA recognises the reliance of major transport projects on the provision of adequate secure energy supply. All transport projects include the securing the necessary power connections on the project risk registers and engage with ESBN at early stages in project development to mitigate this risk reducing the potential for material delivery or cost risks. Separately, NTA engages with ESBN to give visibility of the pipeline of future transport projects to ensure they are considered as part of future grid capacity planning. In addition, NTA is a member of the Joint Utility and Transport Clearing House (JUTCH) which was established by the Department of Public Expenditure and Reform as in response to the report of the Accelerating Infrastructure Taskforce to ensure the provision of utilities and transport infrastructure is not unduly delayed. **PQ 299** All Sponsoring Agencies responsible for delivering major transport projects are required to follow the NTA Cost Management Guidelines. Under the NTA Cost Management Guidelines, projects are required to be subject to a quantitative risk assessment process to ensure that identified risks are given an accurate risk rating in terms of the probability and impact on the project. This process is intended to ensure that potential risks are managed accordingly, including issues such as electricity grid capacity constraints, and risks are considered at the relevant cost estimation milestones during project development and as part of overall project delivery. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

			both electricity networks and public transport infrastructure over the coming years, and all relevant parties will work to provide for the appropriate development of the electricity and transport sectors as part of wider decarbonisation goals. Noting the NTA's responsibility regarding cost estimates, risk, and schedule management 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.		

20/01/2026	323	**PQ Referred: 3564/26, for answer 20/01/2026 , Written from - Peter 'Chap' Cleere**	Dail Question No: 323 To ask the Minister for Transport the active travel projects that are planned or underway in towns and villages in Carlow; 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 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. €290 million was allocated to Active Travel infrastructure projects in 2026, of which Carlow 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. Noting the role of the NTA in the matter, I have referred your question in relation to active travel projects in Carlow to that agency for a more detailed answer. If you do not receive a	Dear Deputy, I am contacting you in relation to an outstanding Parliamentary Question from earlier this year which had been referred to the National Transport Authority (NTA) for reply but in respect of which a response had not been issued. We have seen a very large increase in the volume of Parliamentary Questions and public representative correspondence over the last year which has stretched our resources. Arising from that workload increase, we have identified that there are a number of queries outstanding from early in the year, one of which is your PQ 323 of 20 January. I apologise sincerely for the lengthy delay that has occurred in relation to this correspondence. In that parliamentary question, you had asked for details of "the active travel projects that are planned or underway in towns and villages in Carlow". While I think that this information may have been provided in responses to later queries, the 2026 allocations to Carlow County Council for active travel projects across the county was published and is available on the NTA's website at the following link: https://www.nationaltransport.ie/wp-content/uploads/2026/01/Active-Travel-Investment-Grants-2026-Allocations.pdf. (Page 40 of the document deals with Carlow.) I again apologise for the lengthy delay in relation to this query. Yours sincerely,	**Peter 'Chap' Cleere, T.D**

			reply within 10 working days, please contact my private office.		

20/01/2026	322	**PQ Referred: 3563/26, for answer 20/01/2026 , Written from - Peter 'Chap' Cleere**	Dail Question No: 322 To ask the Minister for Transport the active travel projects planned or underway in towns and villages in Kilkenny; 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 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. €290 million was allocated to Active Travel infrastructure projects in 2026, of which Kilkenny 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. Noting the role of the NTA in the matter, I have referred your question in relation to active travel projects in Kilkenny to that agency for a	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 322 of 20 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding which is due to a large volume of public representative correspondence being received by the NTA. In recent years, the NTA has supported the delivery of several active travel and Safe Routes to School (SRTS) schemes across Kilkenny, including rural towns and villages. In 2023, the NTA provided €255,044 of funding for the construction of non-SRTS type infrastructure in the village of Dunamaggan. In 2025, the NTA provided €148,385 of funding for the construction of junction tightening in the village of Freshford. In 2026, the NTA has provided €50,000 of funding for the development of SRTS schemes in the rural towns and villages of Stoneyford, Johnstown, Mooncoin, Bennetsbridge and Hugginstown. Furthermore, €240,000 has been provided for a SRTS scheme to be constructed in Paulstown. Finally, the NTA has provided €40,000 in the 2026 allocation for the development of footpaths and crossings in the village of Bennetsbridge. It may be worth noting the NTA does not directly allocate funding for specific projects or regions such as rural areas, 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, however, 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,	**Peter 'Chap' Cleere, T.D**

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

15/01/2026	212	**PQ Referred: 2870/26, for answer 15/01/2026 , Oral from - Richard Boyd Barrett**	Dail Question No: 139 To ask the Minister for Transport whether he will review bus routes in Dún Laoghaire in view of delays, ghost buses, diversions, and buses that must skip parts of their route to remain on-schedule (details supplied). Dail Question No: 212 To ask the Minister for Transport his plans to improve the reliability of bus routes in Dún Laoghaire in order to ensure that residents without car transport can attend work or other engagements consistently and on time (details supplied). Details Supplied: in particular the 7, 59 and E1 buses 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 matters you raised in Parliamentary Question Nos. 139 & 212 of 15 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. **PQ 139** The NTA and Dublin Bus and Go-Ahead Ireland, have been in the process of improving the punctuality and reliability of planned journey times across the bus network. Punctual bus services provide significant benefits in allowing people to better plan their day in advance, and this is why the NTA through its contract with bus operators, including Dublin Bus and Go-Ahead Ireland, sets minimum performance standards for punctuality, which is common practice on bus networks internationally. Bus cancellations and curtailments on routes 7 and E1 arise mainly from driver shortages and traffic congestion, which can prevent buses from completing trips on schedule. In recent months, some disruption to Route 59 has occurred due to external factors outside the Go-Ahead's control, including diversions arising from emergency water works in the Killiney area and a stop and go traffic management system on Harbour Road in Dún Laoghaire. These necessary works temporarily affected journey times and overall performance. As can be seen, cancellation of individual bus services can occur for many reasons, and inputting those cancellations into the system by the operator in a timely manner is essential to ensure the accuracy of the RTPI (Real Time Passenger Information) information provided through the on-street signs or via apps. Where regular delays are being experienced on specific service routes, the NTA would expect the operator of the service to apply to alter their timetables to better reflect the operating conditions that may be experienced on their network. Where cancellations are within operator control, contractual deductions are applied to reflect the cost of missed services. The NTA is currently meeting both Dublin Bus and Go-Ahead Ireland weekly at a senior level to monitor service reliability and identify routes requiring priority improvements in the punctuality and reliability and to agree on dates for implementation of schedule fixes. **PQ 212** The NTA and bus operators are working to improve the punctuality and reliability of planned journey times across the bus network. The NTA in its contracts with Dublin Bus and Go-Ahead Ireland, has strengthened performance obligations by providing minimum performance standards on a route by route basis. Failure to achieve the minimum performance standard for a route could result in a sanction for the operator, while exceeding the minimum performance standard could result in an incentive payment being made to the operator. We believe that this approach will incentivise improved performance across all services. The NTA is currently meeting both Dublin Bus and Go-Ahead Ireland weekly at a senior level to monitor service reliability and identify routes requiring priority improvements in the punctuality and reliability and to agree on dates for implementation of schedule fixes. I trust that the above information is of assistance. Yours sincerely,	**Richard Boyd Barrett, T.D.**

27/01/2026	289	**PQ Referred: 5565/26, for answer 27/01/2026 , Written from - Naoise Ó Cearúil**	Dail Question No: 289 To ask the Minister for Transport whether the NTA has carried out an assessment of unmet public transport needs in Kildare north; the way in which these findings informed route selection under 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 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. 289 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the very lengthy delay in responding. The NTA reviews existing rural and commuter services in North Kildare on an ongoing basis as part of regular planning. For information on planning and consultation for the Connecting Ireland Rural Mobility Plan, please see the following link https://www.nationaltransport.ie/connecting-ireland/document-library/. Yours sincerely,	**Naoise Ó Cearúil, T.D**

27/01/2026	293	**PQ Referred: 5569/26, for answer 27/01/2026 , Written from - Naoise Ó Cearúil**	Dail Question No: 293 To ask the Minister for Transport the funding allocated for Connecting Ireland route improvements in Kildare north for 2025; the way this compares with previous years; 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 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. 293 of 27 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the very lengthy delay in responding. The National Transport Authority (NTA) does not hold a separately itemised record of funding allocated specifically to Connecting Ireland Rural Mobility Plan services in the North Kildare area for the years 2022 to 2025. There is currently no funding available for new or enhanced Connecting Ireland bus services in 2026. We have one remaining new Connecting Ireland route in this area that is currently in the planning phase, which will operate between Trim – Kilcock – Maynooth – Dunboyne. The NTA reviews existing rural and commuter services in North Kildare on an ongoing basis as part of regular planning. For information on planning and consultation for the Connecting Ireland Rural Mobility Plan, please see the following link https://www.nationaltransport.ie/connecting-ireland/document-library/. The NTA has included proposals for new and enhanced Connecting Ireland services in its 2027 Budget submission to the Department of Transport. Yours sincerely,	**Naoise Ó Cearúil, T.D**

27/01/2026	291	**PQ Referred: 5567/26, for answer 27/01/2026 , Written from - Naoise Ó Cearúil**	Dail Question No: 291 To ask the Minister for Transport whether additional routes or service enhancements are planned under Connecting Ireland to improve connectivity between Kilcock, Maynooth, Leixlip, and key employment and education centres; 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 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. 291 of 06 February 2026, which was 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 particular query. 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 North Kildare. 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. 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 NTA does not hold a separately itemised record of funding allocated specifically to Connecting Ireland Rural Mobility Plan services in the North Kildare area for the years 2022 to 2025. We have one remaining new Connecting Ireland route in this area that is currently in the planning phase, which will operate between Trim – Kilcock – Maynooth – Dunboyne. This will be implemented subject to funding availability. The NTA reviews existing rural and commuter services in North Kildare on an ongoing basis as part of regular planning . For information on planning and consultation for the Connecting Ireland Rural Mobility Plan, please see the following link https://www.nationaltransport.ie/connecting-ireland/document-library/. We are not aware of significant operational or staffing issues that are impacting the rollout of new Connecting Ireland routes in North Kildare. Yours sincerely,	**Naoise Ó Cearúil, T.D**

27/01/2026	290	**PQ Referred: 5566/26, for answer 27/01/2026 , Written from - Naoise Ó Cearúil**	Dail Question No: 290 To ask the Minister for Transport the current status of all Connecting Ireland proposals for Kildare north, including routes in planning and those with approved funding; 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 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. 290 of 06 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the very lengthy delay in responding. There is currently no funding available for new or enhanced Connecting Ireland bus services in 2026. We have one remaining new Connecting Ireland route in this area that is currently in the planning phase, which will operate between Trim – Kilcock – Maynooth – Dunboyne. The NTA reviews existing rural and commuter services in North Kildare on an ongoing basis as part of regular planning. For information on planning and consultation for the Connecting Ireland Rural Mobility Plan, please see the following link https://www.nationaltransport.ie/connecting-ireland/document-library/. The NTA has included proposals for new and enhanced Connecting Ireland services in its 2027 Budget submission to the Department of Transport. Yours sincerely,	**Naoise Ó Cearúil, T.D**

27/01/2026	292	**PQ Referred: 5568/26, for answer 27/01/2026 , Written from - Naoise Ó Cearúil**	Dail Question No: 292 To ask the Minister for Transport to detail the NTA's engagement with local representatives and community groups in Kildare north in identifying priority routes for 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 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 this instance, the NTA can detail their engagement with the relevant local community and representative groups as referenced in the question. 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. 292 of 06 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding We have one remaining new Connecting Ireland route in this area that is currently in the planning phase, which will operate between Trim – Kilcock – Maynooth – Dunboyne. There is currently no funding available for new or enhanced Connecting Ireland bus services in 2026. The NTA reviews existing rural and commuter services in North Kildare on an ongoing basis as part of regular planning. For information on planning and consultation for the Connecting Ireland Rural Mobility Plan, please see the following link https://www.nationaltransport.ie/connecting-ireland/document-library/. The NTA has included proposals for new and enhanced Connecting Ireland services in its 2027 Budget submission to the Department of Transport. Yours sincerely,	**Naoise Ó Cearúil, T.D**

27/01/2026	349	**PQ Referred: 6506/26, for answer 27/01/2026 , Written from - Maeve O'Connell**	Dail Question No: 349 To ask the Minister for Transport the number of staff employed in active travel teams or working on active travel projects in each local authority, in tabular form. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area. There has been a significant increase in recent years in the number of filled positions across Local Authorities for technical roles in the delivery of Active Travel infrastructure, reflecting the substantial increase in funding and project delivery since 2020. Currently around 240 staff are in place across the 31 local authorities who are dedicated to the delivery of walking and cycling infrastructure projects around the country. Since 2022, full allocation spend has been achieved under the NTA's Active Travel Programme and it is therefore considered that the current level of recruitment within the Active Travel teams is sufficient; however the NTA continue to monitor the staffing levels with a view to maintaining this optimum level going forward, ensuring a continuous high level of project delivery in the coming years. Separately, the 2009 National Cycling Policy Network set out the requirement for Local Authorities to assign an officer at an appropriate senior level to act as an Active Travel Officer (ATO), also known as Walking and Cycling Officers; many Local Authorities employ an ATO from before the commencement of the current NTA Active Travel resourcing programme in 2021. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 349 of 27 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding which is due to a large volume of public representative correspondence being received by the National Transport Authority (NTA). The progression of active travel projects forms part of both local and national policies. All projects being developed by local authorities are required to consider active travel as part of their development. In that context it is not possible to estimate the number of staff working on active travel projects in each local authority. The NTA does provide funding for specifically established Active Travel Teams within each Local Authority. The maximum numbers permitted within these teams are based on the size of the Local Authority. The table below outlines the current staff levels within Local Authorities as of the last available staffing report, which was 8 October 2025. Please note that not all local authorities have been successful in recruiting the maximum numbers of staff permitted within their Active Travel Teams: **Updated 8-10-2025** **Local Authority** / **No. of Current Staff (2025)** **Technical Staff** / **Admin Staff** Carlow 2 1 Cavan 3 1 Cork City 19 4 Cork County 15 1 Clare 5 - Donegal 4 1 Dublin City 22 10 Dun Laoghaire Rathdown 16 6 Fingal 15 1 Galway County 4 1 Galway City 10 6 Kerry 3 1 Kildare 8 1 Kilkenny 4 1 Laois 3 1 Leitrim 3 1 Longford 3 1 Louth 2 1 Limerick City & County 19 4 Mayo 3 1 Meath 11 1 Monaghan 3 - Offaly 3 1 Roscommon 2 1 Sligo 3 - South Dublin 7 5 Tipperary 3 - Waterford 9 2 Westmeath 4 1 Wexford 3 1 Wicklow 7 1 **Total** 218 57 I trust that the above information is of assistance. Yours Sincerely,	**Maeve O'Connell, T.D**

			reply within 10 working days, please contact my private office.		

28/01/2026	24	**PQ Referred: 6993/26, for answer 28/01/2026 , Written from - Réada Cronin**	Dail Question No: 24 To ask the Minister for Transport the reason a stop is not being considered in Kilcock, County Kildare under the proposed DART+ Programme; the alternatives that will be explored for DART access for residents, if no stop is put in 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 for DART+ West was granted by An Coimisiún Pleanála for DART+ West in July 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 secured under the NDP Sectoral Investment Plan, published by my Department 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 24 of 28 January 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. I note that the Minister has provided a substantive response to this Parliamentary Question. To add to the Ministers response, the decision by An Bord Pleanála in respect of the DART+ West Railway Order application, excluded the rail depot, which was intended to be located west of Maynooth, from the approved scheme. As the original depot site was not granted planning consent by An Bord Pleanála (now An Coimisiún Pleanála), a revised site for the new DART+ train depot has been identified just west of Kilcock. This revised depot proposal includes a further extension of the electrified network from Maynooth to Kilcock, together with the provision of a new station at Kilcock. A public consultation on those revised proposals has been undertaken recently, and work is now ongoing to have a new Railway Order (railway equivalent of planning permission) application submitted to An Coimisiún Pleanála later this year. Accordingly, the provision of a DART service to Kilcock is part of the revised depot proposals to be submitted for planning consent later this year. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Reada Cronin, T.D**

			private office if you do not receive a reply within10 days.		

29/01/2026	188	**PQ Referred: 7139/26, for answer 29/01/2026 , Written from - Michael Healy-Rae**	Dail Question No: 188 To ask the Minister for Transport if additional bus stops could be provided from Listowel to Lisselton and Lisselton to Ballybunion on the Bus Éireann 272 Tralee to Ballybunion bus service (details supplied); and if he will make a statement on the matter. Details Supplied: Minister, there are no bus stops at appropriate, safe locations anywhere from Listowel to Lisselton and fron Lisselton to Ballybunion on the Bus Éireann 272 Tralee to Ballybunion bus service. Whilst some drivers may stop to allow passengers off the bus at safe sections on this road, often passengers must wait until the bus reaches its official stop before being able to get off, having to walk additional distances when the bus passes by their intended destination. For elderly passengers and passengers with limited mobility, this is creating significant disturbance. Could additional stops at safe locations on these stretches 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. 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. 188 of 29 January 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Each local authority across the State, including Kerry County Council , has received an allocation from the NTA 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, proposals on where to upgrade existing bus stops or install new bus stops are made by the council, informed by a list of priority locations identified by the NTA based on passenger needs, 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. The NTA supports installing new stops at safe locations where there is a demand to stop but ultimately, the approval of bus stopping location suitability on a public road rests with the relevant local authority under the provisions of the Road Traffic Act 1961 (Section 85). The relevant officials have to consider the safety implications of stopping at a particular location. An initial review of the alignment was conducted within the NTA and no safe locations to install new bus stops could be readily identified. However, if there are specific locations where stops are considered feasible and desirable, we can request that these be considered by Kerry County Council for potential inclusion for new bus stop provision under the bus stop programme referenced above. I trust that the above information is of assistance. Yours sincerely,	**Michael Healy-Rae, T.D.**

10/02/2026	365	**PQ Referred: 9884/26, for answer 10/02/2026 , Written from - Ciarán Ahern**	Dail Question No: 365 To ask the Minister for Transport the steps that have been taken to fulfil the commitment in the Programme for Government to 'commission an independent feasibility study into continuing MetroLink from the city to south-west Dublin' and in particular steps taken to identify the independent body and to have full public oversight and consultation; 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 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. As the Deputy notes, the Programme for Government commits to commissioning an independent feasibility study continuing MetroLink from the city to South West Dublin. Noting the NTA's responsibility for the Transport Strategy for 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 am contacting you in relation to an outstanding Parliamentary Question from earlier this year which had been referred to the National Transport Authority (NTA) for reply but in respect of which a response had not been issued. We have seen a very large increase in the volume of Parliamentary Questions and public representative correspondence over the last year which has stretched our resources. Arising from that workload increase, we have identified that there are a number of queries outstanding from early in the year, one of which is your PQ 365 of 10 February. I apologise sincerely for the lengthy delay that has occurred in relation to this correspondence. In that parliamentary question, you had asked for details of "the steps that have been taken to fulfil the commitment in the Programme for Government to 'commission an independent feasibility study into continuing MetroLink from the city to south-west Dublin and in particular steps taken to identify the independent body and to have full public oversight and consultation". While I think that similar information may have been provided in response to later questions, the following information addresses the query. The NTA prepares and publishes (following input through a public consultation process) a statutory transport strategy for the Greater Dublin Area every six years, which is subject to Ministerial approval. The current statutory Greater Dublin Area Transport Strategy 2022-2042 (Transport Strategy), which was approved by the Minister for Transport in early 2023, sets out the following measure: “In reviewing and updating the Transport Strategy, which takes place every 6 years, the NTA will assess the requirement to provide additional Metro lines in the GDA based on updated forecast demand for travel and on emerging significant changes in land use and spatial policy, including previously considered options to extend Metrolink southwards towards UCD, or along the existing Luas Green Line, or towards South West Dublin.” Preparation work on the next Transport Strategy will commence next year and is scheduled to be completed during 2028. As part of the preparatory work for that strategy, a feasibility study for Metro South-West will commence next year. This work will include a comprehensive assessment of future demand for travel across the complete Greater Dublin Area. This will ensure that any assessment of demand in the southwest, and the associated feasibility of any emerging transport supply solutions, is undertaken and planned for in a holistic manner alongside the analysis of the entire Dublin area, with requirements for investment in infrastructure and services determined accordingly. This work will also take into account the significant changes in land use policy which have emerged since the approval of the 2022 Transport Strategy whereby local authorities have identified and prepared plans for development at major landbanks such as Dunsink and City Edge. It will also take into account the ongoing identification of locations for housing delivery in accordance with the revised National Planning Framework. I trust that the above information is of assistance. I again apologise for the lengthy delay in relation to this query. Yours sincerely,	**Ciaran Ahern, T.D**

10/02/2026	366-370	**PQ Referred: 10010/26, for answer 10/02/2026 , Written from - Ken O'Flynn**	Dail Question No: 366 To ask the Minister for Transport to set out, in respect of the Blarney, Glanmire and Ballyvolane growth corridors in Cork City and County, which public transport and sustainable transport projects have received Ministerial approval to proceed to planning, design, or delivery; which of those projects have capital funding allocated under the current National Development Plan or Capital Plan to 2030; and the project stage each approved scheme is currently at. Dail Question No: 367 To ask the Minister for Transport the formal delivery milestones, timelines, or reporting requirements his Department has set for the National Transport Authority in respect of transport infrastructure and service delivery for the Blarney, Glanmire and Ballyvolane growth corridors to 2030; and the way his Department monitors compliance with those expectations. Dail Question No: 368 To ask the Minister for Transport in respect of the Blarney growth corridor, to detail the Ministerial decisions taken to date regarding the proposed Blarney or Stoneview rail station and associated public transport infrastructure; whether funding has been approved in principle or allocated for planning or delivery; and the indicative sequencing for progression within the lifetime of the current Capital Plan. Dail Question No: 369 To ask the Minister for Transport in respect of the Glanmire growth corridor, to outline the public transport and bus priority measures approved by his Department for progression under BusConnects Cork or related programmes; whether these measures have secured Ministerial funding approval; and the timeframe within which his Department expects those schemes to advance through planning and delivery stages.	Dear Deputy, I am contacting you in relation to a number of outstanding Parliamentary Questions from earlier this year which had been referred to the National Transport Authority (NTA) for reply but in respect of which a response had not been issued. We have seen a very large increase in the volume of Parliamentary Questions and public representative correspondence over the last year which has stretched our resources. Arising from that workload increase, we have identified that there are a number of queries outstanding from early in the year. These include your query numbers 266 to 370 of 10 February. I apologise sincerely for the lengthy delay that has occurred in relation to this correspondence. In those parliamentary questions, you had asked for details “in respect of transport infrastructure and service delivery for the Blarney, Glanmire and Ballyvolane growth corridors to 2030”, along with seeking information in relation to rail station development, BusConnects and other sustainable investments in these areas. I note that the Minister provided a substantial amount of information on these items in his reply, before the queries were referred to the NTA for further response. I am also aware that subsequent responses may have provided some of the details sought. However, to supplement the original response, the following information may be useful. 1. Planning permission has been sought for two new rail stations on the Cork commuter rail network. Those two stations are (i) Blackpool and (ii) Dunkettle. Assuming that planning permission is granted, it is expected that construction of these stations will commence next year. It is understood that notification of an intention to grant planning permission has been recently issued by Cork City Council in respect of the new station at Blackpool. 2. Under the Cork Metropolitan Area Transport Strategy 2040, a further six rail stations are planned, including at Blarney/Stoneview and Monard. Permission for these stations will be sought under the Railway Order for Phase 2 of the Cork Area Commuter Rail Programme, which is expected to be submitted to An Coimisiún Pleanála at the end of this year or the start of next year. 3. BusConnects Cork comprises a number of elements, the two most significant of which are (i) a new network of bus services and (ii) road infrastructure changes to provide an increased level of priority for buses. In relation to the infrastructure elements, we are currently awaiting the passage of a piece of legislation that is required to allow us to make planning consent applications to An Coimisiún Pleanála for the infrastructure projects – the sustainable transport corridors. The legislation is set out in the Dublin Transport Authority Bill 2026 and it is hoped that it will have passed through the final Oireachtas stages in the coming weeks. If enacted, we will then be in a position to undertake a pre-submission engagement with An Coimisiún Pleanála and make the formal submission applications, either in December this year or early next year. 4. Regarding the new network of BusConnects services for Cork, while it is acknowledged that the budgetary allocation for PSO services under Budget 2026 was substantially increased from prior years, the funding provided focused on the continued operation of the existing bus, train and tram services and funding is not available within the allocated budget for new or enhanced PSO services in 2026. This has meant that we are not in a position to start the rollout of the new services under BusConnects Cork this year. Within our budgetary request for 2027, we have sought funding for the commencement of the first phase of the BusConnects Cork network early next year. We await the outcome of the 2027 budgetary process before we can confirm that initiation. I hope that the above information is of some assistance and I again apologise for the lengthy delay in responding to these queries. Yours sincerely,	**Ken O'Flynn, T.D**

			Dail Question No: 370 To ask the Minister for Transport to clarify whether the Ballyvolane growth corridor is included or excluded from planned public transport or sustainable transport investment programmes to 2030; the policy or planning basis for that position; and whether any proposals relating to Ballyvolane have received Ministerial consideration or approval for funding, planning, or assessment. 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 development of the Cork Metropolitan Area Transport Strategy (CMATS) 2040. Within this policy framework, the CMATS 2040 has been developed by the NTA in collaboration with Transport Infrastructure Ireland (TII), Cork City Council, and Cork County Council. A key principle for CMATS is to reduce dependency on the private car within the Cork Metropolitan Area, while increasing the appeal of sustainable transport options, such as Cork Area Commuter Rail, light rail, and BusConnects Cork. In November 2025, my Department published the National Development Plan Review 2025 Sectoral Investment Plan for Transport. This plan outlines the intention of this Government to prepare for and move these projects into construction, whilst also having regard for the requirements set out in the Infrastructure Guidelines and planning regulations and ensuring compliance with these. The aim of BusConnects Cork is deliver an enhanced bus system that is better for the city, its people, and the environment. BusConnects Cork is designed to provide a better, more reliable, and more efficient bus service for everyone in addition to provide safe cycling		

			facilities along key routes. Following a 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, subject to funding and operational readiness. The Cork Area Commuter Rail Programme is a key project in the CMATS. 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. In relation to Active Travel infrastructure projects, the NTA has allocated funding under its Active and Sustainable Transport Investment Programme to the following schemes in 2026:		

			BallyvolaneMayfield to Glen Cycle Route – at preliminary design stageBallyvolane Phase 2 Fox and Hounds Junction – under constructionBanduff Road – under constructionNorthern Distributor Road Route Selection – at preliminary design stage GlanmireGlanmire to City Cycle Route (Phase 1) – completedGlanmire to Riverstown Greenway – under constructionDunkettle Road AT Scheme (Phase 2) – under constructionSRTS – Glanmire Community College – under constructionSRTS – Scoil Naomh Iosaf, Riverstown – under construction BlarneyBlarney Village Active Travel Scheme – at preliminary design stageBlarney Business Park Linkage - completed Noting the NTA's responsibility in these matters, 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.		

11/02/2026	55	**PQ Referred: 10930/26, for answer 11/02/2026 , Written from - John Connolly**	Dail Question No: 55 To ask the Minister for Transport to detail the efforts his Department are taking to develop bus priority measures in Galway City; and if he will make a statement on the matter. Answer As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing bus services across five of 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 major infrastructure component of the BusConnects Galway programme is the construction of Sustainable Transport Corridors. The NTA is advancing work on the Sustainable Transport Corridors, the Cross-City Link scheme and the Dublin Road scheme, which will improve travel times on the bus network and improve connections for pedestrians and cyclists. The Cross-City Link is a 6.7km scheme that aims to create a sustainable transport corridor from the northeast of Galway to the northwest, crossing Droichead an Dóchais (formerly known as the Salmon Weir Bridge). It includes the creation of a dedicated bus gate over Droichead an Dóchais, reallocation of road space away from private vehicles, the provision of segregated cycling infrastructure and upgraded pedestrian facilities. Once complete, bus routes will be modified to use the high-quality corridor and create an interchange hub at Eyre Square. Galway City Council submitted a planning application in September 2022 to An Coimisiún Pleanála for the project. An Oral Hearing for the project was held in February 2024. An Coimisiún Pleanála granted planning permission in 2024; however, it is subject to judicial review, which is still ongoing. An Coimisiún Pleanála granted planning permission to Galway City Council for the	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 55 of 11 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. In Q4, 2025, Galway City Council received planning approval from An Coimisiún Pleanála for the BusConnects Galway Dublin Road Scheme. The Dublin Road project, funded and supported by the NTA, is a planned continuous corridor of high-quality public transport, pedestrian and cycling facilities running along the R338 Dublin Road. This 3.9km route, running from east of the Moneenageisha Junction to the Doughiska Junction, will be adjacent to the Atlantic Technological University, Merlin Park Hospital, Bon Secours Hospital as well as schools and other amenities. The new bus facilities, which will include additional dedicated bus lanes in both directions and enhanced bus stops, will provide for more reliable and more comfortable journeys for commuters. This project is moving to the next phase of detailed design. In addition to this, Galway City Council has also received approval from An Coimisiún Pleanála for the BusConnects Galway Cross City Link scheme however this consent is currently the subject of a Judicial Review. The Cross City Link scheme (University Road to Dublin Road) will form a central route for public transport, cyclists and better connect places of interest for pedestrians along an east-west corridor through Galway City centre. Please note that the NTA intends to carry out a feasibility study for additional Sustainable Transport Corridors for Galway City. We currently anticipate commencing work on this feasibility study in 2027. I trust that the above information is of assistance. Yours sincerely,	**John Connolly T.D**

			Dublin Road scheme in 2025. The Dublin Road scheme which, when constructed, will provide 3.9km of bus priority and active travel infrastructure, alongside upgraded pedestrian infrastructure. An Coimisiún Pleanála granted planning permission for Dublin Road scheme in 2025. 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 with 10 days.		

12/02/2026	256	**PQ Referred: 11143/26, for answer 12/02/2026 , Written from - Mark Wall**	Dail Question No: 256 To ask the Minister for Transport the position regarding upgrades to a bus service in County Kildare (details supplied); and if he will make a statement on the matter. Details Supplied: The 130 service which travels between Athy and Naas in County Kildare and additional times particularly early morning 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. 256 of 12 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA plans to enhance route 130 with an additional departure from Sallins/Naas to Athy in the early morning, and this service will be included in a new contract for provision of Kildare commuter bus services, which is currently at procurement stage. The target implementation date is 2027 and is subject to confirmation of funding. I trust that the above information is of assistance. Yours sincerely,	**Mark Wall, T.D**

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<tr>
<td>17/02/2026</td>
<td>12271/26</td>
<td>PQ Referred: 12271/26, for answer 17/02/2026, Written from - Emer Currie</td>
<td>PQ 12271/26

To ask the Minister for Transport to provide details of passenger numbers on the 99 Dublin Bus in comparison to the average 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 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.</td>
<td>Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 12271/26 of 17 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 passenger numbers on the 99 Dublin Bus in comparison to the average service”. I have provided the passenger numbers for the 99 bus service for 2025. It should be noted that the year is divided up into thirteen 4-week periods.

<table>
<tr><th>Route</th><th>Period 1</th><th>Period 2</th><th>Period 3</th><th>Period 4</th><th>Period 5</th><th>Period 6</th><th>Period 7</th><th>Period 8</th><th>Period 9</th><th>Period 10</th><th>Period 11</th><th>Period 12</th><th>Period 13</th></tr>
<tr><td>99</td><td>1,909</td><td>3,787</td><td>3,927</td><td>4,568</td><td>5,157</td><td>3,533</td><td>6,112</td><td>6,634</td><td>6,541</td><td>4,159</td><td>4,818</td><td>3,587</td><td>3,170</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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17/02/2026	12206/26	**PQ Referred: 12206/26, for answer 17/02/2026, Written from - Naoise Ó Cearúil**	PQ 12206/26 To ask the Minister for Transport the assessment undertaken by the NTA regarding the impact of W61 service unreliability on passengers; the steps being implemented to ensure that a 30-minute-frequency service operates dependably; 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 terms of the performance of public transport operators, this 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. 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. 12206/26 of 17 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding which is due to a large volume of public representative correspondence being received by the NTA. The NTA is aware of the drop in performance levels on certain services operated by Go-Ahead Ireland (GAI) including on route W6. These have in large part been due to fleet maintenance issues. GAI has recruited 10 new mechanics who commenced employment earlier in the year. The NTA has observed improvements to services in recent weeks. There are also on-going issue on Route W6 due to roadworks, which is resulting in delays and cancellations to services. The NTA also meets with GAI's senior management team on a weekly basis to address any performance shortfalls and have raised the issues noted in this correspondence with them for their attention. Where services do not operate due to circumstances within the operator's control, financial deductions are applied in accordance with contractual provisions. The NTA will continue to engage closely with GAI and monitor the performance of the W6 service to ensure that reliability improves. I hope that the above information is of assistance. Yours sincerely,	**Naoise Ó Cearúil, T.D**

17/02/2026	429	**PQ Referred: 12637/26, for answer 17/02/2026 , Written from - Jennifer Whitmore**	Dail Question No: 429 To ask the Minister for Transport for an update on the expected timelines of delivery of electric battery carriages and associated infrastructure for 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 NDP Transport Sectoral Investment Plan provides funding to enable the extension of the DART to Wicklow around 2029, using new battery-electric DART trains. This represents a significant acceleration compared to the plans set out in the Greater Dublin Area Transport Strategy 2022-2042, which would have seen the DART extension to Wicklow progressed no earlier than 2037. Three train fleet orders have been placed, comprising both battery-electric and electric carriages, bringing the total number of new DART carriages ordered to 285, made up of 57 five-carriage trains. The first order for the purchase of 95additionalDART carriages (65 battery-electric and 30 electric) have started arriving 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. It is planned to deploy at least some of the second order of 90 battery-electric DART carriages to allow commencement of the Wicklow DART extension around 2029.This will provide for a major boost in train service frequency between Wicklow and Dublin. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 429 of 17th February 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 notes the comprehensive answer provided by the Minister's office. To add to the Minister's response, a planning application for the required charging infrastructure and various works at Wicklow Station is expected to be lodged with the local authority during the next three months. Separately, the procurement procedure for the special charger equipment has commenced and the process of shortlisting suppliers is nearing completion. Also, as identified in the Minister's response, the battery-electric train fleet to provide the hourly service to Wicklow is already on order as part of the first three DART+ fleet orders that have been placed. I trust that the above information is of assistance. Yours sincerely,	**Jennifer Whitmore, T.D.**

			for a more detailed reply. Please contact my private office if you do not receive a reply within10 days.		

18/02/2026	32	**PQ Referred: 13095/26, for answer 18/02/2026 , Written from - Sean Fleming**	Dail Question No: 32 To ask the Minister for Transport the funding allocated to NGOs by his Department in 2025; the funding allocated to NGOs by agencies and bodies under the remit of his Department; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer The information requested by the Deputy is set out in the following table: Non-Governmental Organisations 2,025 Variety Ireland – relates to their Recycle Mobility Programme € 150,000 An Taisce (funded through NTA) - relates to Green Schools Travel and Safe Routes to School Programme € 2,367,970 Mountain Rescue/Community Rescue Boats Maintenance Grants Donegal Mountain Rescue € 22,210 Dublin Wicklow Mountain Rescue € 32,155 Galway Mountain Rescue € 18,130 Glen of Imaal Mountain Rescue € 32,410 Irish Cave Rescue Organisation € 20,000 Kerry Mountain Rescue € 21,700 Mayo Mountain Rescue € 25,525 Search and Rescue Dog Association € 19,405 Sligo Leitrim Mountain Rescue € 17,620 South Eastern Mountain Rescue Association € 20,935 Mountain Rescue Ireland € 127,426 Mountain Rescue Ireland (Development grant)	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 32 of 18 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 “the funding allocated to NGOs by his Department in 2025; the funding allocated to NGOs by agencies and bodies under the remit of his Department”. Please see table below in response to this Parliamentary Question outlining the funding allocated NGOs by the NTA. | Name	Transport Co-ordination Units	Other NGO's	Total Amount | |---|---|---|---| | An Taisce | | 1,368,746 | 1,368,746 | | Bantry Rural Transport Partnership CLG | 576,226 | | 576,226 | | Bealach Na Gailimhe Teoranta | 3,694,792 | | 3,694,792 | | Cavan Monaghan Transport Co-ordination Unit GLG | 4,986,229 | | 4,986,229 | | Comfortdelgro Irish T/A Citylink | 2,250,854 | | 2,250,854 | | County Limerick & North Cork Transport Group CLG | 5,369,316 | | 5,369,316 | | Cycling Ireland | | 730 | 730 | | Economic and Social Research Institute | | 51,079 | 51,079 | | Irish Cycling Federation | | 21,386 | 21,386 | | Irish Deaf Society | | 3,652 | 3,652 | | Irish Wheelchair Association | | 69,500 | 69,500 | | ITS Ireland | | 250 | 250 | | Junior Achievement Ireland | | 10,000 | 10,000 | | Kerry Community Transport CLG T/A Local Link Kerry | 5,374,679 | | 5,374,679 | | Kildare Local Transport Link CLG | 3,261,757 | | 3,261,757 | | Laois Local Link | 1,422,053 | | 1,422,053 | | Local Link Cork | 5,443,447 | | 5,443,447 | | Longford Westmeath Community Transport CLG | 3,085,947 | | 3,085,947 | | Meath Accessible Transport Project CLG | 4,866,989 | | 4,866,989 | | NALA | | 1,680 | 1,680 | | Safe Route to School - An Taisce | | 820,709 | 820,709 | | Seirbhis Iompair Tuaithe Teo (Local link) | 14,198,637 | | 14,198,637 | | TFI Local Link Mayo | 1,603,017 | | 1,603,017 | | Wexford Local Link CLG | 998,045 | | 998,045 | | | | | | | ***Total*** | ***57,131,988*** | ***2,347,730*** | ***59,479,718*** | I trust that the above information is of assistance. Yours sincerely,	**Sean Fleming, T.D.**

			€ 20,000 Ballinskelligs Inshore Rescue € 5,075 Ballybunion Sea Rescue € 5,075 Banna Rescue € 5,075 Bantry Inshore Search and Rescue € 5,075 Bonmahon Community Rescue Boats € 5,075 Corrib Mask Search and Rescue € 5,075 Derrynane Inshore Rescue € 5,075 Limerick Marine Search and Rescue € 5,075 Tramore Sea Rescue Association € 5,075 Waterford City River Rescue € 5,075 Community Rescue Boats Ballinskelligs One Off € 3,965 Community Rescue Boats Corrib Mask One Off € 3,965 Community Rescue Boats Waterford One Off € 3,965 CALSTART inc - Contribution to Support Global MOU on ZE-MHDVs € 44,780 Total € 3,002,911 With regard to the Agencies under my remit, this is a matter for the Agencies themselves. My office will forward your question to them for their direct response. If the Deputy has not received a reply within ten working days, please contact my private office.		

24/02/2026	303, 304 & 305	**PQ Referred: 14494/26, for answer 24/02/2026 , Written from - Grace Boland**	Dail Question No: 303 To ask the Minister for Transport when the 47 electric buses for Galway and 65 electric buses for the Dublin area were received; the measures being taken to maintain the battery health of electric buses; the battery maintenance protocols applied by Bus Éireann, Dublin Bus and the National Transport Authority to prevent degradation if these buses are not in regular operation; and if he will make a statement on the matter. Dail Question No: 304 To ask the Minister for Transport the maintenance arrangements and associated costs for the electric buses delivered for Galway and Dublin; whether maintenance and warranty management differs for buses in storage compared with those in active service; and if he will make a statement on the matter. Dail Question No: 305 To ask the Minister for Transport the expected timeline for completing the required charging infrastructure for the Galway buses; the reasons for the delay; and whether interim charging options were considered to avoid the continued idling of 47 buses 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 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 matters you raised in Parliamentary Question Nos. 303, 304 & 305 of 24 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. 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. 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 public bus fleet will be withdrawn from service. The NTA and its operators are therefore, today, still in the early stages of this transition. Nonetheless, there has been significant progress to-date, with a total of 252 battery-electric buses now absorbed into the operational fleet of Dublin Bus and Bus Éireann in Athlone, Dublin and Limerick, supported by a total of 284 charging guns across five bus depots. As can be appreciated given the different suppliers involved, it is necessary to procure battery-electric buses and the charging infrastructure to support them separately and to put in place separate contracts for each. Securing the necessary enhanced grid connection and obtaining planning consent from the relevant local authority introduces even more parties, and associated inter-dependencies, into each depot electrification project. Unlike other products (including other road vehicles such as cars, vans and trucks), new battery-electric buses are built to order and incorporate specific design features to meet the needs of Irish public bus operators. The time between the placing of an order for, and the NTA purchasing, a new battery-electric bus is typically in the order of 12 to 24 months, and there can be up to a year between the delivery of the first bus and the last bus under a single order. As a consequence, it is virtually impossible to fully align charger installations and bus manufacturing schedules. This has also been the experience internationally with virtually all bus operators. In the case of the bus orders issued by the NTA, where the buses have completed the manufacturing process prior to the charging infrastructure being fully in place, the buses are retained and maintained by the manufacturer up to their release date for absorption into the relevant bus operator’s fleet. As of today, a total of 220 double-deck battery-electric buses have been ordered by the NTA for use within the Dublin Metropolitan Area (DMA). 135 of these buses have been absorbed into the Dublin Bus fleet, leaving a total of 85 buses available for transfer to operators. Of this total, 16 of these buses are currently being prepared for delivery to Dublin Bus and will be brought into operation shortly. The remaining 69 buses are all anticipated to be transferred into the operational fleet by Q3 of this year as additional electrical grid capacity at Dublin Bus’ Phibsborough bus depot becomes available and the second phase of charging infrastructure at Dublin Bus’ Harristown bus depot comes onstream. As of today, a total of 121 double-deck battery-electric buses have been ordered by the NTA for use in Limerick and Galway. 109 of these buses have completed the manufacturing process. 62 of these buses have been absorbed into the Bus Éireann fleet, leaving a total of 47 buses available for transfer to operators. Of these 47 vehicles, four buses are currently being prepared for delivery to Bus Éireann in Galway and will be brought into operation shortly. The remaining 43 buses are all anticipated to be transferred into the operational	**Grace Boland, T.D**

				fleet during Q4, 2026 and Q1, 2027 as the new charging infrastructure at the Galway bus depot comes onstream. As stated earlier, these buses are retained and maintained by the manufacturer (Wrightbus in Northern Ireland) at their factory until that transfer date. A contract for the installation of 70 new charging guns and associated infrastructure at Bus Éireann's Galway bus depot was signed on 5th March 2025. At that time, the programme showed a works duration of 52 weeks, which would have allowed testing and commissioning to commence in March 2026. This would have necessitated those new battery-electric buses destined for Galway being available in early 2026. However, while Limerick City and County Council granted an exemption in respect of the installation of the charging equipment in Limerick bus depot under the relevant provision of the planning legislation, Galway City Council did not grant an exemption and, instead, required the submission of a full planning permission application for the installation of the charging equipment in the bus depot in Galway. That planning submission was subsequently made by Bus Éireann and a notification to grant planning permission was issued by the Council on 3rd March 2026. This allows the contractor to proceed with the installation of the chargers in Bus Éireann's Galway bus depot over the coming months, with those chargers anticipated to become available for use later this year. I trust that the above information is of assistance. Yours sincerely,	

25/02/2026	63	**PQ Referred: 15424/26, for answer 25/02/2026 , Written from - Marie Sherlock**	Dail Question No: 63 To ask the Minister for Transport the expenditure incurred to date on the Dart West project. 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+ West provides 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. An Coimisiún Pleanála granted condition planning approval 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 secured under the NDP Sectoral Investment Plan, published by my Department 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. 63 of 25 February 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. Iarnród Éireann has advised that expenditure to date on the DART+ West project amounts to €56.8 million, which includes €10.6 million in costs associated with ESB diversions. In addition, a further €48 million has been incurred to date on programme wide DART+ activities that support all elements of the programme, including DART+ West. This programme wide expenditure comprises: • €33.5 million on staff and overheads • €8 million on CIE costs, including legal, group property and statutory payments • €3 million on accommodation buildings • €3.4 million on other consultancy services, including the Expert Challenge Panel, risk, safety assurance, business case and governance support On a high level proportional basis, programme wide expenditure is allocated approximately 45–50% to DART+ West, 25–30% to DART+ Southwest, 20–25% to DART+ Coastal, and 1–2% to the BEMU programme. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Marie Sherlock, T.D**

25/02/2026	62	**PQ Referred: 15423/26, for answer 25/02/2026 , Written from - Marie Sherlock**	Dail Question No: 62 To ask the Minister for Transport the expenditure incurred to date on the Dart South West project. 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+ South West will extend DART services from Dublin city centre to Hazelhatch and Celbridge including four-tracking from Park West to Heuston. A Railway Order for DART+ South West was approved 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 from the NDP Sectoral Investment Plan has allowed the commencement of Compulsory Purchase Orders (CPOs) to be progressed for DART+ South West, starting this month. In addition, framework procurement contracts are being established for DART+ West, with the intention of also 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 62 of 25 February 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. Iarnród Éireann has advised expenditure to date on the DART+ South West project amounts to €31.1 million, which includes €3.9 million in costs associated with ESB diversions. In addition, a further €48 million has been incurred to date on programme wide DART+ activities that support all elements of the programme, including DART+ South West. This programme wide expenditure comprises: • €33.5 million on staff and overheads • €8 million on CIE costs, including legal, group property and statutory payments • €3 million on accommodation buildings • €3.4 million on other consultancy services, including the Expert Challenge Panel, risk, safety assurance, business case and governance support On a high level proportional basis, programme wide expenditure is allocated approximately 25–30% to DART+ South West, 45–50% to DART+ West, 20–25% to DART+ Coastal, and 1–2% to the BEMU programme. I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Marie Sherlock, T.D**

26/02/2026	**16050/26**	**PQ Referred: 16050/26, for answer 26/02/2026, Written from - Ken O'Flynn**	Dail Question No: 268 To ask the Minister for Transport whether key performance indicators or contractual provisions within the national bus shelter contract include targets relating to vandalism frequency, asset durability, or cost containment; and if he will provide details of any such oversight mechanisms. 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 provisions of bus 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 within 10 days.	Dear Deputy, I am contacting you in relation to an outstanding Parliamentary Question from earlier this year which had been referred to the National Transport Authority (NTA) for reply but in respect of which a response had not been issued. We have seen a very large increase in the volume of Parliamentary Questions and public representative correspondence over the last year which has stretched our resources. Arising from that workload increase, we have identified that there are a number of queries outstanding from early in the year. These include your query number 268 of 26 February. I apologise sincerely for the lengthy delay that has occurred in relation to this correspondence. In that parliamentary question, you had asked “whether key performance indicators or contractual provisions within the national bus shelter contract include targets relating to vandalism frequency, asset durability, or cost containment; and if he will provide details of any such oversight mechanisms.” I note that we did issue replies to related queries 266, 267 and 270 of the same date, but inadvertently didn’t issue a direct response to query 268. In the responses issued to the other related queries, we advised that the cost of vandalism repairs to bus shelters is borne by the bus shelter contractor and is included in his fixed price maintenance costs. Accordingly, since the risk associated with this cost is borne by the contractor, we do not have access to full cost information regarding vandalism repairs. I confirm that the contract does not contain include “targets relating to vandalism frequency”, but it does include requirements in relation to dealing with vandalism issues, including repair obligations and response requirements. In respect of asset durability, the contract does contain requirements in relation to durability and various requirements and standards for materials are set out. The overarching requirement is that the design life of each type of bus shelter must be for a minimum of 15 years. As advised in the separate responses, we operate the bus shelter contract on a national basis – a single contract covering the full country. On that national basis, we do monitor vandalism trends and maintenance/repair costs for the overall portfolio of bus shelters. I hope that the above information is of some assistance and I again apologise for the oversight in not responding to this query at the same time as the other related responses were issued. Yours sincerely,	**Ken O'Flynn, T.D**

26/02/2026	157	**PQ Referred: 14235/26, for answer 26/02/2026 , Oral from - Grace Boland**	Dail Question No: 157 To ask the Minister for Transport given of evidence that zonal fares for Skerries and Balbriggan are disproportionately higher on a per kilometre basis than for nearby stations such as Rush and Lusk, whether he accepts that this creates an unfair burden on commuters in Skerries and Balbriggan; whether his Department or the National Transport Authority has examined the impact of this disparity on travel behaviour, including increased driving to neighbouring stations and pressure on parking and local roads; 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. In light of their responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 157 of 26 February 2026, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The National Transport Authority (NTA) has responsibility for setting public transport fares on contracted or Public Service Obligation (PSO) services under the Dublin Transport Authority Act 2008. The Dublin city and commuter zone areas were selected based on a review of current public transport networks and future proposals such as DART+, as well as the analysis of commuting patterns to Dublin. Rush and Lusk are in the city zone and Skerries and Balbriggan are in commuter zone 2. The city zone covers the existing DART corridor (except Greystones), the Maynooth line and the Kildare rail corridor as far as Hazelhatch and Celbridge. It extends to a radius of 23km from Dublin city centre (O'Connell Bridge). The pricing of fares within the city zone reflects the journey length of trips in this area which tend to be of a shorter distance, and the 90 minute fare facilitates transfer between services in this area so that passengers can benefit from the much denser public transport network in this area without been penalised for journeys that cannot be made directly to a destination. Customers on rail coming into Dublin City Zone 1 from Zone 2 which includes Balbriggan and Skerries, or Zones 3 or 4 can also avail of the 90-minute fare, facilitating onward travel within Zone 1 at no extra charge. As the Dublin commuter fares structure is based on more equitable crow-fly distance-based fare to Dublin city centre, there will be some in the Dublin commuter area who will pay more, and others who will pay less than before, depending on the crow fly distance of their journey from the commuter zones (2,3 and 4) to Dublin city zone (zone 1). Although it is still early days, there is some evidence of people opting to use rail more often than prior to the change in fares structure, particularly on the northern rail corridor. With any distance based or zonal fare system, those living further away from a destination will pay more, and therefore if they have a car and parking availability they may be tempted to drive to a station nearer to Dublin to avail of cheaper fares. However the fares difference between commuter zones and Dublin city zone 1 is considerably less than in the past (for example the difference was very high either side of the old Short Hop Zone boundary). We believe the smaller jump in fares between zones, coupled with the cost of driving and potential parking fees act as a deterrent to people driving to stations closer to Dublin to save on fares. Having said that, commuter parking in and around rail stations is not uncommon and it is a matter for the local authority to decide on appropriate parking controls or charges to address this if it becomes a significant issue. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

26/02/2026	135	**PQ Referred: 14231/26, for answer 26/02/2026 , Oral from - John Paul O'Shea**	Dail Question No: 135 To ask the Minister for Transport the average waiting time for new bus stop/shelters infrastructure approvals in Cork; if additional capital funding will be made available 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. 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 NTA administers Bus Stop Enhancement Programme, or BSEP. The BSEP is a multi-annual initiative which commenced in 2024 and will run to 2029. Through this programme, the NTA provides each local authority in the country with a grant of €500,000 to enhance bus stop facilities at locations within its administrative area. 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. 135 of 26th February 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 provides funding and collaborates with Cork City Council under a number of funding streams and programmes of work for the delivery of new bus stop infrastructure including bus shelters. These programmes include Active Travel Schemes (ATS), Cork Network Redesign (NRD), BusConnects Cork Sustainable Transport Corridors (STC) and significantly the Bus Stop Enhancement Programme (BSEP). Under BSEP, the annual funding allocation provided under the programme is intended to enable Cork City Council, 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. 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 the Council and make the process more streamlined, the NTA through a central supply contract, provide any required bus shelters to the Council and 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 with the cost borne by the NTA. The determination of where to install bus shelters in the city is largely undertaken by Cork City Council under the BSEP, with the final programme of installations agreed with the NTA. The NTA continues to engage with the Executive of Cork City Council on an ongoing basis in relation to the delivery of a programme of works under the BSEP. As the funding allocation is tied to an annual programme of works the average waiting time for the approvals and physical delivery of new bus stop infrastructure including bus shelters can vary between three to ten months depending on the necessity for third party consultations, Section 38 or Part 8 statutory approvals, and the procurement process relating to the appointment of a civils contractor by Cork City Council. With regard to the other funding streams and programmes, ATS, Cork NRD and BusConnects Cork STCs the average waiting time for the approvals and physical delivery of new bus stop infrastructure including bus shelters is usually linked to the overall delivery programme for the project. Similar to 2025, under BSEP, each Local Authority across the state including Cork City Council has been allocated €500,000. The provision of further funding to local authorities during 2027, to install additional 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,	**John Paul O'Shea, T.D**

26/02/2026	158	**PQ Referred: 15143/26, for answer 26/02/2026 , Oral from - Emer Currie**	Dail Question No: 158 To ask the Minister for Transport for the latest update on the progression of the Dart+ West 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. As part of the DART+ programme, 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 last year, to advance DART+ West into construction next year. 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. 158 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding which is due to an increase in the volume of correspondence from pubic representatives that we are dealing with. I note that the Minister has provided a substantive response to this Parliamentary Question. To add to the Ministers response, I would note that Irish Rail are continuing to progress the DART+ West proposals. The DART+ West project will be delivered through a series of contracts, each covering individual elements. The process of selecting contractors to submit tenders for a number of contract packages on this line has been completed, with some others still to be concluded. Preparation work on the detailed tender documentation for the various DART+ West tender competitions is ongoing, with the expectation that tendering of a number of the packages will commence in Q4 of this year. Construction would then commence on DART+ West during the second half of next year. As the original depot site was not granted planning consent by An Bord Pleanála (now An Coimisiún Pleanála), a revised site for the new DART+ train depot has been identified just west of Kilcock. A public consultation on those revised proposals has been undertaken recently and work is now ongoing to have a new Railway Order (railway equivalent of planning permission) application submitted to An Coimisiún Pleanála later this year. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

27/02/2026	124	**PQ Referred: 14232/26, for answer 26/02/2026 , Oral from - Claire Kerrane**	Dail Question No: 124 To ask the Minister for Transport if he will ensure that funding is made available to introduce an earlier train from Boyle to Sligo, something Irish Rail wish to do to support students and people with 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.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. 124 of 27 February 2026, which was referred to the National Transport Authority (NTA) for reply. We apologise for the long delay in responding. The NTA is aware of the role that regional rail services play in facilitating access to education, healthcare, and employment, including connectivity to Sligo. The NTA and Iarnród Éireann - Irish Rail have established a working group to jointly plan and implement changes and enhancements to the rail timetable. The provision of an extra early morning service between Longford and Sligo, including Boyle would need to be considered as part of our planning work for future rail timetable revisions, along with a range of other priorities that have been identified. Such a service would require additional fleet and driver resources, the availability of which would need to be determined, along with an assessment of the likely demand along the corridor. We would also need to consider and assess where trains could ‘cross’ (pass one another) on the current track infrastructure, having regard to existing train paths, journey times and platform allocations at terminals. Accordingly, we are not in a position at the present time to confirm whether or not it will be included in the next round of rail network changes. Importantly, the introduction of any new service is dependent on the availability of PSO (Public Service Obligation) funding. There is currently no funding availability for the provision of new public transport services in 2026. Yours Sincerely	**Claire Kerrane, T.D.**

03/03/2026	329 & 330	**PQ Referred: 17059/26, for answer 03/03/2026 , Written from - Maeve O'Connell**	Dail Question No: 329 To ask the Minister for Transport if a representative from his Department participates in the traffic forum chaired by the NTA. Dail Question No: 330To ask the Minister for Transport the frequency with which the traffic forum meets; and the details available regarding the forum's current programme of work. Answer My Department maintains a close working relationship with the National Transport Authority (NTA) and regularly engages on issues such as traffic and congestion. I understand that there are multiple forums within the NTA which consider the issue of traffic, with one in relation to the traffic impact of major public transport projects and one specifically related to the impact of BusConnects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 working days.	Dear Deputy, I am contacting you in relation to outstanding Parliamentary Questions from earlier this year which had been referred to the National Transport Authority (NTA) for reply but in respect of which a response had not been issued. We have seen a very large increase in the volume of Parliamentary Questions and public representative correspondence over the last year which has stretched our resources. Arising from that workload increase, we have identified that there are a number of queries outstanding from early in the year, one of which is your PQ's 329 & 330 of 03 March. I apologise sincerely for the lengthy delay that has occurred in relation to this correspondence. In those parliamentary questions, you had asked, "if a representative from the Department participates in the traffic forum chaired by the NTA" and secondly "the frequency with which the traffic forum meets; and the details available regarding the forum's current programme of work". The BusConnects Dublin Core Bus Corridor Infrastructure Works Traffic Management Forum was established and chaired by the National Transport Authority (NTA) and operates as a multi-agency coordination forum. The Forum meets monthly. Membership of the Forum includes representatives from key stakeholders involved in the planning and operation of the transport network and emergency services. These include, but are not limited to, relevant local authorities, Transport Infrastructure Ireland, public transport operators such as Transdev, Irish Rail, Bus Éireann, Dublin Bus and Go-Ahead, as well as the Gardaí, Dublin Fire Brigade and other emergency services. The primary function of the Forum is to support the coordination and management of traffic impacts arising from the BusConnects infrastructure works. The Forum provides a structured platform for the sharing of information and the coordination of works across agencies, with the objective of minimising disruption and maintaining the safe and efficient operation of the transport network during the delivery of the BusConnects programme. I trust that the above information is of assistance. I again apologise for the lengthy delay in relation to this query. Yours sincerely,	**Maeve O'Connell, T.D**

03/03/2026	339	**PQ Referred: 17212/26, for answer 03/03/2026 , Written from - Emer Currie**	Dail Question No: 339 To ask the Minister for Transport to extend a service 40d to Hollystown; 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 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. 339 of 03 March 2026, which was referred to the National Transport Authority (NTA) for reply. 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**

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<tr>
<td>03/03/2026</td>
<td>274 & 275</td>
<td>FW: PQ Referred: 16199/26, for answer 03/03/2026 , Written from - David Cullinane</td>
<td>Dail Question No: 274

To ask the Minister for Transport the number of additional bus stops in Waterford city approved, funded, and activated/delivered in each year 2023-2026, in tabular form; the cumulative number of bus stops approved, funded, and activated/delivered; the number which are funded but not activated; and the location of same.

Dail Question No: 275

To ask the Minister for Transport the level of additional bus shelters sought for Waterford city which were approved, denied, funded, and activated/delivered in each year 2023-2026, in tabular form; the number funded but not activated; and the location of same.

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. 274 & 275 of 03 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.

By way of background, I note that similar to 2024 and 2025, each local authority across the State, including Waterford City and 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 with the cost borne by the NTA.

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 Waterford City and County Council who are best placed to confirm whether or not they will include requested bus stop locations in their programme and should be contacted directly in relation to the request for shelters.

Regarding BSEP allocations and resultant claims since 2024 please see the below a tabulated breakdown of Waterford City and County Council allocations and claims processed since the inception of the programme in 2024.

<table>
<tr><th>2023 Allocation</th><th>2023 Claim</th><th>2024 Allocation</th><th>2024 Claim</th><th>2025 Allocation</th><th>2025 Claim</th><th>2026 Allocation</th><th>2026 Claim</th></tr>
<tr><td>N/A</td><td>N/A</td><td>€500,000</td><td>€0.00</td><td>€500,000</td><td>€23,849.79*</td><td>€500,000</td><td>€0.00**</td></tr>
<tr><td colspan="2">BSEP wasn’t in place during 2023.</td><td colspan="2"></td><td colspan="2">*The 2025 claim relates to non-shelter installation works.</td><td colspan="2">**To date in 2026, at the time of writing.</td></tr>
</table>

Regarding the number of shelters that have been requested for Waterford city area (or close to Waterford city) which were approved, denied, funded, and activated/delivered in each year 2023 to 2026, please see below a tabulated schedule of all the shelter locations requested of the NTA during that period. All of these locations are under consideration with the relevant Council team for the purposes of the Bus Stop Enhancement Programme.</td>
<td>David Cullinane, T.D</td>
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Date and Year	Stop Number	GM	Requested Location for Provision of a Bus Shelter
February 2023	353241	Link	Waterford Cork Road Whitfield Clinic, Butlerstown North, Waterford
July 2023	352351	Link	Greenfields Estate, Old Tramore Road, Kilcohan, Waterford
March 2024	New Stop and Shelter #1	Link	Lismore Park, Lisduggan Big, Waterford
March 2024	New Stop and Shelter #2	Link	Lismore Park, Lisduggan Big, Waterford
January 2024	353241	Link	Waterford Cork Road Whitfield Clinic, Butlerstown North, Waterford
January 2024	353251	Link	Waterford Cork Road Whitfield Clinic, Butlerstown North, Waterford
January 2024	216291	Link	Kilmeaden, Blackknock, Waterford
February 2024	353251	Link	Waterford Cork Road Whitfield Clinic, Butlerstown North, Waterford
February 2024	352061	Link	Railway Square, Manor Street, Manor, Waterford
February 2024	New Stop and Shelter	Link	Manor Village, Manor Street, Manor, Waterford
February 2024	353241	Link	Waterford Cork Road Whitfield Clinic, Butlerstown North, Waterford
March 2024	New Stop and Shelter	Link	Lismore Park, Lisduggan Big, Waterford
September 2024	352871	Link	Belvedere Grove, Skibbereen Road, Ticor, Waterford
April 2025	353241	Link	Waterford Cork Road Whitfield Clinic, Butlerstown North, Waterford
April 2025	353251	Link	Waterford Cork Road Whitfield Clinic, Butlerstown North, Waterford
August 2025	353531	Link	Carraig an Áird, Six Crossroads, Kilbarry, Waterford
February 2026	352831	Link	Oakwood, Rathfadden, Waterford
February 2026	352991	Link	Hawthorn Close, Cleaboy, Waterford
February 2026	353001	Link	Hawthorn Close, Cleaboy, Waterford
February 2026	352841	Link	Crescent Drive, Cleaboy, Waterford
February 2026	352821	Link	Crescent Drive, Cleaboy, Waterford
February 2026	353681	Link	Cleaboy Road, Cleaboy, Waterford
February 2026	352851	Link	Skibbereen Lawn, Lisduggan Big, Waterford
February 2026	352861	Link	Skibbereen Road, Ticor, Waterford
February 2026	352871	Link	Belvedere Grove, Ticor, Waterford
February 2026	352881	Link	Slievekeale Road, Lisduggan Big, Waterford
February 2026	352891	Link	Ard na Greine, Browley West, Waterford
February 2026	352811	Link	Tycor Ave Junction, Browley West, Waterford
March 2026	14151	Link	Williamstown Glen, Williamstown Road, Farranshoneen, Waterford
March 2026	13948	Link	Kilcarragh Village, Williamstown Road, Ballygunnercastle, Waterford

With regard to the 2023 to 2026 period, I note that no new shelters have been installed in Waterford City during that period. The feasibility of installing shelters at the bus stop locations scheduled in tabulated form above, is yet to be determined, and agreed, with Waterford City and County Council. In that regard 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.

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

04/03/2026	44	**PQ Referred: 17258/26, for answer 04/03/2026 , Written from - Paul Murphy**	Dail Question No: 44 To ask the Minister for Transport if he is aware of the continued issues with bus services in Dublin south-west, particularly the S8 and 15b (details supplied) and if he will instruct his Department to address this issue. Details Supplied: Email from constituent affected: I have to make a formal complaint as this can't continue. The only way for someone to get to Sandyford from my area is to get the 15b to Templeroan/ or Ballyroan and then the S8 to Sandyford and vice verse. I work in the Sandyford industrial estate. The S8 is consistently one of the most unreliable buses both going to and coming from Sandyford back through Rathfarnham and towards Tallaght and Citywest. I don't drive as I have had to make a choice between renting, saving for a future, or buying a car and paying for outrageous insurance and petrol costs. 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 and Dublin Bus I can assure you that my Department is committed to providing investment in our public transport network and that I am supportive of the Governments goals in delivering an accessible, affordable and reliable public transport network throughout the country. In light of the above, I have forwarded the Deputy's questions to the NTA and Dublin Bus for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 44 of 04 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding which is due to a large volume of public representative correspondence being received by the NTA. The NTA apologises for the issues experienced on the S8 service. We are aware of a current drop in performance on services operated by Go-Ahead Ireland (GAI), which are particularly affecting this route. GAI are experiencing high levels of lost kilometres due to ongoing mechanical issues. GAI have recruited additional mechanics, and this has contributed to better fleet availability recently. Services on route S8 are also affected by traffic congestion, which results in delays and cancellations. Go-Ahead Ireland are planning a revised timetable to better reflect current traffic levels along the route, due for implementation in the final quarter of 2026. The NTA is currently meeting with GAI's senior management team on a weekly basis to address performance shortfalls. Where services do not operate due to circumstances within the operator's control, financial deductions are applied in accordance with contractual provisions. We will continue to engage closely with GAI and monitor the performance of the S8 service to ensure that reliability improves. I hope that the above information is of assistance. Yours sincerely,	**Paul Murphy, T.D.**

03/03/2026	301	**PQ Referred: 16560/26, for answer 03/03/2026 , Written from - Albert Dolan**	Dail Question No: 301 To ask the Minister for Transport to list all schemes, funding programmes, capital funds, grant streams or other expenditure headings administered by his Department in 2025 and 2026 which result in allocations, awards, or spending that can be identified with a specific geographical location including county, district, town, or project site, to group these by funding stream or programme heading; to indicate, for each scheme, whether details of allocations or awards are published online; and if so, where such information may be accessed. Identical Question(s): to all Depts. Answer Please note the table below contains individually identified grant schemes; However, the Department's main budget operates on a programme basis, for example Aviation and Roads, which is not necessarily applied on a specific geographic region. Generally speaking, programme funding is awarded on a vouched basis rather than through a grant scheme. Programme drawdowns are generally administered through the Department's agencies. Initiative name Type (grants etc) Region covered e.g single county, or multiple towns in a region Allocations/awards reported online? EV Passenger Car Grant Grant All No eSPSV Grant Scheme Grant All No ZEHDV Grant Scheme Grant All No LDV1 Grant All Yes – www.tii.ie LDV2 Grant All Yes – www.tii.ie LDV3 Grant All Yes – www.tii.ie	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 301 of 03 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Your Parliamentary Questions sought details of the "funding programmes, capital funds, grant streams or other expenditure headings administered by his Department in 2025 and 2026 which result in allocations, awards, or spending that can be identified with a specific geographical location including county, district, town, or project site, to group these by funding stream or programme heading; to indicate, for each scheme, whether details of allocations or awards are published online". The NTA produces an Annual Report and Financial Statements which provides full details of all income and expenditure by the NTA in a given year. In terms of spending which can be identified within a specific geographical location, this is not possible with the vast majority of our spending schemes, particularly in the area of Public Service Obligation (PSO) grants where expenditure on bus routes traverses both county and regional lines. That being said, our annual Active Travel allocations are allocated largely on a county basis. The 2026 Active Travel allocations can be found at the link below along with the 2025, 2024 and 2023 allocations. https://www.nationaltransport.ie/publications/active-travel-investment-grants-2026-allocations/ Please note that our Annual Report for 2025 is currently expected to be published in Q2 of this year. The Annual Report for 2024 can be found at the link below. https://www.nationaltransport.ie/wp-content/uploads/2025/08/NTA-Annual-Report-and-Financial-Statements-2024-ENG.pdf. I trust that the above information is of assistance. Yours sincerely,	**Albert Dolan, T.D**

			Sports Club EV Charging Scheme Grant All Yes – www.gov.ie Home Charger Grant Grant All No Apartment Charger Grant Grant All No LA Pilot Schemes Grant All No BusIt2School Grant (under Research Programme) Navan Regional Airports programme 2021-2025 Grants Donegal Airport Kerry Airport Ireland West Airport Press release Regional State Airports Sustainability Programme 2024 Grants Cork Airport Shannon Airport Press release Regional Airports programme 2026-2030 Grants Donegal Airport Kerry Airport Ireland West Airport Shannon Airport Press release Active Travel Grants All Active Travel Funding allocations are available on the NTA website, including for 2025 and 2026. National Roads Programme Grants All National roads allocations for 2026 are available at: 2026-tii-la-national-roads-allocations-booklet.pdf Regional and Local Roads Grants All Full details available at: https://www.gov.ie/en/department-of-transport/press-releases/ministers-for-transport-announce-over-15-billion-for-national-regional-and-local-roads/ For additional information on grant schemes administered by TII and the NTA, I have referred your question to the agencies for a direct reply.		

04/03/2026	26	**PQ Referred: 17423/26, for answer 04/03/2026 , Written from - Michael Cahill**	Dail Question No: 59 To ask the Minister for Transport if he has investigated the possibility of extending free travel to all children aged 18 years-of-age or under; 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. The 2026 PSO funding allocation of €940m, provides a significant 43% uplift in the PSO allocation from 2025 to further support subsidised bus and rail services across Ireland, as well as maintaining 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.The 2026 PSO allocation continues to support targeted fare initiatives but does not provide for any broadening of existing fare measures that are subject to Government decision. 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. 59 of 04 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding which is due to a large volume of public representative correspondence being received by the National Transport Authority (NTA). Discounted fares are currently available for those under 18, meaning children under 18 with a child Leap Card typically pay only 33% of the adult Leap Card fare. This is on top of the discount to the cash fare that all Leap Cards provide. In addition, free travel on public transport is available for all children under 9. The NTA has no current plans to introduce free travel on public transport for all children under 18. I hope that the above information is of assistance. Yours sincerely,	**Michael Cahill, T.D**

04/03/2026	69	**PQ Referred: 17794/26, for answer 04/03/2026 , Written from - Aengus Ó Snodaigh**	Dail Question No: 69 Chun a fhiafraí den Aire Iompair cad é an am chlár a bhainneann le dúnadh Bóthar an Choill Mhóir agus Bóthar Le Fanu i mBaile Átha Cliath 10 chun uasghrádú a dhéanamh ar línte traenach agus ar na droichead mar chuid den tógra Dart +, agus ar féidir leis trácht ar an ábhair - Aengus Ó Snodaigh. Answer D'fhéadfaí go mbeadh a fhios ag an Teachta go bhfuil an tÚdarás Náisiúnta Iompair (NTA) freagrach as pleanáil agus forbairt bonneagair iompair phoiblí i gCeantar Mór Bhaile Átha Cliath, lena n-áirítear, i gcomhairle le hIarnród Éireann, an clár DART+. Le DART+ South West síneofar seirbhísí DART ó Lár na Cathrach go Hazelhatch agus Celbridge, lena n-áirítear ceithre rian ó Pháirc Thiar go Heuston. Faomhadh Ordú Iarnróid ag an gCoimisiún Pleanála do DART+ South West i mí na Samhna 2024. Ina theannta sin, tá dul chun cinn á dhéanamh ar sholáthar do DART+ South West agus West agus fógraíodh ceistneoirí réamhcháiliúcháin (PQQ) le haghaidh oibreacha Dearaidh agus Tógála i mí na Bealtaine 2025. De bharr maoinithe ó Phlean Infheistíochta Earnála an NDP, a d'fhoilsigh an Roinn Iompair i mí na Samhna anuraidh, bhíothas in ann Orduithe Ceannaigh Éigeantacha do DART+ an Iardheiscirt a thosú i mí Feabhra 2026. Ina theannta sin, tá conarthaí soláthair chreata á mbunú do DART+ an Iarthair, agus é mar aidhm iad a úsáid do DART+ an Iardheiscirt freisin. Agus freagracht an Údaráis Náisiúnta Iompair (ÚNI) sa chás á tabhairt faoi deara agam, tá ceist an Teachta curtha faoi bhráid an ÚNI le haghaidh freagra níos mine. Téigh i dteagmháil le m'oifig phríobháideach mura bhfaigheann tú freagra laistigh de 10 lá.	A Theachta, a chara, Tagraím don ábhar a tharraing tú aníos i gCeist Pharlaiminte Uimh. 69 an 4 Márta 2026, a cuireadh faoi bhráid an Údaráis Náisiúnta Iompair (ÚNI) le haghaidh freagra. Gabh mo leithscéal faoin moill ar an bhfreagra. Aithnímid gur thug an tAire freagra substainteach cheana féin ar an gCeist Pharlaiminteach seo maidir le hoibreacha ag Bóthar Le Fanu a bhaineann le tionscadal DART+ an Iardheiscirt. Chun cur le freagra an Aire, sainaithníodh sa Phlean Earnála Iompair, a d'fhoilsigh an Roinn Iompair i mí na Samhna seo caite, go bhfuil sé sceidealaithe go dtosóidh tógáil DART+ an Iardheiscirt in 2030 faoi réir na srianta maoinithe is infheidhme. Mar sin féin, meastar go ndéanfar athbhreithniú ar an bPlean Forbartha Náisiúnta, ina leagtar amach an creat foriomlán infheistíochta caipitil, laistigh den chéad trí bliana eile agus go dtabharfaidh sé deis athmhachnamh a dhéanamh ar amlínte seachadta i roinnt tionscadal, lena n-áirítear DART+ an Iardheiscirt. Is é cuspóir Iarnród Éireann agus ÚNI dul chun cinn a dhéanamh ar phróisis forbartha dearaidh agus soláthair an tionscadail, chomh maith leis an gclár fála talún, chun a chinntiú gur féidir le DART+ an Iardheiscirt dul ar aghaidh leis an tógáil má bhíonn maoiniú breise ar fáil tar éis athbhreithniú an Phlean Forbartha Náisiúnta in 2028. Dá réir sin, d'fhéadfaí tógáil DART+ an Iardheiscirt a thosú roimh an dáta a leagtar amach sa Phlean Earnála Iompair. Dá bhrí sin, níl aon dáta cinnte ar fáil go fóill maidir le tosú oibreacha iarnróid ag Bóthar Le Fanu. Tá súil agam go bhfuil an t-eolas thuas cabhrach. Le dea-mhéin.	**Aengus Ó Snodaigh, T.D.**

04/03/2026	284	**PQ Referred: 17927/26, for answer 05/03/2026 , Written from - Michael Healy-Rae**	Dail Question No: 284 To ask the Minister for Transport if there is any way a refused application for the 2026 National Transport Authority taxi grant could be appealed due to tax clearance not being updated (details supplied); and if he will make a statement on the matter. Details Supplied: [Details removed] Minister, this person applied for the 2026 National Transport Authority Taxi Grant, but their application was refused due to their tax clearance not being updated on their local authority's system. Given this was down to an issue beyond their control, is there any possibility they could appeal this refused application? Answer The regulation of the small public service vehicle (SPSV) industry, including the administration of SPSV grants, 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 direct reply. 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. 284 of 05 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The eSPSV grant is funded by the Department of Transport and administered by the NTA. The grant opened on 25 of February 2026. In December 2025, the NTA published a “grants special” newsletter, which you can see here. A notification was sent to all licence holders that the newsletter was published. This newsletter contained information pertaining to both the Wheelchair Accessible Grant run by NTA, and the eSPSV grant. In this newsletter, the NTA provided information on how to prepare for the grant. This included insuring that you are tax clear, on page 11: “If you are not tax clear, the application portal will not allow you to complete a grant application. To avoid this, check your tax status before applying. Instructions on how to do so may be found on Revenue.ie (How to verify tax clearance status). Being tax clear at the time of application is essential to avoid disappointment.” Prior to the grant opening on the 25 of February, on 23 of February the Minister issued a press release on the grant and the NTA posted a Latest News article here. The information guide was published and linked in this post. Under Section 7.1, Scheme Requirements, it is stated that applicants must be tax clear for the duration of the grant period. 7.1 (d) maintain tax cleared status throughout the Services Period; In addition to this NTA posted an FAQ ahead of the eSPSV grant opening. The importance of tax clearance was also highlighted here. The first FAQ is: Q: How do I prepare to make sure my application goes through successfully? Make sure you are tax clear when making your application, and that the exact spelling of your name on our system and/or on the application, matches exactly your name with Revenue. As [Details removed] was not tax clear and therefore unable to make an application, we do not have any record of him applying. Due to the record number of applications, the eSPSV26 Grant Scheme is now fully subscribed. NTA has paused the scheme and will review and process the eligible applications received. Following assessment of the initial applications, the scheme may reopen later in the year. I trust that the above information is of assistance. Yours sincerely,	**Michael Healy-Rae, T.D.**

<table>
<tr>
<td>18/03/2026</td>
<td>392</td>
<td>PQ Referred: 20763/26, for answer 18/03/2026 , Written from - Emer Currie</td>
<td>Dail Question No: 392

To ask the Minister for Transport the breakdown of the funding that has been invested in new bus routes versus existing services from 2020-2026 in Dublin, by year, in tabular form (details supplied); and if he will make a statement on the matter.

Details Supplied: including Dublin Bus and 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 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. 392 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply.

Please see table below in response to Parliamentary Question No. 392 of 18 March 2026 seeking details “of the funding that has been invested in new bus routes versus existing services from 2020-2026 in Dublin”. The data is correct as of 30 March 2026.

<table>
<tr><th>GDA</th><th>New</th><th>Enhanced</th><th>Total</th></tr>
<tr><td>2020</td><td>€0.00</td><td>€8,346,458.00</td><td>€8,346,458.00</td></tr>
<tr><td>2021</td><td>€13,348,227.23</td><td>€83,462.03</td><td>€13,431,689.26</td></tr>
<tr><td>2022</td><td>€15,987,609.61</td><td>€38,581.00</td><td>€16,026,190.61</td></tr>
<tr><td>2023</td><td>€19,022,311.31</td><td>€2,522,543.40</td><td>€21,544,854.71</td></tr>
<tr><td>2024</td><td>€2,883,072.00</td><td>€4,589,152.00</td><td>€7,472,224.00</td></tr>
<tr><td>2025</td><td>€24,304,671.79</td><td>€5,907,556.00</td><td>€30,212,227.79</td></tr>
<tr><td>2026</td><td>€0.00</td><td>€1,403,782.00</td><td>€1,403,782.00</td></tr>
</table>

(GDA = Greater Dublin Area).

I trust that the above information is of assistance.

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

18/03/2026	371	**PQ Referred: 20176/26, for answer 18/03/2026 , Written from - Mark Wall**	Dail Question No: 371 To ask the Minister for Transport if he will consider increasing the frequency of a bus route given the high demand (details supplied); and if he will make a statement on the matter. Details Supplied: 126 bus, this is constantly packed by the time the bus gets to Naas. 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. 371 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding which is due to a large volume of public representative correspondence being received by the NTA. The NTA is aware of capacity issues on certain DCOM (Dublin Commuter Outer Metropolitan) area services including route 126. We recently undertook a public consultation on the Kildare Bus route corridor and have plans to increase capacity on this route. We expect this to occur in late 2026/ early 2027 subject to resource and funding availability. I hope that the above information is of assistance. Yours sincerely,	**Mark Wall, T.D**

18/03/2026	369	**PQ Referred: 20174/26, for answer 18/03/2026 , Written from - Mark Wall**	Dail Question No: 369 To ask the Minister for Transport if he will consider extending a route to include Kildare Town train station and Kildare village (details supplied). Details Supplied: 806 Portarlington to Monasterevin 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. 369 of 18 March 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, which will operate between Mullingar – Kinnegad – Edenderry – Clonbullogue – Bracknagh – Portarlington – Monasterevin – Kildare Village. This will provide the link between Portlarlington – Monasterevin – Kildare Village that you are requesting for route 806. We are currently at an advanced stage of procurement for the 826 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. At present, we have no plans to extend route 806 to Kildare, but we intend to review the route once we have a date for 826 to commence operation. I trust that the above information is of assistance. Yours sincerely,	**Mark Wall, T.D**

18/03/2026	370	**PQ Referred: 20175/26, for answer 18/03/2026 , Written from - Mark Wall**	Dail Question No: 370 To ask the Minister for Transport the steps he is taking to increase public transport bus routes from surrounding towns to Kildare town and Kildare village (details supplied); and if he will make a statement on the matter. Details Supplied: Surrounding towns including Monasterevin, Rathangan and Suncroft 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. 370 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. As part of the Connecting Ireland Rural Mobility Plan, we are proposing two new routes, routes 826 and 893, along with an enhancement to Route 883, all of which will improve connectivity between Kildare Town, Kildare Village and surrounding areas. Ø Route 893 will operate between Kildare and Newbridge, designed to serve Suncroft, Kildoon, & Nurney. This new service will offer 7 services a day in each direction. Early morning and evening services will be included for commuting connections to Dublin. Ø Route 826 will operate between Mullingar – Kinnegad – Edenderry – Clonbullogue – Bracknagh – Portarlington – Monasterevin – Kildare Village. This new service will offer up to six return journeys, seven days a week. Ø Route 883 between Athy, Kildare, and Newbridge is currently operating, but we intend to enhance this route with regular evening services and services available on Sunday for the first time We are at an advanced stage of procurement for all three routes. 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 these services cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**Mark Wall, T.D**

18/03/2026	332	**PQ Referred: 19819/26, for answer 18/03/2026 , Written from - Barry Ward**	Dail Question No: 332 To ask the Minister for Transport the position regarding an application for a small public vehicle license; the reason a fee for a resit of the examination requirement is the same as the original fee; his views on whether this is a justifiable cost; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, including the SPSV Driver Entry Test, 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. 332 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. The retest of an SPSV, a Licence Renewal Assessment or an Initial Suitability Inspection for a new vehicle on the licence, includes document checks as well as vehicle assessment and is a completely new series of checks on the vehicle and the licence holder. As the vehicle check is a visual one, primarily of condition and cleanliness, it is quite unlike the NCT test which comprises items that are visually checked and items that require test equipment. Consequently, these inspections cannot have a partial retest and must then always be booked and conducted only as full tests. The renewal and inspection process operates at centres across the country, some of which are open outside normal office hours and the demand and waiting times are carefully monitored to provide, as far as practicable, a flexible dynamic service. Prior to licence expiry, licences holders are reminded of the dates and applicable fees as well as the main points to be aware of, including the need for the original insurance certificate and to be tax cleared at all times. I trust that the above information is of assistance. Yours sincerely,	**Barry Ward, T.D**

18/03/2026	339	**PQ Referred: 19848/26, for answer 18/03/2026 , Written from - Malcolm Byrne**	Dail Question No: 339 To ask the Minister for Transport for an update on a possible official park and ride facility at junction 22 on the M11 just north of Gorey given that an unofficial one continues to develop at that location. 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 PRDO, which was established by the NTA in February 2020, is leading the delivery of this commitment. The PRDO works to advance the delivery of strategic Park Ride sites in collaboration with Local Authorities and transport agencies across all regions of the State, 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, detailed 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. 339 of 18 March 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 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 M11 corridors serving Wexford and Wicklow 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 M11 corridor, the PRDO has been working to develop several strategic sites. A P&R is nearing completion at Junction 6 - Fassaroe, planning consent has been approved for a P&R at Junction 16 - Ashford/Rathnew and a planning application is due to be submitted in the coming months for a P&R at Junction 11 – Kilpedder. Along with these strategic sites, the NTA is supporting Wicklow County Council in the development of a local P&R at Junction 20 – Templerainey/Arklow. 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 at these locations 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. In the absence of more detailed information, it appears likely that people parking at Junction 22 on the N11 are availing of a Park and Share type arrangement, through car sharing. While the GDA Strategy highlights the importance local Park and Share can play in serving smaller towns and villages, the delivery of such measures is a matter for the relevant Local Authority or Transport Infrastructure Ireland. I trust that the above information is of assistance. Yours sincerely,	**Malcolm Byrne, T.D**

18/03/2026	317	**PQ Referred: 19778/26, for answer 18/03/2026 , Written from - Maeve O'Connell**	Dail Question No: 317 To ask the Minister for Transport to report on the work of his Department in the development of a transport demand management scheme for the Greater Dublin Area, in conjunction with the National Transport Authority; and to provide an indicative timeline for the completion of this scheme. Answer Within the Greater Dublin Area Transport Strategy 2022-2042, the National Transport Authority outlines how the transport system will be developed to meet the needs of a growing population while also halving emissions across the region - covering Dublin, Meath, Wicklow and Kildare - by 2030. As well as significant investment in active, shared and public transport infrastructure and services, the Strategy highlights that a key lever for reducing emissions as well as congestion will be a demand management scheme for the GDA.The new Moving Together strategy, which I published earlier this month, provides the impetus for bringing forward such a scheme. I have referred the Deputy's question to the NTA for a more detailed reply on the scheme and its timeline. 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. 317 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in replying. While the NTA had started work on a demand management strategy for the Greater Dublin Area a couple of years ago, that work was suspended pending the completion of the Department of Transport's national demand management policy. That policy – "Moving Together: A Collaborative Approach to Systems Change in Transport 2026–2030" - was published by the Department in March of this year, and provides an over-arching policy framework. It is intended that the NTA will recommence work on developing a demand management scheme for the Greater Dublin Area later this year. However, we have not yet developed a timeline for that work, which will involve extensive public consultation. Yours sincerely,	**Maeve O'Connell, T.D**

18/03/2026	309	**PQ Referred: 19652/26, for answer 18/03/2026 , Written from - Emer Currie**	Dail Question No: 309 To ask the Minister for Transport for an update on correspondence (details supplied); and if he will make a statement on the matter. Details Supplied: email from emer.currie@oireachtas.ie to oireachtasliaison@nationaltransport.ie on Monday 16/02/2026 at 15:11, subject: RE: Extension of Route 139 - Naas to Blanchardstown to 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. 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 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plans to extend route 139 to Tyrrelstown or Hollywoodrath. Due to congestion, current journey times are close to their maximum. Further extending the route would create considerable operational inefficiencies. In addition, there are significant challenges in operating a punctual and reliable service on a route of this length. Please note however that route 40d was recently extended to Hollywoodrath offering improved public transport connections for people in that locality. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

18/03/2026	312	**PQ Referred: 19682/26, for answer 18/03/2026 , Written from - Barry Heneghan**	Dail Question No: 312 To ask the Minister for Transport if his Department will investigate changes to commission fares by a company (details supplied); the specific oversight in regulating changes in commission taken by taxi operators; if his Department recognises the significant impact this has on the income of taxi drivers; and if he will make a statement on the matter. Details Supplied: Free Now has increased their commision rate from 15% to 30% 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. FreeNow commission rates are private consumer to business contract fees and are not governed by the Maximum Fare Order established by the NTA. SPSV operators are self-employed and may decide to sign-up, or not, with a licensed dispatch operator, such as FreeNow. 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. It may be of interest to the Deputy that the NTA has published a Call for Inputs consultation on the dispatch operator licensing framework. A sustainable taxi sector is an important element of Ireland’s transport system, and I encourage all stakeholders to take the opportunity to feed into this important piece of work, as this input will inform the NTA's process and decision-making in revising the current dispatch operator framework. The closing date for the receipt of submissions is 17th April next. The public consultation can be viewed	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 312 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. By way of background, taxi drivers are free to choose what dispatch operator they wish to work with and there is no obligation on a taxi driver to be affiliated with a dispatch operator. The NTA is not party to commercial or contractual arrangements between taxi drivers and their dispatch operators and does not have any approval role in such matters. On the 10 of March 2026, the NTA published a Call for Inputs in relation to 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. The closing date for inputs is 5pm on 17th April 2026. The first stage in this process is to hear the views of passengers and interested stakeholders through this Call for Inputs. In this document, the NTA has set out a number of sample questions for respondents to provide feedback across a range of relevant topics such as customer experience, accessibility, safety and competition and costs. The NTA will consider all responses received and expects to follow up this Call for Inputs with a consultation on dispatch operator regulations later in 2026. 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,	**Barry Heneghan, T.D**

			here:https://consult.nationaltransport.ie/en/content/call-inputs-dispatch-operators. 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.		

18/03/2026	289	**PQ Referred: 19363/26, for answer 18/03/2026 , Written from - Barry Ward**	Dail Question No: 289 To ask the Minister for Transport the position regarding any work being carried out in conjunction with Irish Rail to future proof the DART network to prevent future significant outages; 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, the National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure and services within the Greater Dublin Area. In the case of the DART network, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. 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 direct, detailed reply. Please contact my private office if you do not receive a reply within 10 days. Pending this more detailed response, the Deputy may wish to note investment in the East Coast Railway Infrastructure Protection Projects, or ECRIPP.ECRIPP is a suite of projects being delivered by Iarnród Éireann to provide improved coastal protection to the existing railway between Dublin and Wicklow. These projects will protect against the hazards of coastal erosion and wave overtopping and will support the continued provision of existing rail services as well as the intended rail expansion covering DART+ Coastal South and the Wicklow DART project.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 289 of 18 March 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 the DART+ Programme, substantial investment is being made in new and upgraded substations, enhanced power redundancy, and improved load management systems to support both the existing fleet and the incoming DART+ fleet. The new DART+ fleet, now in delivery and testing, incorporates advanced diagnostics and predictive maintenance technology, which will support more reliable day to day operations. The migration to more modern signalling and control systems is ongoing, including upgrades to the Central Traffic Control centre. These improvements will allow faster response times and better operational flexibility during disruptions. Irish Rail is also progressing the rollout of the European Train Control System (ETCS) on key parts of the network. ETCS introduces continuous speed supervision, modern in cab signalling, and enhanced traffic management. Its deployment will reduce signalling related faults, improve operational flexibility during disruptions, and allow faster safer recovery from incidents. As a digital system with built in redundancy and real time monitoring, ETCS will materially strengthen the overall resilience of the DART corridor as it transitions to DART+ . I trust that the above information is of assistance and I apologise again for the delay in responding. Yours sincerely,	**Barry Ward, T.D**

18/03/2026	276	**PQ Referred: 19214/26, for answer 18/03/2026 , Written from - Mairéad Farrell**	Dail Question No: 276 To ask the Minister for Transport the current cost of a high capacity coach that is suitable for rural bus routes, if he will provide funding to the NTA to purchase a sufficient number of these coaches to serve bus routes in County Galway that are currently struggling with capacity issues, in particular route 424; 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 the national Public Service Obligation bus fleet. Noting to 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. 276 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. Since late 2021, the NTA has purchased a total of 133 new high-capacity double-deck coaches for use on the regional Public Service Obligation (PSO) bus network. The average purchase price of these coaches was approximately €512k exclusive of VAT. A further 60 new high-capacity double-deck coaches are currently on order and are scheduled for delivery between Q4 2026 and Q4 2027. These new vehicles will further bolster the number of high-capacity coaches suitable for rural routes that are available for use on the regional Public Service Obligation (PSO) bus network, which includes many routes in County Galway such as Route 424. Over the past few years as part of the Connecting Ireland Rural Mobility Plan, the NTA has worked with Bus Éireann to significantly expand public transport services in rural areas. Subject to availability of funding and resources, the NTA will endeavour to continue to grow the capacity of public transport services in rural areas where possible. I trust that the above information is of assistance. Yours sincerely,	**Mairéad Farrell, T.D**

18/03/2026	272	**PQ Referred: 19159/26, for answer 18/03/2026 , Written from - Roderic O'Gorman**	Dail Question No: 272 To ask the Minister for Transport if his attention has been drawn to the long standing issues with getting a bus service to a location (details supplied); his views on the possible solutions at this location; and if he will make a statement on the matter. Details Supplied: The Upper Ballymoneen Road in Knocknacarra Galway, a road with several estates and several thousand people with no public transport option. There is a license for the route, but no agreed location for a bus to turn around. It was originally thought that a solution would be sought as part of the route redesign in BusConnects. 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). In 2023, the NTA carried out an extensive review of the bus network inGalway, in collaboration with Galway City Council, Galway County Council, local bus operators, and with the specialised expertise of transport designers Jarrett Walker and Associates. In April 2023, a draft new network was published, and the feedback and submissions received have 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 a greater number of schools and workplaces across Galway City, Bearna, and Oranmore. Once this network is implemented, approximately 67% of residents will live within 400 metres of a high frequency bus route running every 15 minutes or better. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 272 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA plans to introduce a new bus route to serve Ballymoneen Road as part of the Galway BusConnects Programme. More information can be found at the link below: https://busconnects.ie/cities/galway/galway-bus-network-redesign/. The introduction of the new network is subject to the availability of funding and operational readiness, including the provision of a suitable turning facility and bus stand at the northern end of Ballymoneen Road. The NTA is working with Galway City Council to take this forward. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

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

18/03/2026	241	**PQ Referred: 18725/26, for answer 18/03/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 241 To ask the Minister for Transport the number of outbound journeys taken each month on the 73 bus in Dublin since 2025, between 6pm and end of service, 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 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. 241 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Please see details below in in response to your Parliamentary Question. The figures provided are from the commencement date of 19 of October 2025 up to 25 of March 2026. We do not have the data of the passenger numbers between 6pm and end of service. **Outbound** **Row Labels** / **Sum of Passenger Count** **2025** 173958 **Qtr4** 173958 Oct 28446 Nov 74419 Dec 71093 **2026** 215493 **Qtr1** 215493 Jan 74222 Feb 75154 Mar 66117 **Grand Total** 389451 **Inbound** **Row Labels** / **Sum of Passenger Count** **2025** 179645 **Qtr4** 179645 Oct 28322 Nov 77048 Dec 74275 **2026** 220143 **Qtr1** 220143 Jan 76867 Feb 77045 Mar 66231 **Grand Total** 399788 I trust that the above information is of assistance. Yours sincerely,	**Naoise O'Muiri, T.D**

Data Classification: Public

18/03/2026	240	**PQ Referred: 18716/26, for answer 18/03/2026 , Written from - Pádraig Rice**	Dail Question No: 240 To ask the Minister for Transport further to Parliamentary Question No. 59 of 7 July 2025, for a status update on the proposed pedestrian bridge connecting Tramore Valley Park in Ballyphehane in Cork, if the project has moved past the concept stage; 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. 240 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The proposed pedestrian and cycle link connecting Kinsale Road to Tramore Valley Park in Cork City is currently at the concept stage of development. Cork City Council has advised that a design brief is expected to be progressed in 2026, covering options selection and preliminary design. The timing of delivery will be determined once the project scope and costs have been further developed. I trust that the above information is of assistance. Yours sincerely,	**Padraig Rice, T.D**

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<tr>
<td>18/03/2026</td>
<td>238</td>
<td>PQ Referred: 18679/26, for answer 18/03/2026 , Written from - Paul Donnelly</td>
<td>Dail Question No: 238

To ask the Minister for Transport the number of Bus Éireann PSO double decker coaches, double decker buses that came into the fleet in each of the years 2024, 2025 and to date in 2026; the number that were withdrawn from the fleet during this period, 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 the national Public Service Obligation bus fleet.

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

I refer to the matter you raised in Parliamentary Question No. 238 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply.

Please see table below in response Parliamentary Question No. 238 of 18 March 2026.

<table>
<tr><th rowspan="2">Vehicle Type</th><th colspan="2">2024</th><th colspan="2">2025</th><th colspan="2">2026 (to-date)</th></tr>
<tr><th>Quantity that came into Bus Éireann PSO fleet</th><th>Quantity withdrawn* from Bus Éireann PSO fleet</th><th>Quantity that came into Bus Éireann PSO fleet</th><th>Quantity withdrawn* from Bus Éireann PSO fleet</th><th>Quantity that came into Bus Éireann PSO fleet</th><th>Quantity withdrawn* from Bus Éireann PSO fleet</th></tr>
<tr><td>Double decker coaches</td><td>37</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td></tr>
<tr><td>Double decker buses</td><td>34</td><td>0</td><td>28</td><td>0</td><td>0</td><td>0</td></tr>
</table>
* excludes any vehicles that may be off the road at various points in time owing to their involvement in road traffic accidents, etc.

I trust that the above information is of assistance.

Yours sincerely,</td>
<td>Paul Donnelly, T.D.</td>
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<td>18/03/2026</td>
<td>393</td>
<td>PQ Referred: 20764/26, for answer 18/03/2026 , Written from - Emer Currie</td>
<td>Dail Question No: 393

To ask the Minister for Transport the breakdown of the funding that has been invested in new bus routes versus existing services from 2020-2026 in Dublin West, by year, in tabular form (details supplied); and if he will make a statement on the matter.

Details Supplied: including Dublin Bus and 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 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 matter you raised in Parliamentary Question No. 393 of 18 March 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 breakdown of the funding that has been invested in new bus routes versus existing services from 2020-2026 in Dublin West”. Please see table below providing this information.

<table>
<tr><th></th><th>New Routes</th><th>Existing Service Enhancements</th><th>Total</th></tr>
<tr><td>2020</td><td>€117,733</td><td>€1,252,786</td><td>€1,370,519</td></tr>
<tr><td>2021</td><td>€1,247,502</td><td>€1,865</td><td>€1,249,367</td></tr>
<tr><td>2022</td><td>€9,846,380</td><td>€97</td><td>€9,846,477</td></tr>
<tr><td>2023</td><td>€2,999,520</td><td>€0</td><td>€2,999,520</td></tr>
<tr><td>2024</td><td>€2,883,072</td><td>€407,272</td><td>€3,290,344</td></tr>
<tr><td>2025</td><td>€0</td><td>€1,091,616</td><td>€1,091,616</td></tr>
<tr><td>2026</td><td>€0</td><td>€1,027,950</td><td>€1,027,950</td></tr>
</table>

I trust that the above information is of assistance.

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

18/03/2026	257	**PQ Referred: 19031/26, for answer 18/03/2026 , Written from - Ann Graves**	Dail Question No: 257 To ask the Minister for Transport to address the issue of a bus service (details supplied). Details Supplied: in Holywell, Fingal, during peak morning hours, buses are consistently full by the time they reach Holywell, resulting in many commuters being left behind and arriving late to work or college. In particular, services operated by Swords Express, as well as the 41X and 142 routes, which regularly pass through Holywell without stopping due to capacity issues. Leaving earlier makes little to no difference, as the buses are already full before reaching Holywell. This makes it extremely difficult if not impossible for residents to reliably reach the Dublin City Centre during peak times. Unfortunately, the situation is similarly problematic in the evenings, additionally, will the minister consider extending the 142 to operate as a full all-day service, rather than only during limited hours, this would significantly alleviate current pressures and better serve the growing population in the Holywell 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. 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. 257 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA are now utilising a recently developed tool which captures all 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. Additional trips were added to Routes E1, 15 & 39a in Q4 of 2025. Further trips were introduced on the 08 of February on routes 15, 151, 33, C4, 33D, 38B, 65B, 15B. We are grateful for the feedback regarding the additional trips on route 41x. The NTA and the Dublin Bus are aware of some capacity concerns on the route, however, our analysis indicates that there are a number of other routes with a greater need for capacity interventions at present. The NTA and Dublin Bus meet regularly to utilise the data and determine the requirement for additional trips in the next round of service enhancements. Route 41x is also being closely monitored and kept under review for additional trips, subject to the availability of funding and resources. It is planned to replace route 142 with new route X77, and route 41x with new routes X79 / X84. They would also operate at peak times only, with detailed timetables being set nearer the time of introduction to take account of the latest demand information. There are no current plans for all-day services between Holywell and the City Centre as part of the PSO (Public Service Obligation) network. Additionally, please note Swords Express is a licensed service operating on a commercial basis, and as such, they are responsible for the level of service provided including timetable changes and schedule adjustments. I trust that the above information is of assistance. Yours sincerely,	**Ann Graves, T.D**

18/03/2026	215	**PQ Referred: 18472/26, for answer 18/03/2026 , Written from - Barry Heneghan**	Dail Question No: 215 To ask the Minister for Transport the way in which the proposed MetroLink will improve airport access for communities along the northern DART line including Howth, Clontarf, Raheny and Artane; whether passengers from these areas will be required to travel into the city centre to interchange; 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 planning and development of public transport infrastructure, including MetroLink. MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre, the first of its kind in Ireland. It is a key project under the National Development Plan 2021-30. MetroLink will be able to carry a peak capacity of 20,000 passengers per hour per direction in the future. The stations on MetroLink's route will connect with Iarnród Éireann and DART/DART+ services at Glasnevin and Tara Street stations. The project will therefore help deliver strategic connectivity for Dublin Airport across the island of Ireland. The MetroLink Tara Street station will facilitate interchange with DART services along the Dublin and north Wicklow coastline. As part of the DART+ programme, DART+ Coastal North will provide an extension of DART services from Malahide to Drogheda, serving stations on the Northern line. The Railway Order for DART+ Coastal North was approved by An Coimisiún Pleanála in August 2025. Three fleet orders have been placed comprising 285 battery-electric and electric DART carriages. The first order for the	Dear Deputy, I am contacting you in relation to an outstanding Parliamentary Question from earlier this year which had been referred to the National Transport Authority (NTA) for reply but in respect of which a response had not been issued. We have seen a very large increase in the volume of Parliamentary Questions and public representative correspondence over the last year which has stretched our resources. Arising from that workload increase, we have identified that there are a number of queries outstanding from early in the year, one of which is your PQ 215 of 18 March. I apologise sincerely for the lengthy delay that has occurred in relation to this correspondence. In those parliamentary questions, you had asked if the “proposed MetroLink will improve airport access for communities along the northern DART line including Howth, Clontarf, Raheny and Artane” and “whether passengers from these areas will be required to travel into the city centre to interchange”. The National Transport Authority has responsibility for the development of the Greater Dublin Area Transport Strategy. The purpose of the transport strategy is to provide a transport network that meets existing and future travel demands. MetroLink is a key element of the Transport Strategy and integrates into the wider public transport network include bus, light rail and heavy rail. Enhanced public transport connectivity to Dublin Airport is a key consideration of the Transport Strategy, ensuring access for both airport passengers and employees working in and around Dublin Airport. Under the BusConnects Dublin Programme, NTA has already implemented new routes serving Dublin Airport, Route 19 and Route 24, providing enhanced connectivity to Ballymun and Finglas. To support enhanced connectivity for the existing northside DART line, the bus Connects Programme includes a new N8 route connecting Clongriffin Train Station directly to Dublin Airport. In addition, the new L81 route will provide connections to Dublin Airport for Malahide, Portmarnock and Sutton via Swords. In addition, a range of orbital bus routes have been implemented as part of BusConnects Bus Network redesign which provide direct interchange for communities along the DART line to MetroLink and therefore the airport. Some of these main routes are as follows: • N2 links Heuston Station, Broombridge and Clontarf Road Station giving a bus link from existing rail stations into the future MetroLink catchment around the proposed Griffith Park and Glasnevin MetroLink stations. • N4 and N6 both are orbital bus routes running east west across the northside of the city which interchange with MetroLink at Collins Avenue Station and Ballymun station, these routes provide access from Clontarf and Killester stations to Collins Avenue MetroLink Station and from Howth Junction station to Ballymun MetroLink station respectively. Further information on BusConnects Dublin Network Redesign can be found here. I trust that the above information is of assistance. I again apologise for the lengthy delay in relation to this query. Yours sincerely,	**Barry Heneghan, T.D**

			purchase of 95 DART 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 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 direct reply. Please contact my private office if you do not receive a reply within 10 working days.		

18/03/2026	237	**PQ Referred: 18678/26, for answer 18/03/2026 , Written from - Paul Donnelly**	Dail Question No: 237 To ask the Minister for Transport if Irish Rail will cover the costs in the interim to shorten the gap between platform five and train carriages at Connolly Station, as the gap between some train carriages and this platform at this station is quite big. 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. In the case of the DART network, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. 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 direct, detailed reply. Please contact my private office if you do not receive a reply within 10 days. Pending this more detailed response, the DART+ Fleet project within the wider DART+ programme is underpinned by a ten-year procurement framework for new electric and battery-electric 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 237 of 18 March 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, please note that 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. 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. A review of the offset issues at platform 5 in Connolly Station is ongoing. I trust that the above information is of assistance. Yours sincerely,	**Paul Donnelly, T.D.**

			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 95additionalDART carriages, (65 battery-electric and 30 electric) have started arriving 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.		

18/03/2026	378 & 379	**FW: PQ Referred: 20235/26, for answer 18/03/2026 , Written from - John Connolly**	Dail Question No: 378 To ask the Minister for Transport in view of the Tánaiste's explicit commitment in Dáil Éireann on 5 March 2026 (details supplied), if he will provide clarity on the delivery timeline and capital funding arrangements for the Dublin Road Bus Corridor in Galway, in light of the National Transport Authority's confirmation that it cannot commit to advancing the project due to uncertainty regarding its capital budget for 2026; and if he will make a statement on the matter. Dail Question No: 379 To ask the Minister for Transport in view of the Tánaiste's explicit commitment in Dáil Éireann on 5 March 2026 (details supplied) the expected provision of funding for the expansion and enhancement of bus services in Galway, including improvements to the 424 service; the reason the National Transport Authority stated that it can not provide commitments due to the absence of a defined 2026 budget; and if he will make a statement on the matter. Answer 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). In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this detailed response, I note that the NTA plans to commence the implementation of the new Galway bus network in the coming years, subject to funding and operational readiness. As part of BusConnects, the NTA is also advancing work on the Cross-City Link, which will improve travel times on the bus network and improve connections for	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 378 & 379 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. **PQ 378** Galway City Council, in collaboration with and funded by the NTA, have been advancing the BusConnects Galway: Dublin Road scheme through the planning and design process. An Coimisiún Pleanála granted planning consent for the BusConnects Galway: Dublin Road project in late September 2025. Currently the BusConnects Galway: Dublin Road Project CPO confirmation has been completed; the time period for taking a judicial review has expired and no application for leave to seek judicial review has been lodged with the Central Office of the High Court at this stage. Galway City Council are currently progressing the preparation of tender documents to proceed with the appointment of an engineering design team to bring the scheme through the next stages including detailed design, procurement and construction, subject to funding availability. The precise sequencing and timelines for these stages will be confirmed as the scheme continues to advance through development and appraisal. The Preliminary Business Case for the scheme set out an expected cost range of approximately €60 million to €70 million. The NTA are currently developing a capital delivery plan that is aligned with the funding envelope provided under the Transport Sectoral Plan. When that work is completed in a couple of months we will be in a position to advise on the likely date of construction commencement on this project. **PQ 379** The planned bus service enhancements in Galway require ongoing fares subsidy. Funding is therefore provided separately from that supporting capital investment in, for example, bus priority schemes. The Department of Transport and the NTA are currently discussing bus service enhancement funding at national level. Implementation dates, including for the realignment of route 424 in Galway City, are subject to the outcome of these discussions. Route 424 has additional capacity at peak times with three arrivals in Galway City Centre between 0803 and 0908 and six departures from the City Centre between 1530 and 1845. The operator and the NTA will continue to monitor demand. I trust that the above information is of assistance. Yours sincerely,	**John Connolly T.D**

			pedestrians and cyclists. Other parts of the BusConnects programme, such as simpler fares, will be delivered with the new bus network. The NDP Sectoral Investment Plan, which was published by my Department in November last year, has allocated funding to the NTA to progress BusConnects Galway. The NTA will publish a more detailed plan later this year of what elements of the programme will be advanced within the funding available.		

19/03/2026	214	**PQ Referred: 21363/26, for answer 19/03/2026 , Written from - Grace Boland**	Dail Question No: 214 To ask the Minister for Transport to provide an update on the status of the A spine rollout under BusConnects; 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, the National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure and services within the Greater Dublin Area. 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. Pending a more detailed response, I note that the new BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities, including Dublin. BusConnects represents the largest investment in the bus system in the history of the State. 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 resources.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 214 of 19 March 2026, which was referred to the National Transport Authority (NTA) for reply. The A-Spine, along with associated routes, forms phase 9 of the BusConnects Network Design. The implementation date for the A-Spine will be determined by funding provision and operational readiness. The NTA remains in discussion with the Department of Transport in relation to funding for the PSO (Public Service Obligation) programme generally, including new services. Unfortunately, it is not possible at the present time to confirm exact dates for implementation of these new routes. I trust that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

19/03/2026	190	**PQ Referred: 21133/26, for answer 19/03/2026 , Written from - George Lawlor**	Dail Question No: 190 To ask the Minister for Transport the progress made in implementing BusConnects Galway; and if he will make a statement on the matter. Answer 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). In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this detailed response, I note that the NTA plans to commence the implementation of the new Galway bus network in the coming years, subject to funding and operational readiness. As part of BusConnects, the NTA is also advancing work on the Cross-City Link, which will improve travel times on the bus network and improve connections for pedestrians and cyclists. Other parts of the BusConnects programme, such as simpler fares, will be delivered with the new bus network. The NDP Sectoral Investment Plan, which was published by my Department in November last year, has allocated funding to the NTA to progress BusConnects Galway. The NTA will publish a more detailed plan later this year of what elements of the programme will be advanced within the funding available.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 190 of 19 March 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is working closely with Galway City and County Councils and other stakeholders to prepare for the implementation of the new bus services under the BusConnects Network Redesign for Galway, including agreeing the location and design for new or upgraded end-of-route terminals and bus stops. This is ongoing and once concluded will progress to procurement phase followed by construction phase subject to timely funding support. In parallel, NTA will work with bus operators to prepare for transitioning to the new network and deal with all the factors that can influence the delivery pace, such as competing priorities for resources such as drivers, mechanics, fleet to enable the delivery of the revised network. The implementation for the revised BusConnects network of bus routes in Galway is currently planned for 2028. I trust that the above information is of assistance. Yours sincerely,	**George Lawlor, T.D**

18/03/2026	333	**PQ Referred: 19840/26, for answer 18/03/2026 , Written from - Emer Currie**	Dail Question No: 333 To ask the Minister for Transport to consider amending a bus service (details supplied); and if he will make a statement on the matter. Details Supplied: rerouting a night-time 39a service to serve Castleknock and Blanchardstown Village midweek and on weekends 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. 333 of 18 March 2026, which was referred to the National Transport Authority (NTA) for reply. The initial view of the NTA is that there is merit to diverting night times services through Blanchardstown Village. It will require some further internal review and consultation, including with Dublin Bus, in advance of a confirmation of our intention to implement. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

19/03/2026	194	**PQ Referred: 21137/26, for answer 19/03/2026 , Written from - George Lawlor**	Dail Question No: 194 To ask the Minister for Transport the number of Local Link bus routes operating in County Galway; the passenger numbers on these 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 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. 194 of 19 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding which is due to an increase in the volume of public representative correspondence that we are dealing with. Please see the table below in response to your query. Each period in the table is approximately 4 weeks long, and the data below relates to the first three periods of 2026. Please note that these figures are not yet finalised and are subject to change. Please also note that we recently launched a Passenger Numbers Dashboard on our website which you may find of use, the link is provided below. https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/operator-performance/pso-passenger-numbers/pso-passenger-numbers-dashboard/ | Period	Period 01	Period 02	Period 03 | | --- | --- | --- | --- | | **Route** | **Total Passengers** | **Total Passengers** | **Total Passengers** | | 431 | 1,223 | 1,542 | 1,447 | | 432 | 999 | 1,220 | 1,302 | | 438 | 1,797 | 2,196 | 2,180 | | 439 | 920 | 1,193 | 1,285 | | 546 | 856 | 1,139 | 1,201 | | 547 | 2,002 | 2,439 | 2,281 | | 548 | 1,257 | 1,577 | 1,783 | | 934 | 299 | 329 | 410 | | **Total** | **9,353** | **11,635** | **11,889** | I trust that the above information is of assistance. Yours sincerely,	**George Lawlor, T.D**

19/03/2026	207	**PQ Referred: 21322/26, for answer 19/03/2026 , Written from - John Clendenne n**	Dail Question No: 207 To ask the Minister for Transport for an update on Connecting Ireland route 826 which will service Mullingar, Kinnegad, Edenderry, Clonbullogue, Bracknagh, Portarlington, Monasterevin and Kildare Village; the expected commencement date 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 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. 207 of 19 March 2026, which was referred to the National Transport Authority (NTA) for reply. We are at an advanced stage of procurement for route 826. 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,	**John Clendennen, T.D**

24/03/2026	326	**PQ Referred: 21885/26, for answer 24/03/2026 , Written from - John Connolly**	Dail Question No: 326 To ask the Minister for Transport for an update on the Ceannt Station redevelopment; the progress made to date; the forthcoming 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 redevelopment of Ceannt 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 note that work is currently underway to deliver an integrated transport hub at Ceannt station in the heart of Galway City Centre, which will provide an improved customer experience and capacity for future growth with three additional platforms. A new platform was opened at the station to serve commuter services in October last year and the project is scheduled to be competed later this year.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 326 of 24 March 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a response to this Parliamentary Question. Further to the Minister's response, Iarnród Éireann is currently forecasting that the main contractor will hand over the new station assets during August 2026. The initial post award programme envisaged substantial completion in July 2026. The small variance reflects the complexities of delivery on a protected structure within a live railway environment. As a forthcoming project milestone, the Southern Concourse works (Phase 1) is expected to be completed during April, which will include the introduction of new toilet facilities and new passenger access/egress gates, after which the contractor will focus works on the northern side of the station. The project budget, as approved as part of the Final Business Case for the works is €69.51 million. I trust that the above information is of assistance. Yours sincerely,	**John Connolly T.D**

24/03/2026	348	**PQ Referred: 22333/26, for answer 24/03/2026 , Written from - Martin Daly**	Dail Question No: 348 To ask the Minister for Transport the level of public transport investment allocated to the Roscommon–Galway constituency compared to Dublin on a per capita basis 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, and 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. 348 of 24 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding which is due to a large volume of public representative correspondence. Please see the table below, which breaks down the investments in Dublin, Galway and Roscommon in 2024 and 2025. Please note that we can only provide investment by county, and not by constituency. On that basis, we have included the counties of Galway and Roscommon. The figures included in the table below constitute investment across the NTA's various programmes of capital investment including Active Travel, Heavy Rail, and Public Transport Investment.	**Martin Daly, T.D**

Public Transport Investment	**2024**	**2025**
A3 ACTIVE TRAVEL INVESTMENT	125,927,257	108,140,191
B4.1 HEAVY RAIL SAFETY & DEVELOPMENT	22,241,268	62,790,892
B4.2 PUBLIC TRANSPORT INFRASTRUCTURE	37,452,969	49,725,074
B4.3 ACCESSIBILITY RETROFIT PROGRAMME	651,069	1,332,202
B4.4 BusConnects	127,599,086	111,853,617
B4.5 DART+ Programme	64,455,899	71,579,371
B4.6 MetroLink	63,204,166	130,452,751
Dublin Total	**441,531,714**	**535,874,098**
A3 ACTIVE TRAVEL INVESTMENT	6,281,299	8,640,621
B4.1 HEAVY RAIL SAFETY & DEVELOPMENT	9,935,282	14,408,563
B4.2 PUBLIC TRANSPORT INFRASTRUCTURE	95,372	188,443
B4.3 ACCESSIBILITY RETROFIT PROGRAMME	-	84,256
B4.4 BusConnects	5,995,829	7,337,206
Galway Total	**22,307,781**	**30,659,089**
A3 ACTIVE TRAVEL INVESTMENT	3,049,995	2,207,431
B4.2 PUBLIC TRANSPORT INFRASTRUCTURE	-	61,906
Roscommon Total	**3,049,995**	**2,269,337**
Total	**466,889,491**	**568,802,524**

I trust that the above information is of assistance.

Yours sincerely,

24/03/2026	341	**PQ Referred: 22242/26, for answer 24/03/2026 , Written from - John Brady**	Dail Question No: 341 To ask the Minister for Transport the number of road traffic accidents that a company (details supplied), Dublin Bus and Bus Eireann respectively, have been involved in for each year between 2020-2026; and if he will make a statement on the matter. Details Supplied: 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 query raised by the Deputy is an operational matter for the NTA. I have, therefore, referred the Deputy's question 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 matters you raised in Parliamentary Question No. 341 of 24 March 2026, which was 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 long delay in responding to this particular query. Dublin Bus - Recorded Collisions 2020 – End of Period 3 2026 (i.e. first 12 weeks of 2026) Year No. Recorded Collisions 2020 730 2021 768 2022 1223 2023 1452 2024 1728 2025 1790 2026 382 (YTD - P3) Bus Éireann - Recorded Collisions 2020 – End of July 2026 2020 - 304 2021 - 386 2022 - 505 2023 - 693 2024 - 727 2025	**John Brady, T.D.**

				- 788 2026 YTD - 395 Yours sincerely,	

24/03/2026	340	**PQ Referred: 22241/26, for answer 24/03/2026 , Written from - John Brady**	Dail Question No: 340 To ask the Minister for Transport when the new park and ride facility at Fassaroe, Bray County Wicklow will be operational; the details of the buses and frequency that will serve the facility; 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). In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Awaiting a more detailed response, 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 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. The bus-based park and ride facility on the M11 at Junction 6 (Fassaroe) in North Wicklow is expected to become operational in the first half of 2026. This facility will provide approximately 400 parking spaces giving commuters an alternative and sustainable travel option to Dublin City Centre.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 340 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The new strategic Park and Ride (P&R) facility at Fassaroe in North Wicklow is substantially complete, with the main construction works finished. At present, testing and commissioning activities and other minor works are underway to ensure the facility will be ready to be opened to the public when appropriate. The facility comprises 388 car parking spaces, a dedicated bus interchange where passengers board and alight, other passenger amenities and supporting active travel infrastructure including covered bicycle parking and secure bicycle lockers. In relation to costs, the estimated pre-construction capital cost of the Fassaroe Park and Ride project was €12.1 million. Albeit not fully finalised, the current expected outturn cost is not expected to exceed €11 million. A procurement competition has been carried out, and a preferred bidder has been identified to operate and manage the Fassaroe P&R facility on a day-to-day basis. On an overall basis, the facility is ready for operation subject to provision of the necessary funding to operate the bus services to/from the facility. The required funding is non-capital funding for the operation of Public Service Obligation (PSO) services. PSO funding is allocated on an annual basis as part of the normal budgetary cycle – a multi-annual funding arrangement is not in place for PSO funding to operate transport services. Accordingly, while multi-annual funding is in place for capital expenditure, current expenditure for the operation of transport services are determined on a year-by year basis. This makes planning for service expansion, or for new services such as Park and Ride connectivity, very challenging as the current funding for the operation of the services can only be confirmed as part of the general budget process for the particular year. While it is acknowledged that the budgetary allocation for PSO services under Budget 2026 was substantially increased from prior years, the funding provided focused on the continued operation of the existing bus, train and tram services and funding is not available within the allocated budget for new or enhanced PSO services in 2026. Within our budgetary request for 2027, we have sought funding for the operation of the Fassaroe Park and Ride site and we await the outcome of that budgetary process. Accordingly, we are unable to confirm, at the present time, the date on which the park and ride facility at Fassaroe will be open for public use. However, when the necessary funding becomes available, we would expect to be in a position to commence operations quickly thereafter. I trust that the above information is of assistance. Yours sincerely,	**John Brady, T.D.**

24/03/2026	335	**PQ Referred: 22184/26, for answer 24/03/2026 , Written from - Liam Quaide**	Dail Question No: 335 To ask the Minister for Transport his plans to ensure only drivers who have successfully completed the approved wheelchair manual handling course be permitted to drive, operate, lease, or otherwise use a wheelchair accessible vehicle under the WAV licence scheme to ensure these vehicles are operated by drivers properly trained to assist wheelchair users safely and respectfully; and if he will make a statement on the matter. 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. When applying for an SPSV driver licence, applicants are required to complete the free, online professional development course for Safeguarding and Disability Awareness. This is a free, online professional development course that must be completed prior to paying the SPSV driver application fee. This has been a requirement since 1st January 2024 and the course aims to provide information to professional drivers enabling them to provide a better service to vulnerable or disabled passengers. Drivers who avail of the wheelchair accessible vehicle (WAV) grant, which is administered by the NTA, are required to undertake the free half day SPSV specific disability awareness training provided by the NTA, or provide evidence that they have completed a SPSV specific disability awareness training course in the three years prior to the application date. A condition of the 2026 WAV Grant (WAV26) is that any driver of a WAV26 Grant assisted vehicle must be able to prove that such a course has been undertaken. No Grant will be released by the NTA without them having received confirmation of the successful completion of	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 335 of 24 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. In terms of assisting all passengers on their journeys, persons who wish to operate Small Public Service Vehicles (SPSVs) which includes taxis, limousines and hackneys are required to pass the SPSV Driver Entry Test which consists of 2 modules, an Industry Knowledge Test and an Area Knowledge Test. To prepare for the Industry Knowledge Module (designed to check that applicants are familiar with the relevant legislation and, most importantly, understand good practice in the industry when providing services to the public), applicants study The Official Manual for Operating in the SPSV Industry. Included in that manual is information and guidance on assisting customers with disabilities (see Chapter 8). In addition, applicants are required to undertake a course around Safeguarding and Disability Awareness, prior to applying for their new SPSV Driver Licence. The course aims to provide information to professional drivers enabling them to provide a better service to vulnerable or disabled passengers. For any person who received a WAV Grant (Wheelchair Accessible Vehicle Grant) from NTA, they must complete mandatory Disability Awareness Training. It is a condition of receipt of any portion of the Grant that the Applicant, or where the Applicant is a company or not the proposed driver, the proposed driver, must either undertake the free half day SPSV specific disability awareness training provided by NTA or provide evidence that they have completed a SPSV specific disability awareness training course during the three years prior to the application date. By way of further assisting with professional development of SPSV operators, NTA made available to all operators, free of charge, Wheelchair Accessible Vehicle (WAV) Practical Training; whilst the training has in the past been is primarily aimed at those operators offering a WAV service, it now includes training on interacting with persons with disabilities and continues the development of SPSV operator skills, awareness and knowledge. I hope that the above information is of assistance. Yours sincerely,	**Liam Quaide, T.D**

			such a course. 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.		

Data Classification: Public

24/03/2026	293	**PQ Referred: 21594/26, for answer 24/03/2026 , Written from - Pádraig Rice**	Dail Question No: 293 To ask the Minister for Transport the amount allocated to the National Transport Authority for new Bus Connects routes in Cork for 2026; and if he will make a statement on the matter. Answer BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities, including Cork. BusConnects is the largest investment in the bus system in the history of the State, and is managed by the National Transport Authority (NTA). Having regard to the NTA's responsibility in these matters, 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. Pending this detailed response, last October I secured Cabinet approval for BusConnects Cork at Approval Gate 1 of the Infrastructure Guidelines. That decision allows three Sustainable Transport Corridor schemes to enter the planning system, with these schemes providing for 11 corridors in total. 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. The NDP Sectoral Investment Plan, which was published by my Department in November last year, has allocated funding to the NTA to progress BusConnects Cork. The NTA will publish a more detailed plan later this year of setting out the elements of the programme to be advanced within available funding.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 293 of 24 March 2026, which was 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 question sought details of “the amount allocated to the National Transport Authority for new Bus Connects routes in Cork for 2026”. In relation to operational funding for new bus services, the 2026 funding allocation to the NTA in respect of public service obligation (PSO) services, does not enable the commencement of the new BusConnects network in Cork this year. Accordingly, no PSO expenditure has been incurred for the new BusConnects routes in Cork to date in 2026. Separately, a capital funding allocation of €6,223,514 for 2026 is being used to support the provision of certain infrastructure for the new bus network, including bus stops, stands, turning areas and termini. This includes allocations to the relevant local authorities (Cork City & Cork County Council) and Bus Éireann plus NTA direct expenditure. The construction of bus stop infrastructure has been underway since Q2 2025, and the majority of these works are due to be completed in the coming months. The costs of the construction of bus stops in 2026 are included in the allocation outlined above. I hope that the above information is of assistance. Yours sincerely,	**Padraig Rice, T.D**

24/03/2026	302	**PQ Referred: 21655/26, for answer 24/03/2026 , Written from - Pa Daly**	Dail Question No: 302 To ask the Minister for Transport his plans to progress active travel both in urban and rural Ireland; his plans for Kerry in particular; 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 Kerry, has remained at a consistently high level in recent years with over €290 million in funding provided to the NTA this year alone. €2.75 million has been allocated to Kerry County Council for walking and cycling infrastructure in 2026.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. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 302 of 24 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA is the designated approving and funding authority for sustainable travel projects delivered by Local Authorities across the State. Investment is predominantly directed towards Active Travel initiatives that enhance infrastructure for walking, wheeling and cycling. Active Travel is recognised as a fundamental pillar of Ireland's Climate Action Plan, which requires a 50% increase in daily active travel journeys by 2030. The National Sustainable Mobility Policy, the Climate Action Plan and a range of complementary Government policies actively promote modal shift, where feasible, away from private car dependency and towards more sustainable transport modes such as walking and cycling. **Climate Action Plan** The delivery of the National Transport Authority's Active Travel programme is firmly aligned with the aims and objectives of the Government's Climate Action Plan 2025. A core objective of the Plan is the substantial expansion of walking and cycling networks nationwide, with a target that walking, cycling and public transport combined will account for 50% of all journeys undertaken by 2030. **Funding** Active Travel projects are funded within the framework of national policy and regional implementation arrangements. Funding is provided by the Department of Transport through the National Transport Authority's Active Travel Investment Programme, with projects managed and delivered by the relevant Local Authorities. **Local Authorities** The National Transport Authority has established a dedicated Active Travel team that works in close partnership with 31 Local Authorities throughout the country to support the delivery of hundreds of Active Travel projects. These include, but are not limited to, the provision of segregated cycle lanes, widened footpaths, new walking and cycling bridges, and enhanced pedestrian crossings. **Safe Routes to School** The Safe Routes to School programme was jointly launched by the Department of Transport and the Nation Transport Authority in 2021. The programme seeks to facilitate safer walking and cycling routes within local communities, reduce congestion at school gates, and increase the proportion of students who walk or cycle to school. This is achieved through the delivery of targeted walking and cycling infrastructure. Measures may range from footpath upgrades and new cycle lanes to comprehensive redesigns of the public realm at school frontages. **Kerry County Council 2026 Active Travel schemes** An annual Active Travel capital allocation is provided to each local authority to progress the delivery of walking and cycling infrastructure. The 2026 Active Travel allocation for Kerry County Council will support the advancement of a comprehensive programme of Active Travel schemes across the county. These include measures to improve pedestrian environments, Safe Routes To Schools schemes, the provision of new segregated cycle lanes, the delivery of pedestrian and cycling bridges, and enhancements to pedestrian crossing facilities. The schemes outlined below are all currently live projects and have been allocated Active Travel funding for 2026 for delivery within the Kerry local authority area. Project Name 2026 Allocation Project Description New Road, Killarney € 45,000 This project is at the preliminary design stage with Kerry County Council. Staff costs Active Travel Team € 450,000 Staff costs – Active Travel Team. Park Road, Killarney - Active Travel Scheme € 900,000 Phase 1 of the civil works is currently on site and due for snagging later this Quarter.	**Pa Daly, T.D.**

			more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.	Green Street Dingle € 5,000 This project is at the preliminary design stage. The design aims to enhance pedestrian facilities on Green Street, Dingle. Upper Lewis Road & Ballydribbeen Link, Killarney € 45,000 This project is at the preliminary design stage. The design seeks to deliver Active Travel infrastructure along Lewis Road, Killarney, and connect towards the Ballydribbeen residential area through the HSE site to the north of the N22 Killarney Bypass. Bracker O'Regan Road, Tralee € 650,000 This project is at the Road Safety Audit (RSA) stage. The next stage will be progression to Part 8, followed by tender for the works during the summer. Potentially on site in Q3/Q4 2026. Tralee Town Junction Upgrades - R878 Tralee Crossings and Traffic Calming Interventions (Oakpark Road & John Joe Sheehy Rd). € 420,000 This project is at the Road Safety Audit (RSA) stage. The next stage will be progression to Section 38, followed by tender for the works during the summer. Potentially on site in Q3/Q4 2026. SRTS (R1) Moyderwell Mercy Primary School, Moyderwell, Tralee € 5,000 Safe Routes To Schools (SRTS) this project is currently at the preliminary design stage with Kerry County Council. SRTS (R1) Presentation Secondary School, Ballymullen, Tralee € 5,000 This project is currently at the preliminary design stage with Kerry County Council. SRTS (R1) Sacred Heart Primary School, Castle Street Upper, Tralee € 5,000 This project is currently at the preliminary design stage with Kerry County Council. SRTS (R1) Mercy Secondary School, Mounthawk, Tralee € 50,000 Additional civil works are required on the R551 to address parking on footpaths. Official launch planned later this year. SRTS (R1) Scoil Mhuire na mBriathre (CBS Primary), Tralee € 15,000 This project is currently going to tender to develop the preliminary design. SRTS (R3) Castledrum € 5,000 New SRTS location (Round 3). SRTS (R2) Intermediate School Killorglin € 120,000 SRTS (Round 2): Kerry County Council is working on the design and exploring options for land acquisition at this location. SRTS (R3) HSRR Coolick NS € 5,000 New SRTS location (Round 3) High Speed Rural Road (HSRR). SRTS (R3) HSRR Cullina NS € 5,000 New SRTS location SRTS (Round 3) HSRR. SRTS (R3) HSRR Glounaguillagh NS € 5,000 New SRTS location SRTS (Round 3) HSRR. SRTS (R4) St. Joseph's NS Castlemaine € 5,000 New SRTS location SRTS (Round 4). SRTS (R3) HSRR St. Joseph's NS, Ballyheigue NS € 5,000 New SRTS (Round 3) HSRR. SRTS (R4) Presentation Primary School, Listowel € 5,000 New SRTS (Round 4). Total € 2,750,000 I trust that the above information is of assistance. Yours sincerely,	

24/03/2026	358	**PQ Referred: 22452/26, for answer 24/03/2026 , Written from - Eoghan Kenny**	Dail Question No: 358 To ask the Minister for Transport the position regarding the Local Link services in north Cork, with regard to a service serving Ballyclough, County Cork; 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. 358 of 24 March 2026, which was 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 lengthy delay in responding to this particular query. Route 515 will connect Mallow to Killarney via the settlements of Ballyclough, Castlemagner, Kanturk, Boherbue, Knocknagree, Rathmore, Gneeveguilla, and Kilcummin. We are not currently in a position to confirm the potential commencement date of the new TFI Route 515 bus service as the NTA must operate within the Public Service Obligation (PSO) budget that is allocated. There is currently no funding for new or enhanced services in 2026. Yours sincerely,	**Eoghan Kenny, T.D**

24/03/2026	339	**PQ Referred: 22240/26, for answer 24/03/2026 , Written from - John Brady**	Dail Question No: 339 To ask the Minister for Transport if funding is in place for the new bus route 199 between Glendalough and Bray; when the route will become operational; 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. 339 of 24 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding which is due to a large volume of public representative correspondence being received by the National Transport Authority (NTA). The procurement process for the Transport for Ireland (TFI) route 199 Glendalough-Bray was completed in 2025. However, additional funding is required in order to operate the service. There is ongoing engagement between the Department of Transport and the NTA in relation to funding for PSO (subsidised) public transport services generally, but the position is that, at present, there is no funding available for the introduction of new bus routes in 2026. Unfortunately, for this reason, a precise date for commencement of the service cannot be provided at this time. I hope that the above information is of assistance. Yours sincerely,	**John Brady, T.D.**

Data Classification: Public

<table>
<tr>
<td>25/03/2026</td>
<td>33</td>
<td>PQ Referred: 22985/26, for answer 25/03/2026 , Written from - Barry Ward</td>
<td>Dail Question No: 33

To ask the Minister for Transport the number of employees in each of the agencies under his Department's remit at the end of December 2025, broken down by grade, in tabular form; and if he will make a statement on the matter.

Identical Question(s): to all Depts.

Answer

Deputy,

I have referred this question to the agencies under my remit.

If you do not receive a reply within 10 working days, please contact my private office.</td>
<td>Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 33 of 25 March 2026, which was referred to the National Transport Authority (NTA) for reply.

Please see table below in response to Parliamentary Question No. 33 of 25 March 2026.

<table>
<tr><th>Grade</th><th></th><th>31.12.2025</th></tr>
<tr><td>AP</td><td>Assistant Principal</td><td>25</td></tr>
<tr><td>APH</td><td>Assistant Principal (Higher Scale)</td><td>5</td></tr>
<tr><td>ASSEC</td><td>Assistant Secretary</td><td>6</td></tr>
<tr><td>ASTO</td><td>Assistant Staff Officer (Local Authority)</td><td>1</td></tr>
<tr><td>CEO</td><td>Chief Executive Officer</td><td>1</td></tr>
<tr><td>CO</td><td>Clerical Officer</td><td>4</td></tr>
<tr><td>ENG/ACC1</td><td>Engineer/Professional Accountant Grade 1</td><td>72</td></tr>
<tr><td>ENG/ACC2</td><td>Engineer/Professional Accountant Grade 2</td><td>119</td></tr>
<tr><td>ENG/ACC3</td><td>Engineer/Professional Accountant Grade 3</td><td>10</td></tr>
<tr><td>EO</td><td>Executive Officer</td><td>38</td></tr>
<tr><td>EOH</td><td>Executive Officer Higher</td><td>2</td></tr>
<tr><td>HEO</td><td>Higher Executive Officer</td><td>41</td></tr>
<tr><td>PAH</td><td>Principal Advisor Higher</td><td>3</td></tr>
<tr><td>PO</td><td>Principal Officer</td><td>19</td></tr>
<tr><td>POH</td><td>Principal Officer Higher</td><td>4</td></tr>
<tr><td>SENG</td><td>Senior Engineer (Local Authority)</td><td>1</td></tr>
<tr><td>SNRADV1</td><td>Senior Adviser Level 1</td><td>11</td></tr>
<tr><td>Total Staff</td><td></td><td>362</td></tr>
<tr><td>Total includes 1 secondee staff</td><td></td><td></td></tr>
</table>

I trust that the above information is of assistance.

Yours sincerely,</td>
<td>Barry Ward, T.D</td>
</tr>
</table>

25/03/2026	30	**PQ Referred: 22769/26, for answer 25/03/2026 , Written from - Peadar Tóibín**	Dail Question No: 30 To ask the Minister for Transport the reason the NTA issued letters to 20,000 taxi drivers advising they are non-tax compliant despite a tax clearance certificate issued at the beginning of the year stating they are tax compliant. 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. 30 of 25 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Under the Taxi Regulations Acts 2013 and 2016, Section (9)14, the holder of a SPSV driver licence must remain tax cleared with the Revenue Commissioners during the full period of the licence. Section 9 (14) states “The holder of a licence shall, during the period of validity of the licence, hold a tax clearance certificate issued to such holder for the time being in force”. The NTA routinely checks the status of SPSV licence holders tax clearance status. Where the tax clearance status has expired, a letter is automatically issued advising the licence holder that “To comply with the licensing requirement set out in law, you must immediately obtain an eTax Clearance Certificate from the Revenue Commissioners.” I hope that the above information is of assistance. Yours sincerely,	**Peadar Tóibín, T.D.**

26/03/2026	180	**PQ Referred: 23514/26, for answer 26/03/2026 , Written from - Gillian Toole**	Dail Question No: 180 To ask the Minister for Transport when the age friendly walkability audited footpaths and junctions of Dunshaughlin and Ratoath, County Meath will be upgraded to ensure the pedestrian safety of older people and all residents of these towns. 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. 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. 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. 180 of 26 March 2026, which was referred to the National Transport Authority (NTA) for reply. Your Parliamentary Questions asked “when the age friendly walkability audited footpaths and junctions of Dunshaughlin and Ratoath, County Meath will be upgraded to ensure the pedestrian safety of older people and all residents of these towns”. I would suggest contacting Meath County Council in the first instance as this is a project that they may be progressing. Should Meath County Council wish to progress with such a scheme, then they are open to applying to the NTA for funding. The NTA would then consider the application as part of the annual Active Travel allocations process. I trust that the above information is of assistance. Yours sincerely,	**Gillian Toole, T.D**

26/03/2026	192	**PQ Referred: 23393/26, for answer 26/03/2026 , Written from - Malcolm Byrne**	Dail Question No: 192 To ask the Minister for Transport the total allocations of funding under the active travel scheme to projects in the Wicklow- Wexford constituency (as distinct from those counties) over the past five years; 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. 192 of 26 March 2026, which was referred to the National Transport Authority (NTA) for reply. Your Parliamentary Question sought “the total allocations of funding under the active travel scheme to projects in the Wicklow- Wexford constituency (as distinct from those counties) over the past five years”. Please note that the NTA does not allocate funding on a constituency basis. Instead, funding is provided to local authorities for projects within their administrative areas. These allocations are published on the NTA website, link of which I have provided below. However, we have collated the projects relating specifically to Wicklow and Wexford in the attached document. https://www.nationaltransport.ie/planning-and-investment/transport-investment/active-travel-investment-programme/active-travel-publications/. Allocations represent the potential funding for a specific project in a single year. As many projects progress over multiple years, the overall project cost will differ from the annual allocation. For this reason, the yearly allocations should not be interpreted as total project cost or total project funding. Some projects may not progress in the year they received an allocation for example due to feasibility or local authority resources. In addition, project funding is approved through clearly defined stages as per the NTA project approval guidelines. Attached are the annual allocations published for both Wicklow and Wexford County Councils for the period 2021–2026. As the sponsoring agencies and project managers for their respective programmes, the local authorities are best placed to provide further detail on individual projects. I trust that the above information is of assistance. Yours sincerely,	**Malcolm Byrne, T.D**

26/03/2026	191	**PQ Referred: 23342/26, for answer 26/03/2026 , Written from - Barry Heneghan**	Dail Question No: 191 To ask the Minister for Transport the policy governing the use of Irish and English place names on transport signage, including at rail stations; whether guidance exists on when Irish only, English only or bilingual signage should be used; how “similar spelling” between Irish and English place names is defined for these purposes; 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 use of English and Irish on transport signage is governed primarily by the Official Languages Act 2003 and its regulations, while detailed design rules are set out in the Traffic Signs Manual. In light of their responsibilities in this area, I have forwarded the Deputy's question to the NTA and Irish Rail 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 26 March 2026, which was referred to the National Transport Authority (NTA) for reply. When preparing and installing signage, the NTA is subject to Section 9 of the Official Languages Acts 2003 and 2021. Section 9 specifies in sub-section (1) that the Minister may make Regulations relating to the use of official languages in signage and other matters. The Minister made the Official Languages Act 2003 (Section 9) Regulations 2008 [SI No. 391/2008] in October 2008 detailing in Sections 6 and 7 of those Regulations matters relating to the Irish language and signage. These Regulations stipulate that signage may be in Irish or Irish and English. They also prescribe a set of requirements regarding the font, size, and other provisions as well as detailing some limited exemptions to the requirements. However, English language only signs are not permitted. Where signage contains a placename, the Official Languages Acts 2003 and 2021 together with the NTA Language Scheme 2020-2023 place a responsibility on the NTA to use the official Irish language placenames of locations both inside and outside of the Gaeltacht. Official Languages Acts 2003 and 2021 Under Section 32 of the Official Languages Acts 2003 and 2021 the Minister may issue Placename Orders declaring the Irish language version of a placename for locations both inside and outside of a Gaeltacht. Where the Minister has made a Placename Order, the NTA uses the official version of a placename on signs. NTA Language Scheme The NTA Language Scheme 2020-2023 came into effect from 19 of May 2020 and was confirmed by the then Minister for Culture, Heritage and the Gaeltacht. Regarding placenames, the NTA has committed to using the official Irish language placenames of Gaeltacht areas in accordance with the legislation. This is part of the NTA’s commitment to enhancing the provision of Irish language services. Therefore, where there is a Placename Order in force for a Gaeltacht area, the NTA uses only the official Irish language version of the placename for signage in Irish or English. The English language version of the name is no longer used, even in English language version of signs. However, the remaining content of the signage will be provided in the Irish language first followed by the English language version to ensure that the information can communicated to the widest audience possible and to be compliant with the 2008 Regulations and NTA Language Scheme. Outside of the Gaeltacht, should the NTA be erecting signage, the NTA will use the official Irish language version of the placename in the Irish language text and the official English language version of the placename in the English language text. Again, the content of the signage will be provided in the Irish language first followed by the English language version to ensure that the information can communicated to the widest audience possible and to be compliant with the 2008 Regulations. There is only one permitted exception to the non-use of English language placenames in the Gaeltacht. Dingle / Daingean Uí Chúis in Co Kerry must used for this location as a result of Section 48 of the Environment (Miscellaneous Provisions) Act 2011 amending the Placenames (Ceantair Ghaeltachta) Order 2004. Transport Act 1950 The NTA is also aware of the Irish language requirements contained in Section 57 of the Transport Act 1950. This stipulates that “All permanent public notices and signs (including the names of stations) maintained by the Board shall be in the Irish language but may be in both the Irish and English languages”. The operation of Section 57 is the	**Barry Heneghan, T.D**

				responsibility of the relevant operators who are subsidiaries of the Coras Iompair Éireann (CIÉ) group. Regarding the part of your Parliamentary Question with respect of similar spelling between Irish and English place names. As outlined above, the NTA uses Placename Orders or other official sources of placenames when preparing and erecting signage in Irish and English. I trust that the above information is of assistance. Yours sincerely,	

26/03/2026	189	**PQ Referred: 23324/26, for answer 26/03/2026 , Written from - Malcolm Byrne**	Dail Question No: 189 To ask the Minister for Transport to clarify the position for 18-year-olds, depending on whether in full-time education or not, as to when they qualify for a child Leap card, a young adult card or a student card; and the proposals to address potential anomalies. 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 operationsofpublic transport. The National Transport Authority (NTA) has responsibility for theregulation of farescharged to passengers in respectofpublic 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. 189 of 26 March 2026, which was referred to the National Transport Authority (NTA) for reply. The position for 18-year-olds in relation to TFI Leap Card entitlements depends on both their age and their education status, and I am happy to set out the current framework. Child Leap Card (16–18) The Child Leap Card (16–18) can be used by anyone who is 16 to 18 years old, up to their 19th birthday. This card is personalised with the holder's name and photograph and can only be purchased online. It provides access to discounted child fares on public transport services and does not require the holder to be in any form of education — it is available to all 16–18 year olds by virtue of age alone. Student Leap Card The Student TFI Leap Card is available to students in full-time education or training of 15 or more hours per week, who are 16–18 years of age. The course must be for a duration of at least six months or 25 weeks. The card provides a 50% discount on public transport fares, including on commercial bus services where the Child Leap Card may not apply. The potential anomaly the Deputy identifies may relate specifically to 18-year-olds who are not in full-time education or training. Such individuals: • Are too old for the standard Child Leap Card (5–15), but may use the Child Leap Card (16–18) until their 19th birthday; • Are not eligible for the Student Leap Card, as they are not in qualifying full-time education; • Are not yet eligible for the Young Adult Card, which begins at age 19. The practical consequence is that a non-student 18-year-old receives child fares via the Child Leap Card (16–18), which is in fact a beneficial outcome in fare terms. For 16–18-year-olds in full-time third-level education, the Student Leap Card may offer better value, as it can provide 50% discounted fares on commercial bus services where the Child Leap Card may not apply. In this case the customer must decide which card or if both can suit their needs. Fare initiatives are targeted at specific cohorts, and that those who do not qualify for one category can generally avail of other fare initiatives depending on their circumstances, including the generally reduced fares currently on offer, discounted fares for those aged 18 and under, the 50% discount for those aged 25 and under via the Young Adult Card, and the TFI 90 fare available on PSO (Public Service Obligation) services. I trust that the above information is of assistance. Yours sincerely,	**Malcolm Byrne, T.D**

25/03/2026	31	**PQ Referred: 22922/26, for answer 25/03/2026 , Written from - Michael Healy-Rae**	Dail Question No: 31 To ask the Minister for Transport the balance between costs and fares to date for the rollout of the TFI Anseo project in Killarney; the amount the service generated in fares; 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 the TFI Anseo pilot programme. The NTA have advised that the pilot TFI Anseo service launched in Killarney in August, 2025. Currently the service carries upwards of 2,000 passenger journeys per week. To date fare revenues for the service in Killarney have covered approximately 12.5% of operating costs (not including overheads). 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. 31 of 25 March 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding which is due to a large volume of public representative correspondence being received by the NTA. Fares from the TFI Anseo Pilot Project in Killarney amount to €62,565 this relates to a period from August 2025 to March 2026, averaging €10,400 a month since December. The cost of the service for the same period amounted to €495,000. I hope that the above information is of assistance. Yours sincerely,	**Michael Healy-Rae, T.D.**

24/03/2026	319, 320, 321 & 322	**FW: PQ Referred: 21878/26, for answer 24/03/2026 , Written from - John Connolly**	Dail Question No: 319 To ask the Minister for Transport for an update on the BusConnects Galway park and ride components including sites currently being developed namely, Cappagh Park N6, N83 Oranmore Train Station, and future sites on the N84 and N63; the progress achieved 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. Dail Question No: 320 To ask the Minister for Transport to report on the BusConnects Galway new bus network roll out; the progress to date; the forthcoming lifecycle stages; the expected timelines for those stages; the estimated cost range; and if he will make a statement on the matter. Dail Question No: 321 To ask the Minister for Transport to provide an update on the BusConnects Galway Dublin Road Project; the progress to date; the forthcoming 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. Dail Question No: 322 To ask the Minister for Transport for an update on the BusConnects Galway cross-city link scheme; the progress made to date; the next lifecycle stages; the expected timelines for those stages; the estimated cost range; and if he will make a statement on the matter. Answer 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).	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 319 - 322 of 24 March 2026, which was referred to the National Transport Authority (NTA) for reply. **PQ 319** 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. A decision to grant the proposal development at Cappagh Park was received on the 02/04/2026. However, this is subject to appeal for further period of 4 weeks following which work will commence to develop the detailed design and tender package. Construction could commence early in 2027 subject to a favourable planning decision and the availability of funding. The NTA, through its Park & Ride Development Office (PRDO), continues to develop other bus based P&R proposals on the periphery of Galway City. This includes along the N6/M6 and another at N83 in Claregalway, with a third located along the N59 as referenced in your query. The current status on those locations is set out below. The expansion of Park and Ride proposals at Oranmore is a matter for Irish Rail and Galway County Council. 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. A preliminary cost estimate has been developed for the project in accordance with the NTA cost management guidelines but assumes no cost for the land at this time. As negotiations for the land is subject to ongoing discussions, once this matter is concluded, the NTA will finalise its preliminary cost estimate for the project. 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. Once more, a preliminary cost estimate has been developed for the project in accordance with the NTA cost management guidelines but assumes no cost for the land at this time. As negotiations for the land is subject to ongoing discussions, once this matter is concluded, the NTA will finalise its preliminary cost estimate for the project. 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. N59 Park and Ride Facility (290 Spaces) The proposal for a new bus-based park and ride facility along the N59 is expected to remain in GMATS, providing approximately 290 spaces. It is expected to be served by Public Transport arising from planned bus service	**John Connolly T.D**

			In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this detailed response, I note that the NTA published its final new 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. I also note that the NTA Park and Ride Development Office was established in 2020, with a view to advancing and delivering strategic Park and Ride facilities across Ireland, including in Galway. The NDP Sectoral Investment Plan, which was published by my Department in November last year, has allocated funding to the NTA to progress BusConnects Galway. The NTA will publish a more detailed plan later this year setting out the elements of the programme to be advanced within available funding.	improvements to be rolled out as part of BusConnects Galway. As this proposal is contingent on wider transport proposals including measures such as highly desirable bus priority on approach to the city, meaningful work to identify a suitable location along the N59 is yet to commence. **PQ 320** Good progress has been achieved with Galway City and County Councils to date in progressing new Terminal locations and Bus stop locations. Preliminary Design is significantly progressed on these items, with a few challenging locations for both Terminals and Stops to be finalised in the coming months. Once the preliminary design concludes the stops and terminals infrastructure packages will be progressed through public tender from 2027 and then proceed to construction phase. The expected timeline for Service launch is 2028 subject to funding and resource availability. The Capital costs are anticipated to be in the range of €5m to €8m. **PQ 321** In terms of progress to date, the NTA has been advancing the scheme through early stages of project development, including option development, assessment and public engagement, in line with the Transport Appraisal Framework and statutory planning requirements. This work is being undertaken in collaboration with Galway City Council. An Coimisiún Pleanála granted planning consent for the BusConnects Galway: Dublin Road project in late September 2025. Currently the BusConnects Galway: Dublin Road Project CPO confirmation has been completed; the time period for taking a judicial review has expired and no application for leave to seek judicial review has been lodged with the Central Office of the High Court at this stage. Galway City Council are progressing preparation of tender documents to proceed with the appointment of a consultant to bring the scheme through the next stages including detailed design, tender and construction subject to funding availability. The precise sequencing and timelines for these stages will be confirmed as the scheme continues to advance through development and appraisal. Based on the current level of scheme definition, the estimated cost of the BusConnects Galway Dublin Road Project is expected to range from approximately €60 million to €70 million (Final Preliminary Business Case 2024) based in 2024 costs, subject to refinement as design and procurement progress. The NTA will continue to advance the BusConnects Galway Dublin Road Project in line with Government policy and available resources/funding, and can provide further updates as the scheme progresses. **PQ 322** In relation to progress to date, the NTA has been progressing the scheme through early stages of development, including option identification, assessment and public engagement, in accordance with the Transport Appraisal Framework and statutory requirements. This work is being undertaken in collaboration with Galway City Council. An Coimisiún Pleanála granted planning consent for the BusConnects Galway Cross City Link Scheme in September 2024. The scheme became subject to a Judicial Review following this approval; this legal challenge is currently ongoing. Until such time as these judicial review proceedings are concluded, it is not possible to give definite information on the next stages of project delivery. Based on the current level of scheme definition, the estimated cost of the BusConnects Galway Cross City Link Scheme is expected to be approximately €67.5 million (Preliminary Business Case 2022) based in 2022 costs,	

				subject to refinement as design and procurement progress. I trust that the above information is of assistance. Yours sincerely,	

24/03/2026	304 & 306	**FW: PQ Referred: 21665/26, for answer 24/03/2026 , Written from - Grace Boland**	Dail Question No: 304 To ask the Minister for Transport when the NTA expects to launch the non-statutory public consultation process inform the public and stakeholders on the proposed route and obtain their feedback on the proposals in relation to the Luas Lucan project; and if he will make a statement on the matter. Dail Question No: 306 To ask the Minister for Transport for an update on the publication of an emerging preferred route for the Luas to Lucan project; the engagements he has had with TII and the NTA in this regard; 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. Transport Infrastructure Ireland is progressing the Luas Lucan project in collaboration with the NTA. In 2025, the NTA submitted the Project Outline Document 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, which will then undergo anon-statutory public consultation. As part of the periodic review of the Transport Strategy, the demand for possible light rail lines -including any developments in demand	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 304 & 306 of 24 March 2026, which was referred to the National Transport Authority (NTA) for reply. 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 anticipated that an emerging preferred route will be identified in Q3 of 2026, 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**

			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.		

14/04/2026	749	**PQ Referred: 25611/26, for answer 14/04/2026 , Written from - Peter 'Chap' Cleere**	Dail Question No: 749 To ask the Minister for Transport if he has an update on the proposed bus route 891 from Kilkenny to Fiddown specifically in relation to adding Owning in Piltown and Hugginstown to the service; 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. 749 of 14 April 2026, which was 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 lengthy delay in responding to this particular query. The NTA plans to maintain service to Pitown on TFI Route 891 utilising stops 331981 and 358081. We have no current plans for a regular TFI (Transport for Ireland) bus service to operate via Owning or Hugginstown Co. Kilkenny. 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 implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan. Yours sincerely,	**Peter 'Chap' Cleere, T.D**

14/04/2026	859	**PQ Referred: 26923/26, for answer 14/04/2026 , Written from - Eoghan Kenny**	Dail Question No: 859 To ask the Minister for Transport if the Waterloo–Blarney Rural Link Service to Cork City can be expanded to operate on a more regular and frequent basis, given the full capacity of the service is often met; 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 your Dáil question no 859 of 14 April 2026, which was 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 particular query. The service noted in your correspondence is a Demand Responsive Transport (DRT) service, referred to Rockchapel, Young at heart service, running from Rockchapel to Cork City every second Tuesday. As per the TFI Local Link Cork office there is sufficient capacity currently on the service and it can be prebooked with TFI Local Link Cork. We have no current plans to review or amend the service. We have no plans to extend urban bus services to Waterloo. Investment in Cork City Bus Services will be directed by the BusConnects Cork Network Redesign Programme. More information on BusConnects Cork is available at: https://busconnects.ie/cities/cork/cork-bus-network-redesign/. Yours sincerely,	**Eoghan Kenny, T.D**

14/04/2026	858	**PQ Referred: 26922/26, for answer 14/04/2026 , Written from - Eoghan Kenny**	Dail Question No: 858 To ask the Minister for Transport if the Waterloo-Blarney Rural Link Service to Cork City is under review; if the route will be maintained; 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. 858 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The service noted in your Parliamentary Question is a Demand Responsive Transport (DRT) service. It is known as the “Rockchapel, Young at Heart” service. It runs from Rockchapel to Cork City every second Tuesday and departs Rockchapel at 11am arriving into Cork at 11.30am. It returns 2pm for 2.30pm arrival into Rockchapel. The service can be prebooked with Local Link Cork . The Local Link Cork office informs us that that there is a 16-seater minibus on the route and typically around 12 people use the service. There are no plans to change this service at present. I trust that the above information is of assistance. Yours sincerely,	**Eoghan Kenny, T.D**

14/04/2026	633	**PQ Referred: 24002/26, for answer 14/04/2026, Written from - Conor D. McGuinness**	Dail Question No: 633 To ask the Minister for Transport if Local Link services planned for rollout in 2026 under the Connecting Ireland Plan will be delivered in 2026; and if not, if it is delayed until next year to account for this delay. 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 TFI Local Link services. 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. 633 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The Department of Transport and the NTA remain in discussions with respect to funding of the PSO (Public Service Obligation) programme generally. The introduction of additional services under the 2026 Connecting Ireland plan is subject to confirmation of the additional funding required for such services. Accordingly, the NTA is not in a position at present to confirm implementation dates for new Local Link services during 2026. I hope that the above information is of assistance. Yours sincerely,	**Conor D McGuinness, T.D**

14/04/2026	706	**PQ Referred: 25168/26, for answer 14/04/2026 , Written from - Michael Cahill**	Dail Question No: 706 To ask the Minister for Transport to request the National Transport Authority to acknowledge the tremendous work carried out by Local Link Kerry and provide the necessary funding to allow them to provide additional important new routes throughout the county; 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 your Parliamentary Question No. 706 of 14 April last, which has been referred to the National Transport Authority (NTA) for a reply. I apologise for the lengthy delay in responding. We note that the Minister has provided a substantive response to this Parliamentary Question. The NTA acknowledges the tremendous and ongoing work of all Local Link services throughout the state including those provided by Local Link Kerry. In respect of funding, the Public Service Obligation (PSO) funding provided to the NTA plays a vital role in providing such services. The funding provided via PSO is a matter for Government. The NTA has to work within the funding envelope that is provided to it in addition to the revenue generated through fares. In that context, we are currently in discussions with the Department of Transport regarding the PSO funding envelope for 2027. I trust that the above information is of assistance. Yours sincerely,	**Michael Cahill, T.D**

14/04/2026	634	**PQ Referred: 24003/26, for answer 14/04/2026, Written from - Conor D. McGuinness**	Dail Question No: 634 To ask the Minister for Transport to produce details of each Local Link service planned for rollout in 2026 under the Connecting Ireland, by county, to include route, date approved and proposed service start date, in tabular form. 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. 634 of 14 April 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. Any new or enhanced services under the Connecting Ireland plan for regular services are subject to confirmation of funding so precise dates cannot be provided at this time. I trust that the above information is of assistance. Yours sincerely,	**Conor D McGuinness, T.D**

14/04/2026	635	**PQ Referred: 24004/26, for answer 14/04/2026, Written from - Conor D. McGuinness**	Dail Question No: 635 To ask the Minister for Transport if the planned Local Link Waterford service between Dungarvan and Carrick-on-Suir will be delivered this year as initially planned. 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. 635 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the lengthy delay in response. As part of the Connecting Ireland Rural Mobility Plan, the Authority has identified a need for a PSO bus service between Dungarvan and Carrick-on-Suir. We are not currently in a position to confirm the potential commencement date of the new TFI Route 366 bus service as the NTA must operate within the Public Service Obligation (PSO) budget that is allocated. There is currently no funding for new or enhanced services in 2026. Yours sincerely,	**Conor D McGuinness, T.D**

14/04/2026	689	**PQ Referred: 24789/26, for answer 14/04/2026 , Written from - Louis O'Hara**	Dail Question No: 689 To ask the Minister for Transport if his Department will provide the necessary funding to the NTA to establish a bus service between Athenry and Galway City; 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. 689 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. Firstly, please note that the analysis of the Athenry bus public consultation is now complete. Given the lack of support for the proposed 425a service changes, the National Transport Authority (NTA) is now withdrawing the proposal to reroute the 425a through Athenry. We are now exploring alternative options to meet the NTA objective of providing a minimum of three return trips between Athenry and Galway (Monday to Friday). Any alternative proposal will likely require funding for a new service, at a higher cost than the original 425a proposal. At this point, we do not have funding certainty and we are not in a position to provide an implementation date. I trust that the above information is of assistance. Yours sincerely,	**Louis O'Hara, T.D**

14/04/2026	701	**PQ Referred: 25079/26, for answer 14/04/2026, Written from - Michael Fitzmaurice**	Dail Question No: 701 To ask the Minister for Transport if TFI Local Link will provide a door-to-door service for people with disabilities who are unable to travel to a local pick-up point in nearest village; 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 TFI Local Link services. 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. 701 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. Local Link operators provide scheduled services with timetables on rural bus routes. However, they also provide Demand Responsive Transport (DRT), which operate on specific routes, but can divert to pick up or drop off a customer from their home. Advance notice is required and the DRT services frequencies vary, depending on the route. The relevant Local Link office should be contacted for further details, but some details can be found at the link below. https://www.transportforireland.ie/tfi-local-link/. I hope that the above information is of assistance. Yours sincerely,	**Michael Fitzmaurice, T.D.**

14/04/2026	705	**PQ Referred: 25167/26, for answer 14/04/2026 , Written from - Michael Cahill**	Dail Question No: 705 To ask the Minister for Transport to request the National Transport Authority (NTA) to give favourable consideration to linking Glencar (details supplied) to and from Glenbeigh, Dromid, Gap of Dunloe, Killarney, Kenmare and Cahersiveen; 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 Dáil Question No. 705 of 14 April 2026, which was 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 particular query. The National Transport Authority (NTA) has no current plans for a regular TFI (Transport for Ireland) bus service to operate via Glencar. 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 implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan. Yours sincerely,	**Michael Cahill, T.D**

14/04/2026	704	**PQ Referred: 25166/26, for answer 14/04/2026 , Written from - Michael Cahill**	Dail Question No: 704 To ask the Minister for Transport to request the NTA to give favourable consideration to increasing Local Link services to a rural, remote communities in County Kerry (details supplied); 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 Dáil Question No. 704 of 14 April 2026, which was 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 particular query. The National Transport Authority (NTA) has no current plans for a regular TFI (Transport for Ireland) bus service to operate via Glencar. 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 implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan. Yours sincerely,	**Michael Cahill, T.D**

14/04/2026	809	**PQ Referred: 26285/26, for answer 14/04/2026 , Written from - Emer Currie**	Dail Question No: 809 To ask the Minister for Transport whether any funding has been allocated to date 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. Enforcement of road traffic offences is the primary responsibility ofAn Garda Síochána. This includes the enforcement of road traffic offences through the use of cameras. To assist An Garda Síochána in meeting these objectives, a 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 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. 809 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. Your query asked “whether any funding has been allocated to date for the provision of cameras to monitor bus lane infringements”. As advised in the Minister’s reply, a National Safety Camera Strategy has been developed. It is our understanding that the NTA will be directed to undertake a role within that strategy to deal with bus lane and traffic management infringements. However, we are awaiting formal confirmation of this position. Given that the strategy was not in place at the start of the year, we have not allocated funding in 2026 for camera provision. However, when our role within the strategy is formally established, we will be in a position to advance the development of the necessary preparatory work, and will do so. We will be able to elaborate further when the National Safety Camera Strategy is published and the role of the NTA formally confirmed. I hope that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

14/04/2026	791	**PQ Referred: 25962/26, for answer 14/04/2026 , Written from - Cathy Bennett**	Dail Question No: 791 To ask the Minister for Transport the bodies which operate under his aegis which have a regulatory or enforcement remit which include provision for a person convicted of an offence to receive a fine upon summary conviction, the associated maximum amount and duration of any related potential imprisonment term; provision for a person convicted on indictment to receive a fine, the associated maximum amount and duration of any related potential imprisonment term; provision for fines predicated upon the turnover of an entity, the maximum percentage thereof and any associated imprisonment term; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer In order to provide completed information on this matter and to account for relevant bye-laws which may be applicable, I have referred your query directly to the agencies under my remit for their 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. 791 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. By way of background, NTA is the licensing authority for the commercial bus sector and Small Public Service Vehicles (SPSVs). The Public Transport Regulation Act 2009 covers the offences associated with bus licencing. All offences are summary offences. There is no imprisonment or indictment. There are 5 offences, and they all attract Class A fines (not exceeding €5,000). Regarding NTA's enforcement powers for SPSV regulations, these apply to the entire fleet and Fixed Payment Notices (FPNs) can be issued for a range of matters, as set out here on the NTA website: https://www.nationaltransport.ie/taxi/compliance-enforcement/prosecutions-and-fixed-payment-offences/. "Refusal by the driver to carry a passenger in a wheelchair" carries the maximum fine of €250. Some offences are not suitable to be declared as Fixed Payment Offences e.g. operating a SPSV without a valid licence, and therefore NTA may elect to prosecute the offender directly in court. The evidence will be heard from both sides, and a judge will decide whether the case has been proven and whether to convict the offender. Following a conviction for the offence, the fine may be up to €5,000. The regulations for SPSVs are set out in the Taxi Regulation Act 2013 and the Taxi Regulation (Small Public Service Vehicle) Regulations 2015. NTA also regulates vehicle clamping. This involves: • Regulation of clamping activities • Administration of second-stage vehicle clamping appeals • Investigation of complaints All offences are summary offences; there is no indictment or imprisonment for any offence. The Vehicle Clamping Act 2015 sets out the offences. There are four offences attracting fines: two at Class B, one at Class C (€1,001 to €2,500) and one at Class A (€4,001 to €5,000). I trust that the above information is of assistance. Yours sincerely,	**Cathy Bennett, T.D**

14/04/2026	781	**PQ Referred: 25859/26, for answer 14/04/2026 , Written from - Paul Murphy**	Dail Question No: 781 To ask the Minister for Transport whether he is concerned about the repeated cancellation of buses on the W6 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; 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. Notwithstanding the above, I do understand and appreciate that some customers may be experiencing issues with regard cancellations and reliability. A range of factors can contribute to a decline in service performance, such as congestion, and a shortage of drivers or mechanics preventing services from operating to schedule. The NTA are working hard with operators to address these issues, and holds weekly operational meetings to discuss performance, understand challenges and identify where improvements can be made. My Department is also 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. Further, in instances where performance drops, under their contractual arrangements, financial penalties are rigorously applied unless the cause of the loss of performance is outside of the control of the operator. For example, if a bus service doesn't operate due	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 781 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA is aware of performance issues on the W6 route. Currently, Go-Ahead Ireland (GAI) are experiencing high levels of lost kilometres due to ongoing mechanical issues. GAI have recruited 10 new mechanics who started work earlier in the year. As a result of the actions taken by Go Ahead Ireland, we have seen an improvement to these services in recent weeks. The NTA meets with GAI's senior management team on a weekly basis to address any performance shortfalls and we will continue to closely monitor the matter. I trust that the above information is of assistance. Yours sincerely,	**Paul Murphy, T.D.**

			to circumstances within the operator's control, a deduction is applied equivalent to the cost of the cancelled service. The contracts also provide for deductions to be made when punctuality and reliability targets are not met. 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.		

14/04/2026	769	**PQ Referred: 25754/26, for answer 14/04/2026 , Written from - Maeve O'Connell**	Dail Question No: 769 To ask the Minister for Transport to provide an update on the outcome of the recent public consultation to allow pets on public transport. 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 launched a 4-week public consultation, closing 20th March 2026, on a proposed consolidated policy for the carriage of pets across the PSO network, including bus, rail and Luas services. The NTA will review the feedback before finalising the policy. 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. 769 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. Submissions made as part of the public consultation process relating to the introduction of a uniform policy for the carriage of pets on Transport for Ireland (TFI) bus, rail and Luas service have been published on the NTA consultation portal. NTA and the transport operators are currently reviewing the issues raised in the consultation process, with a view to finalising a policy and preparing an implementation plan later this year. A report on the consultation will be completed in due course. I hope that the above information is of assistance. Yours sincerely,	**Maeve O'Connell, T.D**

14/04/2026	762	**PQ Referred: 25698/26, for answer 14/04/2026 , Written from - Eoin Ó Broin**	Dail Question No: 762 To ask the Minister for Transport if he is aware of ongoing issues with cancellations on W6 bus route; the actions that will be taken to ensure a full and reliable 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 this case Go Ahead. Notwithstanding the above, I do understand and appreciate that some customers may be experiencing issues with regard cancellations and reliability. A range of factors can contribute to a decline in service performance, such as congestion, and a shortage of drivers or mechanics preventing services from operating to schedule.The NTA are working hard with operators to address these issues, and holds weekly operational meetings to discuss performance, understand challenges and identify where improvements can be made. My Department is also 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. Further, in instances where performance drops, under their contractual arrangements, financial penalties are rigorously applied unless the cause of the loss of performance is outside of the control of the operator. For example, if a bus service doesn't operate due	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 762 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA sincerely apologises for the level of service experienced on the W6 service in recent months. Go-Ahead Ireland (GAI) experiencing high levels of lost kilometres in recent months due to ongoing mechanical issues. GAI have recruited 10 new mechanics that commenced employment in early 2026. It should be noted that service levels on this route have improved in recent weeks due to actions taken by the operator to address the issue. In addition, please note that the NTA also meets with GAI's management team on a weekly basis to address any performance shortfalls and please be assured that we will continue to closely monitor the matter. I trust that the above information is of assistance. Yours sincerely,	**Eoin Ó Broin, T.D**

			to circumstances within the operator's control, a deduction is applied equivalent to the cost of the cancelled service. The contracts also provide for deductions to be made when punctuality and reliability targets are not met. 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.		

14/04/2026	758	**PQ Referred: 25658/26, for answer 14/04/2026 , Written from - Mark Ward**	Dail Question No: 758 To ask the Minister for Transport if there are plans to deliver a centralised bike share hire scheme to allow people to cycle between local authority areas; 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 cycling and public transport infrastructure, including the provision of funding to the National Transport Authority (NTA) in support of shared micromobility schemes. including bike-share, in Galway, Limerick, Cork and Waterford. In addition, my Department is supporting the development of a Mobility Hubs Pilot Programme as part of wider work on shared mobility, which is also being led by the NTA. This programme will test the network effect of mobility hubs across a number of locations, including Dún Laoghaire–Rathdown, Cork City, Dundalk, Sligo and Carlow. Details related to the operation and interoperability of the above schemes and the planned Mobility Hubs Pilot Programme are a matter for the NTA. Accordingly, I have referred your question to the NTA for a more detailed reply. If you do not receive a reply within 10 working days, please contact my private office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 758 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a response to this Parliamentary Question. At present, there are no “plans to deliver a centralised bike share hire scheme to allow people to cycle between local authority areas”. I hope that the above information is of assistance. Yours sincerely,	**Mark Ward, T.D.**

14/04/2026	746	**PQ Referred: 25497/26, for answer 14/04/2026 , Written from - Michael Cahill**	Dail Question No: 746 To ask the Minister for Transport to amend an existing licence on the Cork, Dungarvan, Waterford, Kilkenny and Dublin corridor known as route 600 to include Tralee and Killarney as origin points (details supplied); and if he will make a statement on the matter. Details Supplied: as this would provide direct and improved connectivity from Kerry through Cork, Dungarvan, Waterford and Kilkenny to Dublin, along with enhanced access to Dublin Airport. This proposal is aimed at addressing current gaps in connectivity and providing a reliable, direct transport option for people travelling for work, education, healthcare, tourism and onward international travel and it also ensures that Kerry is better integrated into the wider national public transport network. 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 route mentioned by the Deputy is a commercial bus service operated by Dublin Coach and responsibility for the operation of the service is a matter for the company. In light of the NTA's responsibility in this area as the licensing authority for the commercial bus sector, I have forwarded the Deputy's query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 746 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. Route 600 is a commercial service provided by Dublin Coach. As this is a commercial service, queries in respect of same should be directed to the operator in the first instance. If Dublin Coach wished to make an application to amend their licence, they can do so and the NTA would consider such an application as part of the formal licensing process. I trust that the above information is of assistance. Yours sincerely,	**Michael Cahill, T.D**

14/04/2026	737	**PQ Referred: 25469/26, for answer 14/04/2026 , Written from - Paul Lawless**	Dail Question No: 737 To ask the Minister for Transport the assessment that has been carried out regarding the availability of wheelchair-accessible public transport between Ballina and Galway if route 52 is withdrawn; if the NTA acknowledges that Citylink does not provide a wheelchair-accessible service on this corridor; the contingency plan to ensure wheelchair users are not left without any accessible transport option; and if the NTA can guarantee that any replacement service will meet or exceed current accessibility standards. 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 Bus Éireann, 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 accessibility of specific routes and services, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 737 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. Following the decision of Bus Éireann Expressway to withdraw services on route 52, the NTA undertook a Public Service Obligation (PSO) determination. In that context, we have now completed our determination, and it can be viewed at the link below. Our determination indicated that a public service obligation arises to ensure the continued provision of an appropriate level of public transport connectivity along the Ballina–Galway corridor and that additional services will be required on the corridor. The NTA is now investigating options to address this deficit, and the analysis will be cognisant of, and take into account, the accessibility requirements of passengers. Any intervention will be subject to additional PSO funding being made available. https://www.nationaltransport.ie/publications/expressway-determination-reports-for-routes-4-40-and-52/. I hope that the above information is of assistance. Yours sincerely,	**Paul Lawless, T.D**

14/04/2026	874	**PQ Referred: 27241/26, for answer 14/04/2026 , Written from - Denise Mitchell**	Dail Question No: 874 To ask the Minister for Transport the options that are being examined to increase public transport connectivity to Dublin Airport in the short-to-medium term; if consideration is being given to extending bus routes or adding new routes in north-east Dublin so that citizens do not have to travel into the city centre in order to get a bus to the 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 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. 874 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plans to introduce new bus routes providing direct airport connections from north-east Dublin. However, through the BusConnects Programme the NTA has invested in new orbital bus services to provide an alternative to having to travel into the city centre to interchange to other services. Routes N2, N4 and N6, all of which provide services to the north-east Dublin, enable connections to routes 16 and 41, which provide frequent services to Dublin Airport. Interchange between services is free when customers avail of the TFI-90 Leap Card fare. Customers can plan their journey on the TFI Journey Planner, link of which is provided below. https://www.transportforireland.ie/plan-a-journey/. I trust that the above information is of assistance. Yours sincerely,	**Denise Mitchell, T.D.**

14/04/2026	862	**PQ Referred: 27024/26, for answer 14/04/2026 , Written from - Jennifer Whitmore**	Dail Question No: 862 To ask the Minister for Transport if he is aware that the National Transport Authority does not provide for Leap card refunds where Dublin Bus services are disrupted due to breakdowns, anti-social behaviour or “ghost buses”; if he will consider introducing refunds in such circumstances; 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 and Dublin Bus's responsibility in this area, I have forwarded the Deputy's query to the companies 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. 862 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA recognises that service disruptions, including vehicle breakdowns, can be inconvenient for passengers and works closely with all public transport operators to minimise their impact. Public transport fares, including those paid using Leap cards, are charged for access to the public transport network rather than as a guarantee of uninterrupted service on a specific vehicle. Where a bus is unable to complete a journey due to a breakdown or other operational issue, passengers are generally able to continue their journey by boarding the next available service or by using an alternative public transport service operating on the same or a nearby route. The integrated ticketing system allows customers to transfer between services within the applicable fare rules without incurring an additional charge, meaning that passengers are not required to pay twice to complete their journey in such cases. This approach ensures continuity of travel while avoiding the administrative complexity and cost of processing individual refunds for disruptions that may be resolved within a short timeframe. Refunds are therefore not routinely provided for service interruptions where reasonable alternative travel options are available to customers. This policy is consistent with standard public transport practice and helps ensure that fare revenues are directed towards maintaining and improving services across the network. However, public transport operators and Leapcard do have customer care processes in place to review individual cases, particularly where a disruption has caused significant delay or where no reasonable alternative service was available. Customers are encouraged to contact the relevant operator directly if they believe their circumstances warrant further consideration. The NTA continues to monitor service reliability and works with operators to reduce the occurrence of breakdowns, including through fleet renewal and maintenance standards, with the aim of improving the overall customer experience. I hope that the above information is of assistance. Yours sincerely,	**Jennifer Whitmore, T.D.**

14/04/2026	877	**PQ Referred: 27304/26, for answer 14/04/2026 , Written from - Cian O'Callaghan**	Dail Question No: 877 To ask the Minister for Transport to examine the case for a direct public bus service to Dublin Airport for the residents of Fairview, Clontarf, Marino, Raheny and the surrounding north Dublin coastal areas; if he is aware that many residents currently must travel into Dublin city centre to get a bus service or rely on costly taxi services in order to access the airport; if the National Transport Authority has assessed the transport needs of these communities in this regard; whether consideration has been given to introducing a direct airport bus service serving these areas; 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. 877 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plans to introduce new bus routes providing direct airport connections for Fairview, Clontarf, Marino and Raheny and the wider area. However, through the BusConnects Programme the NTA has invested in new orbital bus services to provide an alternative to having to travel into the city centre to interchange to other services. Routes N2, N4 and N6, all of which provide services to the north Dublin coastal area, enable connections to route 16 and 41, which provides frequent services to Dublin Airport. Interchange between services is free when customers avail of the TFI-90 Minute Leap Card Fare. Customers can plan their journey on the TFI Journey Planner, link below. https://www.transportforireland.ie/plan-a-journey/. I trust that the above information is of assistance. Yours sincerely,	**Cian O'Callaghan, T.D.**

14/04/2026	849	**PQ Referred: 26648/26, for answer 14/04/2026 , Written from - Aidan Farrelly**	Dail Question No: 849 To ask the Minister for Transport if Iarnród Éireann will cover the costs of installing additional covered seating areas on platforms 1 and 5 of Hazelhatch Train Station; and the date on which these works will commence and be completed. 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. In the case of the rail network, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. 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 direct, 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. 849 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in replying. Beauce this is an existing station, the installation of additional covered seating areas on platforms 1 and 5 of Hazelhatch Train Station fall outside of the normal grant funding provided by the NTA to Irish Rail. Instead, it is likely to be part of Irish Rail's asset management and maintenance programmes, which are separately funded by the Department of Transport. It is suggested that you might contact Irish Rail directly on this matter. Yours sincerely,	**Aidan Farrelly, T.D**

14/04/2026	839	**PQ Referred: 26398/26, for answer 14/04/2026 , Written from - Cormac Devlin**	Dail Question No: 839 To ask the Minister for Transport if he will report on the NTA's administrative error regarding the electric SPSV grant scheme 2026; the number who applied; the number granted; the current number on the cancellation list; the number who received the incorrect email; the number of complaints received regarding this error; and if he will make a statement on the matter. Answer I have forwarded the Deputy's question to the National Transport Authority for response. Should a reply not be received within 10 working days, the Deputy is invited to contact my Office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 839 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA received 1,295 valid applications for the eSPSV Grant 2026. 1,184 applicants received a grant offer letter. There are currently 66 applicants on the waitlist. The remainder of the applications either lapsed, were withdrawn by the applicant or their application did not meet the Scheme requirements. A small number of applicants, 54, received an incorrect status update in relation to their grant application whereby there were informed that they were successful in receiving a grant offer, when they were meant to be informed of their waitlist status. This was identified and corrected without delay and all applicants received their appropriate application status within the timelines provided by the NTA for the scheme. I hope that the above information is of assistance. Yours sincerely,	**Cormac Devlin, T.D.**

Data Classification: Public

14/04/2026	842	**PQ Referred: 26415/26, for answer 14/04/2026 , Written from - Michael Cahill**	Dail Question No: 842 To ask the Minister for Transport to urgently introduce a major scheme to provide bus shelters in towns and villages and at busy bus stops across 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 and shelters nationally. 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. Pending this detailed response, I note the commitments in the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers, and to work with local authorities and national bodies to improve public transport options and infrastructure.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 842 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. Similar to 2024 and 2025, each local authority across the State, including Kerry County Council, has been 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 with the cost borne by the NTA. 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 Kerry County Council who are best placed to confirm whether or not they will include requested bus stop locations in their programme and should be contacted directly in relation to the request for shelters. 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. I trust that the above information is of assistance. Yours sincerely,	**Michael Cahill, T.D**

14/04/2026	814	**PQ Referred: 26327/26, for answer 14/04/2026 , Written from - Emer Currie**	Dail Question No: 814 To ask the Minister for Transport for an update on the rollout of contactless fare payment on public transport 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the NTA's Next Generation Ticketing project will provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments. 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. The successful tenderer 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. The new solution will replace the Leap Card system, which has served over 9 million users since its 2011 launch but is now nearing end-of-life. A multi-phase plan has been prepared, with Phase 1 due to launch in summer 2027, which will test contactless payment on new	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 814 of 14 April 2026, 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 Ministers response, I would note that 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 project will be delivered in several phases, with a number of key milestones along the way. Good progress is being made on these milestones, which at this stage are primarily focussed on the technical design of the solution. It is worth noting that the Next Generation Ticketing (NGT) solution is being designed from the outset so it can be expanded and extended nationally without requiring major redesign. After the Greater Dublin Area (GDA) implementation it is intended to then continue to roll out the system nationwide, though the timeline for the implementation nationwide is not yet available and will be subject to the requisite approvals and funding. In advance of NGT, the NTA is actively rolling out contactless payments across TFI Local Link regular services, allowing passengers to pay for single journeys via debit/credit cards, Apple Pay, and Google Pay. The system is being deployed across all TFI Local Link offices nationwide, and to date roll out is complete for Cavan-Monaghan, Tipperary, Donegal-Sligo-Leitrim, Laois-Offaly, Mayo and Kerry, and full nationwide completion is currently expected by the end of 2026. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

			validators or ticket machines. Phase 2 is due to commence from summer 2028, will see devices installed on all buses, Luas stops and Iarnród Éireann stations in the Greater Dublin Area.Phase 3, which will see the technology rolled out onto commuter buses and regional buses, will then follow. Separately, the NTA is actively rolling out contactless payments across TFI Local Link regular services, allowing passengers to pay for single journeys via debit/credit cards, Apple Pay, and Google Pay. The system is being deployed across all 15 TFI Local Link offices, with full completion expected by the end of this year. Already this year, contactless payment fares have been rolled out in Laois, Offaly, Mayo, Sligo and Leitrim.		

14/04/2026	819	**PQ Referred: 26346/26, for answer 14/04/2026 , Written from - Johnny Guirke**	Dail Question No: 819 To ask the Minister for Transport the most up-to-date plans on the Navan rail project 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. 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. In the case of the rail network, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. 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. In advance of this more detailed response, I note that the 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. The delivery of this project is currently proceeding on target and to this timeline. The NDP Sectoral Investment Plan published by my Department last November has allocated funding to advance the Navan Rail Line to submission of a planning application, or Railway Order. It is anticipated that the recommendation of an Emerging Preferred Route for the Navan Rail line will be announced with the launch of the first Non-Statutory Public Consultation to be held in the middle of this year. That public consultation process will ultimately result in a defined route for the line, and it will support the development of a	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 819 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA's 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. A public consultation on the emerging preferred route options for the Navan rail project will commence in Q2 of 2026. That public consultation process will ultimately result in a defined route for the Navan rail 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 currently anticipated that a planning application seeking a Railway Order for the Navan rail project will be lodged with An Coimisiún Pleanála in 2028. I trust that the above information is of assistance. Yours sincerely,	**Johnny Guirke, T.D.**

			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 Railway Order, for the Navan rail project will be lodged with An Coimisiún Pleanála in 2028.		

14/04/2026	822	**PQ Referred: 26349/26, for answer 14/04/2026 , Written from - Johnny Guirke**	Dail Question No: 822 To ask the Minister for Transport the breakdown of the fare increases or decreases on the Bus Éireann 111 service over the past five years in County Meath, 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. 822 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding which is due to a large volume of public representative correspondence being received by the NTA. Please find attached in tabular form a breakdown of the fare changes on Bus Éireann route 111 since 2021 up to the most current fares. Up until the introduction of the Dublin Commuter Zone in June 2025, route 111 operated by Bus Éireann under a stage carriage fare structure. The 2024 Fares Determination outlined the implementation of the Dublin Commuter Zone, which introduced a new fare structure along with a range of new products for Dublin Commuter bus routes, including route 111. Further details can be found at the following link: https://www.nationaltransport.ie/wp-content/uploads/2024/01/2023-Fares-determination-v4.6.pdf. The NTA is responsible for setting public transport fares on contracted or Public Service Obligation (PSO) services under the Dublin Transport Authority Act 2008. This is normally done through a Fares Determination. All Fares Determinations are published on the National Transport Authority website. The most recent determinations, along with previous years' determinations and additional information on fare changes, are available at the following link: https://www.nationaltransport.ie/public-transport-services/fares-determination/ I hope that the above information is of assistance. Yours sincerely,	**Johnny Guirke, T.D.**

14/04/2026	638	**PQ Referred: 24133/26, for answer 14/04/2026 , Written from - Maeve O'Connell**	Dail Question No: 638 To ask the Minister for Transport the monies spent to date on cycle counter machines across County Dublin. 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 allocation of funding towards particular projects and infrastructure, including cycle counter machines, 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. 638 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. Expenditure to date on the maintenance of cycle and pedestrian counter machines across County Dublin has been incurred under a maintenance framework with SWARCO Ireland Ltd, formerly Elmore Group. The financial records presented below cover a five-year period that includes 38 counters across Dublin. Increases in annual expenditure reflect both the continued expansion of the cycle and pedestrian counter network across County Dublin and the replacement of certain hardware that has reached the end of its design or service life. It also includes costs for cloud-based hosting of data that is subsequently made available under open source to Smart Dublin that allows the public to access. The cycle and pedestrian counters provide valuable data to support the monitoring and analysis of walking and cycling activity, informing transport planning, infrastructure investment and policy development. Year Cost (€s) 2020 17,043.01 2021 21,901.00 2022 30,720.24 2023 36,255.85 2024 40,953.43 2025 14,274.20* * The lower expenditure recorded in 2025 reflects a timing difference between the conclusion of the previous maintenance contract and the commencement of the new contract, which resulted in reduced costs being incurred within the reporting period. I trust that the above information is of assistance. Yours sincerely,	**Maeve O'Connell, T.D**

14/04/2026	621	**PQ Referred: 23766/26, for answer 14/04/2026 , Written from - John Lahart**	Dail Question No: 621 To ask the Minister for Transport if a detailed study has been done on connecting LUAS Red and Green lines on the southside of 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 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 621 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The Greater Dublin Area (GDA) Transport Strategy 2022-2042 sets out the proposed Luas network up to 2042 and additional Luas lines to be delivered post 2042. A number of proposed schemes in the pre-2042 and post-2042 scenario propose possible connections between the existing Red and Green Luas lines. These include the proposed Luas lines to Lucan, Kimmage and Knocklyon. Each of these proposed lines will be subject to a comprehensive route option selection process and will require a Railway Order accompanied by an Environmental Impact Assessment. Each of these stages will also include public consultation. A map of the future proposed network as set out in the Transport Strategy is shown below. The Transport Strategy also identifies that an orbital Luas line will be reassessed as part of the next update of the Transport Strategy. A review of the Transport Strategy is required every 6 years under Section 12 of the Dublin Transport Authority Act. The NTA intends to commence work on this review in 2027 with a view to publishing a Draft Transport Strategy for public consultation in 2028. This review will take into account revised population and employment forecasts, new zonings for developments and the latest transport and travel data and trends. I hope that the above information is of assistance. Yours sincerely,	**John Lahart, T.D.**

14/04/2026	620	**PQ Referred: 23765/26, for answer 14/04/2026 , Written from - John Lahart**	Dail Question No: 620 To ask the Minister for Transport for an update on a feasibility study on Metro South-West. 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 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. As the Deputy notes, the Programme for Government commits to commissioning an independent feasibility study continuing MetroLink from the city to South West 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. 620 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The statutory Greater Dublin Area Transport Strategy 2022-2042 (GDATS), as prepared by the NTA and approved by the Minister for Transport in accordance with Section 12 of the Dublin Transport Authority Act ("DTA Act"), sets out following measure: "In reviewing and updating the Transport Strategy, which takes place every 6 years, the NTA will assess the requirement to provide additional Metro lines in the GDA based on updated forecast demand for travel and on emerging significant changes in land use and spatial policy, including previously considered options to extend Metrolink southwards towards UCD, or along the existing Luas Green Line, or towards South West Dublin." In preparing the 2022 GDATS, an independent Metro to Knocklyon Feasibility Study was undertaken and concluded that options for a Metro "would have a benefit cost ratio (BCR) of below 1.0. This provides an initial indication that a Metro option is unlikely to be a cost-effective approach to enhancing public transport in this area of Dublin." The next GDATS is scheduled to be completed by 2028 in accordance with the DTA Act with background analysis to commence next year. Our position in relation to undertaking an additional feasibility study for Metro South-West since the approval of the 2022 GDATS, as committed to in the Programme for Government (PfG), was that it would have been premature in advance of securing consent for MetroLink. Final consent for MetroLink was secured in January of 2026. Given that background analysis for the next GDATS will commence next year, the NTA's current position is that any feasibility study would be best undertaken as part of the comprehensive assessment of future demand for travel in the GDA that would be required then. This would ensure that any assessment of demand in the southwest, and the associated feasibility of any emerging transport supply solutions, is undertaken and planned for in a holistic manner alongside the analysis of the entire Dublin area, with priorities for investment in infrastructure and services determined accordingly. In particular, such an approach would take into account the significant changes in land use policy which have emerged since the approval of the 2022 GDATS whereby local authorities have identified and prepared plans for development at major landbanks such as Dunsink and City Edge. It would also take into account the ongoing identification of locations for housing delivery in accordance with the recent Section 28 guidelines on rezoning of additional lands in accordance with the revised National Planning Framework. To summarise, background analysis for the next GDATS is expected to commence next year and the assessment of the potential for a metro to southwest Dublin, in fulfilment of the PfG commitment and in the manner outlined above, will occur at that stage. I trust that the above information is of assistance. Yours sincerely,	**John Lahart, T.D.**

14/04/2026	622	**PQ Referred: 23767/26, for answer 14/04/2026 , Written from - John Lahart**	Dail Question No: 622 To ask the Minister for Transport the reason in the context of the Red Luas line carriages with increased capacity are not being procured by the NTA; 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, including light rail. 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. 622 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. A tender competition is currently underway to identify the new supplier for light rail vehicles (LRVs) for Luas (Red and Green Lines as well as new lines). This will include a first order for the replacement of the current red line fleet. While the new trams will be the same length as the existing Red Line trams, these new vehicles will have an increased capacity over the current fleet owing to their improved internal layout. In addition, the increased reliability of these new vehicles will allow a higher frequency of trams to operate on the Red Line in the future, further increasing capacity. The longest and highest capacity trams currently operating Luas services are on the Green Line, which are 55 metres in length. The line can accommodate these longer trams as the majority of the alignment traverses a segregated right-of-way that was originally designed to accommodate (much longer) mainline trains on the old Harcourt Street line. Subsequent extensions to the Green Line have been designed to accommodate these longer trams. In contrast, on the Red Line, all of the infrastructure was designed to accommodate trams of 41 metres in length. As the majority of that infrastructure is located within a shared street space, with certain tram stops in very close proximity to road junctions, introducing higher capacity trams by increasing tram length is very challenging. However, it is worth noting that the new fleet contract will include provision for the potential extension of the new trams in the future, should this is required. I trust that the above information is of assistance. Yours sincerely,	**John Lahart, T.D.**

14/04/2026	605	**PQ Referred: 23538/26, for answer 14/04/2026 , Written from - Roderic O'Gorman**	Dail Question No: 605 To ask the Minister for Transport to contact the NTA to seek an update on two broken real time monitors in Blanchardstown village stop 1841 and stop 1840 which have been broken for over two months; 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. 605 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in replying which has been due to a high volume of public representative correspondence over the last few months. We have identified the issue with the real time monitors in Blanchardstown village stop 1841 and stop 1840. The issue is with the power supply to the display, rather than with the displays themselves. While the signs were previously powered off the local authority's public lighting system, this is no longer permitted. Accordingly, we are unable to simply repair the current supplies and, instead, new ESB connections are required. We are assessing the work required and the likely cost of those connections and will make a decision in relation to this stops shortly. I hope that the above information clarifies the position. Yours sincerely,	**Roderic O'Gorman, T.D.**

14/04/2026	615	**PQ Referred: 23631/26, for answer 14/04/2026 , Written from - Grace Boland**	Dail Question No: 615 To ask the Minister for Transport the proportion of public transport operating costs attributable to fuel in 2024, 2025 and projected for 2026; and the extent to which this proportion has changed due to recent price increases; 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. 615 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding which is due to a large volume of public representative correspondence being received by the NTA. The proportion of public transport operating costs attributable to fuel is as follows: 2024 11.8% 2025 11.3% 2026 11.4% I hope that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

14/04/2026	606	**PQ Referred: 23539/26, for answer 14/04/2026 , Written from - Roderic O'Gorman**	Dail Question No: 606 To ask the Minister for Transport to provide an update on bus services for the Cappagh Road, Galway city; which services are now PSO services; which company is providing these services; if there are specific obligations on the service provider regarding frequency of services, provision of real time monitors or other obligations; 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. 606 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. Cappagh Road in Galway City is currently served by PSO routes 410, 411, and 412. These three services are provided by City Direct, who were awarded the contract to operate those routes by the NTA. The bus operator is required to ensure that the agreed timetable is operated in full, with no cancellations and with all buses departing on time, and to ensure services operate in a reliable and punctual manner and meet the reliability and punctuality contractual performance standards. Automatic vehicle locations systems compatible with on-street real time information provision are not currently present on these services. Where a bus service doesn't operate due to circumstances within the Operator's control, a deduction may be made from the amount due to the Operator. The contract also provides for deductions to be made when punctuality standards are not met. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

15/04/2026	803	**PQ Referred: 26240/26, for answer 14/04/2026 , Written from - Liam Quaide**	Dail Question No: 803 To ask the Minister for Transport if the National Transport Authority has assessed the feasibility of extending or diverting Route 363 (Dungarvan–Fermoy) to serve Clondulane, County Cork; whether a deviation of approximately 5–6 kilometres has been considered; his plans to review service provision 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 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. 803 of 15 April 2026, which was 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 lengthy delay in responding to this particular query. We are currently reviewing options for connecting Clondulane to Fermoy on the Connecting Ireland network. We are not currently in a position to confirm the potential commencement date for any new or enhanced TFI bus service as the NTA must operate within the Public Service Obligation (PSO) budget that is allocated. There is currently no funding for new or enhanced services in 2026. Yours sincerely,	**Liam Quaide, T.D**

14/04/2026	872	**PQ Referred: 27204/26, for answer 14/04/2026 , Written from - Michael Cahill**	Dail Question No: 872 To ask the Minister for Transport to request the National Transport Authority to allocate funding to Local Link Kerry to allow new bus routes commence in County Kerry, (details supplied); and if he will make a statement on the matter. Details Supplied: I write to you again on behalf of [Details removed] in relation to the provision of a bus route from Beaufort v Whitefield and on to Killorglin. I have also been in contact with Local Link Kerry in regard to this matter. [Details removed] has confirmed to me that they have not received to date this year any funding for additional routes in Kerry. I understand that the issue here is with the NTA, the National Transport Authority. Almost 12 months ago new routes were announced and tendered for, and have not to date been funded. Other contracts are ready to be signed, subject to funding, subject to funding. Any assistance that you can offer in this matter, will be greatly appreciated. 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 of this funding is 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 872 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The Department of Transport and the NTA remain in discussions with respect to funding of the PSO (Public Service Obligation) programme generally. The introduction of additional services under the 2026 Connecting Ireland plan is subject to confirmation of the additional funding required for such services. Accordingly, the NTA is not in a position at present to confirm implementation dates for new Local Link services in Co. Kerry. I hope that the above information is of assistance. Yours sincerely,	**Michael Cahill, T.D**

			NTA to ensure existing levels of service, resilience and driver shortages are considered to ensure 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.		

14/04/2026	878	**PQ Referred: 27305/26, for answer 14/04/2026 , Written from - Emer Currie**	Dail Question No: 878 To ask the Minister for Transport for an update on transport infrastructure (details supplied); and if he will make a statement on the matter. Details Supplied: for an update on the NTA's engagement with the relevant developer regarding planning permission FW24A/0471E under Fingal County Council in Hollystown, Dublin 15 to advance the bus turning area, bus stop and bus shelter provided in this application. 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 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. 878 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA have liaised with the developer in relation to the detailed design of the bus infrastructure that forms part of the wider development permitted under Planning Application FW24A/0471E. The detailed design has been approved by the NTA and the NTA are also now working on a licence agreement for the infrastructure. I hope that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

14/04/2026	869	**PQ Referred: 27176/26, for answer 14/04/2026 , Written from - Ciarán Ahern**	Dail Question No: 869 To ask the Minister for Transport for an update on the Kimmage to city centre bus corridor; when construction is expected to commence; when construction is expected to be completed and the corridor operational; and if he will make a statement on the matter. Answer BusConnects is a transformative programme of investment in the bus system, providing better bus services and cleaner vehicles in our bus fleets. BusConnects is the largest investment in the bus system in the history of the State, and is managed by the National Transport Authority (NTA). In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this detailed response, I note that the NTA has been progressing BusConnects Dublin and that all 12 Core Bus Corridors have received planning approval. However, six schemes are subject to ongoing to judicial reviews, and this includes theKimmage to City Centre scheme. The timeline for this Corridor is therefore dependent on the judicial review process.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 869 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA applied to An Coimisiún Pleanála in July of 2023 for approval of the Kimmage 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. An Coimisiún Pleanála has now issued its decisions, being to approve the Scheme, subject to conditions, and to confirm the Compulsory Purchase Order (CPO), with modifications. A copy of the Scheme approval is available here and a copy of the CPO confirmation is available here. Subsequent to the issuing of the above approvals, leave has been granted in the High Court for a judicial review of An Coimisiún Pleanála's decision to approve the Kimmage to City Centre Core Bus Corridor Scheme. Given the initiation of these legal proceedings, we will need to await the resolution of this judicial review before being in a position to advise on potential construction dates and related matters. I trust that the above information is of assistance. Yours sincerely,	**Ciarán Ahern, T.D**

14/04/2026	845	**PQ Referred: 26545/26, for answer 14/04/2026 , Written from - Darren O'Rourke**	Dail Question No: 845 To ask the Minister for Transport if the 50% reduction in fares for 18-25-year-olds with a young adult Leap card is a permanent measure that will continue 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. 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. The 2026 PSO funding allocation of €940m, provides a significant 43% uplift in the PSO allocation from 2025 to further support subsidised bus and rail services across Ireland, as well as maintaining 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.The 2026 PSO allocation continues to support targeted fare initiatives but ultimately any broadening of existing fare measures is subject to Government decision. 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. 845 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA introduced the Young Adult Leap Card for those aged 19 to 23 (inclusive) and the 50% discount relative to adult fares in Spring 2022, on foot of the government's Budget 2022 announcement. The eligibility was expanded to 24- and 25-year-olds in January 2024, on foot of the government's Budget 2024 announcement. There are no current plans to change the age eligibility criteria or the 50% fares discount rate. I hope that the above information is of assistance. Yours sincerely,	**Darren O'Rourke, T.D.**

14/04/2026	806	**PQ Referred: 26256/26, for answer 14/04/2026 , Written from - Barry Heneghan**	Dail Question No: 806 To ask the Minister for Transport the number of complaints received by the National Transport Authority relating to refusal of service to wheelchair users by wheelchair accessible vehicle taxi drivers; the number of enforcement actions taken, including fines and licence suspensions or revocations, in each of the years 2023 to 2025 and to date in 2026, 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 compliance and enforcement, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector. 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. 806 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. Under SPSV Regulations, refusing to carry a passenger in a wheelchair carries with it a fine of €250 per instance. If any customer believes this has occurred, the NTA encourages you to make a complaint using the online form available here: https://forms.nationaltransport.ie/en/consumer-complaint Please include as much detail as possible, including any information on the identity of the driver. A member of the NTA compliance team will then be in touch. To comply with data protection and privacy requirements, and to support a thorough and accurate investigation, complaints must be made directly by the person concerned, not through a representative. With regard to the NTA awareness of such incidents, the NTA received 52 complaints between 2023-2026. 16 of these resulted in a Fixed Payment Notice (FPN). NTA can only issue an FPN where there is sufficient evidence and the complainant is willing to pursue the complaint. Regarding NTA enforcement powers, these apply to the entire fleet and FPNs can be issued for a range of matters, as set out here on the NTA website: https://www.nationaltransport.ie/taxi/compliance-enforcement/prosecutions-and-fixed-payment-offences/. “Refusal by the driver to carry a passenger in a wheelchair” carries the maximum fine of €250. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

14/04/2026	813	**PQ Referred: 26326/26, for answer 14/04/2026 , Written from - Emer Currie**	Dail Question No: 813 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. In the light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending a more detailed response, I note that the DART+ West project will serve Ashtown Station. DART+ West will provide an extension of DART services from the City Centre to M3 Parkway and Kilcock, and the construction of a new depot and city centre enhancements. DART+ West is scheduled to start construction next year with funding provided under the NDP Sectoral Investment Plan, which was published by the Department of Transport in November last year.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 813 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a response to this Parliamentary Questions. To add to the Minister's response, I would note that Irish Rail are continuing to progress the DART+ West proposals, which, as you will be aware, include the works at Ashtown. The DART+ West project will be delivered through a series of contracts, each covering individual elements. The process of selecting contractors to submit tenders for a number of contract packages on this line has been completed, with some others still to be concluded. Preparation work on the detailed tender documentation for the various DART+ West tender competitions is ongoing, with the expectation that tendering of a number of the packages will commence in Q4 of this year. Construction would then commence on DART+ West in the second half of next year. We are not in a position yet to identify exactly when construction works will commence at Ashtown. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

14/04/2026	804	**PQ Referred: 26254/26, for answer 14/04/2026 , Written from - Seán Ó Fearghaíl**	Dail Question No: 804 To ask the Minister for Transport if he will address the safety concerns regarding Athy railway station, raised in correspondence (details supplied); and if he will make a statement on the matter. Details Supplied: To Kildare County Council and Elected Representatives, I am writing to you today again today because I frankly appalled by the lack of coordination between Kildare County Council and the National Transport Authority (NTA Ref: 653940). The NTA has confirmed they are in the preliminary design stage for an 80-space car park expansion at Athy Train Station. Adding eighty additional vehicles into a site that already suffers from a morning crawl and has zero formal pedestrian crossings is a recipe for disaster. If the Council does not act now, you are knowingly designing a death trap.The NTA has explicitly stated that the crossing points and approach road safety are the statutory responsibility of Kildare County Council. It is time to act now and do something. The community is tired of hearing about reviews and meetings this issue has been ongoing for years. This should have been done when the public pool was still there. While passengers navigate fire lane obstructions and unlit crossing points every morning.I am demanding the following immediate actions: An Integrated Design Review: The Council must meet with the NTA and Irish Rail immediately to ensure the approach road can actually handle this massive increase in traffic. No more delays! Interim Traffic Calming: Installation of temporary speed ramps and Variable Message Signs before the winter months. Athy MD says there no funding for additional lighting so put a flood light up at the station to light the area up for temporary use.Section 38 Safety Scheme: A formal commitment to a Smart Zebra crossing and a dedicated Bus Only zone to end the current chaos. Adding a smart crossing will increase safety and modernise outside the station.You have all been put on formal notice. If an 80-space expansion goes ahead without the Council fixing the approach road safety, the liability for any future accidents sits	Dear Deputy, I refer to your Parliamentary Question No. 804 of 14 April 2026 last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding. Following the recent accessibility upgrades delivered within the station including the new footbridge and lift installation, the National Transport Authority (NTA) is funding the Irish Rail Car Park Programme, which includes further improvements at Athy Rail Station. The project is currently at preliminary design stage and will include improved access, circulation, and up to 80 additional parking spaces, along with improved pedestrian, cycling and bus access routes within the station boundary. These works will address several of the access concerns that have been raised immediately adjacent to the platforms and car park. However, areas outside the railway boundary, such as public lighting on approach roads, footpaths, crossing points, and general public realm safety measures, lie under the statutory responsibility of the local authority, Kildare County Council (KCC). As such, I would suggest contacting Kildare County Council in respect of the matters that fall outside the station grounds. I trust that the above information is of assistance. Yours Sincerely	**Seán Ó Fearghaíl, T.D.**

			squarely with the Roads Department and Kildare County Council. I look forward to an immediate response that outlines action, not just more excuses. 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. In the case of the rail network, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. 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 direct, detailed reply. Please contact my private office if you do not receive a reply within 10 days.		

14/04/2026	805	**PQ Referred: 26255/26, for answer 14/04/2026 , Written from - Barry Heneghan**	Dail Question No: 805 To ask the Minister for Transport the steps the National Transport Authority (NTA) is taking to address reports of wheelchair accessible vehicle (WAV) taxi drivers refusing service to wheelchair users in Dublin city particularly at night; if he is aware that vehicles which have received significant State grants under the WAV grant scheme are allegedly bypassing passengers in wheelchairs; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, including compliance, enforcement and the WAV Grant Scheme, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector. Where there is a refusal of a driver of an SPSV to carry a passenger in a wheelchair, under the Small Public Service Vehicle (Fixed Payment Offences And Driver Licence Period) Regulations 2022 (S.I. No. 589 of 2022) and the Road Traffic (Small Public Service Vehicle) (Fixed Charge Offences) Regulations 2025 (S.I. No. 652 of 2025), NTA authorised officers and members of An Garda Síochána can issue a fine of €250 for this refusal, reflecting the gravity and nature of this offence. The holder of a wheelchair accessible taxi/ hackney licence is required to give priority to bookings in respect of persons with disabilities. Should anyone wish to make a complaint in relation to this offence, they can do so at the following link on the Transport for Ireland website:Taxi Support - Transport for Ireland.Such complaints are investigated by the NTA's compliance team. Given the NTA's responsibility in this area, I have referred your question to the NTA for further information. Please advise my private	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 805 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. By way of background, any person who received a WAV Grant (Wheelchair Accessible Vehicle Grant) from NTA, must complete mandatory Disability Awareness Training. It is a condition of receipt of any portion of the Grant that the Applicant, or where the Applicant is a company or not the proposed driver, the proposed driver, must either undertake the free half day SPSV specific disability awareness training provided by NTA or provide evidence that they have completed a SPSV specific disability awareness training course during the three years prior to the application date. Under SPSV Regulations, refusing to carry a passenger in a wheelchair carries with it a fine of €250 per instance. If any customer believes this has occurred, the NTA encourages you to make a complaint using the online form available here: https://forms.nationaltransport.ie/en/consumer-complaint. Please include as much detail as possible, including any information on the identity of the driver. A member of the NTA compliance team will then be in touch. Please also note that for SPSV licence holders, having a conviction, pending prosecution or fixed payment notice in recent years will result in a rejection of a WAV Grant Scheme application. To comply with data protection and privacy requirements, and to support a thorough and accurate investigation, complaints must be made directly by the person concerned, not through a representative. The NTA wishes to note that not all WAV SPSVs in Ireland are grant aided. For example, in 2024, 346 non-grant aided WAV taxi and hackney licences were added to the fleet alongside 372 that were grant aided. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

			office if you have not received a reply within 10 working days.		

14/04/2026	796	**PQ Referred: 26094/26, for answer 14/04/2026 , Written from - Eoghan Kenny**	Dail Question No: 796 To ask the Minister for Transport if the National Transport Authority will review and install bus shelters at two bus stops at a location (details supplied); and if he will make a statement on the matter. Details Supplied: Newtwopothouse, Mallow, Co. Cork, Both sides of the road at adjacent to the former Wheelers Café. 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 and shelters nationally. Given the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please contact my private office if you do not receive a response within 10 working days. Pending a more detailed response, the Programme for Government commits to ensuring that public transport operators provide safe and accessible access for all passengers and to working with local authorities and national bodies to improve public transport options and infrastructure.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 796 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. Similar to 2024 and 2025, each local authority across the State, including Cork County Council, has been 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 with the cost borne by the NTA. 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 Cork County Council who are best placed to confirm whether or not they will include requested bus stop locations in their programme and should be contacted directly in relation to the request for shelters. 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. I hope that the above information is of assistance. Yours sincerely,	**Eoghan Kenny, T.D**

14/04/2026	782	**PQ Referred: 25869/26, for answer 14/04/2026 , Written from - Emer Currie**	Dail Question No: 782 To ask the Minister for Transport for an update on the installation of a real time passenger information poll for stop 46, Botanic Avenue, Drumcondra; 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. 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. 782 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. Our bus shelter contractor Bauer Media Outdoor (BMO) has advised that they continue to liaise with ESB Networks to arrange for the electrical connection and the reinstatement of the Real Time Passenger Information (RTPI) unit located at Botanic Avenue, stop number 46, Drumcondra Road Lower, Dublin 9. BMO is also collaborating with Dublin City Council regarding the road opening licence (ROL) for the stop location, permitting the works to proceed. Additionally, the scheduling of these works is being coordinated and agreed with BMO's civils contractor. BMO has assured the NTA that they are mindful of the urgency of the works and that the company is doing everything within their control to progress and close out this matter without further delay. Regrettably the delay to the reconnection is as a direct result of unforeseen excavation works, which are necessary to complete an underground live joint connection, to energise the shelter and the RTPI unit. As an interim measure BMO has installed a solar powered unit on the roof of the shelter to power up the courtesy lighting, to reinforce awaiting passenger safety. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

14/04/2026	773 - 779	**PQ Referred: 25806/26, for answer 14/04/2026 , Written from - Paul Lawless**	Dail Question No: 773 To ask the Minister for Transport if he is aware of the serious road safety concerns associated with the current bus stop arrangement in Kilkelly, County Mayo, including evidence of dangerous set down and pick up conditions for passengers and road users; and if he will make a statement on the matter. Dail Question No: 774To ask the Minister for Transport if the National Transport Authority has assessed the current bus stop location in Kilkelly for safety compliance and accessibility; if any formal safety audit has been undertaken; and if he will make a statement on the matter. Dail Question No: 775To ask the Minister for Transport if there are plans to install a new purpose built bus stop in Kilkelly to address the current safety issues; and if he will make a statement on the matter. Dail Question No: 776To ask the Minister for Transport the proposed location for the new bus stop in Kilkelly, if a site has been identified; the criteria used to select the location; and if he will make a statement on the matter. Dail Question No: 777To ask the Minister for Transport if he will provide maps, layout drawings, or indicative site plans showing potential locations for a new bus stop in Kilkelly, including any preliminary designs or assessments conducted by the NTA or Mayo County Council; and if he will make a statement on the matter. Dail Question No: 778To ask the Minister for Transport whether public consultation will take place with local residents and stakeholders prior to finalising the location of a new bus stop in Kilkelly; and if he will make a statement on the matter. Dail Question No: 779To ask the Minister for Transport the expected timeline for decision making, design, funding approval, and construction of a new bus stop in Kilkelly; and if he will make a statement on the matter.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 773 to 779 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. Similar to 2025, each local authority across the State, including Mayo 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. Regarding the current stop location, the NTA has contacted Mayo County Council who have advised that they are aware of issues and are seeking to move the stop in question. It is the relevant section of Mayo County Council. who are best placed to confirm whether or not they will include this stop location in their programme, and you may wish to contact them directly in relation to this request. I hope that the above information is of assistance. Yours sincerely,	**Paul Lawless, 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 and shelters nationally. 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. Pending this more detailed response, the Programme for Government commits to ensuring that public transport operators provide safe and accessible access for all passengers and to working with local authorities and national bodies to improve public transport options and infrastructure. Bus stop infrastructure has received steady investment via the Bus Stop Enhancement Programme, through which €500,000 was allocated in 2024 and 2025 to each Local Authority in Ireland to fund the enhancement of bus stop infrastructure.		

15/04/2026	767 & 768	**PQ Referred: 25750/26, for answer 14/04/2026 , Written from - Emer Currie**	Dail Question No: 767 To ask the Minister for Transport to clarify a matter regarding the 130 State-funded electric double-decker buses remaining unused; whether this has been a factor in the delay of the BusConnects B-Spine rollout; and if he will make a statement on the matter. Dail Question No: 768 To ask the Minister for Transport the routes the 130 State-funded electric double-decker buses remaining unused were intended to service; the initial rollout date set for these vehicles to enter service, in tabular form; and if he will make a statement on the matter. Answer BusConnects is a transformative programme of investment in the bus system, providing better bus services and cleaner electric vehicles in our urban bus fleets. BusConnects represents the largest investment in the bus system in the history of the State and is managed by the National Transport Authority (NTA). In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this detailed response, I note that the NTA has been progressing the roll-out of the electric bus fleet in Dublin where over 130 of these electric buses are now in service and will continue to incrementally roll-out more in the coming years. Charging infrastructure has been the main hinderance for a slower than expected roll-out but the NTA have purchased additional charging infrastructure for the Harristown and Phibsborough depots in Dublin, which will be installed this year. The availability of drivers is also an important consideration, and with older diesel buses remaining in service pending the installation of charging infrastructure, there is no overall loss in bus system capacity. Implementation of further phases of	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 767 & 768 of 14 April last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding. As of today, there are 98 electric buses that have been purchased by the NTA that have not yet entered into operational use. Of these 98 buses, 56 buses are destined for use in Dublin and are all projected to enter into operational use in Q3 of this year as additional electrical grid capacity at the Dublin Bus Phibsborough depot becomes available and the second phase of charging infrastructure at the Dublin Bus Harristown depot comes onstream. It was originally intended that each bus would have entered into operational use within 4 months of the date of its acceptance by the NTA as per the table below. As the Deputy may be aware, two procurement competitions for the provision of chargers had to be cancelled by Dublin Bus for procurement reasons, and, as a result, charger installation in Dublin Bus depots has been delayed. **Acceptance Date**: 21/11/2023 | 23/11/2023 | 21/12/2023 | 18/12/2023 | 26/01/2024 | 06/02/2024 | 06/12/2024 | 06/02/2026 | 02/03/2026 **Qty. Of buses**: 1 | 1 | 3 | 9 | 6 | 6 | 10 | 16 | 4 The 42 remaining buses are destined for use in Galway and are all projected to enter into operational use during Q4 2026 and Q1 2027, as the new charging infrastructure at the Bus Éireann Galway bus depot comes onstream. In the case of Galway, Bus Éireann encountered planning delays with the provision of charging infrastructure at the Bus Éireann Galway depot. In the absence of those planning delays, each bus would have entered into operational use within 14 months of the date of its acceptance by the NTA as per the table below: **Acceptance Date**: 13/12/2024 | 07/02/2025 **Qty. Of buses**: 40 | 2 The NTA can also advise that the availability of double-deck battery-electric has not been a factor in relation to the delay of the rollout of BusConnects Dublin NRD B-Spine. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

			electrification at existing bus depots will be greatly assisted by the NTA's new Electric Bus Charging Infrastructure (EBCI) framework contract that will be awarded later this year. The NDP Sectoral Investment Plan, which was published by my Department in November last year, has allocated funding to progress BusConnects across the cities. The NTA will publish a more detailed plan later this year of what elements of the programme will be advanced within the funding available.		

15/04/2026	757	**PQ Referred: 25657/26, for answer 14/04/2026 , Written from - Mark Ward**	Dail Question No: 757 To ask the Minister for Transport for an update on the Lucan Luas project; when this will be delivered; the funding commitments that have been made for the 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. 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 GDA Transport Strategy. These are proposed expansions of the Luas network to Finglas, Lucan, Poolbeg and Bray. Transport Infrastructure Ireland (TII) is progressing the Luas Lucan project in collaboration with the NTA. In 2025, the NTA submitted the Project Outline Document for Luas Lucan to my Department, as required under the Transport Appraisal Framework. TII are currently working to identify the emerging preferred route for Luas Lucan, which will then undergo anon-statutory public consultation. 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 TII 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 757 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in replying. 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 anticipated that an emerging preferred route will be identified in Q3 of 2026, 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. The funding allocation for 2026 is €1 million for the project Yours Sincerely,	**Mark Ward, T.D.**

14/04/2026	751	**PQ Referred: 25621/26, for answer 14/04/2026 , Written from - Roderic O'Gorman**	Dail Question No: 751 To ask the Minister for Transport the actions he has taken since January 2025 to expedite the development of the DART+ and BusConnects programme, particularly in recent weeks given the growing fuel/transport crisis; and if he will make a statement on the matter. Answer The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA) including, the BusConnects programme and, in consultation with Iarnród Éireann, the DART+ programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, the I note that the DART+ programme comprises five different projects in and around the Greater Dublin Area (GDA), extending the existing network from the City Centre to Kilcock, M3 Parkway, Hazelhatch Celbridge and Drogheda, and will improve current DART services from the City Centre to Greystones. The programme will triple the length of the electrified network and will double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours. Funding secured under the NDP Sectoral Investment Plan, published by my Department in November 2025, will see construction start before 2030 on the DART+programme, beginning with DART+ West, which is planned to enter construction next year and is the crucial enabler of the rest of theprogramme. The Sectoral Investment Plan has also allowed the commencement of Compulsory Purchase Orders for DART+ South West. In addition, framework procurement contracts are being established for DART+ West with the intention of also using them for DART+ South West. As part of the DART+ Programme, Iarnród	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 751 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The BusConnects Dublin Infrastructure programme, Core Bus Corridors (CBC), will deliver a once-in-a-generation upgrade to Dublin's public transport, cycling and pedestrian infrastructure, with over 200 kilometres of new cycle tracks planned across the city along with 230km of bus priority and significant upgrades to the urban realm. An Coimisiún Pleanála (ACP) has approved all 12 CBC Schemes. However, 6 CBC Schemes are currently under a Judicial Review Process: 1. Belfield/Blackrock to City Centre 2. Blanchardstown to City Centre 3. Kimmage to City Centre 4. Swords to City Centre 5. Templeogue/Rathfarnham to City Centre 6. Bray to City Centre The NTA will not have a fixed timescale for the delivery of these schemes until the Judicial Review processes are resolved. Once resolved, the NTA will re-engage with interested parties regarding the next stages of the CBC Schemes. The construction of the BusConnects CBC Scheme will be delivered on a phased basis, in order to reduce the traffic impacts that could arise should all 12 CBC Schemes be constructed concurrently. In July of 2025, the NTA confirmed the creation of a new Framework Agreement for construction contractors which features 6 highly experienced construction companies in John Graham Construction Limited, John Sisk & Son, Farrans Construction, Wills Bros Limited, GMC Group Limited, and Jons Civil Engineering/Clonmel Enterprises Limited Joint Venture. Work on the Liffey Valley to City Centre Scheme is already underway with the contract having been awarded to GMC Group Limited. The construction contract for the Ballymun/Finglas to City Centre Scheme has been awarded to John Graham Construction Limited, with construction to commence later this year. The construction of the remaining CBC Schemes will be subject to funding provision in the transport sectoral investment plan, but the NTA are anticipating that a third CBC Scheme – Clongriffin to City Centre - will proceed to tender this year with construction expected to commence in 2027. In relation to the DART+ Programme, following resolution of the judicial reviews in respect of the Railway Order, Iarnród Éireann is further developing the details of the DART+ West project's design and are also preparing tender documents to facilitate procurement for the construction stage. Procurement for DART+ West is progressing with pre-qualification questionnaires notices for Design and Build works advertised in May 2025. In the Department of Transport's Sectoral Investment Plan, which was published on 26th of November 2025, it is anticipated that construction work could commence in 2027. A Railway Order for DART+ West – Maynooth and M3 Parkway to the City Centre -was granted in July 2024. While a depot had originally been proposed at a site west of Maynooth, An Bord Pleanála (now An Coimisiún Pleanála) removed this element from the approved order. A new assessment process was subsequently undertaken to identify a revised Preferred Option for the DART+ Depot, resulting in the selection of a site to the west of Kilcock. Following the identification of this preferred site, the project scope now includes the electrification and twin tracking of the line from Maynooth to the west of Kilcock, modifications to Kilcock Station, the extension of DART+	**Roderic O'Gorman, T.D.**

			Éireann has placed three DART fleet orders comprising both battery-electric and electric carriages, the latest of which was placed in December last year, bringing the total number of DART carriages ordered to 285, made up of 57 five-carriage trains. 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.It is planned to deploy at least some of the second order of 90 battery-electric DART carriages to allow commencement of the DART extension to Wicklow around 2029. BusConnects is a transformative programme in the bus system, providing better bus services across Dublin, Cork, Limerick Galway and Waterford. In Dublin, all 12 Core Bus Corridor Schemes have received planning permission with six subject to legal challenges.Contracts have been awarded to both the Liffey Valley to the City Centre and Ballymun-Finglas to the City Centre schemes, with those two schemes to enter heavy construction by the end of the year. In October 2025, Government approved BusConnects Cork at Approval Gate 1 of the Infrastructure Guidelines. The NTA is now preparing the required documentation to submit planning applications to An Coimisiún Pleanála later this year. The NTA has also been progressing the roll-out of the electric bus fleet in Dublin, where over 130 of these electric buses are now in service, and will continue to incrementally roll-out more in the coming years. Outside of Dublin, 87 battery-electric buses are now in service or in the process of being delivered into Bus Éireann's fleet. This includes the all-electric, zero-emission city and town bus services in Limerick and Athlone. Implementation of further phases of electrification at bus depots will be greatly assisted by the NTA's new Electric Bus	services to Kilcock, and the delivery of a twin track solution at Jackson's Bridge. The DART+ Depot is now a critical component of the overall programme. It will support the operation of the expanded DART+ network and enable the extension of services to Kilcock, thereby serving both existing and future communities in the area. The Non-Statutory Public Consultation (NSPC) NSPC for the DART+ Depot element of the DART+ West project was launched on March 16th. A railway order application is expected to be made to An Coimisiún Pleanála in respect of the new depot and the extension to Kilcock in Q4 of this year. An Coimisiún Pleanála granted planning permission for DART+ South West in November 2024. 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. The Railway Order for DART+ Coastal North was approved by An Coimisiún Pleanála in August 2025. 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 advance of works on Overhead Line Equipment (OHLE). 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, commencing in Q2 of next year and ahead of the future extension of overhead electrification north of Malahide. 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 first order for the purchase of 95 additional DART carriages, (65 battery-electric and 30 electric) have started arriving 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. I hope that the above information is of assistance. Yours sincerely,	

			Charging Infrastructure framework contract to be awarded shortly. The NDP Sectoral Investment Plan has allocated funding to the NTA to progress BusConnects in Dublin, Cork, Galway, Limerick, and Waterford. The NTA will publish a more detailed plan later this year setting out the elements of the programme to be advanced within available funding.		

15/04/2026	750	**PQ Referred: 25620/26, for answer 14/04/2026 , Written from - Roderic O'Gorman**	Dail Question No: 750 To ask the Minister for Transport an update on all outstanding public transport vehicles orders, detailing targeted end location and whether charging will be in place in nearest depot; 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. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the NTA has been progressing the roll-out of the electric bus fleet in Dublin where over 130 of these electric buses are now in service and will continue to incrementally roll-out more in the coming years. Outside of Dublin, 87 battery-electric buses are now in service or in the process of being delivered into Bus Éireann's fleet. This includes the all-electric, zero-emission city and town bus services in Limerick and Athlone. Charging infrastructure has been the main hinderance for a slower than expected roll-out but the NTA have purchased additional charging infrastructure for the Harristown and Phibsborough depots in Dublin. Charging infrastructure is also expected to come on stream in Galway between late 2026 and 2027 after which it is planned for a total of 60 new double deck battery-electric buses to be available to operate in Galway city. Implementation of further phases of electrification at existing bus depots will be greatly assisted by the NTA's new Electric Bus Charging Infrastructure framework contract to	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 750 of 14 April 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. 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 public bus fleet will be withdrawn from service. The NTA and its operators are therefore, today, still in the early stages of this transition. Nonetheless, there has been significant progress to-date, with the number of battery-electric buses absorbed into the operational fleets of Dublin Bus and Bus Éireann in Athlone, Dublin, Limerick and Galway soon to reach a total of 286, supported by a total of 284 high-power charging guns across five bus depots. As of today, there are 12 double-deck battery-electric buses on order, with these and a further 98 buses of the same type planned to enter service between now and Q1 2027. Of these 110 buses, it is intended that 56 will be operated by Bus Átha Cliath-Dublin Bus within the Dublin Metropolitan Area, with the other 54 intended to be operated by Bus Éireann on Galway city bus services. Contracts are already in place for the provision of a further 70 high-power charging guns in Galway and a further 40 high-power charging guns in Dublin, with contracts for a further 68 charging guns in Dublin and 20 charging guns in Sligo due to be signed during Q2 2026. 60 double-deck regional commuter vehicles are also on order for use on regional bus services, and will be delivered between Q4 2026 and Q4 2027; these will primarily be deployed to provide additional capacity on, and ensure greater resilience of, regional PSO bus services along key commuter corridors into the cities of Dublin, Cork, Limerick, Galway and Waterford. Furthermore, a total of 31 x 5-car battery-electric multiple units (BEMUs) and 26 x 5-car electric multiple units (EMUs), amounting to 285 new carriages, are on order for the DART+ network. The BEMUs will commence the decarbonisation of the Northern Commuter Line to Drogheda and will increase capacity on those services, while also facilitating the introduction of a new DART+ service to Wicklow, with charging facilities being installed at Drogheda and Wicklow. The fleet currently operating on the Northern Line will then be released to enhance services elsewhere. The EMUs will replace the original DART fleet dating from 1983, while also enabling full length trains to be deployed on all DART services. Lastly, 8 new tri-mode trains are on order for Enterprise services on the Dublin-Belfast corridor, which will enable the existing fleet dating from 1997 to be replaced and will commence the decarbonisation of Intercity rail services in Ireland, while also enabling a consistent passenger product to be offered on all of the hourly services and journey times to be reduced. I hope that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

			be awarded shortly. The NDP Sectoral Investment Plan, which was published by my Department in November last year, has allocated funding to progress BusConnects. The NTA will publish a more detailed plan later this year of what elements of the programme will be advanced within the funding available.		

14/04/2026	700	**PQ Referred: 25042/26, for answer 14/04/2026 , Written from - Naoise Ó Cearúil**	Dail Question No: 700 To ask the Minister for Transport the number of civil and public servants in his Department and agencies under its remit who have received training in AI, data literacy, or digital skills in the past year; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer My Department recognises the need to develop analytical and digital skills capability within in the Civil Service, in line with the Civil Service Renewal 2030 Strategy, to ensure that our workforce has the knowledge, skills and abilities to perform effectively, enhance innovation and deliver excellence now and in the future. OneLearning, as the centralised provider of learning and development for the Civil Service, has developed a range of learning supports in the data literacy and digital skills areas. These are available to all staff in my Department and are delivered via eLearning and classroom-based learning (in-person and online). In addition, all staff in my Department have access to two AI eLearning courses, Navigating the Guidelines for the Responsible Use of Artificial Intelligence in the Public Service and AI in the Public Service, which have been developed and are offered centrally by OneLearning. My Department has provided classroom-based training in AI Essentials and Microsoft Copilot to staff through the Institute of Public Administration. My Department has also facilitated internal peer learning opportunities for staff to learn from colleagues with existing expertise in data literacy and digital skills. In the past year, a total of 405 individual members of staff in my Department have completed courses across AI, data literacy, and digital skills, as follows: Course category Total participants (all	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 700 of 14 April 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 continuously developing the skills and capability of our employees across Artificial Intelligence (AI), Data Literacy and Digital Skills. In the past year, a total of 309 employees participated in learning opportunities across AI, data literacy, and digital skills, as follows: Course category Total participants (all courses) AI 148 Data Literacy 143 Digital Skills 58 I hope that the above information is of assistance. Yours sincerely,	**Naoise Ó Cearúil, T.D**

			courses) AI 141 Data Literacy 34 Digital Skills 465 In relation to the agencies under my Department's remit, the information requested by the Deputy is an operational matter for the agencies and I have referred your question to them for a direct reply.Please advise my private office if you do not receive a reply within 10 working days.		

14/04/2026	678	**PQ Referred: 24554/26, for answer 14/04/2026 , Written from - Pádraig Rice**	Dail Question No: 678 To ask the Minister for Transport the amount of funding allocated from his Department for specific active travel projects in Cork (details supplied); the amount of the allocated monies that has been spent; and if he will make a statement on the matter. Details Supplied: - Specific projects : Maglin Greenway Ballincollig, CorkTory Top Road, Ballyphehane, CorkCoolroe Meadows, Ballincollig, Cork 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. 678 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The Active Travel schemes referenced in this Parliamentary Question (Maglin Greenway, Ballincollig; Tory Top Road, Ballyphehane; and Coolroe Meadows, Ballincollig) were included in Cork City Council's Active Travel Programme in previous funding years. Funding was provided by the Department of Transport, through the NTA, to support early stage design development and associated statutory processes, where applicable. • Maglin Greenway, Ballincollig: This scheme progressed through the statutory planning process under Part 8 of the Planning and Development Regulations. Funding drawdown in respect of this project amounted to €113,088 across 2022 and 2023. • Tory Top Road, Ballyphehane and Coolroe Meadows, Ballincollig: These projects were advanced as smaller, rapid deployment schemes at the time and progressed to public consultation under Section 38 of the Road Traffic Act. o Coolroe Meadows did not have a specific funding allocation; however, a drawdown of €1,230 occurred under COVID Rapid Deployment Measures. o Tory Top Road did not receive a specific allocation, and no funding was drawn down in respect of this scheme, as the preparation of the planning documents was carried out in-house by local authority staff. All three schemes were subject to public consultation, during which public opposition was received. As a result, the schemes did not secure the necessary approvals and did not proceed beyond the statutory process stage. Accordingly, the schemes did not advance to detailed design or construction. In light of this, Cork City Council has not sought further Active Travel funding for these projects in the 2026 funding round. I trust that the above information is of assistance. Yours sincerely,	**Padraig Rice, T.D**

14/04/2026	679	**PQ Referred: 24573/26, for answer 14/04/2026 , Written from - Aidan Farrelly**	Dail Question No: 679 To ask the Minister for Transport the value and duration of contracts and service provision arrangements his Department and all bodies under his aegis have or had with a company (details supplied) in the past ten years to date in 2026; if he will clarify whether his Department was the beneficiary of professional work or services from the company over that same period; and the nature and value of same. Identical Question(s): to all Depts. Details Supplied: Aramark Answer The Department has one contract in place with the company in question – Campbell Catering Ltd T/A Aramark, which commenced on 13th February 2023and runs for up to four years. The contract relates to the provision of Catering and Hospitality services. The total value of the contract award was €301,011.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. 679 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has had no contracts in place with Aramark within the past ten years and to date in 2026. I trust that the above information is of assistance. Yours sincerely,	**Aidan Farrelly, T.D**

14/04/2026	676	**PQ Referred: 24465/26, for answer 14/04/2026 , Written from - Naoise Ó Cearúil**	Dail Question No: 676 To ask the Minister for Transport whether any artificial intelligence tools or systems are currently being used within his Department or in agencies under its remit; the purposes for which these tools are being used; whether any departmental guidance or governance structures have been developed to support their responsible use; and if he will make a statement on the matter. Identical Question(s): to all Depts. except Taoiseach Answer Since September 2024, staff in my Department have had access to Copilot Chat and in 2025 a small pilot to assess M365 Copilot was initiated. Both pilots are taking place under Department issued guidelines which are aligned with the Government's "Guidelines for the Responsible Use of Artificial Intelligence in the Public Service" published in May 2025 and supported by a range of customised AI training that has been made available to staff. The purpose is to familiarise staff with the capabilities of AI platforms and to assess their potential to deliver benefits to the work of the Department. My Department has also developed a proof of concept Chatbot for internal only use by the Coast Guard. This is still being evaluated, and no decision has yet been made as to whether it will be deployed for use in an operational setting. In relation to the use of AI in bodies under the aegis of my Department, I have referred this question to them for a direct reply. If you do not receive a reply within 10 working days, please advise my private office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 676 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is adopting a controlled and governance focused approach to the use of Artificial Intelligence (AI). NTA staff currently have access to Microsoft Copilot Chat within the Microsoft 365 environment. The NTA is also exploring a small number of high level use cases as proofs of concept to better understand where AI may offer support for internal administrative and knowledge-based tasks. No AI systems are used for autonomous decision making, enforcement, or operational service delivery, and all use is human led. The NTA is rolling out AI awareness and responsible use training for all staff, with specialist training planned for key technical, data, security, and governance roles to strengthen in house capability and support the secure and compliant management of any future NTA specific AI tools. AI use is aligned with the Government Guidelines for the Responsible Use of Artificial Intelligence in the Public Service and governed through existing data protection, information security, and ICT frameworks. Senior stakeholders have established an AI Governance Board for strategic oversight and an AI Operational Board to manage implementation and assurance. The NTA has also appointed a Responsible AI Officer (RAIO) to support ethical, compliant, and well governed application of AI across the organisation. Any future expansion of AI use will be subject to appropriate governance, risk and data protection assessments, and alignment with national policy and EU regulatory requirements, including the EU AI Act. I hope that the above information is of assistance. Yours sincerely,	**Naoise Ó Cearúil, T.D**

Data Classification: Public

14/04/2026	623 & 624	**PQ Referred: 23768/26, for answer 14/04/2026 , Written from - John Lahart**	Dail Question No: 623 To ask the Minister for Transport his views on the locations for park and ride facilities that have been examined by the NTA or TII in the Dublin region or on routes approaching Dublin; and if he will make a statement on the matter. Dail Question No: 624 To ask the Minister for Transport if the NTA has been given additional funding to make provision for the purchase or leasing of land and construction of park and ride sites in and around or approaching Dublin. 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). In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, 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 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	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 623 & 624 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. In relation to Park and Ride for the Greater Dublin Area (GDA), the NTA's GDA Transport Strategy 2022-2042 sets out zones of interventions within the GDA for proposed bus-based Park and Ride facilities along with measures for new and upgraded rail-based facilities. This GDA Transport Strategy was formally approved by the Minister for Transport in January 2023. Further subsequent work was carried out in relation to park and ride provision and the attached map sets out the overall park and ride strategy which has been developed for the region, identifying "strategic" park and rides sites around the Dublin area. The strategy includes: • Seven (7) new strategic Bus-served P&R sites with approximately 3,550 car parking spaces; • Three (3) new strategic Heavy Rail-served P&R sites with around 3,000 car parking spaces; • One (1) new strategic Luas-served P&R site with about 350 car parking spaces; • An upgrade to one existing Heavy Rail-served P&R site providing approximately 400 car parking spaces; and • Other minor interventions around the network. In terms of delivery progress, the M11 Fassaroe site in County Wicklow has been constructed and services at that site will commence later this year. Planning consent has been obtained for the site at Lissenhall on the M1 and it is hoped to start construction on it early next year. A park and ride site in Finglas has confirmed planning consent under the Luas Finglas Railway Order and could operate as a bus-based facility in advance of the delivery of the Luas project. A Part VIII approval has been granted by Wicklow County Council for the park and ride site at Ashford and the relevant land has been purchased. Work is being advanced at the following locations: Ashbourne (Meath), Kill (Kildare), Templerainey (Arklow), Kilpeddar (M11) and Celbridge (Kildare). In relation to funding, work on the park and rides sites is being funded under the NTA's capital programme, which in turn is funded by the Department of Transport. Given the many transport projects that are now ready to progress to construction, the implementation of the park and ride strategy for the Dublin region will have to be calibrated against the available funding. No specific additional funding for park and ride provision has been made assigned to the NTA. I hope that the above information is of assistance. Yours sincerely,	**John Lahart, T.D.**

			region where eleven new strategic park and ride sites have been recommended for Dublin.		

14/04/2026	619	**PQ Referred: 23764/26, for answer 14/04/2026 , Written from - John Lahart**	Dail Question No: 619 To ask the Minister for Transport to provide an update on the NTA's progress with integrated ticketing; the reason for the lack of progress (details supplied); and if he will make a statement on the matter. Details Supplied: on why, a decade at least after it was first mooted, we still await progress Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the NTA's Next Generation Ticketing project will provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments. 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. The successful tenderer 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 will be introduced initially as part	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 619 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a substantive reply to this Parliamentary Question. To add to the Ministers response, I would note that the NTA's objective is to deliver the project, referred to as Next Generation Ticketing (NGT), as efficiently and effectively as possible. While the overall project will take some time to complete, significant progress is already being made. The project will be delivered in several phases, with a number of key milestones along the way. Good progress is being made on these milestones, which at this stage are primarily focussed on the technical design of the solution. It is worth noting that the NGT solution is being designed from the outset so it can be expanded and extended nationally without requiring major redesign. After the Greater Dublin Area (GDA) implementation it is intended to then continue to roll out the system nationwide, though the timeline for the implementation nationwide is not yet available and will be subject to the requisite approvals and funding. In advance of NGA, the NTA is actively rolling out contactless payments across TFI Local Link regular services, allowing passengers to pay for single journeys using debit/credit cards, Apple Pay, and Google Pay. The system is being deployed across all TFI Local Link offices nationwide, and to date roll out is complete for Cavan-Monaghan, Tipperary, Donegal-Sligo-Leitrim, Laois-Offaly, Mayo and Kerry, and full nationwide completion is expected by the end of 2026. I trust that the above information is of assistance. Yours sincerely,	**John Lahart, T.D.**

			ofBusConnectsDublin, before being delivered nationwide, including on Bus Éireann services. The new solution will replace the Leap Card system, which has served over 9 million users since its 2011 launch but is now nearing end-of-life. A multi-phase plan has been prepared. In Phase 1, is targeted for completion by summer 2027, the new ticketing system will be developed, which will include integration with existing Leap cards so that Leap cards can be used on the new equipment. Phase 2 will see the rollout of devices on bus and Luas services in the Greater Dublin Area, while Phase 3 will similarly see the rollout of devices and turnstiles at all Irish Rail stations in the Greater Dublin Area. To ensure the operability of the 90-minute multi-modal fare within the Greater Dublin Area, Phase 2 and Phase 3 will go live simultaneously, with a current target date of summer 2028. From this point, public transport users in the Greater Dublin Area will be able to use contactless payment across all modes. Following this, Phase 4 will roll out ticket machines and devices on commuter buses and regional services beyond the Greater Dublin Area. Separately, the NTA is actively rolling out contactless payments across TFI Local Link services, allowing passengers to pay for single journeys via debit/credit cards, Apple Pay, and Google Pay. The system is being deployed across all 15 TFI Local Link offices, with full completion expected by the end of 2026. Already this year, contactless payment fares have been rolled out in Laois, Offaly, Mayo,Sligoand Leitrim.		

14/04/2026	823	**PQ Referred: 26350/26, for answer 14/04/2026 , Written from - Johnny Guirke**	Dail Question No: 823 To ask the Minister for Transport his plans to reduce bus fares 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. 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. The 2026 PSO funding allocation of €940m, provides a significant 43% uplift in the PSO allocation from 2025 to further support subsidised bus and rail services across Ireland, as well as maintaining 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.The 2026 PSO allocation continues to support targeted fare initiatives but ultimately any broadening of existing fare measures is subject to Government decision. 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. 823 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. 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. There are no plans for general fare reductions at this time. I hope that the above information is of assistance. Yours sincerely,	**Johnny Guirke, T.D.**

14/04/2026	846	**PQ Referred: 26546/26, for answer 14/04/2026 , Written from - Darren O'Rourke**	Dail Question No: 846 To ask the Minister for Transport the estimated cost of providing free public transport for those aged younger than 25 years in 2027; 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. Ultimately, any broadening of existing measures is subject to Government decision. In light of the NTA’s responsibility in this area, I have forwarded the Deputy's query in relation to the total estimate cost of extending the 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. 846 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. The cost of providing free public transport for Under 25s in 2027 would be in the range of €77 million and €85 million. Assumptions and Constraints: • The above amounts are incremental amounts i.e. these are the additional costs on top of discounts currently being given. • It is not possible to quantify how many additional journeys may be taken due to additional discounts being offered. • The above figures relate to fare foregone only and does not include the cost of running any additional services across the modes that may be required to meet any additional demand. • The above estimated cost (Fare Foregone) is only provided for PSO and excludes CBO figures which would not be readily available. • It is assumed that the current fare structures are to remain as is for all other age cohorts. • Assumes all Under 25s avail of free travel i.e. not just those using Leap cards. • Figures are based on 2026 budgeted fare revenue plus a small uplift. • Assumes public transport use is equal amongst all age cohorts. I hope that the above information is of assistance. Yours sincerely,	**Darren O'Rourke, T.D.**

14/04/2026	818	**PQ Referred: 26345/26, for answer 14/04/2026 , Written from - Johnny Guirke**	Dail Question No: 818 To ask the Minister for Transport the engagement he has had with drivers to improve the local hackney scheme from 2023; 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 local area hackney (LAH) licence is a special, limited hackney licence that supports rural community transport through a locally operated hackney service. In preparation for their recent update to LAH regulations, which came into effect on 2 April 2026, the NTA held a public consultation on the matter which ran from 16 October 2025 to 28 November 2025 and gave both drivers and members of the public the opportunity to express their views. In these new Regulations: Up to five drivers are permitted to operate the local area hackney.This marks a significant change from the previous requirement, which allowed only one driver to operate the hackney. The NTA has also launched a new online map showing all areas eligible for the scheme. Previously, applicants only learned if an area was eligible after submitting an application. The new system increases clarity and addresses concerns raised during consultation. Local area hackney licences can be granted where local communities can demonstrate to the NTA that transport needs are not being adequately met by existing public transport and SPSV services. Previously, local area hackney applications could not displace existing SPSV services in an area. The maximum licence period for vehicles and drivers is extended from 3 years to 5 years.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 818 of 14 April 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 holders 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, in 2025 the NTA reviewed the associated legislation and processes and publicly consulted on proposals for change. A total of 237 responses to the public consultation were received, including 65% of which came from respondents identifying themselves as SPSV licence holders. Full details of responses and the decision can be found here: https://www.nationaltransport.ie/publications/local-area-hackney-updates-approved/. In April 2026, the NTA announced a series of enhancements to the Local Area Hackney licence, and the updated scheme has been open since 2 April 2026. Under the new approach, where a local community gives support to an LAH applicant, the applicant will receive a licence offer from the NTA. This removes the requirement for additional assessments that were previously required. To increase service availability, up to five local area hackney licensed drivers may now operate a single Local Area Hackney vehicle. These may include friends or family members where the service is privately operated, or staff of a local business where the business owner provides the community service. This marks a significant change from the previous requirement, which allowed only one driver permitted to operate the hackney. The NTA has also launched a new online map showing all areas eligible for the scheme. Previously, applicants only learned if an area was eligible after submitting an application. The new system increases clarity and addresses concerns raised during consultation. I trust that the above information is of assistance. Yours sincerely,	**Johnny Guirke, T.D.**

			This reduces the costs and administrative burdens on continuing LAH drivers. Licence holders must demonstrate that they are providing satisfactory service to their community when renewing their licence. The time-period in which a licence holder must complete their licence renewals is reduced 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. A new Fixed Penalty Notice offence for picking up passengers outside of their permitted local area has also been introduced. This safeguard is an important part of the scheme's design. It ensures that the LAH licence serves its intended purpose, which is to provide essential transport in communities that do not have enough commercial taxi or hackney services to meet local needs. The restriction also protects the earning potential of fully licensed taxi and hackney drivers operating in nearby towns and urban centres, who have invested significantly more in their licences and meet wider regulatory requirements. It is important to note that a resident of the area in respect of which the local area hackney licence is sought, is not required to undertake the Industry Knowledge or Area Knowledge tests normally applying to SPSV driver licences. LAH drivers nevertheless must be licensed, and their vehicles must be licensed and insured. Further information on the LAH and how to apply is available here:https://www.nationaltransport.ie/taxi/localhackney/. Given the NTA's responsibility in relation to the local area hackney, 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.		

15/04/2026	196	**PQ Referred: 27647/26, for answer 15/04/2026, Written from - John Clendennen**	Dail Question No: 196 To ask the Minister for Transport to confirm that local link route 10062, Stradbally to TUS Athlone via Portarlington will run until the end of May 2026 to align with end of term assessments and exams; 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 TFI Local Link services. 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. 196 of 15 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Following discussions with Local Link Laois Offaly, Route 10062 (Stradbally – Portlaoise – Tullamore – Athlone) will continue to operate until the end of May 2026. I trust that the above information is of assistance. Yours sincerely,	**John Clendennen, T.D**

15/04/2026	195	**PQ Referred: 27645/26, for answer 15/04/2026 , Written from - John Clendenne n**	Dail Question No: 195 To ask the Minister for Transport for the details of each of the local link routes currently operating within Offaly; the number of passengers per route; the details of the service provider for each route; the cost associated with the provision of each 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. 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 TFI Local Link services. 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. 195 of 15 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. We operate two types of Local link Services in Co. Offaly. RRS (Regular Rural Services) and DRT (Demand Responsive Transport) services. Please see the below detail in relation to the RRS services: Service Name & Number Operator 2025 Patronage 815 Tullamore to Athlone JJ Kavanagh & Sons 30,279 840 Banagher to Tullamore Egan Bus Hire 34,828 850 Roscrea to Athlone Bernard Kavangh & Sons Ltd 59,671 We are not in a position to share the costs associated with this provision of these routes as this is commercially sensitive information. In terms of DRT services, you will find detail of all DRT services in Offaly by following this link: https://locallinklaoisoffaly.ie/door-to-door-services/. DRT services are flexible, pre booked, and often door to door, making them especially useful in areas with low population density or limited public transport options. Key characteristics: • Pre booking required You must book your seat in advance (usually at least 24 hours before travel). This allows the route to be planned around passenger locations. • Flexible routing The service has a start and end point, but the exact route can change depending on who has booked and where they live. • Door to door or near door pickup Many DRT routes will collect passengers from their homes or as close as possible, especially in rural townlands. • Operates on limited days DRT services often run 1–3 days per week rather than daily. • Supports essential local journeys These routes are designed to help people reach shops, medical appointments, social services, and transport hubs. I trust that the above information is of assistance. Yours sincerely,	**John Clendennen, T.D**

15/04/2026	188	**PQ Referred: 27448/26, for answer 15/04/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 188 To ask the Minister for Transport if he is aware of the absence of a direct public bus service to Dublin Airport for residents of Fairview, Clontarf, Marino, Raheny and the surrounding north Dublin coastal areas; whether consideration has been given to introducing a direct airport bus service serving these areas; 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. 188 of 15 April 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plans to introduce new bus routes providing direct airport connections for Fairview, Clontarf, Marino and Raheny and the wider area. However, through the BusConnects Programme the NTA has invested in new orbital bus services to provide an alternative to having to travel into the city centre to interchange to other services. Routes N2, N4 and N6, all of which provide services to the north Dublin coastal area, enable connections to route 16 or route 41, which provide frequent services to Dublin Airport. Interchange between services is free when customers avail of the TFI-90 Minute Leap Card Fare. Customers can plan their journey on the TFI Journey Planner, link below. https://www.transportforireland.ie/plan-a-journey/ I trust that the above information is of assistance. Yours sincerely,	**Naoise O'Muiri, T.D**

15/04/2026	189	**PQ Referred: 27449/26, for answer 15/04/2026 , Written from - Seán Crowe**	Dail Question No: 189 To ask the Minister for Transport the status of the underground station box on the site of the Mater Hospital; and if plans are under consideration to bring it into use for a Metrolink project. 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. 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. 189 of 15 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. As part of the early Metro North enabling works for the Mater station, a segment of the walls for the underground station box was constructed in 2013 to allow for the future construction of the remainder of the station box by the Metro North contractor, without impacting on the Mater Campus Hospital Development (which was under construction at the time of the construction of this wall section). The location and orientation of the proposed Mater station was driven by the need to connect to Drumcondra Station where an interchange with Irish Rail Maynooth line services was proposed. Following the route selection stage for MetroLink, a station at Glasnevin, where an interchange with both the Maynooth and Kildare Irish Rail lines was feasible, was selected. Given the location of this proposed station to the west of Drumcondra, the orientation and location of Mater station as proposed for Metro North did not allow for an efficient tunnel connection to this station at Glasnevin and consequently, the current Mater station location within the Four Masters Park was selected as the optimal position. As such, the wall segment constructed in 2013 is not utilised for the MetroLink Mater station box. I trust that the above information is of assistance. Yours sincerely, , .	**Seán Crowe, T.D.**

15/04/2026	191	**PQ Referred: 27482/26, for answer 15/04/2026 , Written from - John Connolly**	Dail Question No: 191 To ask the Minister for Transport the specific time periods that are defined as peak times for the purposes of the higher service frequencies referenced therein, including where such frequencies are identified for Route 4 and Route 424 in respect of the Galway BusConnects Network frequency table published by the National Transport Authority (details supplied); and if he will make a statement on the matter. Answer BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities, including Galway. BusConnects represents the largest investment in the bus system in the history of the State, and is managed by the National Transport Authority (NTA). In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this detailed response, I note that the NTA plans to commence the implementation of the newGalway bus network in the coming years, subject to funding and operational readiness. As part of BusConnects, the NTA is also advancing work on the Cross-City Link, which will improve travel times on the bus network and enhance connections for pedestrians and cyclists. Other parts of the BusConnects programme, such as simpler fares, will be delivered with the new bus network. In relation to capacity issues on the 424 bus route, the NTA has assured me that it is aware of the issues on this route and is working with Bus Éireann to address the issues. The NDP Sectoral Investment Plan, which was published by my Department in November last year, has allocated funding to the NTA to progress BusConnects Galway. The NTA will publish a more detailed plan later this year	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 191 of 15 April 2026, which was referred to the National Transport Authority (NTA) for reply. New route 4 will run between Merlin Park Hospital and Gateway Retail Park via the City Centre every 30 minutes. Additional capacity will be provided on weekdays on the section between the City Centre and the Upper Newcastle Road via University Hospital Galway (UHG) and University College Galway (UCG). The detailed timetable, including times for the extra capacity will be set nearer the time of implementation, so that we can take account of the latest demand information, including factors related specifically to local travel over this section. Route 424 has existing additional capacity at peak times with three arrivals in Galway City Centre between 08.03hrs and 09.08hrs and six departures from the City Centre between 15.30hrs and 18.45hrs. The operator and the NTA will continue to monitor peak demand and capacity on this service. I hope that the above information is of assistance. Yours sincerely, , .	**John Connolly T.D**

			setting out the elements of the programme to be advanced within the funding available.		

16/04/2026	193	**PQ Referred: 27736/26, for answer 16/04/2026 , Written from - Jennifer Whitmore**	Dail Question No: 193 To ask the Minister for Transport the plans being made to ensure that 'Sunday service' is not implemented on public transport on St. Patrick's Day 2027 in order to provide for the large number of people who travel to Dublin city and other local hubs for the festivities, considering that preparations for the 2027 parade started on 19 March 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 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. 193 of 16 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA, working with transport operators and other stakeholders will review plans for the provision of service for Saint Patrick's Day 2027 closer to the time. This will include planning for road closures, necessary diversions of bus routes and dissemination of associated customer information. Any enhancement in public transport service for Saint Patrick's Day will be subject to the availability of resources and funding. I trust that the above information is of assistance. Yours sincerely, ,	**Jennifer Whitmore, T.D.**

16/04/2026	196	**PQ Referred: 27764/26, for answer 16/04/2026 , Written from - Paul Lawless**	Dail Question No: 196 To ask the Minister for Transport the current level of public bus transport provision serving Kiltimagh, County Mayo; whether he accepts that the town currently has no direct inter-urban or express bus service; the way in which this position aligns with the objectives of the Connecting Ireland Rural Mobility Plan; and the specific measures which are planned to improve connectivity for Kiltimagh, including timelines for delivery. 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 TFI Local Link services. 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. 196 of 16 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has prepared plans for a new route between Castlebar, Kiltimagh, Ireland West Airport Knock and Charlestown. The timetable is yet to be confirmed. However, our aim is to provide a service approximately every 3 hours, which would be timed to connect in Charlestown with four trips per day in each direction on Expressway route 22 to and from Ballina. This will provide a connection from Ballina and Foxford to Ireland West Airport Knock, in addition to providing a local connection between Kiltimagh and Castlebar. However, a route test will be required to check journey times, to ensure that such a timetable can be provided while also complying with EU driving hour and break requirements. The Department of Transport and the NTA remain in discussions with respect to funding of the PSO (Public Service Obligation) programme generally. The introduction of additional services under the 2026 Connecting Ireland plan is subject to confirmation of the additional funding required for such services. Accordingly, the NTA is not in a position at present to confirm implementation dates for new services in Co. Mayo. I hope that the above information is of assistance. Yours sincerely, , .	**Paul Lawless, T.D**

Data Classification: Public

16/04/2026	192	**PQ Referred: 27719/26, for answer 16/04/2026 , Written from - Eoghan Kenny**	Dail Question No: 192 To ask the Minister for Transport for an update as of April 2026 on the proposed Ballincollig-to-city cycle connection as part of the Lee to sea 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 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. 192 of 16 April 2026, which was referred to the National Transport Authority (NTA) for reply. The Ballincollig to Cork City cycle connection which forms part of the “Lee to Sea Route” is currently at the concept stage of development. Cork City Council has advised that surveys are currently being finalised to support the options assessment and design development of the scheme. To enable this work, the NTA has allocated €14,650 in funding for 2026. The timing of delivery will be determined once the project scope and costs have been further developed. I trust that the above information is of assistance. Yours sincerely, ,	**Eoghan Kenny, T.D**

16/04/2026	194 & 195	**FW: PQ Referred: 27737/26, for answer 16/04/2026 , Written from - Jennifer Whitmore**	27738 Dail Question No: 194 To ask the Minister for Transport the policy basis for requiring Bus Éireann's expressway services to operate on a fully commercial and unsubsidised basis; whether his Department has considered the potential role of PSO supports for routes that provide essential regional connectivity but may not be commercially viable; and if he will make a statement on the matter. Dail Question No: 195 To ask the Minister for Transport whether his Department or the NTA was consulted in advance of the recent decision by Bus Éireann to cancel certain expressway routes following its operational review; whether an assessment has been undertaken of the potential impact of these cancellations on regional connectivity and passenger access to public transport; the number of applications from private coach operators to operate on corridors affected by these cancellations; the way in which such services are integrated into national 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; however, I am not involved in the day-to-day operations of public transport. Bus Éireann operates both Public Service Obligation services funded by the State subvention and Expressway intercity services which operate on a commercial basis and do not receive any State subvention. I am aware that Bus Éireann recently announced the withdrawal of some services which operate under its Expressway service. This decision was taken following a financial and operational review carried out by Bus Éireann with regard Expressway performance over recent years, which sought to ensure the long-term financial sustainability of the	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 194 & 195 of 16 April 2026, which was referred to the National Transport Authority (NTA) for reply. **PQ 194** As is the case with all commercial bus operators, Bus Éireann determines what services it wishes to operate on a commercial basis, and these services are provided under the Expressway brand. For competition and state-aid reasons the NTA cannot subsidise the operation of commercial bus services. In the absence of a commercial service, should a PSO (Public Service Obligation) be identified on a route, then the NTA will examine how to procure such services, through public tender, depending on the availability of financial resources. **PQ 195** The NTA has published a determination in relation to the PSO requirement for services on recently withdrawn Expressway routes or route segments https://www.nationaltransport.ie/publications/expressway-determination-reports-for-routes-4-40-and-52/. The NTA does not comment on the existence, or otherwise, of any live applications for licences. I trust that the above information is of assistance. Yours sincerely, , .	**Jennifer Whitmore, T.D.**

			company as a whole. As is the case with any such commercial route withdrawals, the withdrawal of these routes triggered the NTA's PSO Determination process, the outcome of which has been published on the NTA's website. Therefore, as the query raised by the Deputy is a commercial operational matter for both Bus Éireann and the NTA, I have referred the Deputy's question to the agencies for direct reply. Please advise my private office if you do not receive a reply within ten working days.		

21/04/2026	417	**PQ Referred: 28633/26, for answer 21/04/2026 , Written from - Ciarán Ahern**	Dail Question No: 417 To ask the Minister for Transport following the recent announcement by Bus Éireann of its cancellation of its Waterford–Dublin/Dublin Airport (Route 4), if he will put in place a public service obligation to ensure the continuance of the route, given it links Ireland's capital city and main international airport with the only city in the south-east region; 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. Bus Éireann operates both Public Service Obligation services funded by the State subvention and Expressway intercity services which operate on a commercial basis and do not receive any State subvention. I am aware that Bus Éireann recently announced the withdrawal of some services which operate under its Expressway service. This decision was taken following a financial and operational review carried out by Bus Éireann with regard Expressway performance over recent years, which sought to ensure the long-term financial sustainability of the company as a whole. As is the case with any such commercial route withdrawals, the withdrawal of these routes triggered the NTA's PSO Determination process, the outcome of which has been published on the NTA's website. 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. 417 of 21 April 2026, which was referred to the National Transport Authority (NTA) for reply. As you may be aware, the NTA recently made a PSO (Public Service Obligation) determination following the notice by Bus Éireann Expressway to cease operations on route 4. Our determination outlined that when route 4 services cease operation, that there will be a gap in service provision on the Waterford to Carlow section of the route. In that context, we are currently assessing and investigating options in respect of how this gap in service provision can be addressed. Further information will become available in due course once this step is complete. It should also be noted that any measures proposed to be introduced will be dependent on funding availability. I hope that the above information is of assistance. Yours sincerely, , .	**Ciaran Ahern, T.D**

21/04/2026	409	**PQ Referred: 28564/26, for answer 21/04/2026 , Written from - John Connolly**	Dail Question No: 409 To ask the Minister for Transport if he is aware of difficulties faced by morning commuters using Bus Éireann Route 419 (Galway-Clifden), particularly those boarding in Moycullen (details supplied); whether consideration has been given by the National Transport Authority, as part of its review of the PSO service, to aligning the first weekday departure serving Moycullen with the Saturdays, Sundays and Public Holidays timetable for the same service by moving the stop forward by approximately 10 minutes in order that the service will arrive in Moycullen at approximately 07:26 and allow workers to make it to work in the city for 8am; and if he will make a statement on the matter. Details Supplied: The first weekday service on Route 419 currently serves Moycullen at 07:46 and arrives in Galway city after 08:00, which is too late for commuters starting work at 8.00 a.m. On Saturdays, Sundays and Public Holidays, the equivalent service reaches Moycullen earlier, allowing commuters to arrive in Galway before 08:00. Constituents have requested that the weekday timetable be adjusted to reflect this earlier arrival time. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 409 of 21 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA recently amended the timetable for route 419 to advance the 07:20hrs departure from Oughterard to commence at 07:10hrs instead. This amendment came into effect on 22 of February 2026. We have no current plans to make any further amendment to the timetable. I trust that the above information is of assistance. Yours sincerely, ,	**John Connolly T.D**

			if you do not receive a response within ten working days.		

21/04/2026	392	**PQ Referred: 28246/26, for answer 21/04/2026 , Written from - Seán Crowe**	Dail Question No: 392 To ask the Minister for Transport if bus routes S8 and S6 in Dublin have met their minimum operated kilometres standard as per their Public Service Obligation in 2025 and in 2026; and if any fines were imposed for failure to do so. 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 monitored by theNTA as part of the contractual arrangements in place between it and the operators. The contracts allow for not just the monitoring of performance and the publication of annual performance reports, but importantly, for the imposition of financial penalties, to reinvest into the network, in places where performance does not meet the minimum required standards, as well as reasonable incentive payments where performance exceeds those standards. 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. 392 of 21 April 2026, which was referred to the National Transport Authority (NTA) for reply. There are 13 operational periods in each year. With the exception of Period 3 in 2025, the operated kilometres on routes S6 and S8 fell below the required threshold level set out in the contract between Go-Ahead Ireland and the NTA, which then triggers payment deductions. The NTA assesses operator performance and applies any associated deductions at a contract level rather than on a route-by-route basis. Performance is measured using aggregated metrics, including the total scheduled kilometres not operated across the network in a given period, with results expressed in percentage terms. These outputs form the basis for determining compliance with contractual standards and any resultant financial penalties. Contractual payment deductions have been applied to Go-Ahead Ireland for not meeting the target minimum operated kilometres standard in 2025. Deductions for 2026 are still to be determined. I trust that the above information is of assistance. Yours sincerely, ,	**Seán Crowe, T.D.**

21/04/2026	372	**PQ Referred: 27928/26, for answer 21/04/2026 , Written from - Tom Brabazon**	Dail Question No: 372 To ask the Minister for Transport if he is aware of the absence of a direct public bus service to Dublin Airport for residents of Fairview, Clontarf, Marino, Raheny and the surrounding north Dublin coastal areas; his views that many residents currently must travel into Dublin city centre to get a bus service or rely on costly taxi services in order to access the airport; if the National Transport Authority has assessed the transport needs of these communities in this regard; whether consideration has been given to introducing a direct airport bus service serving these areas; 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. 372 of 21 April 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plans to introduce new bus routes providing direct airport connections for Fairview, Clontarf, Marino and Raheny and the wider area. However, through the BusConnects Programme the NTA has invested in new orbital bus services to provide an alternative to having to travel into the city centre to interchange to other services. Routes N2, N4 and N6, all of which provide services to the north Dublin coastal area, enable connections to route 16 and 41, which provides frequent services to Dublin Airport. Interchange between services is free when customers avail of the TFI-90 Minute Leap Card Fare. Customers can plan their journey on the TFI Journey Planner, link below. https://www.transportforireland.ie/plan-a-journey/ For more information on how the new network was designed as part of the BusConnects Network Redesign Programme more information is available at the link below: https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/background-information-2/ I trust that the above information is of assistance. Yours sincerely, ,	**Tom Brabazon, T.D**

21/04/2026	387	**PQ Referred: 28191/26, for answer 21/04/2026 , Written from - Conor Sheehan**	Dail Question No: 387 To ask the Minister for Transport for an update on the application for an SPSV licence for a person (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. 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. 387 of 21 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. 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. We can confirm that [Details removed] passed his SPSV Driver Entry Test on 06 of November 2025. Thereafter he would have paid the fee and applied to An Garda Síochána for his licence who will complete all required background checks. If they approve the application and grant the licence, they will inform the NTA directly. At that point we will update the public register and issue the identification cards. To date we have not received any licence confirmation from An Garda Síochána for [Details removed]. We would advise [Details removed] to contact An Garda Síochána directly in relation to this as only they can advise on the status of his application. Please also note we advised [Details removed] of same via email on 25 of March 2026. I trust that the above information is of assistance. Yours sincerely, ,	**Conor Sheehan T.D**

21/04/2026	406	**PQ Referred: 28548/26, for answer 21/04/2026 , Written from - Barry Heneghan**	Dail Question No: 406 To ask the Minister for Transport if he is aware of the absence of a direct public bus service to Dublin Airport for residents of Fairview, Clontarf, Marino, Raheny and the surrounding north Dublin coastal areas; that many residents currently must travel into Dublin city centre to get a bus service or rely on costly taxi services in order to access the airport; if the National Transport Authority has assessed the transport needs of these communities in this regard; whether consideration has been given to introducing a direct airport bus service serving these areas; 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. 406 of 21 April 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plans to introduce new bus routes providing direct airport connections for Fairview, Clontarf, Marino and Raheny and the wider area. However, through the BusConnects Programme the NTA has invested in new orbital bus services to provide an alternative to having to travel into the city centre to interchange to other services. Routes N2, N4 and N6, all of which provide services to the north Dublin coastal area, enable connections to route 16 and 41, which provides frequent services to Dublin Airport. Interchange between services is free when customers avail of the TFI-90 Minute Leap Card Fare. Customers can plan their journey on the TFI Journey Planner, link below. https://www.transportforireland.ie/plan-a-journey/ For more information on how the new network was designed as part of the BusConnects Network Redesign Programme more information is available at the link below: https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/background-information-2/ I trust that the above information is of assistance. Yours sincerely, ,	**Barry Heneghan, T.D**

Data Classification: Public

20/04/2026	383	**PQ Referred: 27972/26, for answer 21/04/2026 , Written from - Pa Daly**	Dail Question No: 383 To ask the Minister for Transport if his attention has been drawn to a matter (details supplied); if he has addressed it with the NTA; if his attention has been drawn to any passengers having been overcharged; 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 Legal Metrology Service, which is part of the National Standards Authority of Ireland (NSAI), is the agency responsible for the regulation and verification of taximeters, while also ensuring taximeters are of an approved type,and verified so that fares charged to passengers are correct andaccurate. The NTA recently made the NSAIaware of a taximeter programming issue with Digitaxtaxi metering systems, that may result in overcharging passengers,in contravention of the National Maximum Taxi Fare Regulations.Approximately7.5% of taximeters in use are impacted by this, affecting trade operations between 08:00 to 20:00,Monday – Saturday.The applicable taxi operators have been informed by the NSAI of the issue. The NTA has advised me that those affected operators should cease operations immediately, and operations are not to re-commence until their taximeters are updated and re-verified. Given the NTA's responsibility in regulating the SPSV sector, 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. 383 of 20 April 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 the Parliamentary Question. To add to the Ministers response, we confirm that we have not received any complaints regarding overcharging from passengers due to the programming issue with Digitax taximeters. I hope that the above information is of assistance. Yours sincerely, , .	**Pa Daly, T.D.**

22/04/2026	47	**PQ Referred: 29202/26, for answer 22/04/2026 , Written from - Naoise Ó Cearúil**	Dail Question No: 47 To ask the Minister for Transport the timeframe for DART South West; his plans to extend it to Sallins in future phases plans; 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. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending a more detailed response, I note that the GDA Transport Strategy 2022-2042, which was prepared by the NTA and published in January 2023, includes plans to extend the DART service to Sallins in the long-term. I also note that 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 from the NDP Sectoral Investment Plan published by my Department last November has allowed Compulsory Purchase Orders for DART+ South West to commence in February.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 47 of 22 April 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 identified in the Sectoral Plan for transport, published by the Department of Transport last November, within the funding constraints that apply, the construction of DART+ South West is scheduled to commence in 2030. However, a review of the National Development Plan, which sets the overall capital investment framework, is expected to take place within the next three years, and will offer an opportunity to reconsider the delivery timelines across a number of projects, including DART+ South West. The intention of Irish Rail and the NTA is to progress the design development and procurement processes for the project, in addition to the land acquisition programme, to ensure that DART+ South West is available for construction if additional funding should become available following the National Development Plan review in 2028. In relation to a further extension to Sallins, the NTA's Greater Dublin Area Transport Strategy 2022-2042 contains a measure, "Measure RAIL3 – DART Extension" regarding the further extension of the electrified DART network to Kilcock, Sallins and Naas and Wicklow Town. Given that the extension to Sallins is predicated upon the completion of the precursor DART+ South West project, work has not yet commenced on the extension to Sallins and Naas. I trust that the above information is of assistance. Yours sincerely, ,	**Naoise Ó Cearúil, T.D**

22/04/2026	44	**PQ Referred: 28947/26, for answer 22/04/2026 , Written from - Barry Ward**	Dail Question No: 44 To ask the Minister for Transport the position regarding the flexible working and remote working policies in place for staff that work for any agencies under the remit of this Department; if there is any discrepancy in these policies based on seniority; if this policy is under the control of the agency itself or if it is directed by the Department; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer Deputy, The information requested, which relates to the flexible working and remote working policies in place for staff that work for any agencies under the aegis of my Department, is an operational matter for those agencies themselves. I have referred the Deputy's question to the agencies and have requested that a response should issue within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 44 of 22 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has a hybrid working policy in place requiring a minimum of 2 days per week in the office. The policy applies to all employees regardless of grade or seniority and the days must be agreed with the line manager and Director in the application process. I trust that the above information is of assistance. Yours sincerely, ,	**Barry Ward, T.D**

22/04/2026	42	**PQ Referred: 28910/26, for answer 22/04/2026 , Written from - Ruth Coppinger**	Dail Question No: 42 To ask the Minister for Transport to consider the implementation of additional carriages for a train route (details supplied); 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. In the light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending a more detailed response, there are various initiatives under development which will boost rail capacity and frequency and help alleviate train over-crowding on the line between Dublin and Maynooth. Funding provided in the NDP Sectoral Plan published by my Department last November provides for construction to start on DART+ West next year. This key project will provide an extension of DART services from Dublin city to M3 Parkway and, pending planning approval, Kilcock, as well as the construction of a new rail depot and city centre enhancements as part of a broader upgrade to boost Dublin rail capacity. In addition, three orders for new DART trains have been placed in recent years, comprising both battery-electric and electric carriages, bringing the total number of new DART carriages ordered to 285.Deployment of the first and second trains orders around Dublin will free up existing Intercity and Commuter trains to be used on other rail routes. This carriage redeployment will be decided on by the NTA, and it could boost rail services for commuters from late 2027, ahead of the implementation of the infrastructure upgrades under DART+ West.	Dear Deputy, I refer to your Parliamentary Question No. 42 of 22 April last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Currently all Irish Rail fleet is fully deployed to provide the existing service levels. During 2027 it is anticipated that new Battery Electric DART fleet will be deployed on the northern line, this will then free up fleet for deployment on other parts of the network including on the Maynooth line. It is expected that the new fleet will come into operation during the first half of 2027. I trust that the above is of assistance. Yours Sincerely,	**Ruth Coppinger, T.D.**

			I look forward to seeing all of these important projects advance and deliver additional rail passenger capacity and services for the communities served by the DART+ West line.		

23/04/2026	319	**PQ Referred: 29432/26, for answer 23/04/2026 , Written from - Seán Ó Fearghaíl**	Dail Question No: 319 To ask the Minister for Transport if he will address the concerns of commuters regarding the lack of car parking at a train station (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. 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 Kildare. In the case of the rail network, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. 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 direct, 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. 721 of 23 April 2026, which was referred to the National Transport Authority (NTA) for reply. Significant work has been carried out by the NTA to determine and advance park and ride proposals along both the M7 and M4 corridors in parallel with other transport initiatives such as BusConnects Dublin and the DART+ programme, in addition to increasing capacity to existing bus services serving the wider GDA catchment. In this regard, the NTA carried out a Park and Ride Strategy for the Greater Dublin Area as part of the NTA Transport Strategy for the Greater Dublin Area 2022 - 2042. This strategy sets out the vision and objectives for park & ride and identifies zones for intervention where strategic park and ride should be located. The GDA strategy includes 4 Strategic Park and Ride sites to serve the M4 and M7 corridors, including 2 rail based and 2 bus based Park and Rides. In addition, the NTA is working with Iarnród Eireann (IÉ) to deliver increased capacity at existing heavy rail stations, providing people the ability to access heavy rail services via alternative modes and where land permits, increased car parking. In relation to parking at Kildare Train Station, IE recently carried out works which saw an additional 30 car parking spaces being added to the existing parking asset. While car-parking at the station is in high demand, these works saw car-parking increase to 165 spaces. In addition, the station now accommodates provision for public bus services, thus providing additional options to the travelling public to access the station. We will continue to monitor the position in relation to car parking provision at this location. I trust that the above information is of assistance. Yours sincerely, ,	**Seán Ó Fearghaíl, T.D.**

23/04/2026	314	**PQ Referred: 29337/26, for answer 23/04/2026 , Written from - Ruth Coppinger**	Dail Question No: 314 To ask the Minister for Transport to consider the introduction of a dart for the Castleknock line; and if he will make a statement on the matter. Answer Under the DublinTransportAuthorityAct2008, 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 consultation with Iarnród Éireann, the DART+ programme. In the light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending a more detailed response,DART+ West will provide an extension of DART services from the City Centre to M3 Parkway and Kilcock, and the construction of a new depot and city centre enhancements. This project will extend DART services to Castleknock. Conditional planning approval for DART+ West was secured in July 2024. As part of this decision, An Coimisiún Pleanála required that a new depot planning application be made due to flood risk. It is now proposed to construct the depot west of Kilcock, which would mean electrifying and double tracking the line beyond Maynooth as far as Kilcock also. A public consultation on the new depot has been underway since 16 March and will conclude on 27 April. A planning application is expected later this year to confirm this element of the project. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 314 of 23 April 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, I would note that Irish Rail are continuing to progress the DART+ West proposals, which, as stated in the Minister's reply, will deliver DART services on the Dublin to Maynooth line, including Castleknock. The DART+ West project will be delivered through a series of contracts, each covering individual elements. The process of selecting contractors to submit tenders for a number of contract packages on this line has been completed, with some others still to be concluded. Preparation work on the detailed tender documentation for the various DART+ West tender competitions is ongoing, with the expectation that tendering of a number of the packages will commence in Q4 of this year. Construction would then commence on DART+ West in the second half of next year. As identified in the Minister's reply, a revised site for the new DART+ train depot has been identified just west of Kilcock. A public consultation on those proposals has been undertaken and work is now ongoing to have a new Railway Order (rail equivalent of planning permission) application submitted to An Coimisiún Pleanála later this year. I trust that the above information is of assistance. Yours sincerely, ,	**Ruth Coppinger, T.D.**

			Department in November last year, to advance DART+ West into construction next year.		

23/04/2026	323	**PQ Referred: 29496/26, for answer 23/04/2026 , Written from - Jennifer Whitmore**	Dail Question No: 323 To ask the Minister for Transport the measures his Department is taking to facilitate multimodal travel during peak times, including bike-train journeys; and if he will make a statement on the matter. Answer Ireland's overall framework for expanding provision of sustainable transport options is set out in the National Sustainable Mobility Policy, published in 2022. The second Action Plan under this Policy was published in March and sets out 95 actions designed to further advance sustainable mobility across areas such as infrastructure, services, spatial planning, behaviour change, accessibility, and data. It reaffirms the Government's commitment to investment in transformative public transport and active travel initiatives, which will serve to facilitate improved multi-modal transport over the five-year lifetime of the Plan. In addition, the Plan includes several actions to support the development of shared mobility services, building on the Policy Statement on Shared Mobility and the Provision of Hubs published in 2025.These include two projects – the Regional Cities Shared Micromobility Schemes and the National Mobility Hubs Pilot Programme – which will involve substantial investment to support the provision of shared e-bikes, EVs and e-scooters in key locations including at public transport interchanges. Increased funding for Active Travel measures in recent years has seen a significant improvement in the number of footpaths, cycle lanes, urban greenways and connected active travel networks being delivered across the country. This investment has been made with a view to increasing modal shift away from private car use, which should result in a reduction in transport emissions as well as decreased congestion levels. Over €290 million has been allocated nationally to Active Travel measures in 2026 alone. This significant level of funding aims to provide an alternative sustainable transport option to all transport users, including commuters, either for whole	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 323 of 23 April 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. In addition we would note that one of the most important contributions to multi-modal travel in peak hours has been the introduction of the 90-minute fare, allowing convenient transfers between bus, Luas and DART without financial penalty. As you will be aware, this facility is use by thousands of passengers each day who are able to move seamlessly between these modes to make their journeys. In relation to bicycle carriage on public transport vehicles, standard non-folding bicycles are only permitted on DART trains outside of the peak hours. This is mainly, but not exclusively, due to capacity constraints given that DART and commuter services are heavily used by passengers at peak times. In addition, there are safety issues with accommodating bicycles where there are a large number of standing passengers present. As you will be aware, standard non-folding bicycles are not permitted on urban buses or trams due to the safety risk that arises. Both buses and trams operate on-street in a shared environment with other traffic. That gives rises to the potential for emergency stops occurring, which does happen with regularity, and the potential for injuries from bikes during such emergency braking. Folding bikes can be carried on buses, trams and DARTs at all times. I trust that the above information is of assistance. Yours sincerely, ,	**Jennifer Whitmore, T.D.**

			journey or last-mile trips alongside public transport journeys.Given the National Transport Authority's (NTA) 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 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.		

23/04/2026	313	**PQ Referred: 29336/26, for answer 23/04/2026 , Written from - Ruth Coppinger**	Dail Question No: 313 To ask the Minister for Transport to consider the introduction of a direct route between Blanchardstown and 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 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. 313 of 23 April 2026, which was referred to the National Transport Authority (NTA) for reply. Firstly, I apologise for the lengthy delay in responding – there has been a major increase in the volume of public representative correspondence creating a backlog of queries that we are currently dealing with. The new BusConnects network for Dublin includes a new route N8 will link Blanchardstown and Clongriffin via Dublin Airport. The alignment of the new route N8 can be seen in the network map at the following link: https://busconnects.ie/wp-content/uploads/2025/11/A3-Big-Picture-Map-24.10.25.pdf. Planning work is progressing on the implementation of this route. 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, , .	**Ruth Coppinger, T.D.**

23/04/2026	310	**PQ Referred: 29224/26, for answer 23/04/2026 , Written from - Gillian Toole**	Dail Question No: 310 To ask the Minister for Transport to audit the number of Dublin Bus passenger vehicles parked in Monaghan as back up to the electric fleet, instruct the National Transport Authority to re-deploy fleet to Bus Éireann in order to increase capacity on the 103 and 105 routes 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; 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 raised in Parliamentary Question No. 310 of 23 April last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA is not aware of any Dublin Bus passenger vehicles parked in Monaghan as back up to the electric fleet, but is aware that Dublin Bus remains in possession of a number of urban buses that were withdrawn from front line service over the last 5 or 6 years and were retained with the intention of being capable of being reactivated for service in the event that service enhancements (e.g. due to the implementation of BusConnects Dublin Network Redesign), traffic congestion and/or growth in passenger demand necessitated the expansion of the in-service fleet at short notice. These buses were procured by Dublin Bus and designed for use only by Dublin Bus, and hence the driver's cab, ticketing equipment, Automatic Vehicle Location (AVL) equipment and other technical features are specific to that operator. As of today, the NTA is aware that 75 such buses remain extant, all of which date from 2006 or 2007 and are owned by Dublin Bus. Owing to their remaining service life, it is not viable for the NTA to purchase the buses from Dublin Bus and then both reactivate the buses and make them suitable for use by Bus Éireann on the 103 and 105 routes in County Meath. Other options are therefore being progressed to supplement the fleet available for use on routes such as the 103 and 105, including the purchase of 60 new double-deck coaches, the first 15 of which are scheduled for delivery before the end of 2026. I trust that the above information is of assistance. Yours Sincerely,	**Gillian Toole, T.D**

23/04/2026	851	**RE: PQ Referred: 26679/26, for answer 14/04/2026 , Written from - Paul Donnelly CAS-175390-N3H3R1**	Dail Question No: 851 To ask the Minister for Transport if the new train carriages coming into the fleet over the next few years will now include automatic audio announcements reminding commuters when the doors are about to close on that particular train.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 851 of 14 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in replying. The passenger doorways on the new DART+ trains are designed and built in accordance with European Union standards, including EN14752 which covers bodyside entrance systems. These standards mandate that an audible warning must sound an alert to passengers before the doors close and that this audible warning must adhere to certain parameters. The doors themselves are also outfitted with enhanced visual warning indicators to alert passengers to the closing of the doors (high-visibility flashing red lights), whereas the visual warnings alerting passengers to the closing of the doors on earlier DART trains are more limited and much less conspicuous. Regarding the proposed implementation of a voice-based warning, it would, in the first instance, be necessary to ascertain whether a voice-based warning would be permitted under the applicable standards. If permitted, it would likely need to be in addition to rather than in place of the non-voice-based audible warnings. Notwithstanding whether it is additional or not, any voice-based warning would also need to be provided in both Gaeilge and English so as to comply with the Official Languages Act. Implementing a voice-based warning would therefore, at a minimum, require both the English and Gaeilge versions of "Please stand clear from the doors as there about to close" (and most likely also the non-voice-based audible warning) to be broadcast in full after the driver has pressed the door close button in the driver's cab but before any part of the door starts to move. It can therefore be seen that the implementation of such a voice-based warning has the potential to extend the duration of the door closing sequence, which in turn will extend the dwell time at each intermediate station served by the trains and hence result in longer journey times. It is therefore doubtful whether the additional benefit arising from implementing the voice-based warning outweighs the associated time penalty. For that reason, it is not proposed to implement such a voice-based warning at the current time, but the effectiveness of the audible and visual warnings on the new trains will be monitored after they have entered service to assess whether any further enhancements are required. Yours sincerely, ,	**Paul Donnelly, T.D.**

28/04/2026	399	**PQ Referred: 30822/26, for answer 28/04/2026 , Written from - Conor D. McGuinness**	Dail Question No: 399 To ask the Minister for Transport the total spend on consultancy firms by each State agency under his Department's remit, broken down by the allocation to each named consultancy firm, for each of the past 15 years, in tabular form. Identical Question(s): to all Depts. Answer The engagement and payment of consultants is a matter for each State agency. I have referred your query to the agencies under my Department's aegis for direct reply and if you do not hear from the agencies within 10 working days, please contact my private office.	Dear Deputy, I refer to the mater raised in Parliamentary Question No. 399 of 28 April last, which was 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 our apologies for the delay in responding to these Parliamentary Questions. Your question sought the total spend on consultancy firms by each State agency under his Department's remit, broken down by the allocation to each named consultancy firm, for each of the past 15 years. Please note that we do not have the data for the last 15 years. However, we do have the data for the last seven years. In that context, please find attached data for the years 2019 to 2025 inclusive. I trust that the above information is of assistance. Yours Sincerely,	**Conor D McGuinness, T.D**

28/04/2026	352	**PQ Referred: 29766/26, for answer 28/04/2026 , Written from - Ciarán Ahern**	Dail Question No: 352 To ask the Minister for Transport if he will extend eligibility for the student Leap card to mature students in part-time courses who do not qualify for the young adult 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 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 student 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. 352 of 28 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has no plans to extend eligibility for the student Leap card to mature students in part-time courses. The Student TFI Leap Card is only available for students in full time (15+ hours) education/training, who are either 16 - 18 years of age or 26 years and above. I trust that the above information is of assistance. Yours sincerely, ,	**Ciarán Ahern, T.D**

28/04/2026	370	**PQ Referred: 30149/26, for answer 28/04/2026 , Written from - Natasha Newsome Drennan**	Dail Question No: 370 To ask the Minister for Transport when the Public Service Obligation on Expressway route 4 service (Waterford to Dublin Airport Service) as recommended by the National Transport Authority will come into 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. While the majority of public transport services in Ireland are delivered under the NTA's Public Service Obligation (PSO) programme and supported by State funding, there is also an important component of the network made up of commercially operated services provided without State subvention. As the Deputy may be aware, Bus Éireann operates both PSO services funded by the State subvention and Expressway intercity services which operate on a commercial basis and do not receive any State subvention. In circumstances where a commercial operator ceases a service, the NTA has a clear statutory role to assess the impact on connectivity. This includes determining whether a replacement PSO service is required to meet identified social and economic needs. I understand that the NTA has completed its assessments of the affected routes (including Expressway Route 4) which are publicly available on the NTA's website. It is also important to note that, following such determinations, the NTA must allow a period of time for the market to respond, including the potential for alternative commercial	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 370 of 28 April 2026, which was referred to the National Transport Authority (NTA) for reply. As you may be aware, the NTA recently made a Public Service Obligation (PSO) determination following the notice by Bus Éireann Expressway to cease operations on route 4. Our determination outlined that when route 4 services cease operation, that there will be a gap in service provision on the Waterford to Carlow section of the route. In that context, we are currently assessing and investigating options in respect of how this gap in service provision is addressed. Further information will become available in due course once this step is complete. It should also be noted that any measures proposed to be introduced will be dependent on funding availability I trust that the above information is of assistance. Yours sincerely, ,	**Natasha Newsome Drennan, T.D**

			operators to step in. This ensures that any intervention is proportionate and does not displace viable private 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.		

29/04/2026	69	**PQ Referred: 31471/26, for answer 29/04/2026 , Written from - Ciarán Ahern**	Dail Question No: 69 To ask the Minister for Transport the number of daily public transport journeys that occurred in 2024 when including commercial bus services; the percentage increase this represents from the 2018 baseline; 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 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. 69 of 29 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA recently published an interactive tool on our website that provides the passenger journey figures for the years 2017-2026 for TFI (subsidised or Public Service Obligation (PSO)) services. This is available at https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/operator-performance/pso-passenger-numbers/. Passenger numbers are available on a periodic (four weekly) basis and will be updated on a periodic basis going forward. Commercial Bus Statistics which are available here: https://www.nationaltransport.ie/publications/nta-commercial-bus-statistics-bulletin-2024/. Please note that more disaggregated figures for commercial bus operators are commercially sensitive and we do not publish this information. I trust that the above information is of assistance. Yours sincerely, ,	**Ciarán Ahern, T.D**

29/04/2026	68	**PQ Referred: 31406/26, for answer 29/04/2026 , Written from - Barry Ward**	Dail Question No: 68 To ask the Minister for Transport the position regarding the mechanisms in place to support agencies under his remit to manage increasing operating costs including insurance, energy and fuel; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer Managing operating costs are a matter for each individual State Agency. I have referred your query to the agencies under my Department's aegis for direct reply and if you do not hear from the agencies within 10 working days, please contact my private office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 68 of 29 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA procures and manages Public Service Obligation (PSO) service contracts with operators such as Bus Éireann, Bus Átha Cliath (Dublin Bus), Iarnród Éireann and private bus operators. These contracts provide structured mechanisms to address cost fluctuations: • Gross Cost Contracts: Most NTA contracts are based on a gross cost model, whereby operators are paid an agreed fee to deliver specified services, while the NTA retains fare revenue risk. This model provides stability to operators and insulates them, to a significant degree, from fluctuations in revenue. • Indexation Provisions: Contracts include indexation mechanisms linked to relevant cost drivers such as fuel prices, wage inflation and general price indices. These allow for periodic adjustments to payments to reflect changes in input costs, including energy and fuel, within predefined limits. • Detailed Cost Reporting: Operators are required to provide detailed financial reporting for large Direct Award Contracts. This enables the NTA to monitor cost developments (including insurance and energy) and to assess the appropriateness of any contract adjustments, as well as ensuring no overcompensation occurs under the contracts in any given year. • Periodic Reviews and Adjustments: Contracts typically provide for formal review points at which cost bases can be reassessed. In exceptional circumstances, provisions may allow for contract variations where there is a demonstrable and material change in operating conditions. Fuel and Energy Cost Management • Fuel Indexation and Hedging: For bus operations, payments may be partially indexed to fuel price movements. CIE Operators have entered into fuel hedging arrangements, subject to oversight by the NTA, to provide cost certainty. Insurance Cost Pressures • While insurance procurement remains an operator responsibility, the NTA: o monitors significant cost increases through contractual reporting mechanisms; o facilitates engagement with operators on risk management and cost containment; o considers insurance cost trends as part of broader cost reviews and funding requirements in its submissions to the Department of Transport. Annual Funding and Budget Process • The NTA prepares annual funding submissions to the Department of Transport, which take account of: o projected PSO contract costs; o anticipated increases in input costs, including fuel, energy and insurance; o service expansion and policy commitments (e.g. BusConnects, rail enhancements). • Approved Exchequer funding (PSO subvention) is then allocated across contracts, ensuring that operators remain financially viable while delivering agreed levels of service. Performance and Efficiency Incentives • Contracts include performance regimes with incentives and penalties. These encourage operators to manage costs efficiently while maintaining service quality. • Efficiency improvements achieved by operators can be reflected in future contract pricing, benefiting the overall public transport system.	**Barry Ward, T.D**

				Competitive Tendering • The NTA utilises competitive tendering for certain service bundles. This: o tests market pricing; o helps ensure that cost levels, including overheads such as insurance and fuel management, remain competitive and transparent. Through a combination of indexed contract payments, structured review mechanisms, detailed financial oversight and Exchequer-supported PSO funding, the NTA provides a robust framework to manage cost pressures within the public transport system. While operators retain responsibility for managing their day-to-day costs, these mechanisms ensure that significant and sustained increases in key inputs—such as fuel, energy and insurance—can be addressed in a controlled and transparent manner, safeguarding the continuity and quality of public transport services. Yours sincerely,	

29/04/2026	66	**PQ Referred: 31370/26, for answer 29/04/2026 , Written from - Barry Ward**	Dail Question No: 66 To ask the Minister for Transport the position regarding the mechanisms in place to support agencies under his remit with the increased costs of employing staff; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer In Commercial State Agencies, costs related to the employment of staff are a matter for each individual State Agency. With regard to Non-Commercial State Agencies, the costs of employing staff are considered as part of the Department's annual budgetary estimates process. With reference to the Commercial State Agencies, I have referred your query to the agencies for direct reply. If you do not hear from the agencies within 10 working days, please contact my private office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 66 of 29 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is a non-commercial state body operating under the overview of the Department of Transport. Accordingly, funding for staff costs is provided through the Department of Transport. As such, the costs of employing staff are considered as part of the annual budgetary estimates process and, ultimately, results in a funding allocation for staff costs being provided by the Department each year. I trust that the above information is of assistance. Yours sincerely, ,	**Barry Ward, T.D**

28/04/2026	345	**PQ Referred: 29691/26, for answer 28/04/2026 , Written from - Johnny Guirke**	Dail Question No: 345 To ask the Minister for Transport the measures being taken to improve reliability and journey times for commuters travelling from towns such as Navan and Trim in Meath to 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; 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 monitored by theNTA as part of the contractual arrangements in place between it and the operators. The contracts allow for not just the monitoring of performance and the publication of annual performance reports, but importantly, for the imposition of financial penalties, to reinvest into the network, in places where performance does not meet the minimum required standards, as well as reasonable incentive payments where performance exceeds those standards. 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 your email dated the 28th of April 2026, in relation to reliability and journey times of services from Trim and Navan to Dublin. 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 query. A public consultation in relation to a revised timetable for Navan to Dublin services is currently underway, closing on 24th June. The revised timetable is intended to provide increased capacity at peak times, as well as more realistic journey times to Dublin. It should result in a more reliable timetable, less prone to cancellations because of inadequate runtimes. Details of the consultation are available at https://www.nationaltransport.ie/news/nta-launches-public-consultation-to-enhance-navan-dublin-bus-corridor/ I trust that the above is of assistance. Yours Sincerely,	**Johnny Guirke, T.D.**

28/04/2026	337	**PQ Referred: 29573/26, for answer 28/04/2026 , Written from - Jennifer Whitmore**	Dail Question No: 337 To ask the Minister for Transport if he will consider extending eligibility for the student Leap card to include part-time 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 responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts, including the student 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. 337 of 28 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has no plans to extend the eligibility of Student Leap Cards beyond the current criteria, which are set out at the link below. https://about.leapcard.ie/young-adult-and-student-card-launch. I trust that the above information is of assistance. Yours sincerely, ,	**Jennifer Whitmore, T.D.**

<table>
<tr>
<td>29/04/2026</td>
<td>64</td>
<td>PQ Referred: 31317/26, for answer 29/04/2026 , Written from - Réada Cronin</td>
<td>Dail Question No: 64

To ask the Minister for Transport the number of 120 buses serving Newbridge to Prosperous and Dublin that have been cancelled to date in 2026; whether records are kept of late busses re 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 Go Ahead.

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. The contracts allow for not just the monitoring of performance and the publication of annual performance reports, but importantly, for the imposition of financial penalties, to reinvest into the network, in places where performance does not meet the minimum required standards, as well as reasonable incentive payments where performance exceeds those standards.

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 matter you raised in Parliamentary Question No. 64 of 29 April 2026, which was referred to the National Transport Authority (NTA) for reply.

Please find below the finalised performance details for route 120 since the start of last year. Please note the performance details from P2, 2026 are just being finalised and are not available yet. Each period comprises four weeks, with the first period commencing in early January of each year.

<table>
<tr><th>Line</th><th>Year</th><th>Period</th><th>On Time %</th><th>Early %</th><th>Late %</th></tr>
<tr><td>120</td><td>2025</td><td>Period 1</td><td>84.7%</td><td>6.4%</td><td>9.0%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 2</td><td>79.8%</td><td>5.4%</td><td>14.8%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 3</td><td>80.0%</td><td>4.8%</td><td>15.1%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 4</td><td>79.6%</td><td>4.0%</td><td>16.4%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 5</td><td>81.6%</td><td>4.3%</td><td>14.1%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 6</td><td>82.0%</td><td>4.2%</td><td>13.7%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 7</td><td>83.6%</td><td>3.5%</td><td>12.9%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 8</td><td>84.7%</td><td>4.2%</td><td>11.2%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 9</td><td>80.9%</td><td>6.4%</td><td>12.7%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 10</td><td>76.0%</td><td>9.8%</td><td>14.2%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 11</td><td>77.6%</td><td>8.0%</td><td>14.4%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 12</td><td>77.2%</td><td>6.1%</td><td>16.7%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 13</td><td>75.8%</td><td>4.8%</td><td>19.3%</td></tr>
<tr><td>120</td><td>2026</td><td>Period 1</td><td>79.0%</td><td>6.9%</td><td>14.1%</td></tr>
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<tr><th>Route</th><th>Year</th><th>Period</th><th>Deductible Lost KM %</th><th>Actual Lost KM %</th></tr>
<tr><td>120</td><td>2025</td><td>Period 1</td><td>1.1%</td><td>2.4%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 2</td><td>0.8%</td><td>3.5%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 3</td><td>1.2%</td><td>4.9%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 4</td><td>1.0%</td><td>3.8%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 5</td><td>0.5%</td><td>2.9%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 6</td><td>0.4%</td><td>2.5%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 7</td><td>1.9%</td><td>4.0%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 8</td><td>1.7%</td><td>2.9%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 9</td><td>3.6%</td><td>4.5%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 10</td><td>3.7%</td><td>5.4%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 11</td><td>4.6%</td><td>7.6%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 12</td><td>3.0%</td><td>5.9%</td></tr>
<tr><td>120</td><td>2025</td><td>Period 13</td><td>1.4%</td><td>5.6%</td></tr>
<tr><td>120</td><td>2026</td><td>Period 1</td><td>0.5%</td><td>2.7%</td></tr>
</table>

The first table records “Reliability”, which is measured in lost kilometres (KMs). This relates to KMs not operated as per the planned schedule data such as a cancelled or curtailed trips. Please note the following:
• Contractual Lost KM relates to trips that failed to operate for reasons within the control of the operator e.g. mechanical issues, staff issues etc.
• Actual Lost KM relates to trips that failed to operate regardless of whether the reason was within the operator’s control. Incidents such as traffic accidents, abnormal traffic congestion, blocked roads etc. can lead to trips being dropped but are outside of the operator’s control.

The second table measures bus punctuality. With regards to punctuality, the “On Time %” is the percentage of “on time” bus departures from individual bus stops - where “on time” is defined as a bus which departs from a bus stop not more than one minute early or not more than five minutes and fifty nine seconds late when compared to the scheduled departure time.

I trust that the above information is of assistance.

Yours sincerely,</td>
<td>Reada Cronin, T.D</td>
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29/04/2026	50	**PQ Referred: 31123/26, for answer 29/04/2026 , Written from - Darren O'Rourke**	Dail Question No: 50 To ask the Minister for Transport if a value-for-money audit was conducted on a contract (details supplied) from 2017 to 2025; and if he will make a statement on the matter. Details Supplied: JCDecaux bus shelter contract 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 and shelters nationally. 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. 50 of 28 April last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding. As part of the preparation and drafting of the tender documents, for the purpose of retendering the bus shelter contract during 2024 to 2025, the NTA conducted a review of the terms, the performance, and the outputs of the former existing contract with the incumbent contractor JCDecaux (JCD) Ireland which had been in place since 01 January 2017. Additions and amendments were made to the tender documents, and ensuing contract with the winning tenderer, Bauer Media Outdoor (BMO), based on that review and a lessons learned exercise. Additionally, the original contract with JCD was based on a Most Economically Advantageous Tender (MEAT) process. MEAT is the mandatory standard for EU public contracts. I trust that the above information is of assistance. Yours sincerely, ,	**Darren O'Rourke, T.D.**

29/04/2026	49	**PQ Referred: 31122/26, for answer 29/04/2026 , Written from - Darren O'Rourke**	Dail Question No: 49 To ask the Minister for Transport the number of requests for maintenance for bus shelters that went unfulfilled in each 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 and shelters nationally. 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. Pending a more detailed response, I note the the Programme for Government commitments to ensuring that public transport operators provide safe and accessible access for all passengers, and to working with local authorities and national bodies to improve public transport options and infrastructure.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 49 of 29 April 2026, which was referred to the National Transport Authority (NTA) for reply. There are no records of unfulfilled maintenance requests. The NTA's bus shelter contractor is responsible for the inspection, preventative maintenance, cleaning and routine maintenance, and reactive/corrective maintenance (and repair as necessary) of all structural elements, panels, components, and parts of the bus shelters so that they remain in an appropriate, clean, and tidy condition at all times during the operational period. Additionally, the contractor is required to in place and adequately staff a 24-hour emergency response telephone line and email address to ensure that faults, damage, and acts of vandalism at all bus shelters were brought to the contractor's attention in an appropriate and timely manner. The service is available to the NTA, local authorities, bus operators, An Garda Siochana and members of the public. The NTA is satisfied that appropriate maintenance arrangements are in place in relation to the portfolio of bus shelters. I trust that the above information is of assistance. Yours sincerely, ,	**Darren O'Rourke, T.D.**

<table>
<tr>
<td>29/04/2026</td>
<td>46</td>
<td>PQ Referred: 31119/26, for answer 29/04/2026 , Written from - Darren O'Rourke</td>
<td>Dail Question No: 46

To ask the Minister for Transport the total value of a contract (details supplied) from 2017 to 2025; the value of the advertising income generated from bus shelters in each year from 2017-2025; and if he will make a statement on the matter.

Details Supplied: of the JCDecaux bus shelter contract

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.

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.

Pending a more detailed response, I note the the Programme for Government commitments to ensuring that public transport operators provide safe and accessible access for all passengers, and to working with local authorities and national bodies to improve public transport options and infrastructure.

I also note that, 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.</td>
<td>Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 46 of 29 April 2026, which was referred to the National Transport Authority (NTA) for reply.

Your query sought information on “the total value of a contract [JCDecaux bus shelter contract] from 2017 to 2025” and “the value of the advertising income generated from bus shelters in each year from 2017-2025”.

The JCDecaux contract ran from 01 January 2017 to 31 March 2025 and during that period the total sum of €18,162,428.03, nett of VAT, was paid to JCDecaux.

Please see below data relating to the advertising income generated from bus shelters in each year from 2017 to 2025.

<table>
<tr><th>Year</th><th>Advertising Revenue Paid to the NTA</th></tr>
<tr><td>2017</td><td>€5,423,694.63</td></tr>
<tr><td>2018</td><td>€5,982,722.81</td></tr>
<tr><td>2019</td><td>€6,297,242.46</td></tr>
<tr><td>2020</td><td>€3,761,016.55</td></tr>
<tr><td>2021</td><td>€4,323,603,45</td></tr>
<tr><td>2022</td><td>€5,702,428.74</td></tr>
<tr><td>2023</td><td>€6,940,562.96</td></tr>
<tr><td>2024</td><td>€7,639,265.12</td></tr>
<tr><td>2025</td><td>€ 9,176,228.5</td></tr>
</table>

I hope that the above information is of assistance.

Yours sincerely,</td>
<td>Darren O'Rourke, T.D.</td>
</tr>
</table>

<table>
<tr>
<td>28/04/2026</td>
<td>47</td>
<td>PQ Referred: 31120/26, for answer 29/04/2026 , Written from - Darren O'Rourke</td>
<td>Dail Question No: 47

To ask the Minister for Transport the number of bus shelters constructed nationally in each of the years 2017 to 2025; the spend on this construction; the number of bus shelters maintained/fixed nationally in each year from 2017-2025; the spend on this maintenance; 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.

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.

Pending a more detailed response, I note the the Programme for Government commitments to ensuring that public transport operators provide safe and accessible access for all passengers, and to working with local authorities and national bodies to improve public transport options and infrastructure.

With regards to costings, 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 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 nearest available ESB cable. Overall, the scale and extent of these works can vary significantly depending on the condition of the receiving environment.</td>
<td>Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 47 of 29 April 2026, which was referred to the National Transport Authority (NTA) for reply.

Please see below data relating to the number of bus shelters constructed nationally in each of the years 2017 to 2025 and the spend on this construction of these shelters.

<table>
<tr><th></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><th>Total</th></tr>
<tr><td>Total Number of Shelters Installed Nationwide by JCDecaux</td><td>3</td><td>28</td><td>82</td><td>59</td><td>53</td><td>121</td><td>124</td><td>193</td><td>59</td><td>722</td></tr>
<tr><td>*Payments to JCDecaux (JCD) Associated with Shelter Installations Nationwide</td><td>*€26,046.00</td><td>*€669,829.75</td><td>*€847,708.56</td><td>*€3,765,297.08</td><td>*€538,278.18</td><td>*€3,890,327.41</td><td>*€2,550,994.31</td><td>*€3,192,222.74</td><td>*€2,681,724.00</td><td>*€18,162,428.03</td></tr>
<tr><td>**Payments to Bauer Media Outdoor (BMO) Associated with Shelter Installations Nationwide</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>_</td><td>**€115,730.70</td><td>**€115,730.70</td></tr>
</table>

* The figures provided represents all payments made to JCDecaux (JCD) during the particular years of the contract. These payments included additional work streams associated with the bus shelter programme, such as the installation of solar powered lighting solution at 895 shelters without a connection to the ESB network, the retrofitting of bench seating at existing shelters without seating, the upgrading of electrical connections at shelters which had hazardous and out of date electrical connections, the installation of prestigious high end designed shelters on O’Connell and Westmoreland Street, refitting of timetable panels and shelter flag poles, transfer of stock and spare parts at contract end and also maintenance and shelter removals following road traffic accidents etc. The figures do not include any grant payments to local authorities under the bus shelter enabling works funding stream or the bus stop enhancement programme (BSEP) funding stream.

** The figures provided represents all payments made to Bauer Media Outdoor (BMO) during that particular year of the contract. The payment included additional work streams associated with the bus shelter programme, such as the installation of solar powered lighting solutions at shelters without a connection to the ESB network, applications for electrical connections to shelters in instances where feasible, and the retrofitting of timetable panels at existing shelters without panels. The figures do not include any grant payments to local authorities under the bus stop enhancement programme (BSEP) funding stream.

Please see below data relating to the number of bus shelters maintained/fixed nationally in each year from 2017-2025.

<table>
<tr><th>Year</th><th>January</th><th>February</th><th>March</th><th>April</th><th>May</th><th>June</th><th>July</th><th>August</th><th>September</th><th>October</th><th>November</th><th>December</th><th>Total</th></tr>
<tr><td>2017</td><td>N/A</td><td>N/A</td><td>N/A</td><td>34</td><td>18</td><td>247</td><td>338</td><td>343</td><td>450</td><td>365</td><td>183</td><td>165</td><td>2,143</td></tr>
<tr><td>2018</td><td>358</td><td>578</td><td>204</td><td>347</td><td>314</td><td>269</td><td>396</td><td>253</td><td>233</td><td>208</td><td>274</td><td>255</td><td>3,689</td></tr>
<tr><td>2019</td><td>241</td><td>250</td><td>281</td><td>258</td><td>263</td><td>252</td><td>235</td><td>262</td><td>412</td><td>275</td><td>271</td><td>165</td><td>3,165</td></tr>
<tr><td>2020</td><td>286</td><td>200</td><td>340</td><td>35</td><td>140</td><td>146</td><td>346</td><td>280</td><td>390</td><td>369</td><td>275</td><td>188</td><td>2,995</td></tr>
<tr><td>2021</td><td>431</td><td>336</td><td>420</td><td>347</td><td>322</td><td>213</td><td>271</td><td>394</td><td>306</td><td>261</td><td>430</td><td>365</td><td>4,096</td></tr>
<tr><td>2022</td><td>239</td><td>240</td><td>282</td><td>344</td><td>372</td><td>373</td><td>342</td><td>354</td><td>408</td><td>319</td><td>482</td><td>377</td><td>4,132</td></tr>
<tr><td>2023</td><td>564</td><td>440</td><td>465</td><td>578</td><td>678</td><td>380</td><td>569</td><td>604</td><td>584</td><td>475</td><td>435</td><td>121</td><td>5,893</td></tr>
<tr><td>2024</td><td>478</td><td>472</td><td>385</td><td>439</td><td>436</td><td>397</td><td>448</td><td>435</td><td>427</td><td>462</td><td>446</td><td>501</td><td>5,326</td></tr>
<tr><td>2025</td><td>485</td><td>333</td><td>297</td><td>*212</td><td>*212</td><td>*212</td><td>*212</td><td>*212</td><td>*212</td><td>*212</td><td>*212</td><td>*208</td><td>3,019</td></tr>
</table>
* Reported as an overall annual figure of 1904 events by Bauer Media Outdoor (BMO).

Given the risk apportionment nature of the contract, which was 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 was borne by JCDecaux (JCD) from January 2017 to March 2025, and by Bauer Media Outdoor (BMO) form April 2025 to December 2025. The associated costs were included for in both JCD’s and</td>
<td>Darren O'Rourke, T.D.</td>
</tr>
</table>

			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.	BMO's fixed price maintenance costs, as part of the contractors pricing schedule, attached to JCD's and BMO's tender submissions and subsequent contracts. I trust that the above information is of assistance. Yours sincerely,	

<table>
<tr>
<td>29/04/2026</td>
<td>48 & 51</td>
<td>PQ Referred: 31121/26, for answer 29/04/2026 , Written from - Darren O'Rourke</td>
<td>Dail Question No: 48

To ask the Minister for Transport the number of bus shelters constructed in County Meath in each of the years 2017 to 2025; the spend on construction; the number of bus shelters maintained/fixed in County Meath in each year from 2017-2025; the spend on maintenance; and if he will make a statement on the matter.

Dail Question No: 51

To ask the Minister for Transport in relation to the new bus shelter contract from 2026 onwards, the total value of the contract; the number of bus shelters to be constructed in each year, nationally and specifically in County Meath; the estimated number of bus shelters to be maintained in each year, and specifically in County Meath; the estimated advertising revenue from bus shelters that will be generated in each year of the contract; 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 and maintenance of bus stops and shelters nationally.

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.

Pending a more detailed response, I note the the Programme for Government commitments to ensuring that public transport operators provide safe and accessible access for all passengers, and to working with local authorities and national bodies to improve public transport options and infrastructure.

With regards to costings, typically, the installation of a bus shelter will require preparatory bus shelter enabling works, which</td>
<td>Dear Deputy,

I refer to the matters you raised in Parliamentary Question Nos. 48 & 51 of 29 April 2026, which was referred to the National Transport Authority (NTA) for reply.

PQ 48
Please see table below in respect of the number of shelters constructed in County Meath in each of the years 2017 to 2025 including the spend on construction.
<table>
<tr><th></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><th>Total</th></tr>
<tr><td>Total Number of Shelters Installed in County Meath by JCDecaux</td><td>0</td><td>1</td><td>10</td><td>3</td><td>4</td><td>16</td><td>6</td><td>3</td><td>0</td><td>43</td></tr>
<tr><td>*Payments to JCDecaux Associated with Shelter Installations in County Meath</td><td>*€0</td><td>*€6,477</td><td>*€65,970</td><td>*€19,791</td><td>*€36,388</td><td>*€122,693</td><td>*€45,994</td><td>*€24,530</td><td>*€0</td><td>*€321,843</td></tr>
</table>
*The figures provided represents the payments made to JCDecaux only. The figures do not include any grant payments to Meath County Council under the bus shelter enabling works funding stream or the bus stop enhancement programme (BSEP) funding stream.

Please see table below for the number of bus shelters maintained/fixed in County Meath in each year from 2017-2025; the spend on maintenance.

While we don’t maintain figures by local authority area, we are able to provide 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, which are set out in following table. 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.

<table>
<tr><th>Year</th><th>January</th><th>February</th><th>March</th><th>April</th><th>May</th><th>June</th><th>July</th><th>August</th><th>September</th><th>October</th><th>November</th><th>December</th><th>Total</th></tr>
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<tr><td>2019</td><td>241</td><td>250</td><td>281</td><td>258</td><td>263</td><td>252</td><td>235</td><td>262</td><td>412</td><td>275</td><td>271</td><td>165</td><td>3,165</td></tr>
<tr><td>2020</td><td>286</td><td>200</td><td>340</td><td>35</td><td>140</td><td>146</td><td>346</td><td>280</td><td>390</td><td>369</td><td>275</td><td>188</td><td>2,995</td></tr>
<tr><td>2021</td><td>431</td><td>336</td><td>420</td><td>347</td><td>322</td><td>213</td><td>271</td><td>394</td><td>306</td><td>261</td><td>430</td><td>365</td><td>4,096</td></tr>
<tr><td>2022</td><td>239</td><td>240</td><td>282</td><td>344</td><td>372</td><td>373</td><td>342</td><td>354</td><td>408</td><td>319</td><td>482</td><td>377</td><td>4,132</td></tr>
<tr><td>2023</td><td>564</td><td>440</td><td>465</td><td>578</td><td>678</td><td>380</td><td>569</td><td>604</td><td>584</td><td>475</td><td>435</td><td>121</td><td>5,893</td></tr>
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<tr><td>2025</td><td>485</td><td>333</td><td>297</td><td>*212</td><td>*212</td><td>*212</td><td>*212</td><td>*212</td><td>*212</td><td>*212</td><td>*212</td><td>*208</td><td>3,019</td></tr>
</table>
* Reported as an overall annual figure of 1904 events by Bauer Media Outdoor (BMO).

Given the risk apportionment nature of the contract, which was 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 was borne by JCDecaux (JCD) from January 2017 to March 2025, and by Bauer Media Outdoor (BMO) from April 2025 to December 2025 and were included for in their fixed price maintenance costs.

PQ 51
In respect of the Bauer Media Outdoor (BMO) total contract value. The estimated contract value posted on eTenders at the time of tendering was €120 million over an eight (8) year period. The final value of the contract and payments to BMO will be based on inter alia the number of shelters to be installed by BMO over the duration of the</td>
<td>Darren O'Rourke, T.D.</td>
</tr>
</table>

			can include items such as the provision of a concrete hard standing area, the upgrading of footpaths and 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 nearest 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 also note that, 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. Under the Bus Stop Enhancement Programme, 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 NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate.	contract. Regarding the number of shelters to be constructed each year nationally and specifically in County Meath. Initially it is planned to deliver between 200 and 250 shelters during 2026. It is intended that the number of shelter installations will be ramped up and increased to a minimum target of 300 per annum over the duration of the contract, following the initial bedding in period of the contract. With regard to the number of shelters to be installed in County Meath we note that similar to 2025, each local authority across the State, including Meath County Council, has been 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 with the cost borne by the NTA. 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 BSEP. Beyond 2026 the provision of BSEP funding for local authorities, including Meath County Council, during 2027 and beyond to install bus shelters will be subject to funding availability. As such, allocations for 2027 and beyond will be determined as part of the annual budgetary process. Regarding the estimated number of shelters to be maintained each year nationally and specifically in County Meath. It is expected that the current trend relating to the number of shelters requiring maintenance and repair nationally, and indeed in County Meath, will continue and probably increase as more shelters are being rolled out nationally and in County Meath each year over the duration of the contract. Finally, in respect of the estimated annual advertising revenue for the duration of the contract, the NTA estimates that approximately €8 million advertising revenue would be generated during 2026. It is anticipated that the level of revenue will continue and probably increase as more shelters are being rolled out nationally each year over the duration of the contract. This is subject to economic and market conditions. I hope that the above information is of assistance. Yours sincerely,	

28/04/2026	40	**PQ Referred: 31018/26, for answer 29/04/2026 , Written from - Jennifer Whitmore**	Dail Question No: 40 To ask the Minister for Transport if his attention has been drawn to the sharp rise of diesel bus purchases in 2025 to 60% of bus purchases, as published by his Department and the Department of Climate, Energy and the Environment; if he can verify whether these purchases were made by the National Transport Authority; the reason for this rise in diesel bus purchases; 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. 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. Pending this more detailed reply, I note that funding allocated by my Department is facilitating the transition of the urbanpublic bus fleet in Ireland to operation by zero-emission buses. This transition began with the completion of the 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 public bus fleet will be withdrawn from service. The NTA and its operators are therefore, today, still in the early stages of this transition. Nonetheless, there has been significant progress to-date, with a total of 252 battery-electric buses now absorbed into the operational fleet of Dublin Bus and Bus Éireann in Athlone, Dublin and Limerick, supported by a total of 284 charging guns across five bus depots.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 40 of 28th April 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 our apologies for the delay in responding to this Parliamentary Question. In line with Government policy, the NTA commenced the purchase of low-emission buses for use on Public Service Obligation (PSO) urban bus services in 2020 and, since late 2022, the NTA has only been purchasing new zero-emission urban buses for use on these services, which predominantly operate within cities and towns. This is feasible as the range of battery-electric buses is sufficient to cover the majority of the duties. Since 2019, the NTA has also purchased new coaches for use on PSO regional (non-urban) bus services, which predominantly operate between cities and towns and hence cover longer distances each day than urban buses. It is not currently feasible to deploy zero-emission coaches on these services as (even if the charging infrastructure was made available to support them) the driving range of battery-electric coaches currently available in right-hand drive for EU markets would necessitate either the purchase of a significant number of additional vehicles or charging sessions during the day in addition to overnight, and (even if the availability of hydrogen fuel and refuelling infrastructure were to improve) there are no hydrogen coaches yet available in right-hand drive for EU markets. In addition, and most importantly given they comprise the majority of the regional fleet, there are currently no zero-emission double-deck coaches available in right-hand drive for EU markets. In light of the aforementioned challenges with transitioning PSO regional bus services to zero-emission operation, the NTA continues to purchase new EURO VI coaches for these services but is seeking to ensure that these new coaches are capable of being fuelled with HVO100 (Hydrotreated Vegetable Oil, a premium, 100% fossil-free renewable diesel made from sustainable waste materials like used cooking oil and animal fats). It is these new coaches for use on PSO regional (non-urban) bus services that account for the figure of 60% referenced by the Deputy. I trust that the above information is of assistance.	**Jennifer Whitmore, T.D.**

29/04/2026	67	**PQ Referred: 31388/26, for answer 29/04/2026 , Written from - Barry Ward**	Dail Question No: 67 To ask the Minister for Transport the position regarding the mechanisms in place to support agencies under his remit to manage the increase in the minimum wages in recent years; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer In Commercial State Agencies, costs related to the employment of staff are a matter for each individual State Agency. With regard to Non-Commercial State Agencies, the costs of employing staff are considered as part of the Department's annual budgetary estimates process. With reference to the Commercial State Agencies, I have referred your query to the agencies for direct reply. If you do not hear from the agencies within 10 working days, please contact my private office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 67 of 29 April 2026, which was referred to the National Transport Authority (NTA) for reply. NTA staff are all salaried and we use the civil service pay grades. The minimum grade used is Clerical Officer, which is above the minimum wage. I trust that the above information is of assistance. Yours sincerely, ,	**Barry Ward, T.D**

Data Classification: Public

30/04/2026	146	**PQ Referred: 31284/26, for answer 30/04/2026 , Oral from - Albert Dolan**	Dail Question No: 146 To ask the Minister for Transport for an update on the reported decision to withdraw the 6.50 a.m. Athenry to Galway train service in the coming months; the rationale for this proposed withdrawal; the engagement that has taken place with Iarnród Éireann on the matter; 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. As Minister of State 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 and Irish Rail's responsibility in this area, I have forwarded the Deputy's query to the companies 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. 146 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding. The introduction of the 06.50hrs Athenry – Galway rail service came about as the train which operates the service was ‘stabled’ overnight in Athenry instead of Galway while works were being carried out at Galway Ceannt Station. During the construction period, the train is required to travel into Galway from Athenry to form an early morning Galway – Dublin departure. It was decided, in conjunction with Iarnród Éireann to operate the train “in service” during this period and it was advertised as a temporary service while construction was being carried out. Currently there is no funding allocated to retain the service beyond the construction period. The NTA are investigating alternative options for an early morning public transport connection between Athenry and Galway, including a potentially lower cost bus alternative. I hope that the above information is of assistance. Yours sincerely, , .	**Albert Dolan, T.D**

30/04/2026	240	**PQ Referred: 31740/26, for answer 30/04/2026 , Written from - Conor Sheehan**	Dail Question No: 240 To ask the Minister for Transport for an update and timeline on the rollout of Bus Connects in Limerick; and if he will make a statement on the matter. Answer BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities, including Limerick. BusConnects is the largest investment in the bus system in the history of the State, and is managed by the National Transport Authority (NTA). 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. Pending this detailed response, the NDP Sectoral Investment Plan published by my Department last November has allocated significant funding to the NTA to progress BusConnects in Dublin, Galway, Cork, Limerick and Waterford, including electrification of the bus fleets and the installation of charging infrastructure. The NTA will publish a more detailed plan later this year setting out the elements of the BusConnects programmes to be advanced within available funding, including in Limerick.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 240 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. The planned implementation date for the BusConnects Limerick Network Redesign project is currently 2028. Implementation dates are subject to the outcome of discussions with the Department of Transport on funding for new services. While work to progress the project continues, the pace at which these activities can be completed is dictated by the level of funding that is made available to the NTA. I trust that the above information is of assistance. Yours sincerely,	**Conor Sheehan T.D**

30/04/2026	241 & 242	**PQ Referred: 31771/26, for answer 30/04/2026 , Written from - Brendan Smith**	Dail Question No: 241 To ask the Minister for Transport the progress to date in rolling out a local area hackney scheme; if further consideration will be given to the provision of hackney services in rural communities where it is not feasible to have a bus service; and if he will make a statement on the matter. Dail Question No: 242To ask the Minister for Transport the supports that will be provided towards the provision of hackney services in rural communities where it is not feasible to have a bus service; 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 NTA recently introduced new Regulations regarding the local area hackney license (LAH), which came into effect on 2 April 2026 following a public consultation that ran from 16 October 2025 to 28 November 2025.In these Regulations: Up to five drivers are permitted to operate the local area hackney.This marks a significant change from the previous requirement, which allowed only one driver to operate the hackney. The NTA has also launched a new online map showing all areas eligible for the scheme. Previously, applicants only learned if an area was eligible after submitting an application. The new system increases clarity and addresses concerns raised during consultation. Local area hackney licences can be granted where local communities can demonstrate to the NTA that transport needs are not being adequately met by existing public transport and SPSV services. Previously, local area hackney applications could not displace	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 241 & 242 of 30 April 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 an 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, in 2025 the NTA reviewed the associated legislation and processes and publicly consulted on proposals for change. 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. In April 2026 NTA announced a series of enhancements to the Local Area Hackney licence, and the updated scheme has been open since 2 April 2026. Under the new approach, where a local community gives support to an LAH applicant, the applicant will receive a licence offer from the NTA. This removes the requirement for additional assessments that were previously required. To increase service availability, up to five local area hackney licensed drivers may now operate a single Local Area Hackney vehicle. These may include friends or family members where the service is privately operated, or staff of a local business where the business owner provides the community service. This marks a significant change from the previous requirement, which allowed only one driver permitted to operate the hackney. The NTA has also launched a new online map showing all areas eligible for the scheme. Previously, applicants only learned if an area was eligible after submitting an application. The new system increases clarity and addresses concerns raised during consultation. 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 hope that the above information is of assistance. Yours sincerely,	**Brendan Smith, T.D.**

			existing SPSV services in an area. The maximum licence period for vehicles and drivers is extended from 3 years to 5 years. This reduces the costs and administrative burdens on continuing LAH drivers. Licence holders must demonstrate that they are providing satisfactory service to their community when renewing their licence. The time-period in which a licence holder must complete their licence renewals is reduced 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. A new Fixed Penalty Notice offence for picking up passengers outside of their permitted local area has also been introduced. This safeguard is an important part of the scheme's design. It ensures that the LAH licence serves its intended purpose, which is to provide essential transport in communities that do not have enough commercial taxi or hackney services to meet local needs. The restriction also protects the earning potential of fully licensed taxi and hackney drivers operating in nearby towns and urban centres, who have invested significantly more in their licences and meet wider regulatory requirements. It is important to note that a resident of the area in respect of which the local area hackney licence is sought, is not required to undertake the Industry Knowledge or Area Knowledge tests normally applying to SPSV driver licences. LAH drivers nevertheless must be licensed, and their vehicles must be licensed and insured. Further information on the LAH license and how to apply is available here:https://www.nationaltransport.ie/taxi/localhackney/. Given the NTA's responsibility in relation to the local area hackney license, 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.		

30/04/2026	236	**PQ Referred: 31671/26, for answer 30/04/2026 , Written from - Roderic O'Gorman**	Dail Question No: 236 To ask the Minister for Transport if there are plans to increase frequency on the L52 local bus service between the Blanchardstown centre and Adamstown; 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. 236 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has no immediate plans to increase the frequency of the L52 bus services operated by Go Ahead Ireland. I trust that the above information is of assistance. Yours sincerely, ,	**Roderic O'Gorman, T.D.**

30/04/2026	224	**PQ Referred: 31532/26, for answer 30/04/2026 , Written from - Séamus McGrath**	Dail Question No: 224 To ask the Minister for Transport to provide an update on plans to establish a strategic, integrated transport office in Cork. 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 planning and developing public transport infrastructure, and for developing the Cork Metropolitan Area Transport Strategy 2040, or CMATS. CMATS was developed by the NTA in collaboration with Cork City Council, Cork County Council and Transport Infrastructure Ireland. It is a plan to deliver an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area. 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 note that in order to support its role in the development of public transport, the NTA has established an office in Cork City, located at 1 Horgan’s Quay, Waterfront Square.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 224 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. As noted in the Minister’s response, the NTA was responsible for the preparation of the Cork Metropolitan Area Transport Strategy (CMATS) in 2020. It is anticipated that a review of CMATS will commence in late 2026, with a view to issuing a revised Draft CMATS for public consultation in late 2028 and then adopting an updated CMATS in late 2028. The NTA currently maintains an office in Cork City, which provides premises for some staff engaged in strategic projects such as BusConnects, and for others involved the rail investment programme who benefit from close engagement with colleagues in the Cork offices of Iarnród Éireann and CIÉ. While there are no immediate plans to enlarge this office, the NTA will keep this issue under review and anticipates further expansion in line with project delivery requirements. I trust that the above information is of assistance. Yours sincerely,	**Séamus McGrath, T.D**

30/04/2026	176	**FW: PQ Referred: 29894/26, for answer 30/04/2026 , Oral from - Claire Kerrane**	Dail Question No: 176 To ask the Minister for Transport if funding will be made available to add on an earlier Boyle to Sligo train to support students and those attending Sligo University Hospital; 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. 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 and Irish Rail's responsibility in this area, I have forwarded the Deputy's query to the agencies 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 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding. Unfortunately, currently there is no funding allocated or available to introduce a new early morning rail service between Longford and Sligo in 2026. I hope that the above information is of assistance. Yours sincerely,	**Claire Kerrane, T.D.**

29/04/2026	167	**FW: PQ Referred: 30004/26, for answer 30/04/2026 , Oral from - Louis O'Hara**	Dail Question No: 167 To ask the Minister for Transport if PSO funding will be provided to maintain the 6.50am train from Athenry to Galway beyond August 2026; 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. As Minister of State 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 and Irish Rail's responsibility in this area, I have forwarded the Deputy's query to the companies 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. 167 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. The Department of Transport and the NTA remain in discussions with respect to funding of the PSO (Public Service Obligation) programme generally. A decision to operate the 06.50hrs Athenry to Galway service beyond 31 of July has not yet been reached. Consideration is also being given to the provision of a bus service at this time, as a potentially lower cost alternative. I trust that the above information is of assistance. Yours sincerely, ,	**Louis O'Hara, T.D**

28/04/2026	380 & 381	**FW: PQ Referred: 30381/26, for answer 28/04/2026 , Written from - Emer Currie**	Dail Question No: 380 To ask the Minister for Transport the details of the alignment of the Tyrrelstown LUAS under LUAS 2050 (details supplied); and if he will make a statement on the matter. Dail Question No: 381 To ask the Minister for Transport the details of the alignment of the Blanchardstown LUAS under LUAS 2050 (details supplied); and if he will make a statement on the matter. Details Supplied: will this serve residential development in the Dunsink land bank in Dublin 15, does the NTA and relevant bodies have any concept plans on how this route will run Answer As the Deputy may be aware, as Minister for Transport, I have responsibility for policy and overall funding 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), including light rail. 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. 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. Other possible projects, identified in the Transport Strategy for the GDA 2022-2042, for delivery in the period after 2042 include a Green Line extension to Tyrrelstown and a light rail line from the City Centre to Blanchardstown. As part of the periodic review of the Transport	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 380 & 381 of 28 April 2026, which was referred to the National Transport Authority (NTA) for reply. As noted in the Ministers response, the Greater Dublin Area Transport Strategy (the “GDATS”) comprises the statutory framework for transport planning in the city-region and includes a number of Luas lines for delivery after the GDATS period post-2042. These post-2042 Luas lines are set out in indicative form only in the strategy report and maps. Work has yet to commence on the determination of their alignments and detailed feasibility, and therefore no concept route maps are available further to those indicative alignments set out in the GDATS. The methodology which will be applied for the development of the post-2042 Luas lines will be broadly based on the following steps: (i) Set out the detailed objectives for each scheme. (ii) Determine the preliminary feasibility of each line. (iii) Explore various alignment options. (iv) Determine an Emerging Preferred Option for public consultation. (v) Determine a Preferred Option. (vi) Prepare Railway Order application documents including Environmental Impact Assessment Report; and (vii) Lodge Railway Order Application to An Coimisiún Pleanála including public consultation. In advance of these steps being taken, the NTA will undertake periodic reviews of the Transport Strategy, with the next one to commence in 2027. These reviews will include a number of rounds of public consultation. During these strategy reviews, it may be the case that the priorities for these Luas lines may change resulting in some coming forward earlier than others and / or changes being made to the preferred options for certain corridors. During these reviews, the views of other agencies and stakeholders will be taken into account by the NTA. The preferred strategy, and the constituent projects and priorities will however, be based on forecast demand for travel in the GDA. This demand will, in turn, be based on the National Planning Framework, the RSES and the land use plans of the local authorities, such as those which have emerged for Dunsink and City Edge. I hope that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

			Strategy, the demand for possible orbital light rail lines will also be considered, again for delivery after 2042. In reviewing the Transport Strategy for the GDA 2022-2042, the NTA will be informed in part by TII and their Luas 2050 vision. Noting NTA's responsibility in the matter, I have referred the Deputy's question to NTA for a more detailed reply. Please contact my private office, if you do not receive reply within 10 days.		

Data Classification: Public

30/04/2026	185	**PQ Referred: 31438/26, for answer 30/04/2026 , Oral from - Willie O'Dea**	Dail Question No: 185 To ask the Minister for Transport for an update on the Cork metropolitan transport strategy. Answer Integrated land use planning and transport planning in turn is led through Metropolitan Area Transport Strategies (MATS) which set out programmes of proposed transport investment in active travel,busand rail for each city over a 20-year period. These transport strategies are consistent with the spatial planningobjectivesin the National Planning Framework and the relevant Regional Spatial and Economic Strategy and align with the EU legal requirement for Sustainable Urban Mobility Plans (SUMPs) for Urban Nodes. The National Transport Authority (NTA)is responsible fordeveloping and implementing the MATS to provide high quality, accessible, sustainable transport across Ireland. The Cork Metropolitan Area Transport Strategy was published in 2020. It was prepared by the NTA in collaboration with Cork City Council, Cork County Council and Transport Infrastructure Ireland.The NTA intends tocommencea full review and update of the CMATS later in 2026. It is envisaged that the NTA will engage external specialist support, including engineering and strategic planningexpertise, toassistin preparing the updated strategy. A comprehensive stakeholder engagement programme will form a central part of the review. This will include consultation with key local and national stakeholders, local authorities, transport operators, and the wider public which will include a public consultation process. In the meantime work continues on projects under the 2020 Cork Metropolitan Area Transport Strategy. 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. 185 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. Integrated land use planning and transport planning in city areas 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. These transport strategies are consistent with the spatial planning objectives in the National Planning Framework and the relevant Regional Spatial and Economic Strategy and align with the EU legal requirement for Sustainable Urban Mobility Plans (SUMPs) for Urban Nodes. In other words in Ireland MATS are SUMPs. The National Transport Authority (NTA) is responsible for developing and implementing the MATS to provide high quality, accessible, sustainable transport across Ireland. The Cork Metropolitan Area Transport Strategy was published in 2020. It was prepared by the NTA in collaboration with Cork City Council, Cork County Council and Transport Infrastructure Ireland. The NTA intends to commence a full review and update of the CMATS at the end of 2026. A comprehensive stakeholder engagement programme will form a central part of the review. This will include consultation with key local and national stakeholders, local authorities, transport operators, and the wider public which will include a public consultation process. A revised Draft CMATS will be published for public consultation in 2028 and it is expected that an updated CMATS will be adopted in late 2028. In the meantime there has been significant progress under the 2020 Cork Metropolitan Area Transport Strategy as set out in the following sections. **BusConnects Cork** BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities, including Cork. BusConnects is the largest investment in the bus system in the history of the State and is managed by the National Transport Authority (NTA). Cabinet approval for the BusConnects Cork Preliminary Business Case was secured in October 2025 and the Government issued Approval Gate 1 in line with the Infrastructure Guidelines. The NTA is currently preparing the required documentation and expect to submit planning applications to An Coimisiún Pleanála later this year. These planning applications will provide for a total of 11 Sustainable Transport Corridors across Cork. An amendment to section 44 of the Dublin Transport Authority Act 2008 (the DTA Act) is currently being progressed to facilitate same and that amendment is expected to be enacted shortly. In relation to the new network of bus services for Cork, it is expected that the rollout of the new network will commence next year, subject to funding availability. A new temporary bus depot has been developed at Tivoli to facilitate the increased fleet required. **Cork Area Commuter Rail** 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 will provide a transformative investment that will enhance 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, and double-tracking from Glounthaune to Midleton. This phase has received EU funding of €164m through the Recovery and Resilience Facility and is expected to be substantially complete this year ahead of full commissioning in 2027. The through-platform at Kent Station is already operational, opening in April 2025.	**Willie O'Dea, T.D.**

			Please contact my private office if you do not receive a reply within 10 working days.	Phase 2 will deliver a new depot to support an electrified and expanded fleet for the Cork network, together with up to eight new stations. Feedback from the first round of Public Consultation, which concluded in July, is currently being analysed and incorporated into the preliminary design ahead of a second round of public consultation in 2026. The Preliminary Business Case for the Programme as a whole, is currently planned to be submitted by the NTA to the Department in early Q3 2026. As the estimated value of this project exceeds €500m in value, it will require Government consent at Approval Gate 1, as per the recent update to the Infrastructure Guidelines. Subject to approval, Iarnród Éireann plans to submit a Railway Order application to An Coimisiún Pleanála in late 2026/early 2027. Funding provided in the National Development Plan Sectoral Investment Plan, published by the Department of Transport in November, will see Iarnród Éireann complete Phase 1 of the Cork Area Commuter Rail Programme and commence Phase 2, starting with new train stations at Blackpool and Dunkettle and initial electrification works and depot construction. Blackpool and Dunkettle stations are being advanced independent of the Railway Order application, with planning applications for these two stations expected to be lodged by Iarnród Éireann in the coming weeks. **Cork Luas** Transport Infrastructure Ireland (TII), in partnership with the NTA, launched a non-statutory public consultation between April and June 2025 on the Emerging Preferred Route for Luas Cork. Approximately 1,000 responses were received as part of the public consultation. The issues highlighted in the submissions received have been included in the post consultation report published by TII in October 2025 and amendments were made to the proposed scheme as a result. Following the development of those revised design, TII published the Preferred Route on 17th April of this year, and commenced a second round of non-statutory public consultation. The Luas Cork Preferred Route reflects feedback received and engagement with key stakeholders and offers improved accessibility. It will reduce traffic congestion and carbon emissions, unlock housing and help to create a liveable, sustainable city. TII will host a series of public events around Cork City during May to provide information on and discuss the new Preferred Route with residents and businesses. The NDP Sectoral Investment Plan for Transport sets out the objective of lodging a Railway Order application in respect of Luas Cork by 2030, with the project expected to progress to the preparation of this application to An Coimisiún Pleanála in parallel with the development of the Preliminary Business Case, in accordance with the Government's Infrastructure Guidelines. **Northern Distributor Road** The Cork Northern Distributor Multi-Modal Route, which is planned to link the N22 (Carrigrohane Road) to Glanmire, was established in the Cork Metropolitan Area Transport Strategy. It is intended that the Northern Distributor Multi-Modal Route will include both car traffic and bus lanes, as well as cycling and pedestrian facilities. Cork City Council launched a public consultation on the emerging preferred route for this project in 2025. Cork City Council received 1,600 submissions and hosted four public consultations. That process is now completed, and the Public Consultation Report is being finalised. Currently, it is anticipated that the preliminary design will be completed and the proposals be ready to submit to An Coimisiún Pleanála in early 2028. Subject to necessary approvals, tenders could be sought for the work as early as 2031. **Middleton-Youghal Rail Line**	

				The All-Island Strategic Rail Review, which was published in July 2024, 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. A proposal to develop a line between Midleton and Waterford along the South Coast was examined as part of the Review, but ultimately this route was not included in the recommendations in the final report. Analysis undertaken as part of the Review indicated that it would likely be more cost-effective to route longer distance services between Cork and Waterford via improved railways between both cities and Limerick Junction, rather than on a new line. One of the Review's recommendations is that the Review be updated once a decade, taking account of latest policies and developments. The potential for the Midleton and Waterford line could be reassessed at this point. **Active Travel** Regarding Active Travel and Sustainable Transport investment through the NTA's Active Travel Section, €36.7 million has been allocated to Cork City Council and €20.285 million to Cork County Council in 2026. These allocations maintain the level of funding provided through this Section in previous years. I trust that the above information is of assistance. Yours sincerely,	

30/04/2026	177	**PQ Referred: 30064/26, for answer 30/04/2026 , Oral from - Shane Moynihan**	Dail Question No: 177 To ask the Minister for Transport for an update on the delivery of standalone bus services for Clonburris and Adamstown; to outline any engagements he had has with the NTA on this matter; 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. 177 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. Working with South Dublin County Council, the NTA is developing plans to improve bus service provision in the Adamstown / Clonburris area, and will be consulting on these plans shortly. The introduction date for any new services will be dependent on availability of funding. I hope that the above information is of assistance. Yours sincerely,	**Shane Moynihan, T.D**

30/04/2026	181	**PQ Referred: 29505/26, for answer 30/04/2026 , Oral from - Darren O'Rourke**	Dail Question No: 181 To ask the Minister for Transport the measures he is taking to improve park and ride facilities 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 responsibility for planning and developingPark and Ride sites, andis leading the development and rollout of strategic park and ride sites nation-wide through theParkand Ride Development Office. This Office wasestablishedin 2020. 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 Pending this more detailed response, I note that theTransport Strategy for the Greater Dublin Area 2022-2042, hasidentifiedvarious zones of intervention along corridorson approach to Dublin City.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 181 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) has developed a structured programme of works to develop Park and Ride facilities across the GDA and Regional Cities. This programme is guided by the NTA's Transport Strategy for the Greater Dublin Area 2022–2042 and associated Park and Ride Strategies, which identify locations where P&R can support a shift from private car use to public transport and reduce congestion on key approach corridors. County Meath is served by several strategic road corridors coupled with key rail links serving urban settlements and commuters from rural Meath. Improvements have already been delivered at several locations across the County supporting local Park and Ride initiatives. This includes works to formalise or enhance facilities at locations such as along the N51 close to Navan and at Garlow Cross to the South of Navan. These works coupled with larger facilities such as the existing M3 Parkway at Clonee helps to encourage people to make the shift to more sustainable modes and in turn meet Climate Action goals. In relation to further planned initiatives, the current focus of the NTA's Park and Ride Development Office is to advance bus-based Park and Ride facilities at Lissenhall in North County Dublin and at Ashbourne to serve the M1 and M2 corridors respectively, coupled with proposed bus and rail based P&R facilities along the M4/N4 corridor. Fingal County Council recently issued notification of intention to grant statutory planning consent for a 750 space P&R next to the Lissenhall interchange at the R132. Work is ongoing with a view to commencing construction in later 2026 or early 2027. When complete this facility will serve the northern approach to Dublin City and commuters from east Meath. In relation to Ashbourne: • A preferred site has been identified on lands to the southwest of the Nine Mile Roundabout; • Negotiations in relation to the layout are ongoing with the land owner with a view to securing the site by agreement; and • Meath County Council has confirmed its support for progressing the scheme through the statutory planning process (Part VIII), with delivery to be funded by the NTA. This proposed facility, with an anticipated capacity of approximately 350 spaces, will provide an important intercept point for car-based trips travelling towards Dublin, enabling transfer to high-quality public transport services and supporting sustainable travel patterns. Furthermore, the NTA funds a national programme, delivered in partnership with Iarnród Éireann, aimed towards enhancing access to heavy rail stations by connecting local bus services and, where appropriate, provision of increased parking. A recent review of the current programme sees additional emphasis being given to Laytown Station with potential to significantly increase parking at the station grounds. This reflects the increasing demand and the planned expansion of DART+ services along the Northern Line. Collectively, these schemes will provide additional options for those commuting from Meath with access to high quality public transport services and reduce reliance on private car travel for journeys into Dublin. I hope that the above information is of assistance. Yours sincerely,	**Darren O'Rourke, T.D.**

30/04/2026	186	**PQ Referred: 31436/26, for answer 30/04/2026 , Oral from - Joe Neville**	Dail Question No: 186 To ask the Minister for Transport if he is aware of the delays, and the amount of money spent so far, by the NTA in relation to the rollout of a new public transport IT system for the next generation national ticketing for contactless payment; 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 ticketing and technology projects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the NTA's Next Generation Ticketing project will provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments. 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. The successful tenderer 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. The new solution will replace the Leap Card system, which has served over 9 million users since its 2011 launch but is now nearing end-of-life.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 186 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a substantive reply to this Parliamentary Question including providing the timelines for the project delivery. To add to the Ministers response, as of 30 of April 2026, the NTA has spent €27.6m on the Next Generation Ticketing (NGT) project implementation. This expenditure includes NTA internal project costs, transport operator costs, and milestone payments to the NGT supplier. Milestone payments are only paid where the supplier has completed and achieved specific criteria and approved by the NTA. Transport operator costs relate to preparator works (e.g. construction, change management etc). NTA internal project costs include a number of additional temporary resources with experience in specific areas, for example, project and programme management, contactless payments, and cybersecurity. The solution is being designed from the outset so it can be expanded and extended nationally without requiring major redesign. After the Greater Dublin Area (GDA) implementation it is intended to then continue to roll out the system nationwide, though 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,	**Joe Neville, T.D**

			A multi-phase plan has been prepared. In Phase 1, is targeted for completion by summer 2027, the new ticketing system will be developed, which will include integration with existing Leap cards so that Leap cards can be used on the new equipment. Phase 2 will see the rollout of devices on bus and Luas services in the Greater Dublin Area, while Phase 3 will similarly see the rollout of devices and turnstiles at all Irish Rail stations in the Greater Dublin Area. To ensure the operability of the 90-minute multi-modal fare within the Greater Dublin Area, Phase 2 and Phase 3 will go live simultaneously, with a current target date of summer 2028. From this point, public transport users in the Greater Dublin Area will be able to use contactless payment across all modes. Following this, Phase 4 will roll out ticket machines and devices on commuter buses and regional services beyond the Greater Dublin Area. Separately, the NTA is actively rolling out contactless payments across TFI Local Link services, allowing passengers to pay for single journeys via debit/credit cards, Apple Pay, and Google Pay. The system is being deployed across all 15 TFI Local Link offices, with full completion expected by the end of 2026. Already this year, contactless payment fares have been rolled out in Laois, Offaly, Mayo,Sligoand Leitrim.		

30/04/2026	191	**PQ Referred: 31437/26, for answer 30/04/2026 , Oral from - Joe Neville**	Dail Question No: 191 To ask the Minister for Transport if his Department could provide an update in relation to the Dart+ South West project, which was pushed back in terms of delivery; the solutions that are in place to ensure the original timeline is reinstated; and if he will make a statement on the matter. Answer Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA). This includes the DART+ programme and DART+ South West, in consultation with Iarnród Éireann. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, the DART+ South West project will extend DART services from Dublin city centre to Hazelhatch and Celbridge, including four-tracking from Park West to Heuston.An Coimisiún Pleanála granted a Railway Order for DART+ South West in November 2024. Funding from the NDP Sectoral Investment Plan published by my Department last November has also allowed the for the commencement of Compulsory Purchase Orders for DART+ South West, starting in February. Preparation for procurement for both DART+ South West and DART+ West is progressing, with pre-qualification questionnaire notices for design and build works advertised in May 2025. In addition, the procurement approach for DART+ West, which is expected to enter construction late next year, will see the establishment of common supplier frameworks across both DART+ West and South West to expedite the ultimate delivery	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 191 of 30 April 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 identified in the Sectoral Plan for transport, published by the Department of Transport last November, within the funding constraints that apply, the construction of DART+ South West is scheduled to commence in 2030. However, as referenced in the Minster's response, a review of the National Development Plan, which sets the overall capital investment framework, is expected to take place within the next three years, and will offer an opportunity to reconsider the delivery timelines across a number of projects, including DART+ South West. The intention of Irish Rail and the NTA is to progress the design development and procurement processes for the project, in addition to the land acquisition programme, to ensure that DART+ South West is available for construction if additional funding should become available following the National Development Plan review in 2028. I trust that the above information is of assistance. Yours sincerely,	**Joe Neville, T.D**

			and construction of the South West project. As outlined in the current NDP, a review is expected to take place within the next three years and the capital investment programme may be updated to account for the latest economic and fiscal estimates at that point. This review will also offer an opportunity to reconsider the delivery timelines across our major public transport projects, including for DART+ South West. In addition to Exchequer funding, my Department and agencies are actively exploring EU funding opportunities that may be be available to accelerate national public transport projects.		

30/04/2026	174	**PQ Referred: 31341/26, for answer 30/04/2026 , Oral from - Richard Boyd Barrett**	Dail Question No: 174 To ask the Minister for Transport his plans for recruitment given the current shortage of drivers and mechanics in Dublin Bus and Go Ahead, and the planned expansion of the service with the next phase of Bus Connects - Richard Boyd Barrett. 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. Further, I can assure the Deputy that I recognise the importance of maintaining an adequately resourced workforce to support the delivery of public transport services. The Programme for Government commits to enhancing and supporting a skilled workforce to maintain and operate public transport vehicles. To advance this commitment, my Department chairs the Public Transport Workforce Taskforce, which brings together representatives from the relevant Departments, agencies, public transport operators, including Dublin Bus and Go-Ahead, and training bodies. The Taskforce is tasked with identifying the key factors contributing to recruitment challenges and developing practical measures to support a sustainable pipeline of drivers, mechanics, and craftworkers. My Department will continue to engage with stakeholders, with a view to producing an action plan in the coming months. In light of the NTA's responsibility in this area, I have also forwarded the Deputy's question to theNTA for direct reply. Please advise my	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 174 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. Both operators are undertaking ongoing recruitment campaigns for drivers and mechanics. However, where the local labour market is unable to meet increasing demand, both operators have expanded their recruitment efforts, including recruiting internationally. Specifically, Go-Ahead Ireland has recently recruited a number of mechanics from the Philippines, while Dublin Bus recently undertook a recruitment campaign in South Africa with a view to recruiting a significant number of drivers. I trust that the above information is of assistance. Yours sincerely,	**Richard Boyd Barrett, T.D.**

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

30/04/2026	171	**PQ Referred: 31297/26, for answer 30/04/2026 , Oral from - Barry Heneghan**	Dail Question No: 171 To ask the Minister for Transport whether the introduction of a temporary free public transport scheme, for a defined period such as two months, has been considered as a measure to alleviate the impact of rising petrol and diesel costs on households; the estimated cost of implementing such a scheme for a two month period; and if he will make a statement on the matter. Answer I fully recognise the considerable pressures currently affecting the public transport sector, arising from recent global developments and increased fuel costs. My Department will continue to monitor these impacts to determine whether they are temporary in nature or indicative of longer-term trends. In this context, Government has already stepped in with a significant package of supports, including approximately €120m specifically for the transport sector covering haulage, coach, TFI Local Link and school transport services. Sustained and increasing investment in the PSO programme over the last few years has led to record public transport usage in 2025, with passenger numbers more than 23% above pre-Covid levels, alongside expanded network coverage connecting over 240 towns and villages. Public transport fares in Ireland remain comparatively low due to a range of targeted measures, including the Young Adult Card, the 90-minute fare and free travel for those aged above 66 or those under in receipt of qualifying payments, plus for children under the age of nine. While these initiatives have improved affordability and accessibility, they also increase reliance on subsidy, and fare revenue remains a vital part of maintaining a financially sustainable PSO model. In line with international best practice and to bolster the State's capacity to invest in service expansion, network improvements, and operational resilience, it is essential we prioritise a reinvestment of fare revenue,	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 171 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding. We have no current plans for the introduction of a free public transport scheme. In 2022, a 20% fare discount was introduced, this was subsequently extended in 2023, 2024 and 2025. As well as this, there are currently a number of fare discounts available to passengers across the public transport network including: - Discounts for Leap card use, typically up to 30% cheaper than cash fares and accepted on bus, DART and Commuter rail and LUAS. - Daily and weekly fare caps in the Dublin Area. - The TFI 90, 90-minute fare in the Dublin Area providing for a single flat fare for transfers between services and modes for up to 90 minutes from first tag-on. - Student and Young Adult discounts of up to 50% for college students and anyone under the age of 26. - Free travel for up to 9-year-olds across the PSO network. - Reduced (child) fares for 9 – 18-year-olds, typically 50-60%. - The free travel scheme for everyone aged over 66 and those who qualify because of a disability or are in receipt of other forms of welfare from the department of social protection (including a companion pass if needed). Regular commuters can also make savings by availing of the TFI Taxsaver scheme or weekly, monthly and annual period tickets, I hope that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

			which ensures that we can maintain a well-funded reliable system and deliver greater long term benefit rather than reducing fares to unsustainable levels. For this reason, the PSO Programme is kept under continuous review by my Department's PSO Oversight Group to ensure the network remains financially sustainable, resilient, and responsive to passenger needs amid rising costs and ongoing fuel price volatility. Therefore, maintaining a stable funding base is essential to protect service levels, support future expansion, and to ensure public transport continues to meet the needs of passengers. In light of their responsibility in this area, I have also forwarded the question regarding the estimated cost of implementing such a scheme directly to the National Transport Authority, so that they may address this aspect of the query. Please contact my private office if you do not receive a reply within 10 days.		

30/04/2026	151	**PQ Referred: 31312/26, for answer 30/04/2026 , Oral from - Roderic O'Gorman**	Dail Question No: 151 To ask the Minister for Transport for an update on the progress of the Luas light rail project since the publication of the feasibility study in 2024; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has 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 National Transport Authority (NTA) in conjunction with Galway City Council and Galway County Council, has been developing the Galway Metropolitan Area Transport Strategy (GMATS) which will replace the 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 AreaTransport Strategy, which will be subject to a full	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 151 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. On 09 of April 2026, the Galway City Ring Road (GCRR) was granted permission by An Coimisiún Pleanála. Following this grant of permission the NTA are recommencing the development of the of the Galway Metropolitan Area Transport Strategy (GMATS). 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' (Feasibility Report) was published by the NTA, for information, on 30 of 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. It is currently anticipated that the draft GMATS will go to full public consultation in late 2026, with a finalised Strategy in place in 2027. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

			environmental analysis and public consultation process in due course. It should be noted that any future light rail project in Galway will only be advanced subject to funding and securing relevant Government approval under the Infrastructure Guidelines. As the Deputy is aware, work on GMATS was on hold pending An Coimisiún Pleanála's determination on the re-submitted N6 Galway City Ring Road application. AnCoimisiúnPleanála recently approved the Galway City Ring Road in April 2026 which has enabled the reactivation of the development of the Galway Metropolitan Area Transport Strategyby the NTA. It isanticipatedthat the draft Strategy will be ready to go to public consultation in late 2026. 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.		

30/04/2026	162	**PQ Referred: 31336/26, for answer 30/04/2026 , Oral from - Aindrias Moynihan**	Dail Question No: 162 To ask the Minister for Transport for the provision of a park and ride service in Cork (details supplied); and if he will make a statement on the matter. Details Supplied: West of Ballincollig, Cork. 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 nationwide through the Park and Ride Development Office. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 162 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including Park and Ride (P&R) facilities. As part of this work, the NTA established a dedicated Park and Ride Development Office (PRDO) to progress the delivery of strategic P&R sites in Dublin and the regional cities, including Cork. The PRDO is currently developing a Park and Ride Strategy for the Cork Metropolitan Area, building on the framework set out in the Cork Metropolitan Area Transport Strategy (CMATS) 2040. CMATS identifies a number of indicative P&R locations on key approach corridors to the city, including on the N22 corridor serving Ballincollig and its hinterland. These locations are subject to further detailed assessment. In this regard, the PRDO is currently undertaking detailed demand analysis and public transport integration assessment to determine the most effective locations for P&R provision. This includes consideration of locations to the west of Ballincollig. It is expected that, a zone of P&R intervention will be identified at a suitable junction in the vicinity of Ballincollig and the N40, where it can best intercept inbound traffic and integrate with high quality public transport. While Ovens was initially identified as a preferred location along the N22 corridor, a number of engineering, land acquisition and planning constraints have since emerged. In addition, the need to integrate with other major public transport investments, including BusConnects Cork and the proposals for light rail, means that further analysis is required to determine the optimal location and configuration of P&R in this area. This work is ongoing as part of the wider Cork P&R Strategy, which aims to ensure that facilities are delivered in locations where they will be most effective in supporting a shift to sustainable transport. I trust that the above information is of assistance. Yours sincerely,	**Aindrias Moynihan, T.D.**

30/04/2026	158	**PQ Referred: 31136/26, for answer 30/04/2026 , Oral from - Pa Daly**	Dail Question No: 158 To ask the Minister for Transport the number of electric buses which are not in use; to provide a breakdown of their locations around the country; the reasons they are lying idle; when they will be put to use; the estimated total cost of their purchase; 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. 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. Pending a more detailed response, my Department has invested significantly in the electrification of the urban bus fleet.This funding has provided for the installation of charging infrastructure across a number of depots to date, including 196 charging guns in Dublin, 70 in Limerick and 18 in Athlone. Departmental funding allocations have also facilitated the purchase of electric buses, with 193 battery-electric buses fully absorbed or in the process of being delivered into Dublin Bus's fleet, and a further 87 fully absorbed or in the process of being delivered into Bus Éireann's fleet nationwide. The rollout of these buses has allowed for the operation of fully electric bus services in Limerick and Athlone. Further electrification across depots will be expedited by a forthcoming electric bus charging infrastructure framework, which the NTA expects to award in May and which will serve as the basis for future charging installations rather than relying on standalone procurement processes.	Dear Deputy, I refer to the matter raised in your Parliamentary Question No. 158 of 30 April last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. As of today, there are 98 electric buses that have been purchased by the NTA that have not yet entered into operational use. The purchase price is approximately €58.3m excluding VAT. The buses are being retained by the bus manufacturer in Ballymena, Northern Ireland. Of these 98 buses, 56 buses are destined for use in Dublin and are all projected to enter into operational use in Q3 of this year as additional electrical grid capacity at the Dublin Bus Phibsborough depot becomes available and the second phase of charging infrastructure at the Dublin Bus Harristown depot comes onstream. Provision of charging infrastructure at Dublin Bus depots has been delayed by the cancellation of two procurement competitions by Dublin Bus. The 42 remaining buses are destined for use in Galway and are all projected to enter into operational use during Q4 2026 and Q1 2027, as the new charging infrastructure at the Bus Éireann Galway bus depot comes onstream. Provision of charging infrastructure at the Bus Éireann Galway bus depot has been delayed by the obtaining of planning consent from Galway City Council taking significantly longer than had been anticipated. I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

29/04/2026	165	**PQ Referred: 31272/26, for answer 30/04/2026 , Oral from - Naoise Ó Cearúil**	Dail Question No: 165 To ask the Minister for Transport the way in which the annual passenger census is used by Iarnród Éireann and the National Transport Authority to inform decisions on carriage allocation on the Kildare commuter line; whether additional data sources are used to capture day-to-day variations in demand; 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. 165 of 29 April 2026, which was 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 particular query. There are a number of data sources that are used to measure passenger demand on existing rail services including counts carried out by Customer Service Officers (typically on Intercity services), data from ticketing systems and the annual rail census. The annual rail census provides a very useful and consistent means of reviewing trends in relation to typical boardings, alighting and loads on services over time. Following completion of the count, a PiXC (Passenger In-excess of Capacity) report is produced to highlight what services were found to be operating in excess of capacity on census days. Data from the PiXC report is then used to inform the allocation of carriages and capacity across the network. I should note that currently all Irish Rail fleet is fully deployed at peak tims to deliver the existing levels of service, with new fleet expected to come into service during 2027. I trust that the above is of assistance. Yours sincerely,	**Naoise Ó Cearúil, T.D**

30/04/2026	169	**PQ Referred: 31204/26, for answer 30/04/2026 , Oral from - Jennifer Whitmore**	Dail Question No: 169 To ask the Minister for Transport if he is aware of ongoing issues with the provision of bus services by Go-Ahead in 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 this case Go Ahead. In terms of the performance of public transport operators, this 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. 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. 169 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA apologises for the level of service experienced in the Wicklow area in recent times. Go-Ahead Ireland (GAI) experienced high levels of lost kilometres due to mechanical issues. GAI have recruited 10 new mechanics that started earlier in the year. As a result of the action taken by GAI, we have seen improvement to their services in recent weeks. Please note that the NTA meets with GAI's senior management team on a weekly basis to address and discuss performance on their services. We will continue to closely monitor the situation. I trust that the above information is of assistance. Yours sincerely,	**Jennifer Whitmore, T.D.**

29/04/2026	144	**PQ Referred: 31271/26, for answer 30/04/2026 , Oral from - Naoise Ó Cearúil**	Dail Question No: 144 To ask the Minister for Transport if he will examine the potential reinstatement of a Dublin Bus service to Kilcock in order to improve connectivity for commuters 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 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. 144 of 29 April 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. There are no plans to introduce a new bus route operated by Dublin Bus to serve Kilcock. Kilcock is served by route 115, operated by Bus Éireann which provides connections between Kilcock and the city centre. Yours sincerely,	**Naoise Ó Cearúil, T.D**

30/04/2026	147	**PQ Referred: 31433/26, for answer 30/04/2026 , Oral from - James O'Connor**	Dail Question No: 147 To ask the Minister for Transport if he will provide an update on the Cork Metropolitan Area Transport Strategy that is currently under construction; if the plan is ahead of schedule considering the volume of commuters wishing to utilise public transport; if his Department is considering the inclusion of the Midleton-Youghal rail line on future railway plans or another mode of transport on the same corridor to coincide with the Greenway; and if he will make a statement on the matter. Answer Integrated land use planning and transport planning is led through Metropolitan Area Transport Strategies (MATS) which set out programmes of proposed transport investment in active travel,busand rail for each city over a 20-year period. These transport strategies are consistent with the spatial planningobjectivesin the National Planning Framework and the relevant Regional Spatial and Economic Strategy and align with the EU legal requirement for Sustainable Urban Mobility Plans (SUMPs) for Urban Nodes. In otherwordsin Ireland MATS are SUMPs.The National Transport Authority (NTA)is responsible fordeveloping and implementing the MATS to provide high quality, accessible, sustainable transport across Ireland. The Cork Metropolitan Area Transport Strategy was published in 2020. It was prepared by the NTA in collaboration with Cork City Council, Cork County Council and Transport Infrastructure Ireland.The NTA intends tocommencea full review and update of the CMATS later in 2026. It is envisaged that the NTA will engage external specialist support, including engineering and strategic planningexpertise, toassistin preparing the updated strategy.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 147 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister provided a substantive response to this Parliamentary Question. Accordingly, we have nothing further to add to the Ministers response. I trust that the above information is of assistance. Yours sincerely,	**James O'Connor, T.D.**

			A comprehensive stakeholder engagement programme will form a central part of the review. This will include consultation with key local and national stakeholders, local authorities, transport operators, and the wider public which will include a public consultation process. In the meantime there has been significant progress under the 2020 Cork Metropolitan Area Transport Strategy. BusConnects Cork BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities, including Cork. 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 NDP Sectoral Investment Plan, which was published in November last year, has allocated funding to the NTA to progress BusConnects in Dublin, Cork, Galway, Limerick and Waterford. The NTA will publish a more detailed plan later this year of what elements of the programme will be advanced within the funding available. Cabinet approval for the BusConnects Cork Preliminary Business Case was secured in October 2025 and the Government issued Approval Gate 1 in line with the Infrastructure Guidelines. The NTA is currently preparing the required documentation and expect to submit planning applications to An Coimisiún Pleanála later this year. This planning application will provide for a total of 11 Sustainable Transport Corridors. An amendment to section 44 of the Dublin Transport Authority Act 2008 (the DTA Act) is currently being progressed to facilitate same.		

			Cork Area Commuter Rail 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 will provide a transformative investment that will enhance 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, and double-tracking from Glounthaune to Midleton. This phase has received EU funding of €164m through the Recovery and Resilience Facility and is expected to be substantially complete this year ahead of full commissioning in 2027. The through-platform at Kent Station is already operational, opening in April 2025. Phase 2 will deliver a new depot to support an electrified and expanded fleet for the Cork network, together with up to eight new stations. Feedback from the first round of Public Consultation, which concluded in July, is currently being analysed and incorporated into the preliminary design ahead of a second round of public consultation planned for April 2026. The Preliminary Business Case for the Programme as a whole, is currently planned to be submitted by the NTA to the Department in early Q3 2026. As the estimated value of this project exceeds €500m in value, it will require Government consent at Approval Gate 1, as per the recent update to the Infrastructure Guidelines. Subject to approval, Iarnród Éireann plans to submit a Railway Order application to An Coimisiún Pleanála in late 2026/early 2027. Funding provided in the National Development Plan Sectoral Investment Plan, published by the Department of Transport in November, will see Iarnród Éireann complete Phase 1 of the Cork Area Commuter Rail Programme and commence Phase 2, starting with new train		

			stations at Blackpool and Dunkettle and initial electrification works and depot construction. Blackpool and Dunkettle stations are being advanced independent of the Railway Order application, with planning applications for these two stations expected to be lodged by Iarnród Éireann in the coming weeks. Cork Luas Transport Infrastructure Ireland (TII), in partnership with the NTA, launched a non-statutory public consultation between April and June 2025 on the Emerging Preferred Route for Luas Cork. Approximately 1,000 responses were received as part of the public consultation. The issues highlighted in the submissions received have been included in the post consultation report published by TII in October 2025 and amendments are anticipated to made to the proposed scheme as a result. Following the development of those revised design, TII published the Preferred Route on 17thApril, and commenced a second round of non-statutory public consultation. The Luas Cork Preferred Route reflects feedback received and engagement with key stakeholders and offers improved accessibility. It will reduce traffic congestion and carbon emissions, unlock housing and help to create a liveable, sustainable city. TII will host a series of public events around Cork City in May to provide information on and discuss the new Preferred Route with residents and businesses. The NDP Sectoral Investment Plan for Transport sets out the objective of lodging a Railway Order application in respect of Luas Cork, with the project expected to progress to the preparation of this application to AnCoimisiúnPleanálain parallel with the		

			development of the Preliminary Business Case, in accordance with the Government's Infrastructure Guidelines. Northern Distributor Road The Cork Northern Distributor Multi-Modal Route, which is planned to link the N22 (Carrigrohane Road) to Glanmire, was established in the Cork Metropolitan Area Transport Strategy. It is intended that the Northern Distributor Multi-Modal Route will include both car traffic and bus lanes, as well as cycling and pedestrian facilities. Cork City Council launched a public consultation on the emerging preferred route for this project in 2025. Cork City Council received 1,600 submissions and hosted four public consultations. That process is now completed, and the Public Consultation Report is being finalised. Currently, it is anticipated that the preliminary design will be completed and the proposals be ready to submit to An Coimisiún Pleanála in early 2028. Subject to necessary approvals, tenders could be sought for the work as early as 2031. Middleton-Youghal Rail Line The All-Island Strategic Rail Review, which was published in July 2024, 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. A proposal to develop a line between Midleton and Waterford along the South Coast was examined as part of the Review, but ultimately this route was not included in the recommendations in the final report. Analysis undertaken as part of the Review indicated that it would likely be more cost-effective to		

			route longer distance services between Cork and Waterford via improved railways between both cities and Limerick Junction, rather than on a new line. One of the Review's recommendations is that the Review be updated once a decade, taking account of latest policies and developments. The potential for the Midleton and Waterford line could be reassessed at this point. 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. 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.		

30/04/2026	142	**PQ Referred: 31269/26, for answer 30/04/2026 , Oral from - Paul McAuliffe**	Dail Question No: 142 To ask the Minister for Transport to provide an update on the timeline of construction for the Finglas Luas extension project, given the recent legal action has now been resolved; 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. Luas Finglas is an exciting project that has the potential to transform Finglas and the wider area for those who live and who work there. Government consent for approval for the project to proceed at Approval Gate 1 of the Infrastructure Guidelines was obtained on 22 October 2024.AnCoimisiúnPleanála published its decision to grant the Luas Finglas Railway Order in October 2025. I warmly welcome the decision to withdraw the legal challenges, as we now have full planning permission in place to move forward with the Luas Finglas extension. Turning to the future of the project, the Deputy may be aware that Luas Finglas is one of the four light rail proposals identified for development and delivery within the lifetime of the NTA Transport Strategy for the Greater Dublin Area 2022-2042. The project is identified in the Sectoral Investment Plan for Transport as part of the National Development Plan Review. Specifically, under the Sectoral Investment Plan, the main construction works will commence by 2029, though some enabling works may commence beforehand. I understand that the project team is currently preparing for future phases of the project, including drafting and updating the detailed business case, procurement strategy and tender documents. Noting the NTA's responsibility the Luas	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 142 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. An Coimisiún Pleanála granted the Railway Order, with conditions, on 28 of October 2025. 3 judicial review applications were submitted on the project. Through mediation, agreement was reached to withdraw all judicial reviews on the 13 of April 2026. The project team are currently preparing for future phases of the project including the tendering for consultants that will assist through future procurement and construction phases and also preparing construction contract documents and enabling works contracts. In line with the published National Development Plan Review 2025 Transport Sectoral Investment Plan, it is currently anticipated that main construction works will commence by 2029, with some enabling works commencing prior to this. Should the funding availability position change, this timeline can be revisited. I hope that the above information is of assistance. Yours sincerely,	**Paul McAuliffe, T.D.**

			Finglas project, 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.		

30/04/2026	132	**PQ Referred: 31074/26, for answer 30/04/2026 , Oral from - Thomas Gould**	Dail Question No: 132 To ask the Minister for Transport the funding spent on the app used for the PSO route in Cork city, in each of the past five years. 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. 132 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. Your Parliamentary Question sought "the funding spent on the app used for the PSO route in Cork city, in each of the past five years". The NTA understands that the question pertains to the TFI Live app. The TFI Live app is one component in the overall scope of services in a contract that NTA has with the particular supplier (Naviquate, formerly known as 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. The operation of the TFI Live app features (journey planning and real-time passenger data) is dependent on the underlying cloud-based server system. The portion of these costs attributable to the TFI Live app alone is not separately identifiable. Furthermore, as the app serves all PSO operators across the country it is not possible to identify the portion of the costs applicable solely to Cork city. 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 Total €1,544,218 The 2026 projected spend on support for entire solution is: €195,849. I trust that the above information is of assistance. Yours sincerely,	**Thomas Gould T.D**

30/04/2026	125	**PQ Referred: 31285/26, for answer 30/04/2026 , Oral from - Albert Dolan**	Dail Question No: 125 To ask the Minister for Transport for an update on the long-promised introduction of a dedicated bus service between Athenry and Galway, following the completion of the public consultation on the proposed rerouting of the 425A service; the timeline for a decision and implementation; 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 TFI Local Link services. 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. 125 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. Given the lack of support for the proposed 425a service changes in the recent public consultation process, the NTA has withdrawn the proposal to reroute the 425a through Athenry. We are now exploring alternative options to meet the NTA objective of providing a minimum of three return trips between Athenry and Galway (Monday to Friday). However, any alternative proposal will likely require funding for a new service, at a higher cost than the original 425a proposal. The current position is that we do not have funding available to us to introduce additional services this year. Accordingly, we are not in a position to provide an implementation date at the present time. I trust that the above information is of assistance. Yours sincerely,	**Albert Dolan, T.D**

30/04/2026	122	**PQ Referred: 31214/26, for answer 30/04/2026 , Oral from - Brian Stanley**	Dail Question No: 122 To ask the Minister for Transport to extend the town bus routes in Portlaoise as it has proved very successful to date, as the town has a growing population; 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, town services, and TFI Local Link services. 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. 122 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. The Portlaoise town bus services that were introduced last year have been a huge success, with over 550,000 passenger journeys completed on the two services over the past year. The NTA continually monitor these services. We intend to undertake user and non-user market research for Portlaoise Town bus services before the end of the year. As with many other towns, there are areas that are not currently directly served within the town that we would like to serve, and other improvements that we would like to make. Such improvements would depend on resources and funding being available. I trust that the above information is of assistance. Yours sincerely,	**Brian Stanley, T.D.**

Data Classification: Public

30/04/2026	166	**PQ Referred: 31207/26, for answer 30/04/2026 , Oral from - Jennifer Whitmore**	Dail Question No: 166 To ask the Minister for Transport if he will expand public service obligation local bus routes, so that the provision of these services is based on social and regional need rather than financial viability; 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 TFI Local Link services. 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. 166 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding. The NTA developed Connecting Ireland, a major programme for improving local bus services outside cities and larger towns. Three phases of the programme have been implemented to date, with two further phases planned, subject to funding availability. The key objectives of the Connecting Ireland programme are: - To improve mobility and accessibility across rural Ireland. - To provide frequent, reliable services linking towns and villages. - To reduce car dependency by the provision of viable alternatives. - To promote mobility and social inclusion. - To support regional development. - To support sustainability and climate goals. In planning the network, we also need to balance the needs of delivery of an efficient and effective network with the key principles of the programme and try to deliver against every objective with the resources that are available. Local Link services are procured by contracts between operators and the NTA, and as they are not financially viable, they are funded by the NTA. Recognising the challenges in efficiently providing regular public transport services in more rural and remote locations, we are now trialling more flexible and responsive public transport options in Killarney, Limerick and Mayo, we expect the pilots to conclude in December of this year, at which point we will review their effectiveness. I hope that the above information is of assistance. Yours sincerely,	**Jennifer Whitmore, T.D.**

30/04/2026	135	**PQ Referred: 31134/26, for answer 30/04/2026 , Oral from - Pa Daly**	Dail Question No: 135 To ask the Minister for Transport the money spent to date, and the updated cost estimates for the MetroLink; if these have risen from the previous cost projections in 2022; when he anticipates a new director will be appointed; 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. It is too early in the project lifecycle to give a precise capital cost or budget for MetroLink. This is because the project has yet to go through the detailed procurement stage. The Preliminary Business Case showed how the project benefits exceed the project costs. The cost estimates for MetroLink are currently under review by the NTA and the Department as part of preparation for Approval Gate 2 of the Infrastructure Guidelines and will ultimately be finalised once tenders have been received, ahead of the Government's decision at Approval Gate 3. I understand that work is already underway to recruit a new Programme Director without delay. Noting the NTA's responsibility for these matters, 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 No. 135 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. Expenditure incurred on the MetroLink programme for the period up to 30 April 2026 is €463,384,737. The Preliminary Business Case (PBC), which was approved by Government in July 2022, detailed potential capital costs for MetroLink ranging from €7.16bn to €12.25bn, excluding VAT. MetroLink have developed a Detailed Business Case as required by the Infrastructure Guidelines at Approval Gate 2 (AG2) which includes a substantiative review and update of the MetroLink costs. This Detailed Business Case is currently being reviewed by the NTA and the Department of Transport, with the objective of preparing a final recommendation to Government in Q3, 2026. Updated cost information will not be published until subsequent to those reviews and consideration by Government. Separately, following the announcement that Sean Sweeney would step down from the role of MetroLink Programme Director in April 2026, Transport Infrastructure Ireland has initiated the recruitment process for the position. I hope that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

30/04/2026	138	**PQ Referred: 31248/26, for answer 30/04/2026 , Oral from - Emer Currie**	Dail Question No: 138 To ask the Minister for Transport the measures his Department is taking meet commuter demand on the Maynooth rail line; and if he will make a statement on the matter. Answer Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA). This includes the DART+ programme and DART+ West, in consultation with Iarnród Éireann. In the light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending a more detailed response, I note that the DART+ West project will serve the people of Maynooth and surrounding areas and will provide an extension of DART services from the City Centre to M3 Parkway and, pending planning approval, Kilcock, the construction of a new depot, and city centre capacity enhancements. Preparation for procurement for DART+ West is progressing, with design and build pre-qualification questionnaires advertised in May 2025. The project is scheduled to start construction next year with funding provided under the NDP Sectoral Investment Plan, which was published by my Department last November. A public consultation on the new depot for DART+ West, proposed to be located west of Kilcock took place between 16 March and 27 April. A planning application is expected later this year to confirm this element of the project. As the Deputy may also be aware,Iarnród Éireannarein the process of receiving more DART carriages, withthree ordersplaced in recent years for a total of 285 new carriages as	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 138 of 30 April 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, I would note that Irish Rail are continuing to progress the DART+ West proposals, which, as you will be aware, relate to the Maynooth line. The DART+ West project will be delivered through a series of contracts, each covering individual elements. The process of selecting contractors to submit tenders for a number of contract packages on this line has been completed, with some others still to be concluded. Preparation work on the detailed tender documentation for the various DART+ West tender competitions is ongoing, with the expectation that tendering of a number of the packages will commence in Q4 of this year. Construction would then commence on DART+ West in the second half of next year. As identified in the Minister’s reply, a revised site for the new DART+ train depot has been identified just west of Kilcock. A public consultation on those proposals has been undertaken and work is now ongoing to have a new Railway Order (rail equivalent of planning permission) application submitted to An Coimisiún Pleanála later this year. Finally, in relation to additional passenger capacity in advance of the DART+ proposals, you will be aware that the introduction of the new battery-electric DART carriages on the Dublin to Drogheda line next year, will allow the cascading of the existing diesel fleet on that line onto other routes. No decisions have yet been taken on where that released fleet should be assigned to, but the needs of the Maynooth line will form part of those considerations. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

			part of DART+. The first of these will begin entering service from2027 onwards, including to Drogheda. Asrailfleet becomes availablethrough the redeployment of fleet replaced by the new DART fleet, Iarnród Éireann willexamine thedeployment of its trains and carriages under reviewto address capacity issues across the network, with all timetabling subject to the approval of the NTA under the public service obligation contract.		

30/04/2026	188	**PQ Referred: 31300/26, for answer 30/04/2026 , Oral from - Peadar Tóibín**	Dail Question No: 188 To ask the Minister for Transport to provide a detailed update on all major transport infrastructure projects currently in development or construction that have experienced cost overruns or delays; the original projected cost and timeline versus current estimates for each project; the reasons for any variances; the steps being taken to improve project delivery, cost control, and transparency in future transport capital programmes. 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 for heavy rail projects and Transport Infrastructure Ireland for light rail projects, the development of Environmental Impact Assessments and Appropriate Assessments for major public transport infrastructure projects. Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days. As Minister for Transport, I also have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), 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 major infrastructure projects currently in development.	Dear Deputy, I refer to your Parliamentary Question No. 188 of 30 April last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. 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 our apologies for the delay in responding to this Parliamentary Question. For the purpose of this response, “major transport infrastructure projects" refers to transport projects with an estimated capital value in excess of €500 million. This reflects the threshold set out in Action 23 from the Accelerating Infrastructure Report and Action Plan. In accordance with the Infrastructure Guidelines, major transport infrastructure projects progress through a series of approval gates, culminating in Government approval to proceed to construction/implementation at Approval Gate (AG) 3. The agreed final budget is determined and approved as part of the Final Business Case (FBC) at AG3. Accordingly, while a number of major transport infrastructure programmes have experienced increases in estimated delivery costs during development, reflecting design maturation, inflation, market conditions and revised project assumptions, there are currently no major transport infrastructure projects that have exceeded an approved FBC budget. As a result, there are no major transport infrastructure projects that can formally be classified as having incurred a cost overrun against an approved FBC budget. A number of major projects have, however, experienced delays during planning, design and statutory approval stages prior to AG3. These include MetroLink, DART+ West and elements of the BusConnects Core Bus Corridors programme. Such delays have arisen from a combination of factors including the complexity of environmental assessment and planning requirements, statutory approval processes, judicial review proceedings, evolving regulatory requirements, and the time required to complete assurance and approval processes under the Infrastructure Guidelines. - MetroLink: MetroLink submitted its Railway Order application in September 2022 and received approval from An Coimisiún Pleanála in October 2025. Delays arose through the statutory planning process, including an oral hearing and subsequent determination period. Extended project development and approval timelines increased exposure to construction inflation, labour market pressures and wider cost escalation across the infrastructure sector. - DART+ West: DART+ West submitted its Railway Order application in July 2022. The project received planning approval in July 2024 and subsequently became operative in June 2025 following the withdrawal of judicial review proceedings. The overall programme timeline was affected by the duration of the statutory approval process and associated legal proceedings. - BusConnects Core Bus Corridors: The BusConnects programme has experienced delays in progressing certain Core Bus Corridor schemes through planning, design and construction readiness stages. These delays reflect the scale and complexity of the programme, planning and environmental assessment requirements, statutory approvals, legal challenges and evolving programme delivery sequencing. Of the twelve Core Bus Corridors in Dublin, seven were subject to judicial review, with four of those seven schemes remaining under judicial review. Measures being taken by the National Transport Authority In line with Government measures to improve project delivery, cost control and transparency across major transport infrastructure programmes, including reforms to the Infrastructure Guidelines, the Accelerating Infrastructure Taskforce, the Critical Infrastructure Act 2026, the National Development Plan, and the Transport Sectoral Investment Plan, the NTA is implementing a number of measures, including: - enhanced programme governance, assurance and risk management arrangements across major projects and programmes;	**Peadar Tóibín, T.D.**

			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.	- strengthened portfolio oversight and reporting through regular programme reviews and capital portfolio monitoring; - publication of multi-annual capital investment plans to provide greater visibility of funding requirements, programme priorities and delivery sequencing; - development and application of dedicated infrastructure inflation forecasting methodologies to improve the accuracy and consistency of cost estimates; - continued strengthening of cost estimation, risk assessment and contingency planning practices in line with the Infrastructure Guidelines; and - ongoing engagement with sponsoring agencies, delivery partners and the Department of Transport to ensure project readiness, funding alignment and timely progression through approval stages. The NTA remains committed to delivering major transport infrastructure projects in accordance with the Infrastructure Guidelines and ensuring appropriate governance, transparency, accountability and value for money throughout the project lifecycle. I trust that the above information is of assistance. Yours Sincerely,	

30/04/2026	154	**PQ Referred: 31213/26, for answer 30/04/2026 , Oral from - Brian Stanley**	Dail Question No: 154 To ask the Minister for Transport if his Department review the requirements regarding the width of new cycle lanes and new footpaths that are being installed under the Active Travel Fund 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 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, the NTA has published the Cycle Design Manual, an update of the previous National Cycle Manual, to guide local authorities in the design of Active Travel infrastructure around the country. The updated Cycle Design Manual was published in 2023, following substantial engagement with the Department of Transport and other relevant stakeholders. The CDM draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities. The Department of Transport chairs the National Guidelines, Standards and Oversight Group, which provides a coordination role for infrastructure guidelines and standards between the NTA, Transport Infrastructure Ireland (TII) and the Department to ensure consistency and minimise overlap. The Design Manual for Urban Roads and Streets (DMURS) also provides guidance on some urban layouts and is updated periodically. 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. 154 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. The Cycle Design Manual (CDM), published by the NTA, provides guidance on the design of urban cycle facilities in Ireland. The manual includes guidance on a wide range of cycle facilities that may be suitable for different scenarios and contexts, from unprotected facilities where cyclists are mixed with motor traffic, to segregated facilities where cyclists are separated from motor traffic via kerbs, bollards, planters etc. The manual also provides guidance on the recommended widths for the different types of cycle facilities which aligns with the guidance in many other jurisdictions. It includes a width calculator to assist designers in calculating the width of cycle tracks, lanes etc. The width of cycle facilities depends on a number of factors including the volumes of cyclists, whether the cycling regime is one-way or two-way, and the type of boundary treatment adjacent to the cycle facility. In addition, a horizontal buffer may be required between the cycle facility and adjacent traffic lanes, if traffic speeds are higher or if the cycle track is two-way. It should be noted that the CDM is intended to be a live document which will be updated periodically to reflect emerging best practice and feedback from user experience, and that the NTA is currently progressing an update of the manual and aiming to publish an update(s) later this year. In relation to the widths of new footpaths, the primary guidance and recommendations for same are set out in the Design Manual for Urban Roads and Streets (DMURS), jointly published by the Departments of Transport and Housing. Further guidance on ensuring accessible footways is also contained in Irish Standard IS EN 17210:2021 – Accessibility and usability of the built environment, published by the National Standards Authority of Ireland (NSAI), and Building for Everyone published by the National Disability Authority. Footways on Active Travel schemes would be designed in accordance with these standards and guidance documents. I hope that the above information is of assistance. Yours sincerely,	**Brian Stanley, T.D.**

30/04/2026	160	**PQ Referred: 31270/26, for answer 30/04/2026 , Oral from - Paul McAuliffe**	Dail Question No: 160 To ask the Minister for Transport to provide the latest update on the implementation of the A spine of the BusConnects programme in Dublin; if he will ensure there is adequate resources for service delivery to prevent similar staffing and scheduling issues that arose with the introduction of the F spine of the BusConnects 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 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. Further, I can assure the Deputy that I recognise the importance of maintaining an adequately resourced workforce to support the delivery of public transport services. The Programme for Government commits to enhancing and supporting a skilled workforce to maintain and operate public transport vehicles. To advance this commitment, my Department chairs the Public Transport Workforce Taskforce, which brings together representatives from the relevant Departments, agencies, public transport operators, including Dublin Bus and Go-Ahead, and training bodies. The Taskforce is tasked with identifying the key factors contributing to recruitment challenges and	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 160 of 30 April 2026, which was referred to the National Transport Authority (NTA) for reply. The implementation date for the A-Spine is subject to the outcome of ongoing discussions between the NTA and the Department of Transport on funding for new services. While work to progress this phase continues, the pace at which these activities can be completed is dictated by the level of funding that is made available to the NTA. As such, we are not in a position at this point to provide an indicative timeframe for the implementation of the A-Spine and associated routes. I trust that the above information is of assistance. Yours sincerely,	**Paul McAuliffe, T.D.**

			developing practical measures to support a sustainable pipeline of drivers, mechanics, and craftworkers. My Department will continue to engage with stakeholders, with a view to producing an action plan in the coming months. 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.		

30/04/2026	221	**PQ Referred: 31201/26, for answer 30/04/2026 , Written from - Jennifer Whitmore**	Dail Question No: 221 To ask the Minister for Transport if he will meet with the NTA to discuss future DART works over the May bank holiday weekends, considering that this is annually the weekend of the VHI Mini Marathon, an event that attracts up to 30,000 participants each 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; 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, there has been significant collaboration between the NTA and operators surrounding major events. Iarnród Éireann choose Bank Holiday weekends to undertake projects of significant scale – the extra weekend day allows them to achieve more progress more efficiently, avoiding impacts across multiple weekends and weekday passengers. The NTA receives a draft annual programme of proposed line closures towards the end of the preceding year, at which point there is some scope to consider feedback and, where feasible, adjustments to the scheduling of works. Once details are finalised and communicated publicly, however, there is limited scope to make changes at short notice. Planned rail works are designed to ensure the continued safety and performance of the network, to prevent unplanned failures, and to enable upgrades that support increased capacity and service quality. As such, engineering works will continue to be a feature of the rail network into the future. In light of the NTA's responsibility in this area, I	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 221 of 20 April 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the lengthy delay in response. The NTA is aware of concerns regarding the scheduling of DART engineering works over the May bank holiday weekend and other bank holiday weekends, particularly where these coincide with major events such as the VHI Mini Marathon, which attracts significant participant and spectator numbers each year. Planned DART closures over bank holiday weekends are required to facilitate essential, safety critical engineering works on the rail network. These works typically include track renewals, overhead line maintenance, signalling upgrades and other activities that cannot be carried out safely during normal operating hours without unacceptable risk or severely prolonged disruption. Extended possessions over public holiday weekends are chosen to maximise the available work window while minimising impacts on weekday commuter services. While Irish Rail makes extensive use of night time working where feasible, many of the works in question require continuous access to the railway and cannot be delivered within overnight engineering windows. Performing these works outside of bank holiday weekends would require a significantly greater number of individual weekend closures to deliver the same scope of work, thereby increasing the overall level of disruption across the year. The NTA will continue to work closely together, and with Irish Rail, to ensure that the impacts of necessary engineering works are managed as effectively as possible, with passenger needs, major events and clear communication kept to the forefront of planning decisions. Yours sincerely,	**Jennifer Whitmore, T.D.**

			have forwarded the Deputy's question to the NTA for further information. Please advise my private office if you do not receive a response within ten working days.		

06/05/2026	202	**PQ Referred: 33359/26, for answer 06/05/2026 , Written from - John Brady**	Dail Question No: 202 To ask the Minister for Transport to provide a full breakdown of costs since 2020, related to the storage of double-decker battery-electric buses that have been delivered by manufacturers but have yet to enter into 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. 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. Pending a more detailed response, I note that electric buses are currently in operation in the urban public transport fleets in Dublin, Limerick and Athlone.There have been delays to the delivery of electric charging infrastructure to bus depots around Dublin, which has in turn prevented the ability of operators to absorb electric buses into their fleet. However, I am pleased to announce that because of the recent progress made in installing electric charging guns in depots, these buses will exit storage in the coming months. Moreover, the NTA will shortly finalise a procurement framework with suppliers of bus charging infrastructure to expedite future installations across the country. Significant efforts are underway by the NTA and transport operators to move electric buses into passenger service, and I look forward to the continued rollout of electric buses across Dublin and our other urban centres.	Dear Deputy, I refer to your Parliamentary Question No, 202 of 06 May last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding. Where an electric bus has been purchased by the National Transport Authority (NTA) but is unable to immediately enter operational use owing to a delay in the bringing on stream of the required charging infrastructure, the bus manufacturer has retained the buses as it is best placed to undertake the temporary secure storage and servicing of buses that it has supplied. Secure storage entails the taking of all such steps as may be necessary for the protection and safekeeping of the buses, including the maintenance of insurances commensurate with the value of the buses. Servicing whilst in secure storage entails the preservation in serviceable condition of the buses and the respecting of all warranty conditions pertaining to the buses (including those applicable to the traction battery packs) during the period in which the buses are in secure storage, by undertaking periodic checks and maintenance tasks. The total cost of the temporary secure storage and servicing of the 384 electric buses purchased by the NTA over the past 4 years is €6,962,227, of which approximately €2,349,892 relates to the use of the storage sites and the putting in place of adequate insurance coverage. The NTA can advise that the costs related to the temporary secure storage and servicing of double-deck battery-electric buses that have been delivered by their manufacturer but have yet to enter into service are as follows: **Year** | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 (YTD) **Costs** | €0m | €0m | €0m | €1.94m | €1.08m | €0.64m | €1.65m I trust that the above information is of assistance. Yours Sincerely,	**John Brady, T.D.**

06/05/2026	196	**PQ Referred: 33316/26, for answer 06/05/2026 , Written from - Catherine Callaghan**	Dail Question No: 196 To ask the Minister for Transport if the State is currently incurring storage costs in respect of electric buses procured for public service which remain out of service due to the absence of the required charging infrastructure; if so, the total amount paid to date and the projected cost until such time as the buses enter service; the location at which the buses are being stored; the party to whom such storage fees are being paid; 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 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. Pending a more detailed response, I note that electric buses are currently in operation in the urban public transport fleets in Dublin, Limerick and Athlone.There have been delays to the delivery of electric charging infrastructure to bus depots around Dublin, which has in turn prevented the ability of operators to absorb electric buses into their fleet. However, I am pleased to announce that because of the recent progress made in installing electric charging guns in depots, these buses will exit storage in the coming months.Moreover, the NTA will shortly finalise a procurement framework with suppliers of bus charging infrastructure to expedite future installations across the country. Significant efforts are underway by the NTA and transport operators to move electric	Dear Deputy, I refer to matter raised in Parliamentary Question No. 196 of 06 May last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Where an electric bus has been purchased by the NTA but is unable to immediately enter operational use owing to a delay in the bringing on stream of the required charging infrastructure, the bus manufacturer has retained the buses as it is best placed to undertake the temporary secure storage and servicing of buses that it has supplied. Secure storage entails the taking of all such steps as may be necessary for the protection and safekeeping of the buses, including the maintenance of insurances commensurate with the value of the buses. Servicing whilst in secure storage entails the preservation in serviceable condition of the buses and the respecting of all warranty conditions pertaining to the buses (including those applicable to the traction battery packs) during the period in which the buses are in secure storage, by undertaking periodic checks and maintenance tasks. The total cost of the temporary secure storage and servicing of the 384 electric buses purchased by the NTA over the past 4 years is €6,962,227, of which approximately €2,349,892 relates to the use of the storage sites and the putting in place of adequate insurance coverage. As of today, there are 98 electric buses that have been purchased by the NTA that have not yet entered into operational use. These buses are being retained by the bus manufacturer (Wrightbus) in Ballymena, Northern Ireland. Of the 98 buses, 56 buses are destined for use in Dublin and are all projected to enter into operational use in Q3 of this year, while the 42 remaining buses are destined for use in Galway and are all projected to enter into operational use during Q4 2026 and Q1 2027. Assuming that all 98 buses enter into operational use as projected, the projected cost of the temporary secure storage and servicing of these 98 buses until entry into operational use is not expected to exceed €1.5m. I trust that the above information is of assistance. Yours Sincerely,	**Catherine Callaghan, T.D**

			buses into passenger service, and I look forward to the continued rollout of electric buses across Dublin and our other urban centres.		

06/05/2026	199, 200 & 201	**PQ Referred: 33354/26, for answer 06/05/2026 , Written from - Thomas Gould**	Dail Question No: 199 To ask the Minister for Transport the funding provided in 2026 for the Kilbarry Train Station; and the timeline for the delivery of same. Dail Question No: 200 To ask the Minister for Transport the funding provided in 2026 for the Blarney Train Station; and the timeline for the delivery of same. Dail Question No: 201 To ask the Minister for Transport the funding provided in 2026 for the Dunkettle Train Station; and the timeline for the delivery of same. 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 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 days. Pending this more detailed response, 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 will provide a transformative investment that will enhance 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 will deliver a new depot to support an	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 199, 200 & 201 of 06 May 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a substantive response to these Parliamentary Questions. To add to the Ministers response, a second round of non-statutory public consultation was launched on 15 of May by Iarnród Éireann's. This consultation provides updated details for the proposed new stations, including Blarney/Stoneview, as well as the fleet depot and the electrification of the Cork rail network. Following this, and subject to the project passing Approval Gate 1 under the Infrastructure Guidelines, it is expected that a Railway Order application will be submitted to An Coimisiún Pleanála towards the end of 2026 in respect of the Phase 2 infrastructure required to support the Programme. Pending the making of an enforceable Railway Order, it would be premature to provide further delivery details for a station at Blarney/Stoneview. In relation to the stations being advanced ahead of the broader Railway Order process, Iarnród Éireann has recently lodged a planning application for the development of a new station at Blackpool/Kilbarry in Cork. Subject to planning approval and the allocation of funding, construction is expected to commence in 2027 and may take up to two years to complete. In addition, the planning application for Dunkettle Station is expected to be submitted in late May, early June 2026. I trust that the above information is of assistance. Yours sincerely,	**Thomas Gould T.D**

			electrified and expanded fleet for the Cork network, together with up to eight new stations. Feedback from the first round of Public Consultation, which concluded in July, is currently being analysed and incorporated into the preliminary design ahead of a second round of public consultation planned for later in 2026. Following this, Iarnród Éireann expects to submit a Railway Order application to An Coimisiún Pleanála in late 2026/early 2027. Phase 2 will be progressed following the completion of Phase 1. Funding provided in the National Development Plan will see Iarnród Éireann complete Phase 1 of the Cork Area Commuter Rail Programme and commence Phase 2, starting with new train stations at Blackpool/Kilbarry and Dunkettle and initial electrification works and depot construction. Blackpool/Kilbarry and Dunkettle stations are being advanced independent of the Railway Order application, with planning applications for these two stations expected to be lodged by Iarnród Éireann in the coming weeks.		

06/05/2026	195	**PQ Referred: 33309/26, for answer 06/05/2026 , Written from - Ruth Coppinger**	Dail Question No: 195 To ask the Minister for Transport to consider conducting a review of the need for bus stops and a train stop in a specific area (detail supplied); and if he will make a statement on the matter. Details Supplied: am writing to you as a resident of Churchfields, Mulhuddart, to formally request your support in addressing the significant gap in public transport infrastructure in our area.Currently, the lack of adequate bus stops and the absence of a nearby train stop present a major barrier for residents. Many of us rely on public transport for work, education, and essential services, yet the current provision does not meet the needs of the growing population in this estate.The issues currently facing residents include:Lack of Connectivity: The distance to the nearest existing bus stops is [approx. 15 minutes] on foot, which is difficult for elderly residents, families with young children, and those with mobility issues.Limited Service/Accessibility: The walk can be unsafe at night and The lack of shelter and street lamps leaves us exposed in poor and dark weather. Future Capacity: With the ongoing expansion of the area, the current transport infrastructure is unsustainable and hinders our ability to reduce reliance on private vehicles. 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 provision of bus stops and shelters. In the case of the rail network, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 195 of 06 May 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA will be seeking the installation of a pair of new stops on the R121 adjacent to Curragh Hall, as part of the roll out BusConnects Network Redesign Phase 10. In the shorter term, we will raise this matter with Fingal County Council to see whether a pair of new stops could be progressed at an earlier date, under their bus stops enhancement programme, which is funded by the NTA. This would improve access to bus services for Churchfield residents. In addition, the NTA sees the merit in serving the Churchfields Link Road and is planning for this arrangement as part of BusConnects Network Redesign Phase 10. Any early intervention would be subject to understanding the potential resource implications (cost, driver and bus requirements) and also gaining approval from the local authority for the provision of new bus stops on the Link Road. We will undertake some further review and consultation, including with the bus operator, in advance of determining a potential way forward. I hope that the above information is of assistance. Yours sincerely,	**Ruth Coppinger, T.D.**

			NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within 10 days. Pending this detailed response, I note the commitments in the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers, and to work with local authorities and national bodies to improve public transport options and infrastructure.		

06/05/2026	191 - 194	**PQ Referred: 33279/26, for answer 06/05/2026 , Written from - Jen Cummins**	Dail Question No: 191 To ask the Minister for Transport to clarify the comments made in Dáil Éireann regarding the School Street Programme funding delivered through the Safe Routes to School (SRTS) initiative still being in place while local authorities were told this funding closed around 2022 or 2023; and if he will make a statement on the matter. Dail Question No: 192 To ask the Minister for Transport the number of schools that are currently using the School Street Programme delivered through the Safe Routes to School (SRTS) initiative - Jen Cummins. Dail Question No: 193 To ask the Minister for Transport the percentage of schools that have the School Street Programme funding delivered through the Safe Routes to School (SRTS) initiative ; the number of schools that are in the pipeline for it; and in what timeframe could he expect all schools to have the programme - Jen Cummins. Dail Question No: 194 To ask the Minister for Transport if his Department has considered a roll out of the Safe Routes to School (SRTS) initiative to all schools rather than the onerous grant application; and if he has considered the expansion to secondary schools. 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.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 191 – 194 of 06 May 2026, which was referred to the National Transport Authority (NTA) for reply. **PQ 191** Schools Streets are designated zones outside schools where vehicular access is restricted to certain times of day (typically during drop-off and pick-up times), creating safer, healthier spaces for children and the wider community. School Streets are different to School Zones which don't restrict vehicles and are the more usual intervention delivered as part the Safe Routes To School (SRTS) programme. The NTA funds School Streets as part of the SRTS programme where they have been identified as suitable and agreed with the school and local authority. Support from the school principal and the board of management is essential for the success of a School Street. The NTA funds local authorities to progress through design and implementation of SRTS schemes, according to factors such as timelines for public engagement, securing planning consent, and timing construction periods to reduce school disturbance. Local authorities were not told by the NTA that funding for school streets was closed at any stage, as this depends on the specific needs of each SRTS school community. The NTA published guidance on School Streets in 2025 to support local authorities with the delivery of School Streets across Ireland and to inform communities about the benefits and considerations associated with School Streets. The guidance can also apply to schools outside the SRTS programme, however SRTS infrastructure officers are only available to work with schools within the SRTS programme. **PQ 192 & 193** 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 March '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	**Jen Cummins, T.D**

			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 the Department of Transport 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. 525 schools are now active in the programme or have had projects completed. 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 initial rounds will be selected at a later date with no requirement to apply again. Given the pipeline of projects due for completion, there are no plans for an additional call for schools to join the SRTS programme currently. Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer, particularly around the School Streets projects.If you do not receive a reply within 10 working days, please contact my private office.	• 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 2025 554 SRTS Schools split by NTA Phase Number of Schools Phase 1 (Application) 396 Phase 2 (Option Development) 113 Phase 3 (Preliminary Design) 122 Phase 4 (Statutory Process) 24 Phase 5 (Detail Design) 62 Phase 6 (Construction) 31 Phase 7 (Close Out) 172 Withdrawn from the Programme 12 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. Regarding the number of School Streets, as of end of March ’26, there are 7 examples of permanent operational School Streets in Limerick City, Galway City, Fingal, South Dublin and Dublin City, and three trial School Streets, one in Ennis, County Clare and two in Galway City. **PQ 194** 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. The SRTS Programme does not consist of an onerous grant application. In 2021 all primary and secondary schools across the state were invited to apply to the SRTS programme, and a total of 932 applications were received from every county. Due to the high volume of applications, a phased approach was adopted based on a range of criteria including: • A mix of school types (primary and secondary) • A balance of urban, suburban, and rural locations • Socio-economic diversity (DEIS and non-DEIS schools) • Demonstrated commitment to sustainable travel (e.g., Walk on Wednesday, Cycle Bus, audits) • Proximity to other schools (e.g., shared campuses or roads). Local authority input was also considered to ensure alignment with other active travel initiatives. Currently, 526 primary and secondary schools are now in the active SRTS programme nationally. The remaining schools will be brought into the active programme on a phased basis. This phased approach ensures sustainability through an extended period of time. To be fair to the schools who are on the existing list, the current focus is on progressing the existing pipeline of projects nationwide. Consequently, additional application calls are not proposed at this time. It is important to note that alongside the SRTS programme, many schools benefit from other NTA funded active travel projects outside the SRTS programme and approx. 554 schools outside of the active SRTS programme have benefited from Active Travel infrastructure delivered under NTA funding between 2021-2025.	

				In addition, for schools with specific safety or infrastructure concerns, local authorities, as the statutory roads authority, may explore funding options outside of NTA active travel grants and implement tailored interventions. To support these efforts, the NTA offers a range of resources. Detailed information on supporting active travel for schools is available in the NTA's Toolkit for School Travel while the SRTS Design Guide provides guidance on suitable infrastructure including school zones, and sample costs of infrastructure interventions are available at the link below. https://www.nationaltransport.ie/wp-content/uploads/2024/11/Active-Travel-Infrastructure_Cost-Information-Booklet-.pdf I hope that the above information is of assistance. Yours sincerely,	

06/05/2026	139	**PQ Referred: 32077/26, for answer 06/05/2026 , Written from - Roderic O'Gorman**	Dail Question No: 139 To ask the Minister for Transport when he will provide funding to Irish Rail for their planned station customer services systems upgrades and enhancements (details supplied), which will include the rolling out of passenger information display boards; and if he will make a statement on the matter. Details Supplied: Iarnród Éireann is currently undertaking the deployment of a Traffic Management System (TMS) within the new National Train Control Centre (NTCC), that when complete and commissioned, will make it possible to provide real time passenger information to all stations on the network. In parallel and linked to the NTCC TMS, Iarnród Éireann is also undertaking a design as part of the greater plans to implement upgrades and enhancements to Station Customer Services Systems (including Passenger Information Display Boards) across the entire Iarnród Eireann station network. Detailed design is required specific to each station. Irish Rail has noted that once funding has been secured, they will then look to carry out these customer information enhancements, on a phased basis. Answer Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), including the National Train Control Centre, or NTCC. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the NTCC, project aims to deliver a modern, safe and efficient rail traffic management system that can effectively meet the needs of a growing railway over the coming decades.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 139 of 06 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has been engaged with Irish Rail on the enhancement of passenger information systems across the rail network. A major project, called the Station Customer Services Systems (SCSS) project, has been initiated which has the objective of upgrading passenger information displays, speakers, CCTV and other information related systems across Irish Rail stations in a programmatic way. The NTA approved the Preliminary Business Case for the project last year and provided funding in 2026 to Iarnród Éireann to progress the survey and design for the first batch of approximately 20 stations, all located along the northern coastal line, north of Connolly Station. Following the completion of the design for those 20 stations, it is currently expected that the implementation phase (construction) will start in 2027, subject to the successful completion of a Detailed Business Case. Following that, the entire programme will be rolled out on a national scale, with all stations of the network currently planned to be completed in the next 5 to 6 years, subject to funding availability. The parallel delivery of the Traffic Management System, as part of the National Train Control Centre, will then ensure higher degree of reliability and precision, and a “single source of information” for the train information provided at station displays. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

			The NTCC building near Heuston Station was completed in November 2022, close to its initial target date and budget despite the significant disruption to the construction sector caused by the COVID-19 pandemic during its construction. Bringing the centre into full operation has been delayed by slower than projected progress in developing and rolling out the new traffic management system, or TMS, which is the software that integrates a range of complex railway systems, such as signalling and communications. As a result of these delays, last August I met with the NTA and the contractor responsible for the Traffic Management System, Indra Sistemas, to express dissatisfaction at the rate of progress and emphasised the importance of project delivery. I again met with Indra in January at the opening of their office in Dublin, which marked an important positive development for the project in terms of Indra's permanent presence in the Irish market, and reiterated the importance of successfully progressing the project. My Department and I will continue to keep the project under close review, including with reference to the revised target commissioning dates, with a view to it bringing its benefits to railways users as soon as possible. Finally, it is important to note traffic management continues to operate out of Connolly Station currently and there is no impact on railway safety as a result of delays in the new TMS.		

06/05/2026	128	**PQ Referred: 31921/26, for answer 06/05/2026 , Written from - Shane Moynihan**	Dail Question No: 128 To ask the Minister for Transport if consideration is being given to extending eligibility for the student Leap card to include part-time students; whether work is planned to review the current criteria; 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, including the student 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. 128 of 06 May 2026, which was referred to the National Transport Authority (NTA) for reply. The Student Leap Card is available to students in full time (15+ hours) education/training, who are either 16 -18 years of age or 26 years and above. There are no current plans to change these criteria to include part time students. I trust that the above information is of assistance. Yours sincerely,	**Shane Moynihan, T.D**

Data Classification: Public

06/05/2026	122	**PQ Referred: 31833/26, for answer 06/05/2026 , Written from - Ged Nash**	Dail Question No: 122 To ask the Minister for Transport to establish with the NTA if there has been a pause in funding for key planned cycle lane/active travel projects in Drogheda, County Louth; if so, the reason; 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. 122 of 06 May 2026, which was referred to the National Transport Authority (NTA) for reply. While there's no pause in funding for Active Travel schemes in Drogheda, schemes can only be advanced within the funding allocations made available to the Council. Accordingly, Louth County Council have to, and do, manage schemes to fit within the yearly funding allocations. I trust that the above information is of assistance. Yours sincerely,	**Ged Nash, T.D.**

06/05/2026	123	**PQ Referred: 31850/26, for answer 06/05/2026 , Written from - Emer Currie**	Dail Question No: 123 To ask the Minister for Transport to consider extending the 238 bus to the Hollystown swing roundabout and then into Hollystown once the new bus terminus is completed (details supplied); and if he will make a statement on the matter. Details Supplied: 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 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. 123 of 06 May 2026, which was referred to the National Transport Authority (NTA) for reply. Thank you for your suggestion regarding the extension of Route 238, which we agree has merits. Unfortunately, current funding constraints, coupled with the lack of appropriate bus stand space and footpath to provide terminus facilities at this location, mean we cannot implement the extension at this time. Passengers using route 238 can interchange with both routes 40d and 40e at Tyrellstown, permitting onward travel to Hollystown at no additional cost. I hope that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

06/05/2026	194	**PQ Referred: 33500/26, for answer 07/05/2026 , Written from - Grace Boland**	Dail Question No: 194 To ask the Minister for Transport whether consideration has been given to expanding Local Link services to better connect rural villages with nearby towns in north County Dublin particularly where villages are experiencing population growth but limited transport provision; 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 TFI Local Link services. 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. 194 of 07 May 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plans for any additional regular rural public transport routes in North Dublin under the Connecting Ireland Rural Mobility Plan. However, we have noted your request and will consider it as part of future public transport reviews in the area. I hope that the above information is of assistance. Yours sincerely,	**Grace Boland, T.D**

06/05/2026	193	**PQ Referred: 33499/26, for answer 07/05/2026 , Written from - Grace Boland**	Dail Question No: 193 To ask the Minister for Transport the assessment that has been carried out of rural transport needs in north County Dublin; whether any proposals are under consideration to expand Local Link or other rural transport services 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 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 TFI Local Link services. 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. 193 of 06 May 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. The Connecting Ireland Rural Mobility Plan is a 5-phase programme of investment in new and improved local and inter-urban public transport services for rural areas. In North Dublin the Plan comprises two routes: Route 192 (Swords–Balbriggan) and Route 195 (Ashbourne–Balbriggan). The enhanced Route 192 launched in February 2024, while the enhanced Route 195 launched in May 2022. These routes supplemented existing public transport services serving north County Dublin. As such, we consider the plan complete, and no new regular routes are currently proposed. Yours sincerely,	**Grace Boland, T.D**

07/05/2026	188	**PQ Referred: 33447/26, for answer 07/05/2026 , Written from - Niamh Smyth**	Dail Question No: 188 To ask the Minister for Transport if he will review correspondence (details supplied); if he will examine the exclusion of a village in County Leitrim from a rural transport route that provides connectivity to a neighbouring county town which has traditionally served as the primary service centre for that 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 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. 188 of 07 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has plans for a new bus route from Longford via Cloondara, Termonbarry, Roosky, Dromod, Mohill, Carrigallen, Killeshandra and Crossdoney to Cavan. This new route is planned to provide a minimum of 3-4 services per day per direction, 7 days a week, with morning and evening peak services timed in the direction to/from Cavan and will provide Carrigallen with a regular connection to both Cavan and Longford. The NTA undertook a public consultation on this proposal late last year, which was open from the 10 November 2025 to the 07 of December 2025. The full details of this consultation are still available to view at the following link: https://consult.nationaltransport.ie/en/consultation/longford-cavan-bus-route-consultation The exact implementation date for route of the above proposal will be determined by funding provision and operational readiness. The Department of Transport and the NTA remain in discussions with respect to funding of the PSO (Public Service Obligation) programme generally. The introduction of additional services under the Connecting Ireland plan is subject to confirmation of the additional funding required for such services. Accordingly, the NTA is not in a position at present to confirm implementation dates for new services. As Carrigallen is intended to be connected to Cavan by this proposed route, the NTA currently has no plans to divert route 929 to also serve Carrigallen. I trust that the above information is of assistance. Yours sincerely,	**Niamh Smyth, T.D.**

06/05/2026	222	**PQ Referred: 34360/26, for answer 07/05/2026 , Written from - Catherine Callaghan**	Dail Question No: 222 To ask the Minister for Transport if he will provide a list of all capital projects, including road, public transport, and active travel infrastructure projects, delivered under the remit of his Department, and bodies under his aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Kilkenny in each of the past five years, in tabular form; and if he will make a statement on the matter. Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector, however the actual delivery of those projects is generally managed by the relevant agency directly. Additionally, capital projects can vary in scale, consisting of multiple small deliverables across several regions, in addition to the major single-deliverable projects such as Metrolink or a major bypass for example. As a result, to provide the information requested by the Deputy I must both refer the deputy to the Government's coordinated Project 2040 tracker for major regional projects, as well as refer the deputy's question to the agencies responsible for delivery in the Kilkenny region. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputies question to TII, the NTA,Iarnród Éireann and Bus Éireann for consideration and answer. Please contact my private office if you do not receive contact within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 222 of 7th May last, which has been referred to the National Transport Authority (NTA) for reply. Your question sought a list of all capital projects, including road, public transport and active travel infrastructure, delivered under the remit of the Minister for Transport and bodies under his aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Kilkenny in each of the past five years. In its role as Sponsoring Agency (meaning the entity delivering a project), the NTA can confirm that no public transport infrastructure or active travel infrastructure projects in Kilkenny were completed within the requested period. The majority of major public transport infrastructure projects delivered by the NTA arise under the BusConnects Programme, which remains ongoing and has not yet reached completion stage. In addition, the NTA undertakes an extensive portfolio of transport technology projects and programmes, many of which deliver benefits at a national level rather than being location-specific. The NTA acts as Approving Authority for a wide range of public transport and active travel infrastructure projects. In this role, the NTA is responsible for establishing the overall governance framework, approving progression through project stages, and overseeing funding allocations. Local Authorities and public transport operators act as Sponsoring Agencies for individual projects and are responsible for project delivery, including timelines and cost management. Accordingly, they are best placed to provide detailed information on specific projects, including cost estimates and timelines. In this context, your query in relation to active travel infrastructure projects has been referred to Tim Butler, Kilkenny County Council for direct reply in relation to the active travel projects funded by the NTA. I understand that the question has also been referred to Transport Infrastructure Ireland (TII), Iarnród Éireann and Bus Éireann for direct response in respect of projects under their respective remits. For further information on projects and programmes funded by the NTA, I refer you to the reports published on the NTA’s website, a link to which is provided: Publications - National Transport I trust that the above information is of assistance. Yours sincerely,	**Catherine Callaghan, T.D**

06/05/2026	215	**PQ Referred: 33935/26, for answer 07/05/2026 , Written from - Brian Brennan**	Dail Question No: 215 To ask the Minister for Transport if he will provide a list of all capital projects including road, public transport, and active travel infrastructure projects delivered under the remit of his Department, and bodies under his aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in the Wicklow Wexford constituency in each of the past five years, in tabular form; and if he will make a statement on the matter. Identical Question(s): Climate, Energy and the Environment and Minister for Transport Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector, however the actual delivery of those projects is generally managed by the relevant agency directly. Additionally, capital projects can vary in scale, consisting of multiple small deliverables across several regions, in addition to the major single-deliverable projects such as Metrolink or a major bypass for example. As a result, to provide the information requested by the Deputy I must both refer the deputy to the Government's coordinated Project 2040 tracker for major regional projects, as well as refer the deputy's question to the agencies responsible for delivery in the Wicklow and Wexford regions. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. Please note however that the map provides information by Eircode or by County, however not strictly by electoral constituency. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputies question to TII, the NTA,Iarnród Éireann and Bus Éireann for	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 215 of 7th May last, which has been referred to the National Transport Authority (NTA) for reply. Your question sought a list of all capital projects, including road, public transport and active travel infrastructure, delivered under the remit of the Minister for Transport and bodies under his aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Wicklow Wexford constituency in each of the past five years. In its role as Sponsoring Agency (meaning the entity delivering a project), the NTA can confirm that no public transport infrastructure or active travel infrastructure projects in the Wicklow Wexford constituency were completed within the requested period. The majority of major public transport infrastructure projects delivered by the NTA arise under the BusConnects Programme, which remains ongoing and has not yet reached completion stage. In addition, the NTA undertakes an extensive portfolio of transport technology projects and programmes, many of which deliver benefits at a national level rather than being location-specific. The NTA acts as Approving Authority for a wide range of public transport and active travel infrastructure projects. In this role, the NTA is responsible for establishing the overall governance framework, approving progression through project stages, and overseeing funding allocations. Local Authorities and public transport operators act as Sponsoring Agencies for individual projects and are responsible for project delivery, including timelines and cost management. Accordingly, they are best placed to provide detailed information on specific projects, including cost estimates and timelines. In this context, your query in relation to active travel infrastructure projects has been referred to Joe Lane, Wicklow County Council and Eamonn Hore, Wexford County Council for direct reply in relation to the active travel projects funded by the NTA. I understand that the question has also been referred to Transport Infrastructure Ireland (TII), Iarnród Éireann and Bus Éireann for direct response in respect of projects under their respective remits. For further information on projects and programmes funded by the NTA, I refer you to the reports published on the NTA's website, a link to which is provided: : Publications - National Transport I trust that the above information is of assistance. Yours sincerely,	**Brian Brennan, T.D**

			consideration and answer. Please contact my private office if you do not receive contact within 10 working days.		

07/05/2026	217	**PQ Referred: 33941/26, for answer 07/05/2026 , Written from - Paula Butterly**	Dail Question No: 217 To ask the Minister for Transport if he will provide a list of all capital projects, including road, public transport, and active travel infrastructure projects, delivered under the remit of his Departments, and bodies under their aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Louth; and if he will make a statement on the matter. Identical Question(s): Cimate/Transport Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector, however the actual delivery of those projects is generally managed by the relevant agency directly. Additionally, capital projects can vary in scale, consisting of multiple small deliverables across several regions, in addition to the major single-deliverable projects such as Metrolink or a major bypass for example. As a result, to provide the information requested by the Deputy I must both refer the deputy to the Government's coordinated Project 2040 tracker for major regional projects, as well as refer the deputy's question to the agencies responsible for delivery in the Louth region. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputies question to TII, the NTA,Iarnród Éireann and Bus Éireann for consideration and answer. Please contact my private office if you do not receive contact within 10 working days.	Dear Deputy, I refer to the matter raised in Parliamentary Question No. 217 of 07 May last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Your question sought a list of all capital projects, including road, public transport and active travel infrastructure, delivered under the remit of the Minister for Transport and bodies under his aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Louth. In its role as Sponsoring Agency (meaning the entity delivering a project), the NTA can confirm that no public transport infrastructure or active travel infrastructure projects in Louth were completed. The majority of major public transport infrastructure projects delivered by the NTA arise under the BusConnects Programme, which remains ongoing and has not yet reached completion stage. In addition, the NTA undertakes an extensive portfolio of transport technology projects and programmes, many of which deliver benefits at a national level rather than being location specific. The NTA acts as Approving Authority for a wide range of public transport and active travel infrastructure projects. In this role, the NTA is responsible for establishing the overall governance framework, approving progression through project stages, and overseeing funding allocations. Local Authorities and public transport operators act as Sponsoring Agencies for individual projects and are responsible for project delivery, including timelines and cost management. Accordingly, they are best placed to provide detailed information on specific projects, including cost estimates and timelines. In this context, your query in relation to active travel infrastructure projects has been referred to David Jones, Louth County Council for direct reply in relation to the active travel projects funded by the NTA. I understand that the question has also been referred to Transport Infrastructure Ireland (TII), Iarnród Éireann and Bus Éireann for direct response in respect of projects under their respective remits. For further information on projects and programmes funded by the NTA, I refer you to the reports published on the NTA's website, a link to which is provided: Publications - National Transport. I trust that the above information is of assistance. Yours Sincerely,	**Paula Butterly, T.D**

07/05/2026	221	**PQ Referred: 34359/26, for answer 07/05/2026 , Written from - Catherine Callaghan**	Dail Question No: 221 To ask the Minister for Transport if he will provide a list of all capital projects, including road, public transport, and active travel infrastructure projects, delivered under the remit of his Department, and bodies under his aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Carlow in each of the past five years, in tabular form; and if he will make a statement on the matter. Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector, however the actual delivery of those projects is generally managed by the relevant agency directly. Additionally, capital projects can vary in scale, consisting of multiple small deliverables across several regions, in addition to the major single-deliverable projects such as Metrolink or a major bypass for example. As a result, to provide the information requested by the Deputy I must both refer the deputy to the Government's coordinated Project 2040 tracker for major regional projects, as well as refer the deputy's question to the agencies responsible for delivery in the Carlow region. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputies question to TII, the NTA,Iarnród Éireann and Bus Éireann for consideration and answer. Please contact my private office if you do not receive contact within 10 working days.	Dear Deputy, I refer to the matter raised in Parliamentary Question No. 221 of 07 May last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Your question sought a list of all capital projects, including road, public transport and active travel infrastructure, delivered under the remit of the Minister for Transport and bodies under his aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Carlow in each of the past five years. In its role as Sponsoring Agency (meaning the entity delivering a project), the NTA can confirm that no public transport infrastructure or active travel infrastructure projects in Carlow were completed within the requested period. The majority of major public transport infrastructure projects delivered by the NTA arise under the BusConnects Programme, which remains ongoing and has not yet reached completion stage. In addition, the NTA undertakes an extensive portfolio of transport technology projects and programmes, many of which deliver benefits at a national level rather than being location specific. The NTA acts as Approving Authority for a wide range of public transport and active travel infrastructure projects. In this role, the NTA is responsible for establishing the overall governance framework, approving progression through project stages, and overseeing funding allocations. Local Authorities and public transport operators act as Sponsoring Agencies for individual projects and are responsible for project delivery, including timelines and cost management. Accordingly, they are best placed to provide detailed information on specific projects, including cost estimates and timelines. In this context, your query in relation to active travel infrastructure projects has been referred to Padraig O'Gorman, Carlow County Council for direct reply in relation to the active travel projects funded by the NTA. I understand that the question has also been referred to Transport Infrastructure Ireland (TII), Iarnród Éireann and Bus Éireann for direct response in respect of projects under their respective remits. For further information on projects and programmes funded by the NTA, I refer you to the reports published on the NTA's website, a link to which is provided: Publications - National Transport. I trust that the above information is of assistance. Yours Sincerely,	**Catherine Callaghan, T.D**

07/05/2026	210	**PQ Referred: 33842/26, for answer 07/05/2026 , Written from - Aidan Farrelly**	Dail Question No: 210 To ask the Minister for Transport if he will provide a schedule of State public transport services (details supplied) that hedges its fuel purchases; the amount it spends on fuel to operate the entire fleet per annum in 2019 and 2025 and to date in 2026; and if he will make a statement on the matter. Details Supplied: Luas Irish rail Cie Dublin bus Bus Éireann TFI NTA PSO fleet ground, sea, air 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. I understand that the CIÉ Group (inclusive of Iarnród Éireann, Bus Átha Cliath, and Bus Éireann) take part in the hedging of their fuel purchases, and therefore, I am referring the 'ground' transport aspect of the Deputy's question to CIÉ Holding Company for direct reply on behalf of the Group. For other “ground” PSO public transport services, ‘TFI, NTA, PSO fleet’, I refer the Deputy’s question to the NTA for further information. In Relation to the “air” transport aspect,the Regional Airports Programme provides for a Public Service Obligation (PSO) Air Services Scheme in compliance with EU Regulation 1008/2008 on the common rules for the operation of air services in the Community. Currently one PSO air service is supported under this Scheme, connecting Donegal and Dublin airports. Following a public procurement process, services are operated under a services concession contract between the Minister and the successful carrier. Given this, fuel hedging is a commercial matter for the airline carrier. PSO Island ferries or the “sea” transport aspect of your question would be a matter for	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 210 of 07 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA does not hold this information for competitively tendered Public Service Obligation (PSO) Contracts as there is no requirement for Operators of such contracts to report this to us. Yours sincerely,	**Aidan Farrelly, T.D**

			the Minister of Rural and Community Development and the Gaeltacht.		

07/05/2026	206	**PQ Referred: 33730/26, for answer 07/05/2026 , Written from - Aidan Farrelly**	Dail Question No: 206 To ask the Minister for Transport if his Department or any bodies and agencies under his aegis use software and or products from a company (details supplied); and the duration and cost of the contract; and the services they avail of from the company. Identical Question(s): to all Depts. Details Supplied: Passworks Answer My Department does not use software or any products from the company details supplied in the parliamentary question. I have referred the Deputy's question to the bodies and agencies under the remit of my Department 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. 206 of 07 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA does not currently use software and/ or products from Passworks nor have we used any such software/ products in the last three years. I hope that the above information is of assistance. Yours sincerely, , .	**Aidan Farrelly, T.D**

06/05/2026	209	**PQ Referred: 33822/26, for answer 07/05/2026 , Written from - Barry Ward**	Dail Question No: 209 To ask the Minister for Transport if he will provide a list of all capital projects including road, public transport, and active travel infrastructure projects delivered under the remit of his Department, and bodies under its aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Dublin in each of the past five years, in tabular form; and if he will make a statement on the matter. Identical Question(s): Climate, Energy and the Environment, and Transport Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector, however the actual delivery of those projects is generally managed by the relevant agency directly. Additionally, capital projects can vary in scale, consisting of multiple small deliverables across several regions, in addition to the major single-deliverable projects such as Metrolink or a major bypass for example. As a result, to provide the information requested by the Deputy I must both refer the deputy to the Government's coordinated Project 2040 tracker for major regional projects, as well as refer the deputy's question to the agencies responsible for delivery in the Dublin region. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputies question to TII, the NTA,Iarnród Éireann and Bus Éireann for consideration and answer. Please contact my private office if you do not receive contact within 10 working days.	Dear Deputy, I refer to Parliamentary Question No. 209 of 6th May last, which was referred to the National Transport Authority (NTA) for reply. I apologise sincerely for the delay in issuing this reply. This is due to the very high volume of public representative correspondence that we have received over recent months. Your question sought a list of all capital projects, including road, public transport and active travel infrastructure, delivered under the remit of the Minister for Transport and bodies under his aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Dublin in each of the past five years. In its role as Sponsoring Agency (meaning the entity delivering a project), the NTA can confirm that no public transport infrastructure or active travel infrastructure projects in Dublin were completed within the requested period. The majority of major public transport infrastructure projects delivered by the NTA arise under the BusConnects Programme, which remains ongoing and has not yet reached completion stage. In addition, the NTA undertakes an extensive portfolio of transport technology projects and programmes, many of which deliver benefits at a national level rather than being location-specific. The NTA acts as Approving Authority for a wide range of public transport and active travel infrastructure projects. In this role, the NTA is responsible for establishing the overall governance framework, approving progression through project stages, and overseeing funding allocations. Local Authorities and public transport operators act as Sponsoring Agencies for individual projects and are responsible for project delivery, including timelines and cost management. Accordingly, they are best placed to provide detailed information on specific projects, including cost estimates and timelines. In this context, your query in relation to active travel infrastructure projects has been referred to Celina Barrett (Dublin City Council), David Storey (Fingal County Council), Teresa Walsh (South Dublin County Council) and James Phelan (Dún Laoghaire Rathdown County Council) for direct reply in relation to the active travel projects funded by the NTA. I understand that the question has also been referred to Transport Infrastructure Ireland (TII), Iarnród Éireann and Bus Éireann for direct response in respect of projects under their respective remits. For further information on projects and programmes funded by the NTA, I refer you to the reports published on the NTA's website, a link to which is provided: Publications - National Transport I trust that the above information is of assistance. Yours sincerely,	**Barry Ward, T.D**

12/05/2026	351	**PQ Referred: 34414/26, for answer 12/05/2026 , Written from - Eoin Ó Broin**	Dail Question No: 351 To ask the Minister for Transport for an update on the funding for and progress of the Dart+SW; and the timeframe for when work on this much needed public transport project will commence. 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. In the case of the DART+ programme, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that full planning approval for DART+ South West was granted by An Coimisiún Pleanála in November 2024. Procurement for both DART+ South West and West is progressing, with pre-qualification questionnaire notices for design and build works advertised in May 2025. Funding secured under this National Development Plan will see construction of the DART+ programme begin before the end of next year, starting with DART+ West, as this project acts as a crucial enabler of the rest of the programme by providing additional electrified depot capacity for the new DART+ fleet. The Compulsory Purchase Orders process for DART+ South West commenced in recent months 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 351 of 12 May last, which has been referred to the National Transport Authority (NTA) for reply. I note that the Minister has provided a substantive response to this Parliamentary Question, related to the DART+ South West project. To add to the Minister's response, the Sectoral Plan for Transport, published by the Department of Transport last November identified that, within the funding constraints that apply, the construction of DART+ South West is scheduled to commence in 2030. However, a review of the National Development Plan, which sets the overall capital investment framework, is expected to take place within the next three years, and will offer an opportunity to reconsider the delivery timelines across a number of projects, including DART+ South West. The intention of Irish Rail and the NTA is to progress the design development and procurement processes for the project, in addition to the land acquisition programme, to ensure that DART+ South West is available for construction if additional funding should become available following the National Development Plan review in 2028. Accordingly, the construction of DART+ South West could commence earlier than the date set out in the Sectoral Plan for Transport. I trust that the above information is of assistance. Yours sincerely,	**Eoin O'Broin, T.D**

12/05/2026	360	**PQ Referred: 34459/26, for answer 12/05/2026 , Written from - Johnny Guirke**	Dail Question No: 360 To ask the Minister for Transport if he will consider introducing additional park and ride facilities in Meath to ease congestion; 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). In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, 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 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 360 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) has developed a structured programme of works to develop Park and Ride facilities across the GDA and Regional Cities. This programme is guided by the NTA's Transport Strategy for the Greater Dublin Area 2022–2042 and associated Park and Ride Strategies, which identify locations where P&R can support a shift from private car use to public transport and reduce congestion on key approach corridors. County Meath is served by several strategic road corridors coupled with key rail links serving urban settlements and commuters from rural Meath. Improvements have already been delivered at several locations across the County supporting local Park and Ride initiatives. This includes works to formalise or enhance facilities at locations such as along the N51 close to Navan and at Garlow Cross to the South of Navan. These works coupled with larger facilities such as the existing M3 Parkway at Clonee helps to encourage people to make the shift to more sustainable modes and in turn meet Climate Action goals. In relation to further planned initiatives, the current focus of the NTA's Park and Ride Development Office is to advance bus-based Park and Ride facilities at Lissenhall in North County Dublin and at Ashbourne to serve the M1 and M2 corridors respectively, coupled with proposed bus and rail based P&R facilities along the M4/N4 corridor. Fingal County Council recently issued notification of intention to grant statutory planning consent for a 750 space P&R next to the Lissenhall interchange at the R132. Work is ongoing with a view to commencing construction in later 2026 or early 2027. When complete this facility will serve the northern approach to Dublin City and commuters from east Meath. In relation to Ashbourne: • A preferred site has been identified on lands to the southwest of the Nine Mile Roundabout. • Negotiations in relation to the layout are ongoing with the landowner with a view to securing the site by agreement; and • Meath County Council has confirmed its support for progressing the scheme through the statutory planning process (Part VIII), with delivery to be funded by the NTA. This proposed facility, with an anticipated capacity of approximately 350 spaces, will provide an important intercept point for car-based trips travelling towards Dublin, enabling transfer to high-quality public transport services and supporting sustainable travel patterns. Furthermore, the NTA funds a national programme, delivered in partnership with Iarnród Éireann, aimed towards enhancing access to heavy rail stations by connecting local bus services and, where appropriate, provision of increased parking. A recent review of the current programme sees additional emphasis being given to Laytown Station with the potential for increased parking at the station grounds. This reflects the increasing demand and the planned expansion of DART+ services along the Northern Line. Collectively, these measures will provide additional options for those commuting from Meath with access to high quality public transport services and reduce reliance on private car travel for journeys into Dublin. At present, all available resources are being utilised to the greatest extent possible to deliver these projects, with other projects progressing behind, forming a pipeline of works focused towards providing additional parking as demand increases. I hope that the above information is of assistance.	**Johnny Guirke, T.D.**

				Yours sincerely,	

12/05/2026	356	**PQ Referred: 34455/26, for answer 12/05/2026 , Written from - Johnny Guirke**	Dail Question No: 356 To ask the Minister for Transport to provide an update on the status of the Navan rail line 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. 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. In the case of the rail network, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. 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. Pending this more detailed response, I note that the 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. The delivery of this project is currently proceeding on target and to this timeline. The NDP Sectoral Investment Plan published by my Department last November has allocated funding to advance the Navan Rail Line to submission of a planning application, or Railway Order. It is anticipated that the recommendation of an Emerging Preferred Route for the Navan Rail line will be announced with the launch of the first Non-Statutory Public Consultation to be held later this year. That public consultation process will ultimately result in a defined route for the line and support the development of a Preliminary Business Case, which will need to be	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 356 of 12 May last, which has been referred to the National Transport Authority (NTA) for reply. I note that the Minister has provided a substantive response to this Parliamentary Question. To add to the Minister's response, the Navan Line Emerging Preferred Route was announced on 20th May last with the launch of the first round of Non-Statutory Public Consultation with this consultation period open until Friday 3rd July 2026. More information can be found in the link below: https://www.irishrail.ie/en-ie/about-us/iarnrod-eireann-projects-and-investments/navan-railway-line/nspc1-epr I trust that the above information is of assistance. Yours sincerely,	**Johnny Guirke, T.D.**

			approved at approval Gate 1 in line with the requirements of the Infrastructure Guidelines before any planning application. Subject to Approval Gate 1 approval, it is anticipated that a Railway Order for the project will be lodged with An Coimisiún Pleanála in 2028.		

12/05/2026	381	**PQ Referred: 34706/26, for answer 12/05/2026 , Written from - Emer Currie**	Dail Question No: 381 To ask the Minister for Transport to clarify a matter relating to BusConnects (details supplied); and if he will make a statement on the matter. Details Supplied: if he will clarify the proposed removal of the left turn from Ballymun Road onto Griffith Avenue under BusConnects, the alternative routing arrangements for affected traffic, the impact on access (including from Mobhi Road), the safety assessments undertaken for cyclists and pedestrians, the expected journey time benefits, and whether he is satisfied that adequate public consultation has taken place. Answer The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the BusConnects Dublin programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, the I note that BusConnects is a transformative investment programme in the bus system, providing better bus services across Dublin, Cork, Limerick Galway and Waterford. In Dublin, all 12 Core Bus Corridor Schemes have received planning permission with six subject to legal challenges. Contracts have been awarded to both the Liffey Valley to the City Centre and Ballymun-Finglas to the City Centre schemes, with those two schemes to enter heavy construction this year.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 381 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. Your Parliamentary Question sought details regarding “the proposed removal of the left turn from Ballymun Road onto Griffith Avenue under BusConnects, the alternative routing arrangements for affected traffic, the impact on access (including from Mobhi Road), the safety assessments undertaken for cyclists and pedestrians, the expected journey time benefits”. The junction layout will change to give better priority to buses. However, traffic travelling south on St. Mobhi Road will still be able to access Griffith Avenue in a convenient manner. The redesigned arrangement is shown in the image below – instead of turning left on one side of the triangle, in the future traffic will be able to turn left on the other side of the triangle, which will be changed to accommodate two-way traffic movement. The new design also improves safety for pedestrians and cyclists. It has been developed with safety and traffic efficiency as key priorities and is supported by traffic analysis carried out as part of the project’s Environmental Impact Assessment included with the application for approval made to An Coimisiún Pleanála and which was subject to extensive non-statutory and statutory public consultation. Overall traffic levels are expected to reduce because of improved public transport and active travel options. Before the changes are introduced, there will be local public information produced which will clearly explain how the junction will operate. Once the Scheme is fully complete, it will be monitored to ensure it is working properly and to address any issues which may arise. The Ballymun/Finglas to City Centre project will take around three years to deliver and represents a major investment in sustainable transport for north Dublin. I hope that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

12/05/2026	364,365,366	**PQ Referred: 34487/26, for answer 12/05/2026, Written from - Barry Heneghan**	Dail Question No: 364 To ask the Minister for Transport whether he will examine the use of private wires, modular substations and depot based DC microgrids to accelerate the delivery of charging infrastructure for electric bus fleets; whether such systems could support depots in securing dedicated renewable electricity supply while wider grid reinforcement is being progressed; and if he will make a statement on the matter. Dail Question No: 365 To ask the Minister for Transport whether consideration is being given to permitting bus depots, Luas depots and other public transport facilities to utilise private wire connections to nearby renewable generation and storage infrastructure in order to provide dedicated charging capacity, reduce pressure on constrained local grids and improve energy resilience for public transport infrastructure; and if he will make a statement on the matter. Dail Question No: 366 To ask the Minister for Transport whether his Department has engaged with the National Transport Authority, ESB Networks and the Commission for Regulation of Utilities on the potential use of modular substations, battery storage and depot based DC microgrids to prevent delays to the rollout of electric bus infrastructure and reduce the risk of publicly funded electric buses remaining out of service due to charging and grid connection delays; 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 and bus depots. Noting the NTA's responsibility in the matter, I	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 364, 365 & 366 of 12 May 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, supported by a total of 284 high-power charging guns installed to date across five bus depots. The NTA and its operators are aware of the potential of the alternative power supply approaches suggested by the Deputy and these alternatives have indeed been evaluated in the past during planning for the electrification of Summerhill bus depot in Dublin and Athlone bus depot in County Westmeath. The challenges with adopting such alternatives are the power required for full electrification of a depot, the location of the depot and the space available within the depot. The power required for the full electrification of a medium- to large-sized bus depot can range from 4 -5 MVA for a depot housing 80 - 100 buses to 10 MVA or more for a depot housing 180-240 buses. Assuming that a large wind turbine in Ireland could output an average of 300kW, it could take between 13 and 33 such turbines to supply the needs of one bus depot. However, many bus depots are located within built-up areas, which would make it extremely challenging to find sites nearby for the turbines. This will also tend to limit the likelihood of a private wire connection to renewable energy sources being available. In addition, as these bus depots operate 24/7, an alternative power supply will be required when the wind is not blowing or the sun is not shining. This could be a battery or energy storage system, but many depots (particularly those in Dublin) are extremely space-constrained with all available surface area being used to park buses. This means that the storage system would most likely have to be elevated or sub-surface, adding significant cost and complexity to the provision of such systems. The lack of available space also favours the concentration of power conversion equipment within fewer structures, which works against the adoption of multiple modular substations. The amount of power required also makes it challenging for a DC microgrid to support the full electrification of a medium- to large-sized bus depot. Notwithstanding the above, some of these alternative power supply approaches may prove feasible for smaller depots and electrification installations, where the amount of power required is much reduced, there tend to be fewer space pressures, and the depot surroundings are often less built-up. I trust that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

			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. Pending a more detailed response, I note that electric buses are currently in operation in the urban public transport fleets in Dublin, Limerick and Athlone, including fully electric fleets in the latter two locations.There have been delays to the delivery of electric charging infrastructure to bus depots around Dublin, which has in turn prevented the ability of operators to absorb electric buses into their fleet. However, due to recent progress in installing electric charging guns in depots, these buses will exit storage in the coming months.Moreover, the NTA will shortly finalise a procurement framework with suppliers of bus charging infrastructure to expedite future installations across the country. Significant efforts are underway by the NTA and transport operators to move electric buses into passenger service, and I look forward to the continued rollout of electric buses across Dublin and our other urban centres.		

12/05/2026	394 & 396	**PQ Referred: 34920/26, for answer 12/05/2026 , Written from - Thomas Gould**	Dail Question No: 394 To ask the Minister for Transport the current estimated cost of the Tivoli bus depot; the length of time it will be used for; and the timeline for opening it. Dail Question No: 396 To ask the Minister for Transport the reason the Tivoli depot has been delayed. 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. 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. Pending this detailed response, I note BusConnects is the NTA's 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. In October 2025 Cabinet approval was secured for BusConnects Cork, which includes the Tivoli bus depot. 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. In June 2022, following public consultation, the new BusConnects Cork network was published. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 394 & 396 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. **PQ 394** Project Background The Tivoli temporary bus depot is being delivered by Bus Éireann (as Sponsoring Agency) using funding administered by the NTA (as Approving Authority under the Government's Infrastructure Guidelines). Tivoli temporary bus depot is a critical enabler of the BusConnects Cork programme, as it allows for the expansion of the urban bus fleet servicing the Cork Metropolitan Area (CMA) in the short-term. Specifically, the Tivoli temporary depot will support new and enhanced bus routes (ahead of the delivery of new, permanent bus depot facilities in the medium-term), in addition to facilitating the commencement of the installation of charging infrastructure at Bus Éireann's Capwell bus depot, which will initiate the transition of the CMA urban bus fleet to zero-emission buses. Without Tivoli, neither of these initiatives would be possible until a new, permanent bus depot became operational as the capacity of Bus Éireann's existing Capwell bus depot has already been exceeded. Project Cost The NTA provided approval to Bus Éireann to commence the construction and implementation phase of Tivoli temporary bus depot in January 2025 based on a total project budget of €17.1m. This total project budget includes for the construction contract, Bus Éireann fit-out and specialist maintenance equipment, risk, contingency, inflation, VAT and other fees. While it is expected that there will be an increase of costs against the construction contract because of the extended construction timelines for the project as detailed below in the NTA's response to Dail Question No: 396 , based on the latest information provided to the NTA by Bus Éireann it is not anticipated that the project spend will be greater than the approved total project budget of €17.1m. Expected operational lifespan of Tivoli Depot The planning conditions imposed by Cork City Council when granting permission for Tivoli temporary bus depot require that operations shall cease and that the site shall be fully reinstated before the 31st of December 2030. Planning was granted on this basis because Cork City Council has plans for the medium- to long-term regeneration of the subject site and area as outlined in the Cork City Development Plan 2022-2028. The NTA's plans therefore assumes that the Tivoli temporary bus depot will no longer be available to support Public Service Obligation (PSO) bus services in Cork beyond the end of 2030, and, to this end, the NTA intends to submit a planning application in respect of a new, permanent bus depot at Kinsale Road south of Cork city centre before the end of 2026. The submission of a further planning application in respect of a second new, permanent bus depot in Cork is expected to follow during 2027. Timeline for Depot Opening The depot has reached the stage of substantial completion and a certificate of substantial completion was issued to the Contractor at the end of May. The depot has now been handed back to Bus Éireann who have to carry out various activities, including fit out activities and operational readiness assessment testing, with the expectation that operations will commence from the depot by late summer 2026. **PQ 396** Construction commenced as planned in February 2025 but the January 2026 date that was anticipated for the conclusion of the works was not met, primarily due to unforeseeable issues associated with underground utilities, requirements for additional fire safety protection measures, defects identified with the existing electrical substation and an underestimation of the time required for testing, commissioning and snagging. The depot has reached the stage of substantial completion and a certificate of substantial completion was issued to the Contractor at the end of May. The issue of the Substantial Completion Certificate marks the conclusion of construction activities by the Contractor on the site other than correction of snags.	**Thomas Gould T.D**

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

12/05/2026	397	**PQ Referred: 34923/26, for answer 12/05/2026 , Written from - Thomas Gould**	Dail Question No: 397 To ask the Minister for Transport when Cork will have electric bus charging 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 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. Pending a more detailed response, I note that electric buses are currently in operation in the urban public transport fleets in Dublin, Limerick and Athlone. There have been delays to the delivery of electric charging infrastructure to bus depots around Dublin, which has in turn prevented the ability of operators to absorb electric buses into their fleet. However, I am pleased to announce that because of the recent progress made in installing electric charging guns in depots, these buses will exit storage in the coming months. Moreover, the NTA will shortly finalise a procurement framework with suppliers of bus charging infrastructure to expedite future installations across the country.	Dear Deputy, I refer to matter raised in Parliamentary Question No. 397 of 12 May last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. At present, the urban bus fleet in Cork is constrained by reliance on a single depot (Capwell) which is already accommodating a greater number of vehicles than that for which it was designed. The NTA is therefore making a significant investment in a new temporary depot at Tivoli Docks that is now substantially complete and will come onstream early in Q3 2026. The new bus depot at Tivoli will facilitate the expansion of the urban bus fleet operated by Bus Éireann, thereby facilitating the rollout of the BusConnects Cork Network ReDesign (NRD), and will also allow the first phase of the electrification of Capwell depot to commence, which was not possible while Capwell was over capacity. The latter project is important in the short-term as the NTA is now only purchasing new battery-electric urban buses, so charging infrastructure must be in-situ at depots before any new additions can be made to the urban bus fleet in cities such as Cork. It is currently projected that the first phase of charging infrastructure at Capwell depot will become available during 2028. The NTA has also acquired a site on Kinsale Road that will be used for a new bus depot and is finalising the acquisition of another site in Little Island that will be used for a further new bus depot. These two new depots, which will be equipped from the outset with charging infrastructure to support the operation of battery-electric buses, are intended to supplement Capwell depot and to facilitate the full transition of the urban bus fleet in Cork to zero-emission by 2035. I trust that the above information is of assistance. Yours sincerely,	**Thomas Gould T.D**

12/05/2026	437, 438	**PQ Referred: 35306/26, for answer 12/05/2026 , Written from - Liam Quaide**	Dail Question No: 437 To ask the Minister for Transport whether the National Transport Authority has engaged with Iarnród Éireann regarding the alignment of the proposed L36 and L37 BusConnects services with rail timetables at Midleton Station; the analysis that has been carried out in determining the proposed frequency and scheduling of these routes; whether this analysis will be published; and if he will make a statement on the matter. Dail Question No: 438 To ask the Minister for Transport if a dedicated public consultation process is planned in relation to the operational details of the L36 and L37 services serving Ballycotton, Whitegate and surrounding areas and, if not, the rationale for same; the engagement that has taken place with local communities, businesses and commuters in East Cork regarding the design and rollout of these routes; whether the proposed L37 route replacing the existing 241 service will include a seven-day service including Sundays; the minimum service frequency envisaged; whether the proposed Q1 2027 rollout timeline under the BusConnects Cork programme allows for revisions based on stakeholder and public feedback; 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. 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. Pending this detailed response, I note	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 437 & 438 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. Routes L36 and L37 form part of the new BusConnects Cork city bus network. An initial consultation was held in July 2021 and responses helped shape the draft new network, part of the Cork Metropolitan Area Transport Strategy (CMATS). A second public consultation on the draft new network took place from the 2nd of November to the 17th of December 2021. Part of the consultations included opportunities for feedback on frequencies of operation of services on the new network. Detailed timetables will be set nearer to the time of implementation of the new bus routes. Factors to be taken into account include compatibility with other relevant bus and rail timetables; the desirability of regular timings across the day (e.g. at the same minutes past the hour) insofar as possible; the need for resilience against disruption by having robust running times and adequate layovers and economy and efficiency of operation. While the new timetable will not be subject to public consultation, detailed information on the new services will be made available well in advance of commencement in a variety of ways including online and in print and all services are carefully monitored following rollout of the new Network. Introduction of the new bus network, including routes L36 and L37, will take place on a phased basis, and is subject to funding. As such, we are not in a position to confirm a date date but these routes are unlikely to be introduced before 2028. I hope that the above information is of assistance. Yours sincerely,	**Liam Quaide, T.D**

			BusConnects is the NTA's 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. In October 2025 Cabinet approval was secured for BusConnects Cork. 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. In June 2022, following public consultation, the new BusConnects Cork network was published. 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.		

12/05/2026	310	**PQ Referred: 33979/26, for answer 12/05/2026 , Written from - Tom Brabazon**	Dail Question No: 310 To ask the Minister for Transport the current up-to-date position regarding the Clongriffin to city centre core bus corridor scheme; and when will this project progress to the next stage of works - Tom Brabazon. Answer The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the BusConnects Dublin programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that BusConnects is a transformative investment programme in the bus system, providing better bus services across Dublin, Cork, Limerick Galway and Waterford. In Dublin, all 12 Core Bus Corridor Schemes have received planning permission with six subject to legal challenges. Contracts have been awarded to both the Liffey Valley to the City Centre and Ballymun-Finglas to the City Centre schemes, with those two schemes to enter heavy construction by the end of the year. The NDP Sectoral Investment Plan has allocated funding to the NTA to progress BusConnects in Dublin, Cork, Galway, Limerick, and Waterford. The NTA will publish a more detailed plan later this year setting out the elements of the programme to be advanced within available funding.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 310 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. As you may be aware, the NTA applied to An Bord Pleanála (now An Coimisiún Pleanála) in April 2022 for approval of the Clongriffin to City Centre Core Bus Corridor (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 January 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 at the following link; https://clongriffinscheme.ie/ The NTA are in the final stages of the preparation of the tender document for the CBC Scheme, with the intention of commencing the tendering process in the coming months. It is currently anticipated that the successful tenderers will be appointed on this CBC Scheme in Q1/ Q2 of 2027. The Construction Programme for the CBC Scheme will become available once the contractor has been appointed. I trust that the above information is of assistance. Yours sincerely,	**Tom Brabazon, T.D**

12/05/2026	384	**PQ Referred: 34757/26, for answer 12/05/2026 , Written from - Roderic O'Gorman**	Dail Question No: 384 To ask the Minister for Transport is he aware that real time bus monitors around the country, which are currently connected to local authority public lighting networks, are now having to be disconnected from local authority public lighting networks and left non-functioning until the National Transport Authority have been able to secure a new connection from ESB Networks; the legislative basis for having to disconnect these monitors from the local authority public lighting network; the number of real time monitors that will have to be disconnected and then re-connected; the reconnection fee each time; 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 related displays nationally. 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. Pending this detailed response, I note the commitments in the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers, and to work with local authorities and national bodies to improve public transport options and infrastructure.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 384 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA's current policy is to provide Real Time Passenger Information (RTPI) displays as integrated units within bus shelters across the TFI network. We no longer install standalone RTPI poles. This approach reflects the fact that our shelter supplier is contracted to manage the shelters directly, including their maintenance and individual electricity connections. We are aware that many existing standalone RTPI units are being disconnected from power, and that this is happening intermittently. In most cases, as we have previously communicated, these older units were supplied from the local authority's public lighting network. Under current regulations governing the distribution of electrical supplies, drawing power for the NTA's RTPI equipment from the public lighting network is no longer permitted. As a result, reinstating power to the poles would now require a dedicated new electrical connection that complies with statutory requirements. Securing a new ESB Networks connection and constructing the associated infrastructure is costly, and to ensure the most economical approach, we are currently reviewing all feasible options for these locations. For example, the NTA recently completed the successful trial of a battery-powered RTPI unit, for which a new ESB Networks connection is not required. The potential wider roll out of this such intervention is currently under review internally. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

12/05/2026	311 - 313	**PQ Referred: 33996/26, for answer 12/05/2026 , Written from - Paul Nicholas Gogarty**	Dail Question No: 311 To ask the Minister for Transport if there are plans to increase capacity on routes through the Clonburris and Adamstown area for both bus and train 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. 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 matters you raised in Parliamentary Question Nos. 311, 312 & 313 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. We are developing plans to improve bus service provision in the Adamstown / Clonburris area, and will be consulting on these plans shortly. The introduction date for any new services will be dependent on availability of funding. Significant rail service enhancements are planned as part of the DART+ Programme. More information on the DART+ Programme is available at: https://www.dartplus.ie/en-ie. Some improvements to Adamstown rail services are planned in advance of the DART+ Southwest scheme subject to funding. I hope that the above information is of assistance. Yours sincerely,	**Paul Gogarty T.D**

12/05/2026	343	**PQ Referred: 34305/26, for answer 12/05/2026 , Written from - Emer Currie**	Dail Question No: 343 To ask the Minister for Transport to provide an update on the efforts to get buses into service (details supplied); whether any of these buses are due to serve routes in Dublin 15; and if he will make a statement on the matter. Details Supplied: the 132 electric buses that are unable to be used because of a shortage of charging points, as discussed in PAC in March 2026. 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 matter raised in Parliamentary Question No. 343 of 12 May last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. As of today, there are 98 electric buses that have been purchased by the NTA that have not yet entered into operational use. Of these 98 buses, 56 buses are destined for use in Dublin and are all projected to enter into operational use in Q3 of this year as additional electrical grid capacity at the Dublin Bus Phibsborough depot becomes available and the second phase of charging infrastructure at the Dublin Bus Harristown depot comes onstream. It is likely that some of these buses will end up operating on routes serving Dublin 15, as several of the battery-electric buses that are already in operational use are servicing routes in that area. The 42 remaining buses are destined for use in Galway and are all projected to enter into operational use during Q4 2026 and Q1 2027, as the new charging infrastructure at the Bus Éireann Galway bus depot comes onstream. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

12/05/2026	313	**PQ Referred: 33998/26, for answer 12/05/2026 , Written from - Paul Nicholas Gogarty**	Dail Question No: 313 To ask the Minister for Transport if he is aware of the current capacity issues surrounding the train lines and bus routes through Clonburris and Adamstown; 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 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. 313 of 22 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is aware of growing travel demand, including demand for bus and rail services, associated with recent and upcoming residential development in the Clonburris and Adamstown areas. We have recently consulted on plans to increase bus service capacity in the Adamstown / Clonburris area. The introduction date for new or enhanced bus services emanating for this consultation is subject to the outcome of discussions with the Department of Transport on bus service funding. Service enhancement for rail is planned as part of the DART+ Programme. More information on the DART+ Programme is available at: https://www.dartplus.ie/en-ie. Yours sincerely,	**Paul Gogarty T.D**

12/05/2026	355	**PQ Referred: 34454/26, for answer 12/05/2026 , Written from - Johnny Guirke**	Dail Question No: 355 To ask the Minister for Transport the number of additional buses that have been added to the fleet to serve commuters in County Meath 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. 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. 355 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. Public Service Obligation (TFI) bus services catering for commuters living in County Meath are primarily provided by coaches and buses operated by Bus Éireann (BÉ) and to a lesser extent by buses operated by Bus Átha Cliath-Dublin Bus (BÁC) and Go-Ahead Ireland (GAI). No additional buses or coaches have been added to fleet for bus services in County Meath to date in 2026. Yours Sincerely	**Johnny Guirke, T.D.**

Data Classification: Public

12/05/2026	395	**PQ Referred: 34921/26, for answer 12/05/2026 , Written from - Thomas Gould**	Dail Question No: 395 To ask the Minister for Transport the number of second hand buses transferred to Cork in 2026 and 2025 respectively. 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. 395 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is not aware of any second-hand buses transferred to Cork in 2025 and to-date in 2026. A total of 19 plug-in hybrid double-deck buses were however cascaded from Limerick to Cork during this time period. These modern, attractive and low-emission buses were first introduced into passenger service as recently as 2022 and offer high levels of passenger comfort and accessibility. A further 42 buses of this type are planned to be cascaded to Cork by the end of 2027. The opening of Tivoli temporary bus depot (doubling bus depot capacity in Cork) and the forthcoming electrification of Capwell bus depot will thereafter enable new battery-electric buses to be allocated to Cork. I hope that the above information is of assistance. Yours sincerely,	**Thomas Gould T.D**

12/05/2026	358	**PQ Referred: 34457/26, for answer 12/05/2026 , Written from - Johnny Guirke**	Dail Question No: 358 To ask the Minister for Transport the measures being taken to improve bus connectivity between Meath and Dublin City Centre during peak hours; 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. 358 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. We apologise for the delay in response. The NTA undertakes regular reviews of commuter services from Meath to Dublin. We are currently consulting on proposed TFI NX bus service amendments – see https://www.nationaltransport.ie/news/nta-launches-public-consultation-to-enhance-navan-dublin-bus-corridor/. Under the proposals, passengers would benefit from a 24% increase in peak-time service levels, alongside a range of operational and routing improvements. We have also significantly enhanced the 105 bus service in the past year, providing improved connections from Dunboyne, Clonee, Ashbourne, Ratoath into Blanchardstown/ Navan Road rail station, see https://www.transportforireland.ie/news/bus-eireann-and-the-nta-announce-enhanced-route-105-drogheda-to-blanchardstown/. For parts of Meath that form part of Dublin Metropolitan bus network, please refer to https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/ for proposed additional measures for Dunboyne and Clonee, which we intend to implement subject to funding and operational readiness. Yours Sincerely	**Johnny Guirke, T.D.**

12/05/2026	385	**PQ Referred: 34787/26, for answer 12/05/2026 , Written from - Michael Healy-Rae**	Dail Question No: 385 To ask the Minister for Transport his plans for the local link to include Churchill, County Kerry on route 278; 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 TFI Local Link services. 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 your Dáil question No 385 of May, which was referred to the 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 particular query. The National Transport Authority (NTA) has no current plans to include Churchill on TFI Route 278. 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 implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan. TFI Local Link Kerry operates a weekly service on Wednesdays which operates in the following townlands: Kilfenora, Fenit Village, Tawlaght, Chapeltown, Lissodeige, Barrow, Drehidasillagh, Spa. which Pre-Booking of seats is a requirement. If you contact TFI Local Link Kerry they can advise on if Churchill is covered by this route. Yours sincerely,	**Michael Healy-Rae, T.D.**

12/05/2026	425	**PQ Referred: 35217/26, for answer 12/05/2026 , Written from - Seán Ó Fearghaíl**	Dail Question No: 425 To ask the Minister for Transport the progress on the commitments to allow flexible pickups on Local Link and other bus routes in rural communities, as appropriate, enhancing service accessibility, as per the Programme for Government; 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 TFI Local Link services, and working with Local Authorities to agree additional stopping locations. 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. 425 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA, through the Local Link offices, continues to expand and enhance Demand Responsive Transport (DRT) services, which already provide flexible pick up and drop off arrangements in many rural communities. These services are designed to respond to local needs, improve connectivity, and ensure that people living in dispersed rural areas have reliable access to essential services. This ongoing expansion represents a key element of the Programme for Government commitment to improve rural mobility. For regular scheduled Public Service Obligation (PSO) services, the NTA's position remains that pick ups and set downs should only occur at officially sanctioned stopping locations. All stopping places for regular public transport services must be approved by the relevant Local Authority, which has statutory responsibility for bus stop approvals under Section 85 of the Road Traffic Act 1961. This ensures that safety, accessibility, and local road considerations are fully assessed. The NTA is working with Local Link offices to increase the number of official stops along routes where appropriate. Any proposed stop must be approved and, where necessary, constructed by the relevant Local Authority. To support this, the NTA has allocated funding to local authorities through the Bus Stop Enhancement Programme (BSEP) to deliver new and improved bus stop infrastructure. Under BSEP, decisions on where to upgrade or install new stops are made by the Local Authority, with the final programme of works agreed with the NTA. The NTA will continue to progress measures that enhance rural accessibility, including the further development of flexible services where operationally feasible and subject to funding availability. Yours sincerely,	**Seán Ó Fearghaíl, T.D.**

12/05/2026	439	**PQ Referred: 35401/26, for answer 12/05/2026 , Written from - Joe Neville**	Dail Question No: 439 To ask the Minister for Transport if he will provide a list of all capital projects, including road, public transport, and active travel infrastructure projects, delivered under the remit of his Department, and bodies under their aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Kildare in each of the past five years, in tabular form; and if he will make a statement on the matter. Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector, however the actual delivery of those projects is generally managed by the relevant agency directly. Additionally, capital projects can vary in scale, consisting of multiple small deliverables across several regions, in addition to the major single-deliverable projects such as Metrolink or a major bypass for example. As a result, to provide the information requested by the Deputy I refer the deputy to the Government's coordinated Project 2040 tracker for major regional projects for the Deputy's information, as well as refer the deputy's question to the agencies responsible for delivery in the Kildare region. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputy's question to TII, the NTA,Iarnród Éireann and Bus Éireann for consideration and answer. Please contact my private office if you do not receive a response within 10 working days.	Dear Deputy, I refer to the matter raised in your Parliamentary Question No. 439 of 12 May last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Your question sought a list of all capital projects, including road, public transport and active travel infrastructure, delivered under the remit of the Minister for Transport and bodies under his aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Kildare in each of the past five years. In its role as Sponsoring Agency (meaning the entity delivering a project), the NTA can confirm that no public transport infrastructure or active travel infrastructure projects in Kildare were completed within the requested period. The majority of major public transport infrastructure projects delivered by the NTA arise under the BusConnects Programme, which remains ongoing and has not yet reached completion stage. In addition, the NTA undertakes an extensive portfolio of transport technology projects and programmes, many of which deliver benefits at a national level rather than being location-specific. The NTA acts as Approving Authority for a wide range of public transport and active travel infrastructure projects. In this role, the NTA is responsible for establishing the overall governance framework, approving progression through project stages, and overseeing funding allocations. Local Authorities and public transport operators act as Sponsoring Agencies for individual projects and are responsible for project delivery, including timelines and cost management. Accordingly, they are best placed to provide detailed information on specific projects, including cost estimates and timelines. In this context, your query in relation to active travel infrastructure projects has been referred to Siobhan Scully, Kildare County Council for direct reply in relation to the active travel projects funded by the NTA. I understand that the question has also been referred to Transport Infrastructure Ireland (TII), Iarnród Éireann and Bus Éireann for direct response in respect of projects under their respective remits. For further information on projects and programmes funded by the NTA, I refer you to the reports published on the NTA’s website, a link to which is provided: Publications - National Transport. I trust that the above information is of assistance. Yours sincerely,	**Joe Neville, T.D**

12/05/2026	427	**PQ Referred: 35235/26, for answer 12/05/2026 , Written from - Paula Butterly**	Dail Question No: 427 To ask the Minister for Transport to respond to correspondence (details supplied) in relation to any measures being taken to provide upgraded and enhanced public transport services in the North Dundalk area, including increased capacity, improved frequency, and accessibility improvements; the locations where such upgrades have been delivered or are planned in 2025 and 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 services in conjunction with the relevant transport operators. In this regard 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. The NTA regularly meets with each transport operator 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. Further, under the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009, the Oireachtas assigned statutory responsibility to the NTA for promoting the development of an integrated, accessible public transport network and public transport infrastructure. The NTA in turn works with the	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 427 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. Revised timetables were rolled out in Dundalk town in April 2025. Additional resources were provided to ensure that the new timetables delivered punctuality improvements, alongside a significant expansion in operating hours for Dundalk bus routes 174, 174A and 174B. This delivered an 85% increase in the number of weekly timetabled trips on these routes, expanding operating hours into the early morning and late evening, and significantly increasing public transport options in Dundalk throughout the weekend. Details are available at the following link: NTA and Bus Éireann announce significantly enhanced Dundalk town service, including new Sunday services - National Transport Whilst we have no plans for further enhancements in 2026, the NTA has worked with the local authority to develop future local bus service plans for Dundalk through the Local Transport Plan (LTP) process. We have no fixed timeline for future network reconfiguration under the LTP process, which will be subject to funding. I hope that the above information is of assistance. Yours sincerely,	**Paula Butterly, T.D**

			relevant public transport operators, for example Bus Éireann, who have responsibility for day-to-day operational issues, to progressively make public transport accessible. 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.		

12/05/2026	386	**PQ Referred: 34810/26, for answer 12/05/2026 , Written from - Grace Boland**	Dail Question No: 386 To ask the Minister for Transport if he will provide a list of all capital projects including road, public transport, and active travel infrastructure projects delivered under the remit of his Department, and bodies under their aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Fingal in each of the past five years, in tabular form; and if he will make a statement on the matter. Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector, however the actual delivery of those projects is generally managed by the relevant agency directly. Additionally, capital projects can vary in scale, consisting of multiple small deliverables across several regions, in addition to the major single-deliverable projects such as Metrolink or a major bypass for example. As a result, to provide the information requested by the Deputy I refer the Deputy to the Government's coordinated Project 2040 tracker for major regional projects for information, as well as refer the Deputy's question to the agencies responsible for delivery in the Fingal area. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputy's question to TII, the NTA,Iarnród Éireann and Bus Éireann for consideration and answer. Please contact my private office if you do not receive a response within 10 working days.	Dear Deputy, I refer to your Parliamentary Question No. 386 of 12 May 2026 last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Your question sought a list of all capital projects, including road, public transport and active travel infrastructure, delivered under the remit of the Minister for Transport and bodies under his aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Fingal in each of the past five years. In its role as Sponsoring Agency (meaning the entity delivering a project), the NTA can confirm that no public transport infrastructure or active travel infrastructure projects in Fingal were completed within the requested period. The majority of major public transport infrastructure projects delivered by the NTA arise under the BusConnects Programme, which remains ongoing and has not yet reached completion stage. In addition, the NTA undertakes an extensive portfolio of transport technology projects and programmes, many of which deliver benefits at a national level rather than being location-specific. The NTA acts as Approving Authority for a wide range of public transport and active travel infrastructure projects. In this role, the NTA is responsible for establishing the overall governance framework, approving progression through project stages, and overseeing funding allocations. Local Authorities and public transport operators act as Sponsoring Agencies for individual projects and are responsible for project delivery, including timelines and cost management. Accordingly, they are best placed to provide detailed information on specific projects, including cost estimates and timelines. In this context, your query in relation to active travel infrastructure projects has been referred to David Storey, Fingal County Council for direct reply in relation to the active travel projects funded by the NTA. I understand that the question has also been referred to Transport Infrastructure Ireland (TII), Iarnród Éireann and Bus Éireann for direct response in respect of projects under their respective remits. For further information on projects and programmes funded by the NTA, I refer you to the reports published on the NTA’s website, a link to which is provided: Publications - National Transport I trust that the above information is of assistance. Yours Sincerely	**Grace Boland, T.D**

12/05/2026	382	**PQ Referred: 34724/26, for answer 12/05/2026 , Written from - John Paul O'Shea**	Dail Question No: 382 To ask the Minister for Transport if he will provide a list of all capital projects including road, public transport, and active travel infrastructure projects delivered under the remit of his Department, and bodies under their aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Cork North-West in each of the past five years, in tabular form; and if he will make a statement on the matter. Identical Question(s): Climate Transport Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector, however the actual delivery of those projects is generally managed by the relevant agency directly. Additionally, capital projects can vary in scale, consisting of multiple small deliverables across several regions, in addition to the major single-deliverable projects such as Metrolink or a major bypass for example. As a result, to provide the information requested by the Deputy I must both refer the Deputy to the Government's coordinated Project 2040 tracker for major regional projects for information, as well as refer the Deputy's question to the agencies responsible for delivery in the Cork North-West Constituency. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputy's question to TII, the NTA,Iarnród Éireann and Bus Éireann for consideration and answer. Please contact my	Dear Deputy, I refer to the matter raised in Parliamentary Question No. 382 of 12 May last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Your question sought a list of all capital projects, including road, public transport and active travel infrastructure, delivered under the remit of the Minister for Transport and bodies under his aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Cork North-West in each of the past five years. In its role as Sponsoring Agency (meaning the entity delivering a project), the NTA can confirm that no public transport infrastructure or active travel infrastructure projects in Cork North-West were completed within the requested period. The majority of major public transport infrastructure projects delivered by the NTA arise under the BusConnects Programme, which remains ongoing and has not yet reached completion stage. In addition, the NTA undertakes an extensive portfolio of transport technology projects and programmes, many of which deliver benefits at a national level rather than being location specific. The NTA acts as Approving Authority for a wide range of public transport and active travel infrastructure projects. In this role, the NTA is responsible for establishing the overall governance framework, approving progression through project stages, and overseeing funding allocations. Local Authorities and public transport operators act as Sponsoring Agencies for individual projects and are responsible for project delivery, including timelines and cost management. Accordingly, they are best placed to provide detailed information on specific projects, including cost estimates and timelines. In this context, your query in relation to active travel infrastructure projects has been referred to Padraig Barrett, Cork County Council for direct reply in relation to the active travel projects funded by the NTA. I understand that the question has also been referred to Transport Infrastructure Ireland (TII), Iarnród Éireann and Bus Éireann for direct response in respect of projects under their respective remits. For further information on projects and programmes funded by the NTA, I refer you to the reports published on the NTA's website, a link to which is provided: Publications - National Transport I trust that the above information is of assistance. Yours Sincerely,	**John Paul O'Shea, T.D**

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

12/05/2026	379 & 380	**PQ Referred: 34668/26, for answer 12/05/2026 , Written from - Ann Graves**	Dail Question No: 379 To ask the Minister for Transport to ensure that Fingal County Council installs safe paths and cycle lanes in Chapel Road, Kinsealy, County Dublin to ensure residents have safe access to schools, train stations and bus stops. Dail Question No: 380 To ask the Minister for Transport to ensure that Fingal County Council installs safe paths and cycle lanes in Chapel Road, Kinsealy, County Dublin to ensure residents have safe access to schools, train stations and bus stops (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 Active Travel infrastructure. The National Transport Authority (NTA) along with the relevant local authorities are responsible for the development and delivery of individual projects. The Government has committed around €360 million per annum to walking and cycling to the end of the decade. The vast majority of this funding is allocated to the National Transport Authority (NTA) through the Department of Transport for its Active and Sustainable Transport Investment Programme. 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. Of the 2026 funding, Fingal County Council have received €23.5 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.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 379 & 380 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. Fingal County Council are currently working on an Active Travel scheme in this area funded by the NTA, which is the Kinsealy Walking & Cycling scheme. The project has recently moved to Phase 3 Preliminary Design Stage. Fingal County Council undertook a public consultation in respect of this scheme in late 2024/ early 2025, details of which can be found at the link below. https://consult.fingal.ie/en/consultation/kinsealy-walking-cycling-scheme. I hope that the above information is of assistance. Yours sincerely,	**Ann Graves, T.D**

			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.		

12/05/2026	346	**PQ Referred: 34323/26, for answer 12/05/2026 , Written from - Ivana Bacik**	Dail Question No: 346 To ask the Minister for Transport his views on the timeline associated with the pre-feasibility study for the Luas Poolbeg; if he will report on his engagement with the National Transport Authority in respect of same; the works underway in his Department to ensure funding and capacity for the 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. 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 lifetime of the GDA Transport Strategy 2022-2042. These are proposed expansions of the Luas network to Finglas, Lucan, Poolbeg, and Bray. 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 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. Noting the NTA's responsibility with regard to light rail, I have referred 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. 346 of 12 May 2026, which was referred to the National Transport Authority (NTA) for reply. As outlined in the Greater Dublin Area (GDA) Transport Strategy, Luas Poolbeg is an extension of the existing red line to serve the Poolbeg Strategic Development Zone (SDZ) and its 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 of the project. A Luas Poolbeg Pre-Feasibility study was completed by Transport Infrastructure Ireland (TII) in late 2025 to determine if there would be sufficient passenger demand to progress the project. Following the completion of this Pre-Feasibility Study and a review by the NTA, TII have been instructed and funding has been available to progress the project to Phase 1 (Scope and Purpose) and Phase 2 (Options Selection) of the NTA's Project Approval Guidelines (PAGs). A project team have now begun work on Phase 1 including procurement of engineering designers to further develop the project. Following the completion of Phase 1 of the PAGs, the project will enter Phase 2 (Concept Development & Option Selection). Phase 2 will include a comprehensive route selection process aligning with the GDA Transport Strategy. It is currently anticipated that a public consultation on an Emerging Preferred Route will occur in mid/late 2027. I trust that the above information is of assistance. Yours sincerely,	**Ivana Bacik, T.D.**

12/05/2026	334	**PQ Referred: 34243/26, for answer 12/05/2026 , Written from - Michael Cahill**	Dail Question No: 334 To ask the Minister for Transport to review correspondence (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 regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts. The 2026 PSO funding allocation of €940m, provides a significant 43% uplift in the PSO allocation from 2025 to further support subsidised bus and rail services across Ireland, as well as maintaining targeted fares initiatives such as 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 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. 334 of 13 May 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (the NTA) is responsible for the setting of public transport fares on all contracted Public Service Obligation (PSO) services, in accordance with the provisions of the Dublin Transport Authority Act 2008. This is carried out through the annual Fares Determination process, which includes the setting of fare levels on Iarnród Éireann services. Killarney – Dublin Heuston falls into Express fare band U which has a booking office Day Single rate of €68, or single web fares at three price points as follows: Low €24.99 (€45.98 return), Semi Flexible €26.99 (€53.98 return), and Flexible €33.99 (€67.98 return). Web fares are part of Iarnród Éireann's customer first programme which provides significant savings over standard booking office fares for online advance purchase of fares. In addition, an all service Taxsaver ticket is available for €4,040. Assuming a higher rate taxpayer, the net cost of this ticket to the user is €1,935.16 annually / €37.21 per week. Based on the suggested travel pattern of at least once per week between Killarney and Dublin this option could offer significant savings on travel costs before also factoring in the unlimited travel on Dublin City Bus, Luas and rail services in Dublin, as well as Bus Éireann, Go-Ahead Ireland commuter, unlimited rail across the state and JJ Kavanagh Route 139 services, which is also available on this ticket. All the above fares are inclusive of the 20% cost of living discount that was applied to all PSO public transport fares in 2022. In June 2025, the NTA rolled out the Dublin Commuter Zone extending to approximately 50km from Dublin City Centre and associated tickets as part of the National Fares Strategy to deliver crow-fly distance single and period tickets, enabling multimodal travel in the Dublin City and Commuter Zone. This zone extends to Rathdrum Co. Wicklow southwards from Dublin City Centre. It is the NTA's intention to rollout the National Fares Strategy across the state in the coming years to eliminate known issues such as intercity fares based on route rather than crow fly distance travelled and deliver for customers fares that are more equitable, consistent, and easy to understand. I trust this clarifies matters.	**Michael Cahill, T.D**

13/05/2026	337	**PQ Referred: 34271/26, for answer 12/05/2026 , Written from - Seán Ó Fearghaíl**	Dail Question No: 337 To ask the Minister for Transport if he is aware of the ongoing inadequacy of the 120 bus service for residents of Derrinturn and Edenderry, County Kildare; the excessive journey times to Dublin; the accessibility and safety difficulties experienced by vulnerable passengers, including wheelchair users; whether he will engage with the NTA and Bus Éireann to examine increased frequency of the 120 service, regular routing via Derrinturn, and the provision of a local Edenderry–Derrinturn–Enfield 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 services in conjunction with the relevant transport operators. In this regard 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. Further, under the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009, the Oireachtas assigned statutory responsibility to the 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, who have responsibility	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 337 of 13 May 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. The Authority plans to introduce improvements to the 120 bus corridor, which is currently operated by GoAhead Ireland (GAI), commencing early next year. In summary we propose to simplify the network by merging the 120C/120D into a TFI#121 route. This will include: - Increased services to and from Edenderry. - Improve links to rail services at Maynooth. - Increased capacity and frequency on the corridor between Edenderry and Dublin. Derrinturn currently has 44 daily services on the existing route 120 connecting it to areas such as Edenderry, Prosperous, Clane, Straffan, Celbridge, Lucan, and Dublin. As part of the rebuild of the corridor, a new 128 service will be introduced connecting the 120 corridor (at Prosperous) to destinations on the south side of the city including Sandyford and UCD and connecting with both LUAS lines. We will also add more departures on the TFI#120X from Edenderry to the city centre. 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. In relation to journey times on Route 120, the NTA is aware that congestion on the approaches to Dublin, and within towns and villages along the route, can have a significant impact on the reliability and overall duration of bus services. However, in corridors where bus priority infrastructure is limited or not yet in place, the ability of the NTA to meaningfully reduce journey times is constrained, as buses are required to operate within the same traffic conditions as general traffic. Notwithstanding these constraints, the NTA will continue to work collaboratively with the relevant local authorities and TII to identify and promote opportunities to improve bus priority on the Route 120 corridor, with the aim of delivering more reliable and efficient journey times for passengers.	**Seán Ó Fearghaíl, T.D.**

			for day-to-day operational issues, to progressively make public transport accessible. 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.		

13/05/2026	314	**PQ Referred: 33999/26, for answer 12/05/2026 , Written from - Paul Nicholas Gogarty**	Dail Question No: 314 To ask the Minister for Transport if there have been discussions between his Department and Transport Infrastructure Ireland in relation to the capacity issues on public transport in Clonburris and Adamstown; the progress made towards providing a solution for the residents 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. 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 raised in Parliamentary Question No. 314 of 13 May 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA acknowledges the concerns raised regarding public transport capacity serving Clonburris and Adamstown. Passenger demand in this area continues to grow alongside significant residential development, and the NTA recognises the importance of ensuring that public transport provision develops in line with the needs of existing and future residents. In relation to rail services, Adamstown is served by the South West Commuter corridor. While the NTA and Iarnród Éireann seek to allocate available capacity as effectively as possible, all available fleet is currently deployed across the network at peak times. Fleet, driver and infrastructure constraints therefore limit the ability to introduce additional peak-time capacity in the immediate term. The NTA is working with Iarnród Éireann on timetable revisions to provide a more even spread of services (and thus shorter average wait times) on South West Commuter services. These changes are currently planned for implementation in December 2026. Separately a public consultation process is currently underway in relation to improved bus services in the Adamstown/Clonburris area and submissions can be made here: https://consult.nationaltransport.ie/en/consultation/draft-new-bus-network-clonburris-area In the longer term, DART+ South West will provide a significant increase in rail capacity on this corridor. The project will extend the electrified DART network from Hazelhatch and Celbridge to Heuston Station and the south city via the Phoenix Park Tunnel. It includes electrification, four-tracking between Park West and Heuston, signalling upgrades and new DART fleet. When complete, the project will increase capacity and improve service frequency and reliability for communities along the corridor, including Adamstown and the wider Clonburris area. The NTA is continuing to assess bus-service requirements in Clonburris and Adamstown, taking account of population growth, development phasing, passenger demand and the availability of fleet, drivers and funding. A public consultation concerning proposed bus-service provision for Clonburris commenced on 08 July 2026. The NTA will continue to engage with the relevant local authority, transport operators and other stakeholders to ensure that rail and bus planning takes account of the continued development of Clonburris and Adamstown. I trust that the above is of assistance Yours sincerely,	**Paul Gogarty T.D**

13/05/2026	23	**PQ Referred: 35583/26, for answer 13/05/2026 , Written from - Emer Currie**	Dail Question No: 23 To ask the Minister for Transport for clarity on BusConnects (details provided); and if he will make a statement on the matter. Details Supplied: why does the L64 still travel through the 'bus gate' on the 2025 revised area map despite these plans being halted. 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 Dublin programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that 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. The rollout of the remaining phases of the BusConnects Dublin Network Redesign will occur over the coming years, subject to funding and operational readiness.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 23 of 13 May 2026, which was referred to the National Transport Authority (NTA) for reply. Please note that the routing of proposed route L64 will be updated when the next edition of the map is released. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

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<td>14/05/2026</td>
<td>243</td>
<td>PQ Referred: 36498/26, for answer 14/05/2026 , Written from - John Clendennen</td>
<td>Dail Question No: 243

To ask the Minister for Transport if he will provide a breakdown of spending on advertising which was funded or overseen by his Department, and bodies under its aegis, in each of the past five, including a breakdown by medium that is radio, television, social media, in tabular form; and if he will make a statement on the matter.

Identical Question(s): to all Depts.

Details Supplied: RTE News, Sunday, 10th May - see link below
https://www.rte.ie/news/politics/2026/0510/1572645-government-departments-spending/

Answer

The Department ofTransportusesadvertisingto engage with the public on a range of matters, including encouraging sustainable travel choices in line with legally-binding climate goals, informing the public of speed limit reductions, promoting public consultations, and highlighting recruitment or upskilling opportunities.

In 2023, my Department launched its flagship Your Journey Counts emissions-reduction campaign to encourage people to walk, cycle, and take publictransportwhere they can, in line with our Climate Action Plan goals to reducetransport-related carbon emissions.

This TV-led, integrated campaign was the first of its kind undertaken by my Department and its launch is linked to the increase onadvertisingexpenditure by my Department in recent years.

Campaigns appear across a range of platforms as required, including TV, out-of-home/outdoor, national and local print, national and local radio, digital display, social media, search engine optimisation (SEO), video on demand, digital audio streaming and paid partnerships.

Media buying services are provided to my Department in a cost-effective, efficient</td>
<td>Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 243 of 14 May 2026, which was referred to the National Transport Authority (NTA) for reply.

Please see table below for a breakdown of NTA advertising costs for TV, radio and social media over the past five years.

<table>
<tr><th>Year</th><th>TV</th><th>Radio</th><th>Social media</th></tr>
<tr><td>2026 to date</td><td>€33,645</td><td>€119,410</td><td>€101,196</td></tr>
<tr><td>2025</td><td>€438,647</td><td>€743,283</td><td>€361,104</td></tr>
<tr><td>2024</td><td>€0</td><td>€1,756,676</td><td>€339,082</td></tr>
<tr><td>2023</td><td>€0</td><td>€787.453</td><td>€317,883</td></tr>
<tr><td>2022</td><td>€511,808</td><td>€627,099</td><td>€358,931</td></tr>
</table>

I hope that the above information is of assistance.

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

			manner through an agency procured by the Government of Ireland in line with an Office of Government Procurement framework. All forms ofadvertisingare monitored on performance, with post-campaign analyses undertaken per campaign to measure reach and value for money across key metrics including CTR, with these insights used to inform future campaign development. The figures for my Department's totaladvertisingspend for the years 2022, 2023 and 2024 are given in the table below. Year 2020 2021 2022 2023 2024 2025 Advertising spend €68,751.09 €63,247.83 €121,006.40 €1,990,373.15 €648,587.00 €1,451,462 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.		

14/05/2026	217	**PQ Referred: 35810/26, for answer 14/05/2026 , Written from - Joanna Byrne**	Dail Question No: 217 To ask the Minister for Transport the reason for spending €3 million on a temporary train station for the 2027 tournament (details supplied); where the funds are drawn from; if funds ringfenced for other projects are being diverted to pay for a temporary train station; and if he will make a statement on the matter. Details Supplied: Ryder Cup in Adare, County 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 the construction of the temporary station at Adare in County Limerick. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this more detailed response I would note thatthe temporary station at Adare is set to support thousands of spectators travelling to and from the Ryder Cup in September 2027. The temporary station consists of a platform and external concourse. Construction is expected to take six months and is being progressed alongside works on the reinstatement of the Limerick to Foynes freight line, which is expected to be complete in October 2026.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 217 of 14 May 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a response to this Parliamentary Question. Further to the Minister's response, as part of the commitment of Government to host the 2027 Ryder Cup at Adare, a transport plan was required which committed to maximising the availability of access to the venue by rail. To deliver on this commitment, NTA and Iarnród Eireann were requested to develop a plan to provide passenger services on the Foynes Freight Line between Limerick / Limerick Junction and Adare for inclusion in the transport plan, as part of the overall transport strategy for the event which aims to maximise the number of spectators travelling by public transport, including rail, and to reduce pressure on the local road network. Early consideration of options was undertaken to determine the appropriate mechanisms for delivering the transport services, particularly in the context of future plans for passenger services on section of the Foynes Freight line and a permanent station at Adare. Based on this analysis, Iarnród Éireann and NTA advised the Department of Transport that provision of passenger rail services was feasible and that provision of temporary interventions was the most appropriate given the costs, timeline for delivery in advance of Ryder Cup and the longer term timeline for development of the passenger rail services on sections of the Foynes Line. In addition, a key factor in progressing the temporary station was the influence of the planned Adare Flood Relief Scheme being developed by Limerick City and County Council and the OPW. This will require the track level to be raised at the Maigue Railway Bridge and the section of track where the station is planned. The flood scheme would impact the design of the permanent station. In 2025, the Department of Transport requested Iarnród Eireann to progress the development of the infrastructure necessary to provide a temporary passenger rail service. Funding for the scheme is being provided by the Department of Transport via the NTA. Funding is being administered through the NTA's Capital Grant Procedure. I trust that the above information is of assistance. Yours sincerely,	**Joanna Byrne, T.D**

14/05/2026	218	**PQ Referred: 35875/26, for answer 14/05/2026 , Written from - Aidan Farrelly**	Dail Question No: 218 To ask the Minister for Transport if his Department or any bodies and agencies under its aegis use, or have in the past used, software and or products from a company (details supplied); the duration and cost of the contract; and the services they avail of from the company. Identical Question(s): to all Depts. Details Supplied: Passwork aka Passwork Europe SL. A similar previous PQ contained a typographical error in respect of company name Answer My Department does not use software or any products from the company details supplied in the parliamentary question. I have referred the Deputy's question to the bodies and agencies under the remit of my Department 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. 218 of 14 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA does not currently use software and/ or products from Passworks nor have we used any such software/ products in the last three years. I hope that the above information is of assistance. Yours sincerely,	**Aidan Farrelly, T.D**

19/05/2026	361	**PQ Referred: 37165/26, for answer 19/05/2026 , Written from - Peadar Tóibín**	Dail Question No: 361 To ask the Minister for Transport the number of vehicles towed to car pounds due to non-payment of clamp release fees within 24 hours in each of the past five years; and whether his Department has assessed the proportionality of towing vehicles in such circumstances. Answer I wish to advise that in October 2017 the National Transport Authority (NTA) assumed responsibility, as the regulator of vehicle clamping activities, for both statutory and non-statutory (privately-owned) clamping areas throughout the State. It is responsible for the regulation of clamping activities, the administration of second-stage vehicle clamping appeals and the investigation of complaints. 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. 361 of 19 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA regulates clamping activity under the Vehicle Clamping Act 2015 and the Vehicle Clamping and Signage Regulations 2017. 'Towing', or 'relocation', forms part of clamping activity. The NTA administers an appeal and complaints process under the '2015 Act'. Each year, the NTA requests annual data from all Parking Controllers under Regulation 19 of the '2017 Regulations'. The request does not require information for the number of vehicles relocated for all Parking Controllers, however it is provided by some. One of those Parking Controllers relates to the area enforced by Dublin City Council and is the only local authority reporting to the NTA for such activity and accounts for almost all relocations in any given year. Unfortunately, the number of relocations is not classified separately between those vehicles relocated to a vehicle pound and those relocated to another location due to another unlawful parking reason e.g. obstruction, bus-lanes, clearways. Accordingly, the NTA is not possible to state the number of vehicles relocated to a car pound due to non-payment of a clamp release fee. I hope that the above information is of assistance. Yours sincerely,	**Peadar Tóibín, T.D.**

18/05/2026	384	**PQ Referred: 37940/26, for answer 19/05/2026 , Written from - Grace Boland**	Dail Question No: 384 To ask the Minister for Transport whether he expects the rollout of the A-Spine to produce higher frequency bus services than the present routes serving the Swords 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. 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 Dublin programme. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct and detailed reply. Please contact my private office if you do not receive a reply within 10 working days Pending a more detailed response, I note that the new BusConnects Dublin Network Redesign is intended to deliver a more efficient and higher-frequency bus network across the city. In this regard, the proposed A Spine, connecting Swords to Rathmines/Terenure via the City Centre, is designed to provide a high-frequency service, with buses operating at regular intervals throughout the day. While the detailed service levels, including frequencies, are a matter for the NTA, the overall objective of the Network Redesign is to provide more consistent and frequent services than those currently available on many routes, including in the Swords area.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 384 of 19 May 2026, which was referred to the National Transport Authority (NTA) for reply. New routes A1, A2, A3, A4, L82, L83, L85, N8, X79, X83, X84, X85 and 22 will be introduced as part of the A-Spine bus network changes in north Dublin and Fingal. They replace current routes 16, 33, 33a, 33b, 33d, 33e, 33x, 41, 41b, 41c and 41x in this area. 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 A-Spine is subject to confirmation of funding so a precise date cannot be provided at this time. Service levels increase overall, particularly in the middle of the day and at weekends. As the route pattern is changing, frequency changes at individual stops will vary. A table of the currently planned frequencies for the new Dublin area local bus network, including these services, is available on the Bus Connects website at A3-Frequency-Table-21.11.25.pdf. In summary, routes A1, A2, A3 and A4 will each operate every 12 minutes, route 22 every 15 minutes, route L83 every 30 minutes, route L85 every 15-30 minutes and route L82 hourly. Additional capacity will operate at peak times on some services, and on the peak-time express routes. Lower frequencies will apply in the evenings and on Sundays. Detailed timetables for all the services will be set nearer the time of implementation, in order to take account of the latest information on demand. Yours sincerely,	**Grace Boland, T.D**

19/05/2026	376, 377, 379	**PQ Referred: 37742/26, for answer 19/05/2026 , Written from - Maeve O'Connell**	Dail Question No: 376 To ask the Minister for Transport for an update on planned or proposed Luas projects in south County Dublin. Dail Question No: 377 To ask the Minister for Transport whether his Department has copies of the drawings and designs for the proposed Eastern Bypass Luas; and if copies of these maps will be made available. Dail Question No: 379 To ask the Minister for Transport for an update on the proposed Luas line from the Dublin city centre to Bray. 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 NTA published Transport Strategy for the GDA 2022-2042 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. 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. 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	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 376, 377 & 379 of 19 May 2026, which was referred to the National Transport Authority (NTA) for reply. **PQ 376** The Greater Dublin Area (GDA) Transport Strategy 2022-2042 sets out the proposed Luas network up to 2042, Namely Luas Poolbeg, Luas Lucan and Luas Bray. Updates on the status of these projects are set out below. Luas Lucan 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 anticipated that an emerging preferred route will be identified in Q3 of 2026, 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. Luas Poolbeg As outlined in the Greater Dublin Area (GDA) Transport Strategy, Luas Poolbeg is an extension of the existing red line to serve the Poolbeg Strategic Development Zone (SDZ) and its 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 of the project. A Luas Poolbeg Pre-Feasibility study was completed by Transport Infrastructure Ireland (TII) in late 2025 to determine if there would be sufficient passenger demand to progress the project. Following the completion of this Pre-Feasibility Study and a review by the NTA, TII have been instructed and funding has been made available to progress the project to Phase 1 (Scope and Purpose) and Phase 2 (Options Selection) of the NTA's Project Approval Guidelines (PAGs). A project team have now begun work on Phase 1 including procurement of engineering designers to further develop the project. Following the completion of Phase 1 of the PAGs, the project will enter Phase 2 (Concept Development & Option Selection). Phase 2 will include a comprehensive route selection process aligning with the GDA Transport Strategy. It is currently anticipated that a public consultation on an Emerging Preferred Route will occur in mid/late 2027. Luas Bray The GDA Transport Strategy 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 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 provide additional capacity to the corridor currently served by 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. In this regard, NTA, in line with the measure LRT 7 in the current GDA Transport Strategy, is currently concluding a pre-feasibility analysis for an additional Luas along the south-eastern corridor to support the Luas Green Line, allow the future extension to Bray, while also providing Luas services to the busy corridor along the N11 and UCD. In this regard, Measure LRT7 provides for "Luas Green Line Reconfiguration to provide the following lines: a. City Centre to Bray via UCD and Sandyford; and b. Sandyford to City Centre." While this measure was set to be delivered post 2042 in the current GDA Strategy, the timeline associated with this new Luas (and consequently Luas Bray) is being re-considered, in light of the current capacity constraints being experienced on the Green Line, significant demand growth along the N11 and the need to further extend the Luas to Bray. Subject to funding	**Maeve O'Connell, T.D**

			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, as I have outlined. Noting the NTA's responsibility in the development of light rail 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.	availability, and subject to the results of a demand study, a light rail line serving the N11 corridor may be progressed to option selection and planning design beginning in 2027 and will be subject to a full route options selection. In addition to those Luas projects identified in for delivery up to 2042, the Greater Dublin Area (GDA) Transport Strategy 2022-2042 identifies a number of corridors where upgrade to light rail may be required after 2042. Within the period of the strategy it is intended to undertake detailed appraisal, planning and design of additional Luas lines including reconfiguration of the Red Line to serve Kimmage, reconfiguration of the Green Line to serve UCD and the N11 corridor and Tallaght to the city centre via Knocklyon. The remaining schemes will be developed further over the lifetime of the strategy. It should be noted that a review of the Transport Strategy is required every 6 years under Section 12 of the Dublin Transport Authority Act. The NTA intends to commence this review in 2027 with a view to publishing a Draft Transport Strategy for public consultation in 2028. This review will take into account revised population and employment forecasts, new zonings for developments, and the latest transport and travel data and trends. **PQ 377** The NTA and Dún Laoghaire–Rathdown County Council (DLRCC) are currently examining the potential future uses of the Eastern Bypass Corridor, including sustainable transport uses. The purpose of the current study is to determine the optimal long-term use of the corridor lands based on the provisions of the Greater Dublin Area (GDA) Transport Strategy and to inform future planning policy which would be set out in the Dún Laoghaire Rathdown County Development Plan. Phase 1 of the study is evaluating whether the corridor could support a future sustainable transport link, such as high-capacity public transport services and active travel facilities. Initial work has identified that a light rail line on this alignment could be technically feasible in principle. The progress of a Luas line on this alignment, however, will be subject to a further stage of the project lifecycle including a full route options selection assessment and network planning considerations. Factors in this assessment will include the potential for Transport-Oriented Development along the corridor and the extent to which it would serve demand to and from existing centres. The assessment of a potential light rail line which has been undertaken to date was carried out using standard light rail corridor dimensions, but did not develop a scheme design for the purposes of this assessment and therefore no design drawings currently exist. The outcome of the ongoing study will inform the statutory review of the GDA Transport Strategy, which is likely to commence in 2027. **PQ 379** The Greater Dublin Area 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 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 corridor currently served by 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. From an initial analysis (Pre-feasibility being carried out by the NTA), it appears that the aforementioned Luas UCD/N11 may assist in relieving existing Luas Green Line capacity constraints and assist in delivering Luas Bray. The sequencing listed previously 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,	

19/05/2026	364	**PQ Referred: 37257/26, for answer 19/05/2026 , Written from - Albert Dolan**	Dail Question No: 364 To ask the Minister for Transport if he is aware of cases where long-serving taxi drivers are being refused extensions to the permissible vehicle age limits by the National Transport Authority, including in the case of a person (details supplied); the rationale behind such refusals; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, including vehicle age limits for SPSVs, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector. 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 extended vehicle age limits during Covid-19, but this was a temporary measure, aimed at ensuring that no operator would be required to change their vehicle while	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 364 of 19 May 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 Acts 2013 as amended, requires the National Transport Authority (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 01 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 171 and 172 have a final operation date in 2027. I trust that the above information is of assistance. Yours sincerely,	**Albert Dolan, T.D**

			passenger demand remained low due to the pandemic. The 2022 Regulations provide for a graduated return to the ten-year age limit; however, the Programme for Government 2025 (PfG) contained a commitment to 'extend the ten-year vehicle limit for taxis registered in 2015, offering another year of service.' To address this PfG commitment, the NTA made a new Regulation in April 2015 which permitted an extension to the final operation date of taxis in the fleet that were first registered in 2015, and due to reach their final operation date between 1st January 2025 and 31st December 2025. For those operators with licenced vehicles that met this description, licences could be renewed from April 1st 2025 until its new final operation date in 2026. The NTA does not anticipate introducing any further maximum permissible age extensions. 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.		

Data Classification: Public

<table>
<tr>
<td>19/05/2026</td>
<td>359</td>
<td>PQ Referred: 37163/26, for answer 19/05/2026 , Written from - Peadar Tóibín</td>
<td>Dail Question No: 359

To ask the Minister for Transport the total revenue generated from clamp release fees by local authorities in each of the past five years; the number of vehicles clamped annually over the same period; and whether his Department has assessed whether the increased fee of €125 has had a measurable impact on parking compliance.

Answer

I wish to advise the Deputy that, in 2017, the National Transport Authority (NTA) assumed responsibility as the regulator for vehicle clamping activities in statutory and non-statutory (privately-owned) clamping areas throughout the State. It is responsible for the regulation of clamping activities, administration of second-stage vehicle clamping appeals and the investigation of complaints.

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

I refer to the matter you raised in Parliamentary Question No. 359 of 19 May 2026, which was referred to the National Transport Authority (NTA) for reply.

The NTA regulates clamping activity under the Vehicle Clamping Act 2015 and the Vehicle Clamping and Signage Regulations 2017. ‘Towing’, or ‘relocation’, forms part of clamping activity.

The NTA administers an appeal and complaints process under the ‘2015 Act’.

Each year, the NTA requests annual data from all Parking Controllers under Regulation 19 of the ‘2017 Regulations’. The request does not require statistics on revenue generated from clamping activity and the number of vehicles clamped has been requested since 2022. Dublin City Council is the only local authority reporting to the NTA for clamping activity.

The available statistics on the number of vehicles clamped by Dublin City Council, as the only reporting local authority, are as follows;

<table>
<tr><th>2025</th><th>2024</th><th>2023</th><th>2022</th></tr>
<tr><td>43,982</td><td>46,931</td><td>44,128</td><td>40,732</td></tr>
</table>

Over this period of time, locations where clamping activity may change, times of parking restrictions may change, and a variety of other factors affect the level of clamping activity.

Finally, in respect of the aspect of your question related to revenue generated, I would suggest contacting Dublin City Council in this regard.

I hope that the above information is of assistance.

Yours sincerely,</td>
<td>Peadar Tóibín, T.D.</td>
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19/05/2026	354	**PQ Referred: 37091/26, for answer 19/05/2026 , Written from - Roderic O'Gorman**	Dail Question No: 354 To ask the Minister for Transport for an update on the DART West project; the timelines for CPOs to be undertaken; the timelines for procurement; the estimated time for commencing works; the current timeline for the conclusion of works; 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, the National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure and services within the Greater Dublin Area. In the case of the DART+ programme, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that conditional planning approval was granted for DART+ West was secured in July 2024. Thisgranted approval to Iarnród Éireann for progressing all of the work – electrification, resignalling, track work, station work – needed to enable electrified DART services to operate the railway line from Dublin City Centre to Maynooth. While the proposed depot location in Maynooth was rejected in that planning decision, public consultation took place between 16 March and 27 April on the proposed new depot location west of Kilcock. Subject to Railway Order approval byAn Comisiún Pleanála, separate from the existing planning decision in respect of the other elements or DART+ West, construction of the depot in the newly proposed location will also see an extension of DART+ West beyond Maynooth to Kilcock.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 354 of 19 May 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 Irish Rail are continuing to progress the DART+ West proposals. The DART+ West project will be delivered through a series of contracts, each covering individual elements. The process of selecting contractors to submit tenders for a number of contract packages on this line has been completed, with some others still to be concluded. Preparation work on the detailed tender documentation for the various DART+ West tender competitions is ongoing, with the expectation that tendering of a number of the packages will commence in Q4 of this year. Construction would then commence on DART+ West during the second half of next year. DART+ West plans to issue Notices to Treat (NtT) to the CPO (Compulsory Purchase Order) properties affected by the main works, in Autunm 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, after the resolution of the Judicial Review. Issuing the NtT around 2–3 months before the deadline allows enough time for responses, any corrections, and re issuing documents if needed. As the original depot site was not granted planning consent by An Bord Pleanála (now An Coimisiún Pleanála), a revised site for the new DART+ train depot has been identified just west of Kilcock. A public consultation on those revised proposals has been undertaken recently and work is now ongoing to have a new Railway Order (railway equivalent of planning permission) application submitted to An Coimisiún Pleanála later this year. I hope that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

19/05/2026	344	**PQ Referred: 36687/26, for answer 19/05/2026 , Written from - Mairéad Farrell**	Dail Question No: 344 To ask the Minister for Transport if he will give an update on changes that will be made to bus stop number 526011 at Cloonarkin Drive in Oranmore 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 and shelters nationally. 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 ten days. Pending this detailed response, I note the commitments in the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers, and to work with local authorities and national bodies to improve public transport options and infrastructure.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 344 of 19 May 2026, which was referred to the National Transport Authority (NTA) for reply. Stop No. 526011 location has been reviewed and the intention is to relocate the stop to a Oranmore Library location subject to necessary approvals and arrangements with the local authority. Yours Sincerely	**Mairéad Farrell, T.D**

19/05/2026	345 - 348	**PQ Referred: 36706/26, for answer 19/05/2026 , Written from - Grace Boland**	Dail Question No: 345 To ask the Minister for Transport the terms of reference, timeline and reporting arrangements for the independent review ordered into the Train Management System project; the date on which the review commenced; the expected completion date for the review; when the findings will be published; whether the review will examine procurement, governance, contractor performance and cost escalation risks; and if he will make a statement on the matter. Dail Question No: 346 To ask the Minister for Transport the current estimated total cost and revised delivery timeline for the Train Management System project; the amount expended to date; the projected completion dates for commissioning phases CP1 to CP8; and if he will make a statement on the matter. Dail Question No: 347 To ask the Minister for Transport whether his Department, the National Transport Authority or Irish Rail have undertaken an assessment of the contractor's capacity to deliver the remaining phases of the Train Management System project; the contractual, financial or legal mechanisms available to the State bodies concerned to mitigate further cost exposure or recoup costs arising from delays or non-delivery; whether contingency delivery options are being considered; and if he will make a statement on the matter. Dail Question No: 348 To ask the Minister for Transport what additional governance and oversight measures have been introduced by the National Transport Authority and Irish Rail since concerns emerged regarding delays and potential cost overruns on the Train Management System project; whether enhanced reporting arrangements are now in place; and if he will make a statement on the matter.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 345 - 348 of 19 May 2026, which was referred to the National Transport Authority (NTA) for reply. Please find attached response to the Parliamentary Question Nos. 345 -348. Kind Regards Richard Kelly	**Grace Boland, T.D**

			Answer Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), including the National Train Control Centre, or NTCC. 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 direct, detailed reply. Please contact my private office if you do not receive a reply within 10 days.		

19/05/2026	375, 380, 381	**PQ Referred: 37741/26, for answer 19/05/2026 , Written from - Maeve O'Connell**	Dail Question No: 375 To ask the Minister for Transport for an update on the Eastern Bypass reserve lands. Dail Question No: 380 To ask the Minister for Transport his Department's position regarding the Dublin Eastern Bypass Corridor Study. Dail Question No: 381 To ask the Minister for Transport whether his Department had been consulted, engaged with, or submitted any observations to the Dublin Eastern Bypass Corridor Study. 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 NTA published Transport Strategy for the GDA 2022-2042 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. 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. With regard to theDublin Eastern Bypass Corridor Study, my understanding is this was commissioned and managed by Dún Laoghaire-Rathdown County Council, with the NTA providing input to assist with strategic planning. Noting the NTA's responsibility in the development of light rail infrastructure in the GDA, I have referred the Deputy's question to	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 375, 380 & 381 of 19 May 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a response to these Parliamentary Questions. As such, the focus of our response is to Parliamentary Question No, 375. Dún Laoghaire-Rathdown County Council (DLRCC), in conjunction with the NTA, appointed a consultant to undertake an assessment of the future use of the Eastern Bypass Corridor reservation. This followed the decision that the reservation would no longer be required for an Eastern Bypass, as set out in the Greater Dublin Area Transport Strategy 2022-2042. The Transport Strategy includes a related Measure ROAD4, which states that 'The NTA will collaborate with Dún Laoghaire Rathdown County Council in undertaking an assessment of the potential for the southern section of the former Eastern Bypass corridor reservation – as provided for in the County Development Plan – to accommodate a sustainable transport link. Pending completion of this assessment the existing reservation should be retained.' The Dún Laoghaire-Rathdown County Development Plan 2022-2028 includes a Specific Local Objective, SLO 4, which states in part that 'In the event that the corridor is no longer needed for the [Eastern Bypass], a Dún Laoghaire-Rathdown County Council lead study should be carried out to determine the best use of the corridor prior to any development being permitted. This study may be informed by a future NTA study. This should include the consideration of sustainable transport, biodiversity and recreation projects including playing pitches, and engagement with the public.' The current study comprises two parts; an examination of the potential sustainable transport uses of the corridor and the related spatial requirements, and an assessment of the potential uses of the lands that would not be required for sustainable transport infrastructure. The first part of the study has been completed and has identified that the corridor would have the potential to accommodate a Luas line in the event that the NTA proposes such a scheme, although there are no proposals to develop a light rail scheme on this alignment at the current time. The second part of the study, led by DLRCC, is now underway. While the NTA is a stakeholder in this part, the timelines for the completion of the full study would be a matter for DLRCC. I hope that the above information is of assistance. Yours sincerely,	**Maeve O'Connell, T.D**

			the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.		

19/05/2026	383	**PQ Referred: 37820/26, for answer 19/05/2026 , Written from - Malcolm Byrne**	Dail Question No: 383 To ask the Minister for Transport the action he is taking to increase public transport access for those living in Wicklow/Wexford to hospitals; 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. Ireland's public transport system is at a pivotal point. Growing passenger demand, worsening urban congestion, and increasing reliance on public transport for commuting and essential travel highlight the need for reliable and sustainable services. At the same time, the public transport sector is currently experiencing a significant workforce shortage, particularly among drivers, mechanics, and craftworkers. This challenge is already affecting service performance across the network. Bus operators are actively engaging with the NTA to identify and implement solutions to address these resource constraints. In this context, maintaining and strengthening the existing network is essential to safeguard the delivery of high-demand services to ensure they can operate effectively, while supporting longer-term reforms to enhance capacity, accessibility, and efficiency across the system. The PSO funding allows the NTA to operate the Network on a sustainable basis and to prioritise any necessary changes in line with operational capacity and passenger needs. The focus for 2026 is on stabilising the PSO position, ensuring services already in place can operate reliably and sustainably, and progressing improvements that are already in train.We are therefore focused on consolidating and strengthening the current	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 383 of 19 May 2026, which was 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 lengthy delay in responding to this particular query. The Connecting Ireland Rural Mobility Plan is a programme of public transport enhancements to create a more integrated, accessible, and sustainable public transport network for rural Ireland. Please refer to https://www.nationaltransport.ie/wp-content/uploads/2022/05/Connecting-Ireland-Rural-Mobility-Plan_May_2022.pdf. Subject to availability of funding, the NTA plans to expand public transport in Wexford/ Waterford as part of the plan. This will enhance access to key medical facilities in these counties. Yours sincerely,	**Malcolm Byrne, T.D**

			network, while progressing improvements already underway, including Phase 7 BusConnects route adjustments and the new Mullingar townservice. Within itsallocatedresources, the NTA will continue to prioritise operational improvements, where possible within its €940million current allocation.Decisions onservicechanges or enhancements are a matter for the NTA, taking account of availablefunding, operationalreadiness,and driver availability. 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 TFI Local Link services. 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.		

19/05/2026	351	**PQ Referred: 36907/26, for answer 19/05/2026 , Written from - Paula Butterly**	Dail Question No: 351 To ask the Minister for Transport the supports that are currently in place and provided by his Department or agencies within his Department to support BOTPs and Ukrainian citizens; and if he will make a statement on the matter. Identical Question(s): Education/Transport/Finance/Health Answer As Minister of State at the Department of Transport with special responsibility for Rural Transport, I hold responsibility for policy and overall funding in relation to rural public transport. There has been no funding since 2024 to support BOTPs and Ukrainian citizens. 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 services in rural Ireland, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 351 of 19 May 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. The National Transport Authority (NTA) continues to provide a range of transport related supports to Beneficiaries of Temporary Protection (BOTPs). These measures are designed to ensure access to essential public transport services and to assist with mobility and integration needs. For 2026, the NTA has allocated €3.1 million to support these activities. Yours Sincerely	**Paula Butterly, T.D**

20/05/2026	57	**PQ Referred: 38189/26, for answer 20/05/2026 , Written from - Pa Daly**	Dail Question No: 57 To ask the Minister for Transport to provide a list of all capital transport projects under the aegis of his Department that have not been completed on time and within budget in Kerry from 2015 to date, in tabular form; and if he will make a statement on the matter. Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector, however the actual delivery of those projects is generally managed by the relevant agency directly. Additionally, capital projects can vary in scale, consisting of multiple small deliverables across several regions, in addition to the major single-deliverable projects such as Metrolink or a major bypass for example. As a result, to provide the information requested by the Deputy I refer the Deputy to the Government's coordinated Project 2040 tracker for major regional projects for the Deputy's information, as well as refer the Deputy's question to the agencies responsible for delivery in the Kerry region. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputy's question to TII, the NTA,Iarnród Éireann and Bus Éireann for consideration and answer. Please contact my private office if you do not receive a response within 10 working days.	Dear Deputy, I refer to your Parliamentary Question No. 57 of 20 May last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding. Your question sought a list of all capital projects delivered under the remit of the Minister for Transport and bodies under his aegis that have not been completed on time and within budget in Kerry from 2015 to date. In its role as Sponsoring Agency (meaning the entity delivering a project), the NTA can confirm that no public transport infrastructure or active travel infrastructure projects in Kerry were not completed within the requested period. The NTA undertakes an extensive portfolio of transport technology projects and programmes, many of which deliver benefits at a national level rather than being location-specific. The NTA acts as Approving Authority for a wide range of public transport and active travel infrastructure projects. In this role, the NTA is responsible for establishing the overall governance framework, approving progression through project stages, and overseeing funding allocations. Local Authorities and public transport operators act as Sponsoring Agencies for individual projects and are responsible for project delivery, including timelines and cost management. Accordingly, they are best placed to provide detailed information on specific projects, including cost estimates and timelines. In this context, your query in relation to active travel infrastructure projects has been referred to Bridget Fitzgerald, Kerry County Council for direct reply in relation to the active travel projects funded by the NTA. I understand that the question has also been referred to Transport Infrastructure Ireland (TII), Iarnród Éireann and Bus Éireann for direct response in respect of projects under their respective remits. For further information on projects and programmes funded by the NTA, I refer you to the reports published on the NTA’s website, a link to which is provided: Publications - National Transport. I trust that the above information is of assistance. Yours Sincerely,	**Pa Daly, T.D.**

20/05/2026	56	**PQ Referred: 38188/26, for answer 20/05/2026 , Written from - Pa Daly**	Dail Question No: 56 To ask the Minister for Transport to provide a list of all capital transport projects under the aegis of his Department that have been completed on time and within budget in Kerry from 2015 to date, in tabular form; and if he will make a statement on the matter. Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector, however the actual delivery of those projects is generally managed by the relevant agency directly. Additionally, capital projects can vary in scale, consisting of multiple small deliverables across several regions, in addition to the major single-deliverable projects such as Metrolink or a major bypass for example. As a result, to provide the information requested by the Deputy I refer the Deputy to the Government's coordinated Project 2040 tracker for major regional projects for the Deputy's information, as well as refer the Deputy's question to the agencies responsible for delivery in the Kerry region. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputy's question to TII, the NTA,Iarnród Éireann and Bus Éireann for consideration and answer. Please contact my private office if you do not receive a response within 10 working days.	Dear Deputy, I refer to the mater raised in Parliamentary Question No. 56 of 20 May last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Your question sought a list of all capital projects, delivered under the remit of the Minister for Transport and bodies under his aegis which have been completed on time and within budget in Kerry from 2015 to date. In its role as Sponsoring Agency (meaning the entity delivering a project), the NTA can confirm that no public transport infrastructure or active travel infrastructure projects in Kerry were completed within the requested period. The majority of major public transport infrastructure projects delivered by the NTA arise under the BusConnects Programme, which remains ongoing and has not yet reached completion stage. In addition, the NTA undertakes an extensive portfolio of transport technology projects and programmes, many of which deliver benefits at a national level rather than being location specific. The NTA acts as Approving Authority for a wide range of public transport and active travel infrastructure projects. In this role, the NTA is responsible for establishing the overall governance framework, approving progression through project stages, and overseeing funding allocations. Local Authorities and public transport operators act as Sponsoring Agencies for individual projects and are responsible for project delivery, including timelines and cost management. Accordingly, they are best placed to provide detailed information on specific projects, including cost estimates and timelines. In this context, your query in relation to active travel infrastructure projects has been referred to Bridget Fitzgerald, Kerry County Council for direct reply in relation to the active travel projects funded by the NTA. I understand that the question has also been referred to Transport Infrastructure Ireland (TII), Iarnród Éireann and Bus Éireann for direct response in respect of projects under their respective remits. For further information on projects and programmes funded by the NTA, I refer you to the reports published on the NTA’s website, a link to which is provided: Publications - National Transport. I trust that the above information is of assistance. Yours Sincerely,	**Pa Daly, T.D.**

20/05/2026	54	**PQ Referred: 38147/26, for answer 20/05/2026 , Written from - Emer Currie**	Dail Question No: 54 To ask the Minister for Transport for an update on matters raised in correspondence (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. 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 20 May 2026, which was referred to the National Transport Authority (NTA) for reply. Littlepace is currently served by routes 70 (Dunboyne - City Centre) and 270 (Dunboyne - Blanchardstown). Both run hourly at most times, but their timetables are not co-ordinated. At peak times route 70 has a significantly increased level of service, with twelve journeys towards the City Centre between 0615 and 0850, and thirteen journeys from the City Centre between 1540 and 1935. Route 270 serves Blanchardstown Centre but route 70 does not. In the new network, new route L64 will run between Dunboyne and Blanchardstown Centre. New peak-time route P64 will run between Dunboyne and the City Centre. Both will serve Littlepace, running serving all the same stops along Littlepace Road as current routes 70 and 270. Detailed timetables will be set nearer the time of implementation, so that account can be taken of the most recent demand information. It is currently envisaged that route L64 will run every fifteen minutes at most times, subject to the level of funding available at the time of implementation. The benefits of the new arrangements include: • Significantly better all-day frequencies, particularly supporting people whose travel needs are not based around traditional office hours. • All-day connectivity at higher frequency with the major retail and employment location of Blanchardstown Centre. • Better network connectivity, by availing of the wide range of interchange options at Blanchardstown Centre, for example to and from Dublin Airport via new route N8, or to and from Liffey Valley Shopping Centre using new orbital route W4. Interchange is free of charge when using the 90-minute fare. For City Centre journeys, there will continue to be direct connections at peak times. The exact number of journeys to be provided on route P64 will not be decided until nearer the time of commencement, also subject to funding available. Connections with the City Centre at other times will be via route L64 to Blanchardstown and then one of the four new B-Spine services, which will run about every four minutes between Blanchardstown Centre and the City Centre at most times. Waiting time for connections between the City Centre and Blanchardstown would thus be around two minutes on average. There would also be some extra time travelling via the interchange at Blanchardstown Centre. The time to be allowed for this will depend on traffic conditions at different hours of day and the impact of priority. At present, an offpeak journey via the Centre is scheduled to take around five to ten minutes more than a non-stop journey along the Navan Road, depending on the time of day and direction of travel. The local Core Bus Corridor in intended to deliver significantly faster trips in this area and will also enhance the interchange area. The NTA acknowledges that these changes will require some passengers to make their journey in a different way including via interchange to B-Spine services. However, it considers that the new network offers better connectivity overall, with higher frequencies (particularly outside the traditional peak), better city-wide connectivity (for example with Dublin Airport), while also still providing a substantial number of direct connections with the City Centre. For those who have to change, the process is made as straightforward as possible and thanks to the TFI-90 fare, there is no additional cost. Modernising and enhancing the network will necessarily involve some changes to the set of direct links provided, with some now requiring a change of bus while others are newly provided. New links from the Blanchardstown area include those already created on orbital routes N4 and W4 and on future route N8. Traditionally local links between	**Emer Currie T.D**

				Blanchardstown Centre and areas to the north of the Navan Road have been poor, either not existing at all or very low-frequency. With the redesigned network there will be frequent all-day links to the centre from areas such as Corduff, Tyrrelstown and Hollywoodrath. Travel by people with mobility issues is supported generally in a number of ways, including: provision of accessible buses with wheelchair ramps across the fleet; upgrading bus stops to meet accessibility standards; funding for the Independent Travel Support which assists people with additional needs in using public transport independently. 1,900 new TFI bus poles were installed in tandem with the roll out of the new Dublin bus network up to and including the E-Spine services in 2025. Higher frequencies at many stops, including in Littlepace, reduce time spent standing at bus stops. Interchange facilities at Blanchardstown Centre will be improved as part of the Core Bus Corridor project. Along the 12 Core Bus Corridors, enhanced bus stops, most to be equipped with bus shelters and real time passenger information signs, will be provided as part of the construction of the individual corridors. The bus service changes would be implemented as part of introducing the wider network of B-Spine services. The date is dependent on the outcome of funding discussions with the Department of Transport, and on operational readiness. I hope this information at useful. We appreciate the invitation to attend a public meeting. Unfortunately, we must decline this offer. The NTA receives numerous invitations to attend meetings with community, resident or other groups. Given our limited resources, we are generally not in a position to attend. Yours sincerely,	

20/05/2026	49	**PQ Referred: 38017/26, for answer 20/05/2026 , Written from - Emer Currie**	Dail Question No: 49 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; 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 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. The planning of Public Service Obligation (TFI) public transport services including bus, tram and rail is the responsibility of the National Transport Authority. The NTA utilises a number of measures to assess the efficacy of both the existing and planned public transport network to meet the current and future needs of an area. Reviews may take into account: 1. Direct feedback from the relevant transport operators through regular operational review meetings; 2. Existing demand data from boardings and patronage on existing services (derived from ticketing systems data); 3. customer feedback (derived from analysis of CRM) and representations from local representatives and groups; 4. the scale and pattern of transport demand from sources such as CSO census data and CSO POWSCAR (Place of Work, School or College Census of Anonymised Records) data and the National Household Travel Survey; 5. Recent housing completions, commencements, and approvals; 6. Metropolitan transport strategies, Local area plans and Local Transport Plans; 7. Population and employment forecasts and NTA transport demand models. 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 arising or is likely to increase in the near future. The NTA's Service Planning and Strategic Planning teams collaborate to ensure future planning such as Local Transport Plans consider the needs of public transport services and to ensure public transport service plans consider the future needs of changing areas. Any new service implementations are subject to the availability of fleet, drivers and PSO funding and may require prioritisation based on greatest need. Yours Sincerely	**Emer Currie T.D**

20/05/2026	48	**PQ Referred: 38016/26, for answer 20/05/2026 , Written from - Emer Currie**	Dail Question No: 48 To ask the Minister for Transport if there are planned policy or funding adjustments aimed at addressing capacity challenges caused by rapid population increases and dwelling completions in the Dublin west. 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 well as the responsibility for the planning and development of public transport in the Greater Dublin Area (GDA). 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. 48 of 20 May 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. The NTA is carrying out a programme of local area reviews of emerging public transport needs across Dublin, with a focus on bus services. The reviews consider the local existing public transport network, planned network changes and recent and planned housing completions and demographic changes. In general the reviews are prioritised for areas where significant development has occurred since the detailed planning of the BusConnects network, to ensure plans are better aligned to current transport need. Any proposals arising from these reviews are subject to funding and operational readiness and must be considered amongst a range of other priorities including the delivery of subsequent phases of the BusConnects programme. Yours sincerely	**Emer Currie T.D**

20/05/2026	47	**PQ Referred: 38015/26, for answer 20/05/2026 , Written from - Emer Currie**	Dail Question No: 47 To ask the Minister for Transport the infrastructure investments which are planned or underway to support increased public transport demand arising from population growth in Dublin suburbs and surrounding areas. 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. In the case of the rail network, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. 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 direct, detailed reply. Please contact my private office if you do not receive a reply within 10 days.	Dear Deputy, I refer to Parliamentary Question No. 47 of 20 May last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The Greater Dublin Area Transport Strategy 2022-2042 provides a framework for transport investment across the Dublin region for the short, medium and long-term. It sets out the measures to deliver an appropriate transport provision to support the growing transport demands of the region. As part of that delivery process, the Department of Transport published its 5-Year Sectoral Investment Plan last November, covering the years 2026-2030. Under that plan, public transport Investment has been allocated more than €10bn in funding over the 5-year period to invest in enhanced public transport provision across Ireland. As part of this, there will be a series of investments in public transport in the Greater Dublin Area (GDA) that will support the population growth in Dublin and the surrounding counties. Within the next 5 years, some of the major projects and programmes including MetroLink, DART+, BusConnects, Luas Finglas, and DART to Wicklow Town will all enter construction, resulting in increased capacity on all forms of public transport in the GDA. A link to the 5-Year Sectoral plan is included below: NDP_Review_2025_Sectoral_Investment_Plan_for_Transport.pdf I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

21/05/2026	202	**PQ Referred: 38701/26, for answer 21/05/2026 , Written from - Paul Lawless**	Dail Question No: 202 To ask the Minister for Transport if he will request the National Transport Authority and Irish rail to conduct an urgent review of early morning public transport provision between Castlebar and Ballina, including both rail and bus services; and if he will outline any plans to improve frequency, reliability, and coordination of services to meet peak commuter demand. 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 Irish Rail and Bus 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 matter you raised in Parliamentary Question No. 202 of 21 May 2026, which was referred to the National Transport Authority (NTA) for reply. The following public transport services currently operate between Castlebar and Ballina: • Bus Éireann route 420 • Citylink route 430 • Local Link route 454 • Irish Rail services (via a connection in Manulla Junction) All of the above routes currently include morning services. If more detailed information can be provided in relation to any specific issues, we would be happy to look into these. I hope that the above information is of assistance. Yours sincerely,	**Paul Lawless, T.D**

21/05/2026	194, 195, 196	**PQ Referred: 38689/26, for answer 21/05/2026 , Written from - Barry Heneghan**	Dail Question No: 194 To ask the Minister for Transport whether an accessibility and equality assessment has been carried out in respect of the proposed interchange arrangements at Howth Junction under the DART+ Coastal North proposals, particularly regarding the potential impact on wheelchair users, older persons and parents with buggies; and if he will make a statement on the matter. Dail Question No: 195 To ask the Minister for Transport the engagement his Department has had with Iarnród Éireann regarding concerns raised by residents and commuters about the proposed reduction in direct DART connectivity between Howth and Dublin city centre under the DART+ Coastal North project; and if he will make a statement on the matter. Dail Question No: 199 To ask the Minister for Transport whether additional public consultation or stakeholder engagement is planned in relation to the DART+ Coastal North proposals affecting communities in Dublin Bay North; 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, the National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure and services within the Greater Dublin Area. In the case of the DART+ programme, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 194, 195 & 199 of 21 May 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, DART+ Coastal North has now received its Railway Order. As part of the project's statutory planning process, a series of public consultations were already carried out. While no further public consultation in relation to the overall programme is planned at this stage, there will be extensive local engagement as the various elements of the approved project are being implemented. In relation to the proposal for a shuttle service between Howth Junction and Howth, this is envisaged to be required at some point in the future as the need for additional services on the Northern Line, north of Howth Junction, emerges. There is a limited capacity on the Northern Line south of Howth Junction / Donaghmede Station and as the level of service increases on the Northern Line north of this station, it will not be possible to accommodate the same numbers of trains linking directly to Howth. This is the rationale for the possible shuttle service in the future between Howth and Howth Junction / Donaghmede Stations. However, this is not something that is planned to occur in the short-term, meaning that it is not projected to be implemented in the next few years. Instead, it is something that is likely to occur at some later point in the future as the level of train services on the Northern Line increases. The use of the shuttle service in any future timetable is directly correlated to passenger demand and is an operational decision that would be made in the years following DART+ Coastal North project delivery. If a shuttle did form part of a future timetable, it would be subject to its own Timetable Consultation Process conducted by Iarnród Éireann in conjunction with the NTA before its introduction. In addition, depending on the planned changes to the service pattern, it may be possible to still run some direct train services from Howth to the City Centre at times during the day. That will require a detailed timetabling exercise to be undertaken at a later stage. Finally, in relation to undertaking an accessibility and equality assessment, it is understood that various aspects of accessibility and equality were considered in the development of the project and its statutory planning consent process. Should further details ve required, it is suggested that such request be directed to Iarnród Éireann as the developers of the DART+ Programme. I hope that the above information is of assistance. Yours sincerely,	**Barry Heneghan, T.D**

			Pending this more detailed response, I note that accessibility has been considered at every step of the DART+ programme. As one example, the new DART+ Fleet will offer enhanced accessibility with each low-height doorway equipped with an automatic retractable step, offering the potential for unassisted level access from suitable platforms. Platform enhancements are also planned. With regard to public consultation on DART+ Coastal North, Iarnród Éireann has carried out a robust public consultation process. Three main opportunities having been provided for customers, residents, and businesses adjacent to the route, as well as other stakeholders, to provide feedback to the scheme development and Railway Order approval process. Finally, with regard to service frequency and capacity, the DART+ programme will double city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours.		

21/05/2026	189	**PQ Referred: 38635/26, for answer 21/05/2026 , Written from - Barry Ward**	Dail Question No: 189 To ask the Minister for Transport his views on the merits of requiring parallel, segregated cycle routes to run alongside DART and Luas 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.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. Integrating parallel, segregated cycle routes alongside Dublin's DART and Luas infrastructure has been a primary focus of the Greater Dublin Area Transport Strategy. The Strategy has been designed by the NTA to guide multi-modal transport infrastructure across Dublin, Meath, Wicklow and Kildare. Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed.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. 189 of 21 May 2026, which was referred to the National Transport Authority (NTA) for reply. Integrating parallel, segregated cycle routes alongside Dublin's DART and Luas infrastructure has been a primary focus of the Greater Dublin Area Transport Strategy. The Strategy has been designed by the NTA to guide multi-modal transport infrastructure across Dublin, Meath, Wicklow and Kildare. In recent years routes have successfully been retrofitted into the road network, parallel to the Dart Line e.g. The Coastal Mobility Route, Blackrock Park, Rock Road. There are also number of existing parallel routes along the Luas Track e.g. Ballyogan Road. It is challenging to retrofit these routes into existing rail corridors not only due to the physical constraints but also the ecological impact / challenges. Where opportunities have presented themselves, Local Authorities have been proactive in providing them. I trust that the above information is of assistance. Yours sincerely,	**Barry Ward, T.D**

20/05/2026	180	**PQ Referred: 38462/26, for answer 21/05/2026 , Written from - John Brady**	Dail Question No: 180 To ask the Minister for Transport to provide a full breakdown of new services planned to be provided in 2026; the breakdown on whether they are now operational; the reason some planned routes have not yet commenced; and if he will make a statement on the matter. Answer Investment in public transport nationwide is an all time high. The 2026-2030 National Development Plan outlines a €24.3 billion investment in Ireland's transport sector, with a focus on enhancing public transport and active travel. This marks a transformative moment for Ireland’s transport system, delivering sustainable and accessible travel options to connect us all. Additionally, as secured in Budget 2026, the PSO programme and associated services are being supported by an unprecedented increase in funding of €940 million - a 43% increase compared to last year. The focus for 2026 is on stabilising and strengthening the PSO position, ensuring services already in place can operate reliably and sustainably, and progressing improvements that are already in train. We are therefore focused on consolidating and strengthening the current network, while progressing improvements already underway, including Phase 7 BusConnects route adjustments and the new Mullingar town service. The NTA will continue to prioritise improvements, within its €940 million allocation. With over 363.5 million journeys undertaken in 2025, supported by the PSO programme, Ireland’s public transport system is at a pivotal point. Growing passenger demand, urban congestion, and increasing reliance on public transport for commuting and essential travel highlight the need for reliable and sustainable services. At the same time, the public transport sector is	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 180 of 20 May 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. The NTA continues to invest in capacity and punctuality and reliability improvements across the public transport network and has increased resources on a number of public transport routes across the network in 2026. In addition the NTA launched a town bus service for Mullingar on February, and will launch a new town bus service for Ennis later this year. These investments were committed in 2025 but implementation was delayed until 2026. There is currently no funding for new or enhanced services in 2026. Yours Sincerely	**John Brady, T.D.**

			currently experiencing workforce shortages, particularly among drivers, mechanics, and craftworkers. This challenge is affecting some service performance across the network. However, operators are actively engaging with the NTA and the Department to identify and implement solutions to address these resource constraints. In this context, maintaining and strengthening the existing network is essential to safeguard the delivery of high-demand services to ensure they can operate effectively, while supporting longer-term reforms to enhance capacity, accessibility, and efficiency across the system. The PSO funding allows the NTA to operate the network on a sustainable basis and to prioritise any necessary changes in line with operational capacity and passenger needs. Subsequently decisions on service changes or enhancements are a matter for the NTA, taking account of available funding, operational readiness, and driver availability. In light of the NTA's responsibility in this area, I have also 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.		

20/05/2026	179	**PQ Referred: 38461/26, for answer 21/05/2026 , Written from - John Brady**	Dail Question No: 179 To ask the Minister for Transport if his Department's budget is sufficient for new services to be provided in 2026; and if he will make a statement on the matter. Answer Investment in public transport nationwide is an all time high. The 2026-2030 National Development Plan outlines a €24.3 billion investment in Ireland's transport sector, with a focus on enhancing public transport and active travel. This marks a transformative moment for Ireland’s transport system, delivering sustainable and accessible travel options to connect us all. Additionally, as secured in Budget 2026, the PSO programme and associated services are being supported by an unprecedented increase in funding of €940 million - a 43% increase compared to last year. The focus for 2026 is on stabilising and strengthening the PSO position, ensuring services already in place can operate reliably and sustainably, and progressing improvements that are already in train. We are therefore focused on consolidating and strengthening the current network, while progressing improvements already underway, including Phase 7 BusConnects route adjustments and the new Mullingar town service. The NTA will continue to prioritise improvements, within its €940 million allocation. With over 363.5 million journeys undertaken in 2025, supported by the PSO programme, Ireland’s public transport system is at a pivotal point. Growing passenger demand, urban congestion, and increasing reliance on public transport for commuting and essential travel highlight the need for reliable and sustainable services. At the same time, the public transport sector is currently experiencing workforce shortages, particularly among drivers, mechanics, and	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 179 of 21 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA continues to invest in capacity and punctuality and reliability improvements across the public transport network. We are required to operate within our PSO (Public Service Obligation) budget allocation. There is currently no funding for new or enhanced services in 2026. I hope that the above information is of assistance. Yours sincerely,	**John Brady, T.D.**

			craftworkers. This challenge is affecting some service performance across the network. However, operators are actively engaging with the NTA and the Department to identify and implement solutions to address these resource constraints. In this context, maintaining and strengthening the existing network is essential to safeguard the delivery of high-demand services to ensure they can operate effectively, while supporting longer-term reforms to enhance capacity, accessibility, and efficiency across the system. The PSO funding allows the NTA to operate the network on a sustainable basis and to prioritise any necessary changes in line with operational capacity and passenger needs. Subsequently decisions on service changes or enhancements are a matter for the NTA, taking account of available funding, operational readiness, and driver availability. In light of the NTA's responsibility in this area, I have also 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.		

21/05/2026	183	**PQ Referred: 38522/26, for answer 21/05/2026 , Written from - Seán Ó Fearghaíl**	Dail Question No: 183 To ask the Minister for Transport if the National Transport Authority has examined the feasibility of reopening the Curragh train platform in County Kildare, including for use as a park-and-ride facility or for event-based services; if there are any plans to progress this proposal in order to alleviate capacity pressures at Kildare and Newbridge train stations; 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, the National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure and services within the Greater Dublin Area. In the case of the rail network, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. 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 direct, 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. 183 of 21 May 2026, which was referred to the National Transport Authority (NTA) for reply. Given the relative proximity of Newbridge and Kildare stations, the lack of a significant local passenger catchment, and the additional time impact to current train services, we have no current plans to reopen a train platform at Curragh. In relation to a major strategic park and ride facility, we have identified the potential for a strategic park and ride site on the recently constructed Sallins bypass, with good connectivity to the M7. I hope that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Seán Ó Fearghaíl, T.D.**

21/05/2026	177	**PQ Referred: 38459/26, for answer 21/05/2026 , Written from - John Brady**	Dail Question No: 177 To ask the Minister for Transport when the new park and ride facility at Fassaroe, Bray county Wicklow will be operational; the details of the buses and frequency that will serve the facility; the cost of developing the facility; if changes were made to the specifications of the design; 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 delivery of transport infrastructure projects and services within the Greater Dublin Area, including park and ride facilities at Fassaroe. I have referred the Deputy's questions regarding the Fassaroe park and ride facility, including its operational timeline, associated bus services and frequencies, project costs, and design specifications, to the NTA for direct, detailed reply. Please contact my office if a response is not received within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 177 of 21 May 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The new strategic Park and Ride (P&R) facility at Fassaroe in North Wicklow is substantially complete, with the main construction works finished. At present, testing and commissioning activities and other minor works are underway to ensure the facility will be ready to be opened to the public when appropriate. The facility comprises 388 car parking spaces, a dedicated bus interchange where passengers board and alight, other passenger amenities and supporting active travel infrastructure including covered bicycle parking and secure bicycle lockers. In relation to costs, the estimated pre-construction capital cost of the Fassaroe Park and Ride project was €12.1 million. Albeit not fully finalised, the current expected outturn cost is not expected to exceed €11 million. A procurement competition has been carried out, and a preferred bidder has been identified to operate and manage the Fassaroe P&R facility on a day-to-day basis. On an overall basis, the facility is ready for operation subject to provision of the necessary funding to operate the bus services to/from the facility. The required funding is non capital funding for the operation of Public Service Obligation (PSO) services. PSO funding is allocated on an annual basis as part of the normal budgetary cycle – a multi-annual funding arrangement is not in place for PSO funding to operate transport services. Accordingly, while multi-annual funding is in place for capital expenditure, current expenditure for the operation of transport services are determined on a year-by year basis. This makes planning for service expansion, or for new services such as Park and Ride connectivity, very challenging as the current funding for the operation of the services can only be confirmed as part of the general budget process for the particular year. While it is acknowledged that the budgetary allocation for PSO services under Budget 2026 was substantially increased from prior years, the funding provided focused on the continued operation of the existing bus, train and tram services and funding is not available within the allocated budget for new or enhanced PSO services in 2026. Within our budgetary request for 2027, we have sought funding for the operation of the Fassaroe Park and Ride site and we await the outcome of that budgetary process. Accordingly, we are unable to confirm, at the present time, the date on which the park and ride facility at Fassaroe will be open for public use. However, when the necessary funding becomes available, we would expect to be in a position to commence operations quickly thereafter. I trust that the above information is of assistance. Yours Sincerely,	**John Brady, T.D.**

25/05/2026	430	**PQ Referred: 40258/26, for answer 26/05/2026 , Written from - Roderic O'Gorman**	Dail Question No: 430 To ask the Minister for Transport the policy approach taken to taxi drivers who are not displaying their roof sign; whether his Department has conducted any analysis to ascertain if this is a regular phenomenon; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, including compliance and enforcement, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector. Section 46 of S.I. No. 33/2015 - Taxi Regulation (Small Public Service Vehicle) Regulations 2015 provides that a roof sign must be affixed to a vehicle, if it is being driven or used for the carriage, or for the intended carriage, of passengers for reward. Failure to comply with taxi roof signage requirements is a fixed payment notice offence, punishable by a €100 fine. Given the NTA's responsibility in this matter, I have referred the Deputy's question to them 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. 430 of 26 May last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA is not aware of any unusual amounts of incidents where taxi drivers are not displaying their roof signs. If any customer believes they been in a taxi that did not display the appropriate signage, the NTA encourages you to make a complaint using the online form available here: https://forms.nationaltransport.ie/en/consumer-complaint Please include as much detail as possible, including any information on the identity of the driver. A member of the NTA compliance team will then be in contact. To comply with data protection and privacy requirements, and to support a thorough and accurate investigation, complaints must be made directly by the person concerned, not through a representative. The regulations surrounding taxi roof signs are set out in section 46 of the Taxi Regulation (Small Public Service Vehicle) Regulations 2015. Failure to comply with the regulations may result in a Fixed Payment Notice. 46. (1) Where a taxi is being driven or used for the carriage, or for the intended carriage, of passengers for reward, a taxi roof sign shall be affixed to the vehicle in accordance with paragraph 19 of Schedule 2. (2) A taxi roof sign referred to in paragraph (1) shall— (a) where the vehicle is standing or plying for hire, be illuminated by means of the internal electric light installation, and (b) where the vehicle has been hired by a passenger or intending passenger, not be illuminated. (3) Where a passenger or intending passenger has given his or her prior consent and the journey is likely to exceed 30 kilometres, the taxi roof sign may be positioned longitudinally on the roof of the vehicle. (4) A person shall not affix a taxi roof sign to a vehicle being driven or used in a public place unless the vehicle is a taxi being driven or used for the carriage, or for the intended carriage, of passengers for reward. I trust that the above information is of assistance. Yours Sincerely,	**Roderic O'Gorman, T.D.**

25/05/2026	424	**PQ Referred: 40123/26, for answer 26/05/2026 , Written from - Barry Heneghan**	Dail Question No: 424 To ask the Minister for Transport whether the National Transport Authority or Iarnród Éireann has examined the feasibility of introducing 24-hour DART services serving north Dublin, including the Howth and Malahide lines; whether consideration has been given to the potential benefits for shift workers, public safety, tourism and the nighttime economy; 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 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. The query raised by the Deputy is an operational matter for Iarnród Éireann, in conjunction with the NTA. I have, therefore, referred the Deputy's question 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. 424 of 25 May 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. The NTA recognises the value of late night and 24-hour public transport services in supporting the night time economy and those travelling to and from work. We have now introduced several 24-hour routes across the city including routes serving north Dublin such as the 15, 41, E1, E2, F1, F2 and N4. We have developed proposals to introduce further 24 hour service provision on certain other routes including a route to Malahide, which may be introduced on certain days of the week subject to further assessment of travel demand and funding availability. In relation to late night DART services, currently DART services commence at around 06:00 and finish operations at around 00:30. Including time to operate to and from depots, this leaves about 4 hours overnight for cleaning and maintenance of fleet, track and stations. Whilst it is not necessary to perform maintenance on all fleet and all sections of track overnight, the operation of 24-hour services would mean that all parts of the network between Malahide and Greystones would be unavailable, with no alternative routes making essential maintenance impossible. Where feasible the NTA works with Irish Rail to provide extra services and later night services around special events and during holiday periods such as the lead up to Christmas and New Years Eve Yours Sincerely	**Barry Heneghan, T.D**

25/05/2026	412	**PQ Referred: 40050/26, for answer 26/05/2026 , Written from - William Aird**	Dail Question No: 412 To ask the Minister for Transport to consider the inclusion of Portlaoise Train Station in the Dublin commuter fare zone structure, either by extending Zone 4 or by creating a new Zone 5 for Portlaoise; 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. 412 of 25 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is responsible for the setting of public transport fares on all contracted Public Service Obligation (PSO) services, in accordance with the provisions of the Dublin Transport Authority Act 2008. Fare determinations are published in advance setting out fares changes for particular services or areas. The 2024 fares determination created a Dublin City zone and three Dublin Commuter zones extending to approximately 50km from Dublin City Centre, with associated Leap single, daily, weekly, monthly and annual period tickets based on a more equitable distance-based pricing structure. This area was selected based on an analysis of ticket sales information to determine the scale of commuter travel demand to Dublin. Subsequent fare determinations will look at distance-based fares for public transport services beyond the Dublin commuter zones. There are no plans at present to extend Zone 4 or create a new Zone 5 encompassing Portlaoise. Yours Sincerely	**William Aird, T.D**

25/05/2026	417	**PQ Referred: 40087/26, for answer 26/05/2026 , Written from - Albert Dolan**	Dail Question No: 417 To ask the Minister for Transport whether Iarnród Éireann or the National Transport Authority have undertaken any review of fare structures on the Athenry-Galway rail line in light of concerns regarding disparities between fares charged to commuters on regional rail services and those charged on comparable commuter journeys within the Dublin area; whether consideration is being given to classifying the Athenry-Galway route as a commuter service for fare purposes; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However,I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts, in this case 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 matter you raised in Parliamentary Question No. 417 of 25 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is responsible for the setting of public transport fares on all contracted Public Service Obligation (PSO) services, in accordance with the provisions of the Dublin Transport Authority Act 2008. This is carried out through the annual Fares Determination process and includes Iarnród Éireann rail fares. The NTA published the National Fares Strategy in 2023. The strategy set out the NTA's intention to implement more equitable and consistent fares across Ireland, based on a boarding charge and crow fly distance fare. The rollout of the Strategy commenced with the introduction of new Dublin city and commuter fare zones in mid-2025. It is the NTA's intention to roll out the National Fares Strategy across Ireland in the coming years. The 20% cost of living discount applied to all TFI public transport fares in 2022 is still in place, while Iarnród Éireann web fares offer further discounts to booking office fares for intercity rail. For example, an adult single rail fare between Athenry and Galway is an Economy fare B which costs €6.80 at the booking office whereas a web fare is available at €5.10 for a journey of about 20km. I hope that the above information is of assistance. Yours sincerely,	**Albert Dolan, T.D**

25/05/2026	402	**PQ Referred: 39900/26, for answer 26/05/2026 , Written from - John Connolly**	Dail Question No: 402 To ask the Minister for Transport the position regarding the specific measures taken to date towards the implementation of the new Galway bus network; 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 implementation of new bus routes. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the NTA plans to commence the implementation of the newGalway bus network in the coming years, subject to funding and operational readiness. As part of BusConnects, the NTA is also advancing work on the Cross-City Link, which will improve travel times on the bus network and enhance connections for pedestrians and cyclists. Other parts of the BusConnects programme, such as simpler fares, will be delivered with the new bus network. The NDP Sectoral Investment Plan, which was published by my Department in November last year, has allocated funding to the NTA to progress BusConnects Galway. The NTA will publish a more detailed plan later this year setting out the elements of the programme to be advanced within the funding available.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 402 of 25 May 2026, which was referred to the National Transport Authority (NTA) for reply. Good progress has been achieved with Galway City and County Councils to date in progressing new terminal locations and bus stop locations. Preliminary design is well underway, with a few challenging locations for both terminals and stops to be finalised in the coming months. Once the preliminary design concludes, the stops and terminals infrastructure construction package is planned to be put out to public tender in 2027. The expected timeline for service launch is 2028 subject to funding and resource availability. Yours Sincerely	**John Connolly T.D**

25/05/2026	410	**PQ Referred: 39938/26, for answer 26/05/2026 , Written from - Roderic O'Gorman**	Dail Question No: 410 To ask the Minister for Transport if he would consider the extension of eligibility of the student Leap card to part-time students. 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 student 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. 410 of 25 May 2026, which was referred to the National Transport Authority (NTA) for reply. The Student TFI Leap Card is only available for students in full time education/training, who are either 16 -18 years of age or 26 years and above. There are no current plans to change these criteria to include part time students. The NTA has recently undertaken a review of eligibility criteria for the Student Leap Card, and a decision was taken to revise the definition of full-time studies for the purposes of Student Leap Card eligibility from 16 hours to 15 or more hours per week. Applicants who have previously been rejected because their course class time was 15 hours per week rather than 16 hours per week can re-apply for a Student Leap Card. Yours Sincerely	**Roderic O'Gorman, T.D.**

25/05/2026	409	**PQ Referred: 39937/26, for answer 26/05/2026 , Written from - Roderic O'Gorman**	Dail Question No: 409 To ask the Minister for Transport his views on whether the cut-off point of 16 hours of lectures/class time per week for eligibility of the student Leap card is appropriate, given that additional reading hours often amount to up to 40 hours per week in many courses, and given that the purpose of the student Leap card is to reduce financial burdens on all 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 responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts, including the student 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. 409 of 25 May 2026, which was referred to the National Transport Authority (NTA) for reply. The Student TFI Leap Card is only available for students in full time education/training, who are either 16 -18 years of age or 26 years and above. There are no current plans to change these criteria to include part time students. The NTA has recently undertaken a review of eligibility criteria for the Student Leap Card, and a decision was taken to revise the definition of full-time studies for the purposes of Student Leap Card eligibility from 16 hours to 15 or more hours per week. Applicants who have previously been rejected because their course class time was 15 hours per week rather than 16 hours per week can re-apply for a Student Leap Card. Yours Sincerely	**Roderic O'Gorman, T.D.**

25/05/2026	400	**PQ Referred: 39712/26, for answer 26/05/2026 , Written from - Cathy Bennett**	Dail Question No: 400 To ask the Minister for Transport if there are any agreements for cross-Border travel between transport services in this State and the North of Ireland regarding the use of public travel cards; if Leap cards, iLink cards, or other public transport smart cards are recognised in all 32 counties; 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. 400 of 25 May 2026, which was referred to the National Transport Authority (NTA) for reply. Leap Cards with sufficient credit can be used for payment of fares between Ireland and Northern Ireland on certain TFI bus services operated by Bus Éireann. iLink Cards are valid for travel within specified zones in Northern Ireland only, and cannot be used for cross-border travel If you live in Ireland and if you are aged 66 or over and already have an DSP Free Travel Pass/Public Services Card, you are eligible for the All-Ireland Free Travel Scheme. You must request the specific FTNI1 application form for a “Senior Smart Pass”, which is valid for free travel on all public bus and rail services across Northern Ireland, in person from your local Intreo Centre or Social Welfare Branch Office. If you are aged 65 or over and have lived in Northern Ireland for at least three months, you are entitled to a Senior SmartPass, which grants you free travel on public transport services anywhere on the island of Ireland (i.e. entirely within Northern Ireland, cross-border, or entirely in Ireland). You can obtain an application form by picking one up at any major Translink bus or rail station, by calling 028 9066 6630 (within Northern Ireland), or by emailing smartpass@translink.co.uk Yours Sincerely	**Cathy Bennett, T.D**

25/05/2026	388	**PQ Referred: 39359/26, for answer 26/05/2026 , Written from - David Cullinane**	Dail Question No: 388 To ask the Minister for Transport his plans to ensure public transport connectivity between Waterford and Wexford following the curtailment of route 40; 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 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 your Dáil Question No. 388 of 25 May, which was referred to the 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 lengthy delay in responding to this particular query. The curtailment of the Route 40 service was a commercial decision taken by the operator on this route. The National Transport Authority (NTA) will continue to monitor the passenger trasnport needs on this route section and should action be required, this will be undertaken, subject to funding. I trust the above is of assistance. Yours sincerely,	**David Cullinane, T.D**

25/05/2026	387	**PQ Referred: 39358/26, for answer 26/05/2026 , Written from - David Cullinane**	Dail Question No: 387 To ask the Minister for Transport his plans to ensure a direct bus service from Waterford to Dublin following the withdrawal of route 4; 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 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. 387 of 25 May 2026, which was referred to the National Transport Authority (NTA) for reply. In late March, Bus Éireann Expressway informed the National Transport Authority that it intends to withdraw Route 4, which operated between Waterford and Dublin Airport. The final day of operation on Route 4 was Sunday, 24 May 2026. Following this notification, the NTA reviewed the impact that the withdrawal of Route 4 would have on public transport services. This review found that the withdrawal would reduce the level of service available between Waterford and Carlow, with a particular impact on intermediate towns. To maintain public transport connectivity on this corridor, the NTA has introduced a replacement Public Service Obligation (PSO) bus service between Waterford and Carlow. PSO services are publicly funded services that are provided where considered necessary to maintain important public transport links. The new service (route 365) began on Sunday, 24 May 2026 and operates four times per day in each direction between Waterford and Carlow. Passengers wishing to travel onwards to Dublin are able to connect with other public transport services in Carlow. In addition, commercial bus route 736 operated by JJ Kavanagh continues to operate up to 14 services daily between Waterford, Kilkenny, Carlow and Dublin/Dublin Airport. Rail connections between these towns are also available to Heuston Station, with a commercial bus service (Dublin Express) available at Heuston station for onward travel to the Airport. Yours Sincerely	**David Cullinane, T.D**

25/05/2026	381	**PQ Referred: 39325/26, for answer 26/05/2026 , Written from - Liam Quaide**	Dail Question No: 381 To ask the Minister for Transport if direct consultations were conducted with residents of impacted communities in Carlow-Kilkenny regarding the PSO route designed to replace the Bus Éireann Route 4; if his Department will consider providing funding to the NTA to reinstate the full route 4 service to 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; 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. 381 of 25 May 2026, which was referred to the National Transport Authority (NTA) for reply. In late March, Expressway informed the National Transport Authority that it intends to withdraw Route 4, which currently operates between Waterford and Dublin Airport. The final day of operation on Route 4 will be Sunday, 24 May 2026. Following this notification, the NTA reviewed the impact that the withdrawal of Route 4 would have on public transport services. This review found that the withdrawal would reduce the level of service available between Waterford and Carlow, with a particular impact on intermediate towns. To maintain public transport connectivity on this corridor, the NTA funded the introduction of a replacement Public Service Obligation, or PSO, bus service between Waterford and Carlow. PSO services are publicly funded services that are provided where they are considered necessary to maintain important public transport links. The new service began on Sunday, 24 May 2026 and operates four times per day in each direction between Waterford and Carlow. The new service is known as route number 365. Passengers wishing to travel onwards to Dublin will be able to connect with other public transport services in Carlow. Yours Sincerely	**Liam Quaide, T.D**

26/05/2026	396	**PQ Referred: 39433/26, for answer 26/05/2026 , Written from - Emer Currie**	Dail Question No: 396 To ask the Minister for Transport the CPO's to be carried out for the delivery of DART+ West; the timeline for the CPOs to be undertaken, 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. 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. In the case of the DART+ programme, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that conditional planning approval was granted for DART+ West was secured in July 2024. Thisgranted approval to Iarnród Éireann for progressing all of the work – electrification, resignalling, track work, station work – needed to enable electrified DART services to operate the railway line from Dublin City Centre to Maynooth. While the proposed depot location in Maynooth was rejected in that planning decision, public consultation took place between 16 March and 27 April on the proposed new depot location west of Kilcock. Subject to Railway Order approval byAn Comisiún Pleanála, separate from the existing planning decision in respect of the other elements or DART+ West, construction of the depot in the newly proposed location will also see an extension of DART+ West beyond Maynooth to Kilcock.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 396 of 26 May 2026, which was referred to the National Transport Authority (NTA) for reply. Iarnród Éireann plans to issue Notices to Treat (NtT), which is the formal activation of the compulsory purchase of the relevant properties, to the affected parties on the DART+ West project, in Autunm 2026. This timeline ensures the project meets the legal requirement to issue NfT within 18 months of the Railway Order coming into effect, after the resolution of the judicial review related to the scheme. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

25/05/2026	363	**PQ Referred: 39115/26, for answer 26/05/2026 , Written from - Louis O'Hara**	Dail Question No: 363 To ask the Minister for Transport when a new bus service will be implemented between Athenry and Galway; when a decision will be made in relation to this; the expected annual cost of providing this PSO 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 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. 363 of 25 May 2026, which was referred to the National Transport Authority (NTA) for reply. The Department of Transport and the National Transport Authority (NTA) remain in discussions with respect to funding of the PSO (Public Service Obligation) programme generally. The introduction of additional services in 2026 subject to confirmation of the additional funding required for such services. Accordingly, the NTA is not in a position at present to confirm implementation dates for new services. The cost of a day-long Galway-Athenry bus service is estimated to be in the order of €350,000 - €400,000 per year. This is a pre-tender estimate. The estimate assumes - Peak services am Galway inbound, pm outbound from Galway Monday -Saturday - Four roundtrips / day, Monday -Sunday - Route via Parkmore Road, Mervue industrial estate, Galway Shopping centre As noted previously, the introduction of additional services in 2026 subject to confirmation of the additional funding required for such services. Currently funding is not available. Yours Sincerely	**Louis O'Hara, T.D**

26/05/2026	359	**PQ Referred: 38939/26, for answer 26/05/2026 , Written from - Johnny Guirke**	Dail Question No: 359 To ask the Minister for Transport when integrated contactless payment will be implemented across the public transport system; the total expenditure to date on upgrades to the Leap card and ticketing 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 public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the NTA's Next Generation Ticketing project will provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments. 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. The successful tenderer 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. The new solution will replace the Leap Card system, which has served over 9 million users since its 2011 launch but is now	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 359 of 26 May 2026, which was referred to the National Transport Authority (NTA) for reply. We note that the Minister has provided a substantive reply to this Parliamentary Question including providing the timelines for the implementation of Next Generation Ticketing (NGT). To add to the Minister's response, as of 30 of April 2026, the NTA has spent €27.6m on the implementation of NGT. This expenditure includes NTA internal project costs, transport operator costs, and milestone payments to the NGT supplier. Milestone payments are only paid where the supplier has completed and achieved specific criteria and approved by the NTA. Transport operator costs relate to preparator works (e.g. construction, change management etc). NTA internal project costs include a number of additional temporary resources with experience in specific areas, for example, project and programme management, contactless payments, and cybersecurity. The solution is being designed from the outset so it can be expanded and extended nationally without requiring major redesign. After the Greater Dublin Area (GDA) implementation it is intended to then continue to roll out the system nationwide, though the timeline for that implementation is not yet available and will be subject to the requisite approvals and funding. To clarify however, this is an entirely new ticketing system and infrastructure, that will initially complement the existing Leap Card scheme but ultimately will replace it once NGT has been implemented nationwide. In the meantime, the NTA is actively rolling out contactless payments across TFI Local Link services, allowing passengers to pay for single journeys via debit/credit cards, Apple Pay, and Google Pay. The system is being deployed across all 15 TFI Local Link offices nationwide, with full completion expected by the end of 2026. Already this year, contactless payment fares have been rolled out in Donegal, Laois, Offaly, Mayo, Sligo and Leitrim, Kerry and Galway. I hope that the above information is of assistance. Yours sincerely,	**Johnny Guirke, T.D.**

			nearing end-of-life. A multi-phase plan has been prepared. In Phase 1, is targeted for completion by summer 2027, the new ticketing system will be developed, which will include integration with existing Leap cards so that Leap cards can be used on the new equipment. Phase 2 will see the rollout of devices on bus and Luas services in the Greater Dublin Area, while Phase 3 will similarly see the rollout of devices and turnstiles at all Irish Rail stations in the Greater Dublin Area. To ensure the operability of the 90-minute multi-modal fare within the Greater Dublin Area, Phase 2 and Phase 3 will go live simultaneously, with a current target date of summer 2028. From this point, public transport users in the Greater Dublin Area will be able to use contactless payment across all modes. Following this, Phase 4 will roll out ticket machines and devices on commuter buses and regional services beyond the Greater Dublin Area. Separately, the NTA is actively rolling out contactless payments across TFI Local Link services, allowing passengers to pay for single journeys via debit/credit cards, Apple Pay, and Google Pay. The system is being deployed across all 15 TFI Local Link offices, with full completion expected by the end of 2026. Already this year, contactless payment fares have been rolled out in Laois, Offaly, Mayo,Sligoand Leitrim.		

25/05/2026	358	**PQ Referred: 38938/26, for answer 26/05/2026 , Written from - Johnny Guirke**	Dail Question No: 358 To ask the Minister for Transport to roll out a major programme of 'new bus stops' across County Meath at locations that have been highlighted by county councillors; 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 and shelters nationally. 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 ten days. Pending this detailed response, I note the commitments in the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers, and to work with local authorities and national bodies to improve public transport options and infrastructure.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 358 of 25 May 2026, which was referred to the National Transport Authority (NTA) for reply. Each local authority across the State, including Meath County Council, has been 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 National Transport Authority, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate and feasible. 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 with the cost borne by the NTA. Proposals on where to install bus stops (poles and shelters) in a county or city are developed by each local authority under the BSEP, with the final programme of installations to be approved by the NTA taking into account previously identified priorities. 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 BSEP. We trust that the above information is of assistance and clarifies the matter and that this answers your query. Yours Sincerely	**Johnny Guirke, T.D.**

26/05/2026	357	**PQ Referred: 38937/26, for answer 26/05/2026 , Written from - Johnny Guirke**	Dail Question No: 357 To ask the Minister for Transport if he will provide a list of all capital projects including road, public transport, and active travel infrastructure projects delivered under the remit of his Department, bodies under his aegis (details supplied) which have been completed on time and within budget in Meath in each of the past five years, in tabular form; and if he will make a statement on the matter. Details Supplied: including the NTA, TII, Iarnród Éireann and Bus Éireann Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector, however the actual delivery of those projects is generally managed by the relevant agency directly. Additionally, capital projects can vary in scale, consisting of multiple small deliverables across several regions, in addition to the major single-deliverable projects such as Metrolink or a major bypass for example. As a result, to provide the information requested by the Deputy I refer the Deputy to the Government's coordinated Project 2040 tracker for major regional projects for the Deputy's information, as well as refer the Deputy's question to the agencies responsible for delivery in the Meath region. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputy's question to TII, the NTA,Iarnród Éireann and Bus Éireann for consideration and answer. Please contact my private office if you do not receive a response within 10 working days.	Dear Deputy, I refer to Parliamentary Question No. 357 of 26 May last, which was referred to the National Transport Authority (NTA) for reply. Your question sought a list of all capital projects, including road, public transport and active travel infrastructure, delivered under the remit of the Minister for Transport and bodies under his aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in Meath in each of the past five years. In its role as Sponsoring Agency (meaning the entity delivering a project), the NTA can confirm that no public transport infrastructure or active travel infrastructure projects in Meath were completed within the requested period. The majority of major public transport infrastructure projects delivered by the NTA arise under the BusConnects Programme, which remains ongoing and has not yet reached completion stage. In addition, the NTA undertakes an extensive portfolio of transport technology projects and programmes, many of which deliver benefits at a national level rather than being location-specific. The NTA acts as Approving Authority for a wide range of public transport and active travel infrastructure projects. In this role, the NTA is responsible for establishing the overall governance framework, approving progression through project stages, and overseeing funding allocations. Local Authorities and public transport operators act as Sponsoring Agencies for individual projects and are responsible for project delivery, including timelines and cost management. Accordingly, they are best placed to provide detailed information on specific projects, including cost estimates and timelines. In this context, your query in relation to active travel infrastructure projects has been referred to Nicholas Whyatt, Meath County Council for direct reply in relation to the active travel projects funded by the NTA. I understand that the question has also been referred to Transport Infrastructure Ireland (TII), Iarnród Éireann and Bus Éireann for direct response in respect of projects under their respective remits. For further information on projects and programmes funded by the NTA, I refer you to the reports published on the NTA's website, a link to which is provided: Publications - National Transport I trust that the above is of assistance. Yours Sincerely,	**Johnny Guirke, T.D.**

26/05/2026	407	**PQ Referred: 39924/26, for answer 26/05/2026 , Written from - Roderic O'Gorman**	Dail Question No: 407 To ask the Minister for Transport the amount of funding allocated to Tipperary County Council under active travel schemes in each year from 2020 to date; the projects funded; the amount drawn down in each case; 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.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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 407 of 26 May 2026, which was referred to the National Transport Authority (NTA) for reply. Your Parliamentary Question sought a list “the amount of funding allocated to Tipperary County Council under active travel schemes in each year from 2020 to date; the projects funded; the amount drawn down in each case”. The NTA acts as Approving Authority for a wide range of public transport and active travel infrastructure projects. In this role, the NTA is responsible for establishing the overall governance framework, approving progression through project stages, and overseeing funding allocations. Local Authorities and public transport operators act as Sponsoring Agencies for individual projects and are responsible for project delivery, including timelines and cost management. Accordingly, they are best placed to provide detailed information on specific projects, including cost estimates and timelines. In this context, your query in relation to active travel infrastructure projects is best referred to Eamon Lonergan, Director of Services at Tipperary County Council, for direct reply in relation to the active travel projects funded by the NTA. For further information on projects and programmes funded by the NTA, I refer you to the reports published on the NTA’s website, a link to which is provided: https://www.nationaltransport.ie/publications/ I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

26/05/2026	347	**PQ Referred: 38726/26, for answer 26/05/2026 , Written from - Michael Healy-Rae**	Dail Question No: 347 To ask the Minister for Transport if a sign will be erected in Ballydavid, County Kerry to show where the Local Link stop is for visitors returning to Dingle (details supplied); and if he will make a statement on the matter. Details Supplied: Minister many visitors use the local link service going from Ballydavid back to Dingle. There is no sign showing where the bus departs from on its return journey and this is confusing for many people. 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 TFI Local Link services. 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. 347 of 26 May 2026, which was referred to the National Transport Authority (NTA) for reply. We don’t have a definitive timeframe for the installation of the Baile na nGall stop. 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. Yours sincerely,	**Michael Healy-Rae, T.D.**

26/05/2026		**PQ Referred: 39902/26, for answer 26/05/2026 , Written from - John Connolly**	Dail Question No: 404 To ask the Minister for Transport the position regarding the development of a new '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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 404 of 26 May 2026, which was 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. Yours Sincerely	**John Connolly T.D**

26/05/2026	380	**PQ Referred: 39299/26, for answer 26/05/2026 , Written from - Sorca Clarke**	Dail Question No: 380 To ask the Minister for Transport if the proposed assessment of Tullamore bus service has been completed; when it is hoped the details 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 and monitoring the provision of public passenger transport services nationally, including New Town Services. 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. 380 of 26 May 2026, which was referred to the National Transport Authority (NTA) for reply. Tullamore town is included in the next round of reviews 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 Tullamore, have existing levels of privately operated town bus services, which 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. Stakeholder engagement and public consultation will take place in due course. Yours Sincerely	**Sorca Clarke, T.D.**

26/05/2026	49	**PQ Referred: 40734/26, for answer 27/05/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 49 To ask the Minister for Transport if he is satisfied that the level of wheelchair-accessible bus transport available to passengers travelling between Mayo and Galway, Limerick and Dublin meets national accessibility standards and policy 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. 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 Bus Éireann, 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 accessibility of servicesbetween Mayo and Galway, Limerick and Dublin, 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. 49 of 26 May 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. Bus services are a mix of public bus which are Public Service Obligation (PSO) routes, which operate under the Transport for Ireland (TFI) brand and private bus operators, who obtain a license from the NTA to run a service that is commercially viable for them. Whereas the NTA can specify the fleet to be used on TFI (PSO) services through contracts with bus operators, we have less control over the fleet that operators use on commercially licenced routes. TFI (PSO) vehicles are all wheelchair accessible, and the NTA only purchases low floor wheelchair accessible fleet. It’s generally the norm that longer distance services are primarily commercially operated, while local services are primarily PSO funded. Commercial bus operators purchase their own buses and coaches and not all of them are wheelchair accessible. They decide on routes that are commercially viable for them to operate and apply for a license from the NTA. The NTA submitted a report for the Department of Transport which contains proposals for increasing accessibility for vehicles use on commercial licenced routes. The implementation of the proposals would likely depend on government funding to support the upgrade of these privately owned vehicles The following bus routes operate from Mayo to Galway: • Commercial Bus Expressway route 64 Derry to Sligo- book wheelchair space in advance with Expressway. • Commercial Citylink route 430 Ballina to Galway.- need to contact Citylink to discuss/book in advance https://www.citylink.ie/terms-of-carriage/ • TFI Bus Éireann route 456 Ballina-Wesport-Castlebar to Galway is wheelchair accessible. • Commercial Bus Feda route 964 Croithlí to Galway. The only direct bus service from Mayo to Limerick is a weekend college term (commercially licenced) service on Bus Feda route 964. Other than this, people can travel on one of the above routes to Galway and change onto Expressway route 51, Citylink route 251, or TFI Irish Rail services to continue to Limerick. And the following bus routes operate from Mayo to Dublin: • Commercial Expressway route 22 Ballina to Dublin – will be able to book wheelchair space with Expressway shortly • Commercial Citylink route 721 Castlebar to Dublin - https://www.citylink.ie/terms-of-carriage/ - need to contact Citylink directly to discuss/book in advance • TFI Irish Rail services are also available from Westport/Ballina to Dublin Yours sincerely	**Naoise O'Muiri, T.D**

Data Classification: Public

27/05/2026	45	**PQ Referred: 40730/26, for answer 27/05/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 45 To ask the Minister for Transport when the next call will come for funding for new bus shelters at bus stopping locations; if there will be a call 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops and shelters nationally. 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 ten days. Pending this detailed response, I note the commitments in the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers, and to work with local authorities and national bodies to improve public transport options and infrastructure	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 45 of 27 May 2026, which was referred to the National Transport Authority (NTA) for reply. Similar to 2025, 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 NTA to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate. The provision of further funding to local authorities during 2027, to install additional 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,	**Naoise O'Muiri, T.D**

26/05/2026	33	**PQ Referred: 40469/26, for answer 27/05/2026 , Written from - Naoise Ó Cearúil**	Dail Question No: 33 To ask the Minister for Transport if consideration will be given to extended late-night or night-time services on the 120 Bus Éireann route, in light of demonstrated demand from communities along the route in Kildare north; 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. 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. In terms of extending the service operating hours, BusConnect's Network Redesign, as I have no doubt you are aware, is a transformative programme of investment in the bus system, aimed at improving public transport services across the city, by strengthening the existing TFI system through enhanced services with high frequency spines and new local, orbital and radial routes.As part of the Redesign, the NTA has introduced fifteen 24-hour bus services such as E1, E2, F1, and F2,across the city in recent years, significantly enhancing both late night and early morning travel options. This has allowed more people, particularly night-time and shift workers to use and avail of public transport services. In addition, there are 12 Nitelink services which run from the city centre to suburbs on Friday and Saturday nights,providing extra capacity during peak	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 33 of 26 May 2026, which was referred to the National Transport Authority (NTA) for reply. Funding is not currently available for new public transport services in 2026. The NTA does not plan to provide later bus services on the 120 commuter bus service. Yours Sincerely	**Naoise Ó Cearúil, T.D**

			late-night demand periods. I do consider that there may be merit in extending operating hours to additional routes, however it is essential that any planning considerations for the NTA are both operationally justified and financially sustainable within resource allocations. 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.		

26/05/2026	34	**PQ Referred: 40482/26, for answer 27/05/2026, Written from - Shónagh Ní Raghallaigh**	Dail Question No: 34 To ask the Minister for Transport if his attention has been drawn to capacity issues with the 120 Bus service from Edenderry/Newbridge to Prosperous and Dublin; the steps he will take to increase frequency and capacity on this line; 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. 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 NTA regularly meets with each transport operator 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. 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. 34 of 26 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA plans to introduce improvements to the 120 bus corridor, which is currently operated by GoAhead Ireland, commencing later this year or early next year. In summary we propose to simplify the network by merging the 120C/120D into a new route 121. This will include: • Increased services to and from Edenderry. • Improve links to rail services at Maynooth. • Increased capacity and frequency on the corridor between Edenderry and Dublin. As part of the rebuild of the corridor, a new 128 service will be introduced connecting the 120 corridor (at Prosperous) to destinations on the south side of the city including Sandyford and UCD and connecting with both LUAS lines. We will also add more departures on route 120X from Edenderry to the city centre. Yours Sincerely	**Shónagh Ní Raghallaigh, T.D**

26/05/2026	29	**PQ Referred: 40405/26, for answer 27/05/2026 , Written from - Emer Currie**	Dail Question No: 29 To ask the Minister for Transport the total number and proportion of public transport trips taken in Dublin which are subject to the 90-minute flat fare. 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 operationsofpublic transport. The National Transport Authority (NTA) has responsibility for theregulation of farescharged to passengers in respectofpublic 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. 29 of 26 May 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. Please see below. 2024 – 149 million 90 minute fare trips (67% of total trips) 2025 – 156 million 90 minute fare trips (67% of total trips) Please note these figure relate to trips taken on Luas and buses on Dublin City network. The figures include trips taken by adults, students/young adults and children. Yours Sincerely	**Emer Currie T.D**

27/05/2026	41	**PQ Referred: 40207/26, for answer 27/05/2026 , Written from - Gillian Toole**	Dail Question No: 41 To ask the Minister for Transport the financial commitment and timeline of drawdown for the delivery of the recently announced Navan rail line. 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. In the case of the rail network, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. 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. Pending this more detailed response, I note that the 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. The delivery of this project is currently proceeding on target and to this timeline. The NDP Sectoral Investment Plan published by my Department last November has allocated funding to advance the Navan Rail Line to submission of a planning application, or Railway Order. The Emerging Preferred Route for the Navan Rail line was announced with the launch of the first Non-Statutory Public Consultation on Wednesday 20 May. That public consultation process will ultimately result in a defined route for the line.Subject to Approval Gate 1 approval, it is anticipated that a Railway Order for the project will be lodged with An Coimisiún Pleanála in 2028.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 41 of 27 May 2026, which was referred to the National Transport Authority (NTA) for reply. The delivery timeline for the Navan Rail Line is not yet known, as the project remains in the early stages of development. The Greater Dublin Area Transport Strategy (2022–2042) currently envisages delivery between 2031 and 2036, subject to planning and funding approvals. The Department of Transport's Section Investment Plan includes a statement that "[f]unding under this NDP will also see the Navan Rail Line progress through the statutory planning system to Railway Order stage", with the scheme envisaged to proceed to construction post 2030. In relation to the cost of the scheme, this will only be definitively established at a later stage following completion of the route selection process and initial design development work. I trust that the above information is of assistance and clarifies the current status of the matter. Yours sincerely,	**Gillian Toole, T.D**

27/05/2026	30	**PQ Referred: 40427/26, for answer 27/05/2026 , Written from - Aidan Farrelly**	Dail Question No: 30 To ask the Minister for Transport if a schedule of contracts will be provided that his Department and bodies under his aegis have had with an organisation (details supplied) and/or its subsidiaries; the value of each; the type and/or name of each project; if any project has been abandoned, paused, put on hold and completed; if any projects over ran on cost and delivery; and if so, the details of same. Identical Question(s): to all Depts. Details Supplied: the Indra Group Answer AirNav Ireland confirms that it has a contract with a subsidiary of the Indra Group, namely Indra Navia AS. The contract relates to the supply, delivery, installation, commissioning and support of Instrument Landing Systems (ALS) at Dublin, Shannon, and Cork airports (the three State airports). The contract was originally awarded by the IAA prior to the establishment of AirNav in June 2020 and was transferred to AirNav on 1 May 2023. The project is ongoing and no elements of the project have been abandoned, paused or placed on hold. There are no reported cost overruns or delivery overruns in respect of this contract. The contract value is€2,827,247.03 (exclusive of VAT The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, includingNext Generation Ticketing and, in collaboration with Iarnród Éireann, the National Train Control Centre. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. I have also referred the question to TII for direct reply. If the Deputy has not heard from	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 30 of 27 May 2026, which was referred to the National Transport Authority (NTA) for reply. In April 2024, following a highly competitive public procurement competition, the NTA with Government approval entered into an overarching multiyear framework agreement for the design, supply, installation and operation of a new multi-modal ticketing system for all public transport services across Ireland to Indra Sistemas S.A. Under this framework, in August 2024, NTA awarded the first call-off contract, which is to implement Next Generation Ticketing (NGT) in the Greater Dublin Area. This call-off contract will 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. The project is ongoing and no elements of the project have been abandoned, paused or placed on hold. As of 30 of April 2026 the NTA has paid €19.1m to Indra Sistemas S.A. for the implementation of NGT. This expenditure is for achieving contractual deliverables and set milestones; milestone payments are only paid where the supplier has completed and achieved specific criteria and approved by the NTA. It is anticipated that further call-off contracts will be awarded under the framework, for example, to implement Next Generation Ticketing in Cork. However, no contract is in place at this time and the costs and timeline for these implementations 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,	**Aidan Farrelly, T.D**

			them within 10 working days please contact my office directly.		

27/05/2026	243	**PQ Referred: 41334/26, for answer 28/05/2026 , Written from - Michael Healy-Rae**	Dail Question No: 243 To ask the Minister for Transport if any review is underway into the adequacy of late-night transport services in rural towns where Local Link services finish early in the evening; 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 TFI Local Link services. 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. 243 of 27 May 2026, which was referred to the National Transport Authority (NTA) for reply. There is currently no ongoing review of late-night transport services in rural towns. As part of the Connecting Ireland Rural Mobility Plan, the Authority 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 intends to continue to grow late evening services in rural areas. Yours Sincerely	**Michael Healy-Rae, T.D.**

Data Classification: Public

27/05/2026		**PQ Referred: 41330/26, for answer 28/05/2026, Written from - Michael Healy-Rae**	Dail Question No: 240 To ask the Minister for Transport if consideration is being given to introducing more flexible transport models or pilot schemes for rural areas where taxi availability is limited, particularly during peak tourism periods; 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, TFI Local Link services and Smart DRT Pilots. 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. 240 of 27 May 2026, which was referred to the National Transport Authority (NTA) for reply. As part of the Connecting Ireland Rural Mobility Plan, the NTA is currently reviewing our current Demand Responsive Transport network, with a view to creating an enhanced flexible rural public transport network. This approach is at an early stage of development and any enhancements will be subject to funding. Yours Sincerely	**Michael Healy-Rae, T.D.**

26/02/2026	190	**PQ reference 15537/26**	QUESTION To ask the Minister for Transport if he will provide an update on the BusConnects schemes in Galway City; and if he will make a statement on the matter. REPLY 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 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 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 Jarrett 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 that year. The new bus network will enable more people to avail of public transport, resulting in increased access to a greater number of schools and workplaces across Galway City, Bearna, and Oranmore. Once this 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. As part of BusConnects, the NTA is also advancing work on the Sustainable Transport Corridor, the Cross-City Link, which will improve travel	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 190 of 26 February 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Good progress has been achieved with Galway City and County Councils to date in progressing new terminal locations and bus stop locations. Preliminary design is well underway, with a few challenging locations for both terminals and stops to be finalised in the coming months. Once the preliminary design concludes, the stops and terminals infrastructure construction package is planned to be put out to public tender in 2027. The expected timeline for service launch is 2028 subject to funding and resource availability. Yours sincerely,	**Mairéad Farrell, T.D**

			times on the bus network and improve connections for pedestrians and cyclists. An Coimisiún Pleanála granted planning permission to Galway City Council for a second Sustainable Transport Corridor, the Dublin Road, scheme in 2025. The Dublin Road scheme, when constructed, will provide 3.9km of bus priority and active travel infrastructure, alongside upgraded pedestrian infrastructure. Other parts of the BusConnects programme, such as simpler fares, will be delivered with the new bus network. 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 with 10 days.		

28/05/2026		**PQ Referred: 41407/26, for answer 28/05/2026 , Written from - Paul McAuliffe**	Dail Question No: 261 To ask the Minister for Transport to provide an update on the Swords to city centre core bus corridor; 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 BusConnects Dublin programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that BusConnects is a transformative investment programme in the bus system, providing better bus services across Dublin, Cork, Limerick Galway and Waterford. In Dublin, all 12 Core Bus Corridor Schemes have received planning permission with six subject to legal challenges. Contracts have been awarded for both the Liffey Valley to the City Centre and Ballymun-Finglas to the City Centre schemes, with heavy construction to start this year.	Dear Deputy, I refer to Parliamentary Question No. 261 of 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA applied to An Coimisiún Pleanála in May of 2023 for approval of the Scheme under Section 51(2) of the Roads Act 1993 (as amended), along with a submission for confirmation of the associated Compulsory Purchase Order. An Coimisiún Pleanála has issued its decisions, being to approve the Scheme, subject to conditions, and to confirm the Compulsory Purchase Order (CPO). A copy of the Scheme approval is available here and a copy of the CPO confirmation is available here. Following An Coimisiún Pleanála's determinations, various public notices and notifications are required to be issued, and these will be published/issued at the appropriate time. Construction Stage: Subject to completion of various processes, the NTA is developing a construction sequence taking account of any planning consents received, along with documentation to allow procurement to commence for the construction stage of the Scheme. The first construction contracts were awarded in mid-2025, with on-site construction to commence this year. The construction of the corridors will be delivered on a phased basis in order to reduce the traffic impacts that could arise should all twelve be constructed concurrently. In relation to the Swords to City Centre Core Bus Corridor, it is likely that the Scheme will be implemented in the second half of the overall Core Bus Corridor construction programme. Detailed communication arrangements for the construction phase are being developed to ensure that residents, community groups, businesses, and public representatives are kept fully informed and have access to relevant liaison personnel during the delivery of the Scheme. Notwithstanding the above, leave was granted for a number of judicial reviews of An Coimisiún Pleanála's decision to approve the Swords to City Centre Core Bus Corridor Scheme. Given that these legal proceedings remain ongoing, we will need to await the conclusion of the proceedings before being in a position to respond further in relation to timelines for the scheme. I trust that the above information is of assistance. Yours sincerely,	**Paul McAuliffe, T.D.**

28/05/2026	254	**PQ Referred: 41371/26, for answer 28/05/2026 , Written from - Emer Currie**	Dail Question No: 254 To ask the Minister for Transport whether an area will be served by the B3 under BusConnects (details supplied); and if he will make a statement on the matter. Details Supplied: Kilmartin Grove, Hollystown, Dublin 15 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 BusConnects Dublin programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that BusConnects is a transformative investment programme in the bus system, providing better bus services across Dublin, Cork, Limerick Galway and Waterford. In Dublin, all 12 Core Bus Corridor Schemes have received planning permission, with six currently subject to legal challenges. Contracts have been awarded for both the Liffey Valley to the City Centre and Ballymun-Finglas to the City Centre schemes, with heavy construction to start this year.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 254 of 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. Route B3 will run via Hollywoodrath Road, serving the same stops there as recently extended route 40d. It will not run via Kilmartin Grove. Yours Sincerely	**Emer Currie T.D**

28/05/2026	260	**PQ Referred: 41406/26, for answer 28/05/2026 , Written from - Paul McAuliffe**	Dail Question No: 260 To ask the Minister for Transport to provide an update on the construction of the Ballymun to city centre core bus corridor; 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 BusConnects Dublin programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this detailed response, all 12 Core Bus Corridor Schemes in Dublin have received planning permission, with six subject to ongoing legal challenges. Construction contracts have been awarded for the first two schemes, Liffey Valley to the City Centre and Ballymun-Finglas to the City Centre, with heavy construction to start this year.	Dear Deputy, I am writing to you concerning the matter you raised in Parliamentary Question No. 260 of 28 May 2026, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Thank you for raising this matter with us in respect of the progress of works for the BusConnects Dublin Ballymun/ Finglas to City Centre Core Bus Corridor (CBC) Scheme. GRAHAM Construction was appointed as the Design & Build Main Contractor in December 2025. To date, they are progressing with setting up site compounds, undertaking the detailed design of the scheme, and attaining the required permits and licenses for undertaking the construction works. Site investigation (SI) works are also continuing at various locations along the route, which are essential to inform the detailed design and upcoming construction phases of the CBC Scheme. In some locations works require surveys which are carried out under temporary traffic management measures, such as short duration lane closures when required. These have been communicated in advance to the local community. We remain committed to proactive engagement with local communities as works progress. This includes: • Letter drops to residents in affected areas • Advance notification of any traffic management • Ongoing availability of a Community Liaison Officer provided through the contractor • A dedicated BusConnects contact point for queries As an example of the of the public engagement, please find attached a sample of the monthly construction newsletter that are sent out to all persons registering on the Ballymun/Finglas CBC mailing list. The mailing list can be signed up to the Scheme website, www.ballymunfinglasscheme.ie . We have also attached sample of the regular progress email that is sent to local representatives updating them on significant traffic management measures. If you would like more information, please do not hesitate to contact us. I trust that the above is of assistance. Yours sincerely,	**Paul McAuliffe, T.D.**

28/05/2026	249	**PQ Referred: 41350/26, for answer 28/05/2026 , Written from - Grace Boland**	Dail Question No: 249 To ask the Minister for Transport whether additional late night or increased frequency public transport services are planned by Dublin Bus, Bus Éireann, Irish Rail and Luas operators to accommodate demand arising from major summer concerts and events in 2026; the routes and services 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 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 part of the BusConnect's Network Redesign, the NTA has introduced fifteen 24-hour bus servicesacross the city in recent years, significantly enhancing both late night and early morning travel options. This has allowed more people to use and avail of public transport services. In addition, there are 12 Nitelink services which run from the city centre to suburbs on Friday and Saturday nights,providing extra capacity during peak late-night demand periods. While there is significant collaboration between the NTA and operators to ensure sufficient public transport capacity is provided for major events, it is the NTA's priority to provide public transport services for all their scheduled timetabled services. Eventpromoters are advised if an operator has the capacity to provide additional trains, trams or buses to support large-scaleevents, and if there is then they are provided. The challenge facing the NTA and the transport operators is the number of large-scaleevents being scheduled concurrently, and the resources needed to support them all. To support theseevents requires vehicles, drivers,	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 249 of 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA works with all transport operators in preparation for large scale events. Our priority and that of our public transport operators is to deliver our day-to-day public transport services. It is the role of the event organiser and the licensing authority (the relevant local authority) to ensure that adequate provisions are in place to get people to and from events. Major venues such as those held at Croke Park, the Aviva Stadium, 3 Arena or Malahide Castle, are served by auxiliary rail and tram services on event days. It is more challenging for TFI (NTA funded) bus operators to provide additional bus services for events as we have a finite number of buses and driver staff to draw on. Commercial bus operators apply to the NTA for licences to provide bus services to events, and a new system has been put in place, which expedites approvals for these licences. Particularly in the summer months, multiple events can take place on the same day in different local authority areas within Dublin. There is limited consultation with the NTA in this regard, and the outcome can be very challenging for public transport operators who are expected to meet competing demands at different venues. Yours Sincerely	**Grace Boland, T.D**

			support staff, sitepersonneland security teams, all of which have limited availability due to the normal workload associated with the scheduled services. Some events are organised without any input or involvement from the NTA, who are informed only at a later stage. The NTA have said that there may be a need for more scrutiny of transport availability when licensing suchevents, particularly when different local authorities are licensingevents to take place concurrently orin close proximity toeach other. The Department of Transport has requestedthat the NTA be included as a prescribed body in the draft regulations under the Planning and DevelopmentAct, and remain engaged as to how this legislative work progresses. 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.		

28/05/2026	248	**PQ Referred: 41349/26, for answer 28/05/2026 , Written from - Grace Boland**	Dail Question No: 248 To ask the Minister for Transport whether a coordinated transport plan has been developed between the National Transport Authority, Dublin Bus, Bus Éireann, Irish Rail and Luas operators to facilitate concert goers attending major summer concerts and events in Dublin and other urban centres during summer 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. While there is significant collaboration between the NTA and all public transport operators to ensure sufficient public transport capacity is provided for major events, it is the NTA's priority to provide public transport services for all their scheduled timetabled services. Eventpromoters are advised if an operator has the capacity to provide additional trains, trams or buses to support large-scaleevents, and if there is then they are provided. The challenge facing the NTA and the transport operators is the number of large-scaleevents being scheduled concurrently, and the resources needed to support them all. To support theseevents requires vehicles, drivers, support staff, sitepersonneland security teams, all of which have limited availability due to the normal workload associated with the scheduled services. Some events are organised without any input or involvement from the NTA, who as a result may not be aware of them untila very latestage. The NTA have said that there may be a need for more scrutiny of transport	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 248 of 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA works with transport operators in preparation for large scale events. Our priority and that of the transport operators to deliver our day-to-day public transport services. It is the role of the event organiser and the licensing authority (the relevant local authority) to ensure that adequate provisions are in place to get people to and from events. Major venues such as those held at Croke Park, the Aviva Stadium, 3 Arena or Malahide Castle are served by auxiliary rail and tram services on event days. It is more challenging for TFI (NTA funded) bus operators to provide additional bus services for events as we have a finite number of buses and driving staff to draw on. Additional funding to cater for events transport is not provided to the NTA. Commercial bus operators apply to the NTA for licences to provide bus services to events, and a new system has been put in place, which expedites approvals for these licences. Particularly in the summer months, multiple events can take place at the same time in different local authority areas within Dublin. This can be very challenging for public transport operators who are expected to meet competing demands at different venues. Yours Sincerely	**Grace Boland, T.D**

			availability when licensing suchevents, particularly when different local authorities are licensingevents to take place concurrently orin close proximity toeach other. The Department of Transport has requestedthat the NTA be included as a prescribed body in the draft regulations under the Planning and DevelopmentAct, and remain engaged as to how this legislative work progresses. 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.		

28/05/2026	245	**PQ Referred: 41344/26, for answer 28/05/2026 , Written from - Willie O'Dea**	Dail Question No: 245 To ask the Minister for Transport if he will provide a clear funding commitment and delivery pathway for Limerick BusConnects, ensuring that the project can move forward without unnecessary delay prior to 2028; 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 nationally, including the BusConnects programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this detailed response, the NDP Sectoral Investment Plan published by my Department last November has allocated significant funding to the NTA to progress BusConnects in Dublin, Galway, Cork, Limerick and Waterford. The NTA will publish a more detailed plan later this year setting out the elements of the BusConnects programmes to be advanced within available funding, including in Limerick.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 245 of 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. The target implementation date for the BusConnects Limerick Network Redesign project is currently 2028. Implementation dates are subject to the outcome of ongoing discussions with the Department of Transport on funding for new services. While work to progress the project continues, the pace at which these activities can be completed is dictated by the level of funding that is made available to the National Transport Authority. Yours Sincerely	**Willie O'Dea, T.D.**

28/05/2026	244	**PQ Referred: 41336/26, for answer 28/05/2026 , Written from - Michael Healy-Rae**	Dail Question No: 244 To ask the Minister for Transport if consideration has been given to temporary or event-based SPSV permits during major festivals, sporting events or tourism weekends in rural areas experiencing significant transport shortages; and if he will make a statement on the matter. 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. 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. 244 of 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. Your query focussed on whether “consideration has been given to temporary or event-based SPSV permits during major festivals, sporting events or tourism weekends in rural areas experiencing significant transport shortages”. The legislation governing the licensing of small public service vehicles, being taxis, hackneys and limousines, does not currently contemplate the short term licensing of drivers or vehicles. Driver licensing is currently for a period of five years and vehicle licensing is generally for a period of one year. Given the process involved in licensing drivers, which involves Garda vetting and Garda processing of the licence applications, it does not lend itself to short-term authorisations during festivals, sporting occasions or tourism events. Accordingly, there are no plans at present for short-term licensing of small public service vehicles. Yours sincerely,	**Michael Healy-Rae, T.D.**

28/05/2026	242	**PQ Referred: 41333/26, for answer 28/05/2026 , Written from - Michael Healy-Rae**	Dail Question No: 242 To ask the Minister for Transport if he has engaged with the National Transport Authority regarding barriers preventing new entrants into the taxi industry in rural Ireland; 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. Quantitative restrictions, which led to an undersupply of SPSVs in the past, have been removed from the SPSV sector and there are no barriers to entry to this industry, other than the obligation to use a wheelchair accessible vehicle (WAV). As a result of this requirement, significant WAV and eSPSV grants,where applicants can avail of up to €17,500 and €25,000 respectively, have been provided to SPSV operators to enable them to upgrade their vehicles, . From a rural perspective, the NTA issues local area hackney licences where applicants can show that there was a need for a part time service. A resident of the area in respect of which the local area hackney licence is sought, is not required to undertake the Industry Knowledge or Area Knowledge tests normally applying for SPSV driver licences. LAH drivers nevertheless must be licensed, and their vehicles must be licensed and insured. A local area hackney may only pick up passengers within a designated area of about 10km and may not pick up a new fare at a drop off point or any other point outside its designated area. In 2025, the NTA conducted a review of LAH regulations and associated processes following which they introduced new Regulations, which came into effect on 2 April 2026. In these new Regulations: Up to five drivers are permitted to operate a	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 242 of 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. By way of background, the NTA is the licensing authority for Small Public Service Vehicles (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 Siochana 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. booking by app), 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 the Deputy's information, approximately 2,000 new SPSV drivers licence holders joined the sector in 2023 and again in 2024 with almost the same again in 2025, showing strong interest and growth in the sector. In terms of supports and recent initiatives taken by the NTA in the sector, examples of these have been set out below for your convenience. The NTA administers two SPSV grant schemes each year, which support new and existing operators. The Wheelchair Accessible Grant Scheme (WAV) has operated each year since 2014. The grant provides funding of up to €15,000 to assist with the purchase and conversion of wheelchair accessible vehicles. Whilst existing operators can avail of grant funding to change their vehicle to a WAV or replace an existing WAV, the scheme attracts huge interest from drivers who wish to own their own vehicle. The Department of Transport owned and NTA administered eSPSV Grant Scheme has operated since 2018. This grant scheme provides up to €25,000 in funding towards a new SPSV. While new entrants can also avail of this grant support, the majority of uptake is from existing SPSV operators who wish to transition from a petrol or diesel vehicle to an EV in support of a sustainable SPSV sector. Both grants can also be combined to receive up to €40,000 towards an electric Wheelchair Accessible Vehicle. The annual SPSV Statistics Bulletin produced by the NTA sets out the level of support provided each year to both grant schemes in recent years. The 2024 Bulletin and all historic Bulletins can be found here https://www.nationaltransport.ie/taxi/statistics-and-legislation/ on the NTA website. For ease of reference, we have also provided the key grants data below. Under the Taxi Regulation Act, the NTA is also responsible for setting the Maximum Taxi Fare. The NTA undertake a review of the national taxi fare on a regular basis, which comprises an assessment of the costs on taxi drivers to carry out their role. Where the costs have risen, this can result in an increase in the taxi fare to support SPSV operations. Following the 2024 review, the NTA Board approved the Taxi Regulation (Maximum Fares) Order 2024. The Order increased taxi fares by an average of 9%, weighted across time bands and distances, from 01 December 2024. The	**Michael Healy-Rae, T.D.**

			local area hackney. Licences can be granted when local communities can demonstrate that transport needs are not being adequately met by existing public transport and SPSV services. Previously, local area hackney applications could not displace existing SPSV services in an area. The maximum licence period for vehicles and drivers is extended from 3 years to 5 years. This reduces the costs and administrative burdens on continuing LAH drivers. Licence holders must demonstrate that they are providing satisfactory service to their community when renewing their licence. A new Fixed Penalty Notice offence for picking up passengers outside of their permitted local area has also been introduced. This safeguard is an important part of the scheme's design. It ensures that the LAH licence serves its intended purpose, which is to provide essential transport in communities that do not have enough commercial taxi or hackney services to meet local needs. The restriction also protects the earning potential of fully licensed taxi and hackney drivers operating in nearby towns and urban centres, who have invested significantly more in their licences and meet wider regulatory requirements. 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.	higher fare included an extension of the existing Special Rate to the weekend peak, in an effort to incentivise more drivers to service the night time economy. The changes also increased the fee for pre-booking a taxi which saw that fee increase from €2.00 to €3.00. The NTA published information regarding the fare changes including the consultation report which details the approach and findings of the 2024 fare review. In 2025, the NTA introduced revisions to the current Area Knowledge module of the Small Public Service Vehicle (SPSV) Driver Entry Test, a key step in the licensing process for individuals applying to operate taxis, hackneys, or limousines in Ireland. In undertaking this review, NTA engaged with SPSV drivers, applicants, booking service providers and passengers to ascertain the appropriate level of county knowledge a SPSV operator should have, in recognition of the widespread use of online maps. The findings showed that, while passengers still expect drivers to have a higher-than-average understanding of local geography, the use of online maps is now widely accepted. As a result, the revised Area Knowledge module, which went live on October 1st 2025, places more emphasis on knowledge of motorways and transport hubs, with greater focus on tourist attractions, hospitals, sports, theatre and music venues and, for urban centres, knowledge on major street names, one-way systems and city routes. Further details on the updates is available here https://www.nationaltransport.ie/news/nta-announces-update-to-the-driver-entry-test-industry-update/. In terms of enhancements to rural supply, 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 an standard SPSV licence, in recognition of its limited area of operation i.e. the licence holder's local community. In April 2026 NTA announced a series of enhancements to the Local Area Hackney licence intended to increase uptake, and the updated scheme has been open since 2 April 2026. Under the new approach, where a local community gives support to an LAH applicant, the applicant will receive a licence offer from the NTA. This removes the requirement for additional assessments that were previously required. To increase service availability, up to five local area hackney licensed drivers may now operate a single Local Area Hackney vehicle. These may include friends or family members where the service is privately operated, or staff of a local business where the business owner provides the community service. This marks a significant change from the previous requirement, which allowed only one driver permitted to operate the hackney. The NTA has also launched a new online map showing all areas eligible for the scheme. Previously, applicants only learned if an area was eligible after submitting an application. The new system increases clarity and addresses concerns raised during consultation. Full details can be found at www.localhackney.ie. I hope that the above information is of assistance. Yours sincerely,	

28/05/2026	227	**PQ Referred: 40982/26, for answer 28/05/2026 , Written from - John Connolly**	Dail Question No: 227 To ask the Minister for Transport the timeline for delivery of the Bus Connects Galway Network Redesign; when the proposed Oranmore–Galway bus service will be introduced; whether a direct service from Oranmore village to Galway city centre will be provided rather than routing via Parkmore; 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 implementation of new bus routes. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the NTA plans to commence the implementation of the newGalway bus network in the coming years, subject to funding and operational readiness. As part of BusConnects, the NTA is also advancing work on the Cross-City Link, which will improve travel times on the bus network and enhance connections for pedestrians and cyclists. Other parts of the BusConnects programme, such as simpler fares, will be delivered with the new bus network. The NDP Sectoral Investment Plan, which was published by my Department in November last year, has allocated funding to the NTA to progress BusConnects Galway. The NTA will publish a more detailed plan later this year setting out the elements of the programme to be advanced within the funding available.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 227 of 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. The proposed Oranmore - Galway Bus Service will be introduced as part of Galway Bus Connects Network Redesign, which is planned for 2028, subject to funding. The New routes 43 and 43b will run between Gateway Shopping Park and Oranmore via Galway City Centre, the Dublin Road and either the Galway Clinic and the N67 road (route 43a) or Roscam and Oranmore Station (route 43b). These services will not run via the Parkmore Industrial Estate. A map of the new network is available at Bus Connects map of Galway Yours Sincerely	**John Connolly T.D**

28/05/2026	219	**PQ Referred: 40841/26, for answer 28/05/2026 , Written from - Eoin Ó Broin**	Dail Question No: 219 To ask the Minister for Transport if he will request the National Transport Authority produce a draft BusConnects network redesign for the Clonburris-Adamstown-Kilcarberry Grange area, where there has been increased residential development in recent years and for the authority to undertake a public consultation on their proposals and further for the Minister to give a commitment to fund the outcome of that consultation to ensure that the new communities of Clonburris-Adamstown-Kilcarberry Grange have adequate bus public transport. 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 BusConnects Dublin programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 219 of 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. The National Transport Authority is working with South Dublin County Council to develop plans for increased bus service capacity in the Adamstown / Clonburris area. A public consultation will take place later in 2026. At Kilcarbery Grange, new route 57 will serve stops on the New Nangor Road close to homes in the northern part of the area, and the NTA is seeking a speed limit reduction on the R132 road to enable stops for orbital route W4 on the western side. The introduction date for any new bus services is subject to the outcome of discussions with the Department of Transport on bus service funding. Yours Sincerely	**Eoin Ó Broin, T.D**

Data Classification: Public

28/05/2026	217	**PQ Referred: 40839/26, for answer 28/05/2026 , Written from - Eoin Ó Broin**	Dail Question No: 217 To ask the Minister for Transport the total capital and current expenditure cost of the entire Dublin Bus Connects network redesign; the total capital and expenditure provided to date with detail of those elements of Bus Connects that this has allowed to progress; to indicate the capital and current expenditure for Dublin Bus Connects that has not yet been provided with detail of those elements of Bus Connects that cannot progress as a result of this and to set out a time line as to when this funding will be approved with detail of each element of the network redesign that the future funding decisions will then allow to proceed. 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 Dublin programme. 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 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. 217 of 28 May last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding. Please find below a summary of the funding position for the BusConnects Dublin Network Redesign Programme, including funding provided to date, future funding requirements and the programme elements enabled by each funding decision. BusConnects Network Redesign Programme Funding Requirements Funding Category Capital (€million) Current (€million p.a.) Status What Funding Has Enabled / Will Enable Funding provided and expended to date €74.2 €78.8 Approved Delivery of implemented Network Redesign phases, including Spine, Orbital and Local routes, stop and shelter upgrades, customer information systems, communications programmes and significant enhancements in network capacity, frequency and connectivity across the Dublin bus network. Phase 7 has also been implemented and is operational, with performance reporting continuing to mature as further operational data becomes available. Funding approved but not yet expended (2026 Budget) €18.6 €0 Approved Completion of ongoing implementation activities, optimisation of existing phases, stop and shelter works and operational readiness activities. Funding not yet provided (subject to FBC approval) €109.4 €35.4 Awaiting approval Delivery of Phase 6b and Phases 8–11, including associated infrastructure, passenger information, communications activities, mobilisation, fleet and operational readiness requirements and service ramp-up. Subject to approval of the Final Business Case. Elements that cannot progress without future funding approval Dependent on FBC & Public Service Obligation (PSO) Funding Phase 6b and Phases 8–11 cannot proceed to implementation. Associated service enhancements, passenger benefits, connectivity improvements and network expansion would be delayed. Total Programme Requirement €202.2 €114.2 Mixed Full delivery of the BusConnects Dublin Network Redesign Programme. Post-Implementation Operating Requirement Funding Category Current Expenditure (€million p.a.) Status Description Recurring annual PSO requirement following full rollout €114.2 Subject to future annual Estimates process Estimated annual PSO funding required to operate the fully implemented Network Redesign once all phases are in service. • Capital expenditure includes stop and shelter modifications, customer information systems, signage, branding and other implementation works required to support network changes. • Current expenditure relates primarily to Public Service Obligation (PSO) funding required to operate enhanced bus services delivered under the Network Redesign Programme. • The €78.8m figure represents an estimated recurring annual PSO requirement derived from the latest published operational performance data available for Network Redesign Phases 1–6a. • The €35.4m figure represents the estimated additional recurring annual PSO requirement required to support the full rollout of the remaining phases of the Network Redesign Programme. • The €114.2m figure represents the estimated recurring annual PSO requirement following completion of the Programme and full rollout of the redesigned network. • Future annual PSO funding remains subject to the normal estimates and budgetary approval processes. I trust that the above information is of assistance. Yours sincerely,	**Eoin O'Broin, T.D**

28/05/2026	215	**PQ Referred: 40823/26, for answer 28/05/2026 , Written from - Ged Nash**	Dail Question No: 215 To ask the Minister for Transport when the NTA envisages funding being made available to Louth County Council to fund the already planned active travel schemes in Drogheda; 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. In 2026, the NTA allocated €4 million to Louth County Council for various walking and cycling projects around the county, including in Drogheda. 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. 215 of 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Louth County Council has a significant pipeline of active travel schemes throughout the county, many of which have now been brought through the planning and development process to the point where they are ready to be constructed. Louth County Council's Active Travel Grant allocation from the NTA in 2026 is €4.5m - given the funding requirements across the State, it is not anticipated that funding will increase significantly beyond that level over the next few years. There has been significant construction inflation in the last 3 years, which has led to a widening gap between project costs and the funding available from the Government to deliver them. This has resulted in Louth County Council having to alter their initial project delivery timelines and prioritise certain projects to match the allocated funding. This adjustment involves Louth making the difficult decision to pause certain projects, so that committed contracts and priority schemes can go ahead in line with the available capital funding. As those current projects are completed, this then allows the available funding to be assigned to other projects in Louth's portfolio. I trust that the above information is of assistance. Yours sincerely,	**Ged Nash, T.D.**

28/05/2026	218	**PQ Referred: 40840/26, for answer 28/05/2026 , Written from - Eoin Ó Broin**	Dail Question No: 218 To ask the Minister for Transport the position regarding the funding approval for the Tallaght-Clondalkin-City Centre element of the Dublin Bus Connects network redesign. 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. In light of the NTA's responsibility to consider and redesign Dublin Bus Network, 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. 218 of 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. The bus service changes being introduced as part of the Dublin-area BusConnects network redesign are funded from the NTA's general budget for bus services. The service changes in Tallaght and Clondalkin are due to be implemented as part of Phase 8 of network redesign, which incorporates Spine D services. There is currently no funding provision in the NTA's budget for new public transport services in 2026. It is intended to implement the Phase 8 changes in 2027 subject to funding availability. Yours Sincerely	**Eoin O'Broin, T.D**

28/05/2026	239	**PQ Referred: 41329/26, for answer 28/05/2026 , Written from - Michael Healy-Rae**	Dail Question No: 239 To ask the Minister for Transport if the National Transport Authority has undertaken any assessment of taxi shortages in rural towns and tourism centres, particularly during weekends, festivals and major sporting events; 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 issues local area hackney (LAH) licences where applicants can show that there is a need for this part-time service and that it will not displace or replace current SPSV providers in a given area. A resident of the area in respect of which the local area hackney licence is sought, is not required to undertake the Industry Knowledge or Area Knowledge tests normally applying for SPSV driver licences. LAH drivers nevertheless must be licensed, and their vehicles must be licensed and insured. A local area hackney may only pick up passengers within a designated area of about 10km and may not pick up a new fare at a drop off point or any other point outside its designated area. In 2025, the NTA conducted a review of LAH regulations and associated processes following which they introduced new Regulations, which came into effect on 2 April 2026. In these new Regulations: Up to five drivers are permitted to operate a local area hackney. Licences can be granted when local communities can demonstrate that transport needs are not being adequately met by existing public transport and SPSV services. Previously, local area hackney applications could not displace existing SPSV services in an area. The maximum licence period for vehicles and drivers is extended from 3 years to 5 years.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 239 of 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. By way of background, the NTA is the licensing authority for Small Public Service Vehicles (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 Siochana 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 and all SPSV Drivers can undertake pre booked journeys, such as those provided for by app booking, anywhere in the country. Further details on business approaches in the SPSV sector can be found in the “The Official Manual for Operating in the SPSV Industry”, at the following link: https://www.nationaltransport.ie/taxi/driver-licensing/applying-for-an-spsv-driver-licence/ 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 both 2023 and 2024 with almost the same again in 2025, the highest numbers in recent years, 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. In April 2026, the NTA announced a series of enhancements to the Local Area Hackney licence intended to increase uptake, and the updated scheme has been open since 2 April 2026. Under the new approach, where a local community gives support to an LAH applicant, the applicant will receive a licence offer from the NTA. This removes the requirement for additional assessments that were previously required. To increase service availability, up to five local area hackney licensed drivers may now operate a single Local Area Hackney vehicle. These may include friends or family members where the service is privately operated, or staff of a local business where the business owner provides the community service. This marks a significant change from the previous requirement, which allowed only one driver permitted to operate the hackney. The NTA has also launched a new online map showing all areas eligible for the scheme. Previously, applicants only learned if an area was eligible after submitting an application. The new system increases clarity and addresses concerns raised during consultation. Full details can be found at www.localhackney.ie. 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 hope that the above information is of assistance. Yours sincerely,	**Michael Healy-Rae, T.D.**

			This reduces the costs and administrative burdens on continuing LAH drivers. Licence holders must demonstrate that they are providing satisfactory service to their community when renewing their licence. A new Fixed Penalty Notice offence for picking up passengers outside of their permitted local area has also been introduced. This safeguard is an important part of the scheme's design. It ensures that the LAH licence serves its intended purpose, which is to provide essential transport in communities that do not have enough commercial taxi or hackney services to meet local needs. The restriction also protects the earning potential of fully licensed taxi and hackney drivers operating in nearby towns and urban centres, who have invested significantly more in their licences and meet wider regulatory requirements. 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.		

08/06/2026	492	**PQ Referred: 43388/26, for answer 09/06/2026 , Written from - Michael Cahill**	Dail Question No: 492 To ask the Minister for Transport to provide additional funding for a new Local Link bus service from Beaufort village to Whitefield, Meanus and onto Killorglin town and vice versa; 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 New Town Services. 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. 492 of 8 June 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plans for Local Link services between Beaufort and Killorglin via Whitefield and Meanus. There are a large number of competing demands for new and enhanced services, and a limited funding envelope. Our current focus in relation to rural transport services is on implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan. Yours Sincerely,	**Michael Cahill, T.D**

08/06/2026	491	**PQ Referred: 43387/26, for answer 09/06/2026 , Written from - Michael Cahill**	Dail Question No: 491 To ask the Minister for Transport to provide additional funding for a new Local Link bus service from the Gap of Dunloe/Kate Kearney's Cottage to Beaufort village and on to Killarney town and vice versa; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 491 of 08 June 2026, which was referred to the National Transport Authority (NTA) for reply. 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. Yours Sincerely,	**Michael Cahill, T.D**

08/06/2026	445	**PQ Referred: 42414/26, for answer 09/06/2026 , Written from - Conor Sheehan**	Dail Question No: 445 To ask the Minister for Transport if consideration will be given to extending the demand responsive Anseo service to Annacotty village; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 445 of 08 June 2026, which was referred to the National Transport Authority (NTA) for reply. Thank you for your correspondence regarding Transport For Ireland (TFI) Anseo Services in Limerick. This pilot project is funded to cover the current service area. It is not intended to expand the service area in the short term. Annacotty is included in the Limerick Bus Network Redesign, details of which can be found here: Limerick Bus Network Redesign | Busconnects Yours sincerely,	**Conor Sheehan T.D**

08/06/2026	490	**PQ Referred: 43377/26, for answer 09/06/2026 , Written from - Eoghan Kenny**	Dail Question No: 490 To ask the Minister for Transport for an update on the new proposed bus route 515 New Mallow to Killarney as of June 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 490 of 08 June 2026, which was referred to the National Transport Authority (NTA) for reply. We are not currently in a position to confirm the commencement date of the new TFI Route 515 bus service. There is currently no funding for new or enhanced services in 2026, and the NTA must operate within the Public Service Obligation (PSO) budget that is allocated. Yours Sincerely	**Eoghan Kenny, T.D**

08/06/2026	440	**PQ Referred: 42362/26, for answer 09/06/2026 , Written from - Sorca Clarke**	Dail Question No: 440 To ask the Minister for Transport whether additional Local Link services or expanded evening and weekend rural bus services are planned for communities in Longford and Westmeath who have limited public transport options. 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 TFI Local Link services. 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. 440 of 08 June 2026, which was 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 particular query. Significant expansion of evening and weekend services has taken place in recent years under the Connecting Ireland programme. This includes routes 862, 816, 818, 426, 865, MU1, MU2 which have all been introduced or enhanced in recent years and which offer evening and weekend services. This year Local Link Longford Westmeath have been involved in a Night Time Economy pilot, where a 1am departure from Longford to Granard on route 865 will operate on the May, June, August and October public holiday weekends (Friday to Sunday) and on Culture Night on the 18th September). There is no funding for new or enhanced public transport services in 2026, and therefor there are no plans for any additional new or enhanced services under the Connecting Ireland programme in 2026. Yours sincerely,	**Sorca Clarke, T.D.**

08/06/2026	395	**PQ Referred: 41504/26, for answer 09/06/2026 , Written from - Sorca Clarke**	Dail Question No: 395 To ask the Minister for Transport if additional funding will be provided for rural bus services and Local Link routes serving communities in Westmeath and Longford. 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 TFI Local Link services. 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. 395 of 08 June 2026, which was referred to the National Transport Authority (NTA) for reply. Local Link service enhancements or new services are funded by the NTA under the Connecting Ireland programme. There is currently no funding availability for the provision of new Connecting Ireland bus services in 2026. Yours Sincerely	**Sorca Clarke, T.D.**

08/06/2026	512	**PQ Referred: 43968/26, for answer 09/06/2026 , Written from - Roderic O'Gorman**	Dail Question No: 512 To ask the Minister for Transport the details of the eligibility criteria that were included in the recent review of student Leap card eligibility; 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 operationsofpublic transport. The National Transport Authority (NTA) has responsibility for theregulation of farescharged to passengers in respectofpublic transport services provided under public service obligation (PSO) contracts, including the student 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 Parliamentary Question 512 as of 08 June 2026 regarding student Leap Card eligibility, which was referred to the NTA for response. I apologise for the delay in replying. The criteria for student Leap Card eligibility are set out here: https://about.leapcard.ie/young-adult-and-student-card-launch I trust this is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

08/06/2026	493	**PQ Referred: 43486/26, for answer 09/06/2026 , Written from - Shónagh Ní Raghallaigh**	Dail Question No: 493 To ask the Minister for Transport the plans in place to improve public transport connectivity between towns and villages in south Kildare and major employment centres including Naas, Newbridge and Dublin; 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. 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. With over 363.5 million journeys undertaken in 2025, Ireland's public transport system is at a pivotal point. Growing passenger demand, urban congestion, and increasing reliance on public transport for commuting and essential travel highlight the need for reliable and sustainable services. The focus for 2026 is on stabilising and strengthening the PSO position, ensuring services already in place can operate reliably and sustainably, and progressing improvements that are already in train. We are therefore focused on consolidating and strengthening the current network, while progressing improvements already underway,	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 493 of 08 June 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. As part of our ongoing service monitoring and review process, the National Transport Authority (NTA) carried out a review of the Kildare Commuter bus services in 2025, including Routes 126 and 130, which connect towns such as Athy, Kildare, Naas and Newbridge with Dublin. This review proposed a number of minor revisions to the network aimed at increasing capacity, improving punctuality and reliability, and delivering a better overall service for passengers. We sought the public's views on these proposals between 8 December 2025 and 10 January 2026, with details of the proposed changes available at https://consult.nationaltransport.ie/en/content/kildare-commuter-bus-service-revisions. We have now considered all feedback received and are currently formulating a revised network for implementation in early 2027. Further information will be published once the revised proposals have been finalised. Separately, we are commenced plannning work for improved public transport services within and between Naas and Newbridge towns. Yours sincerely,	**Shónagh Ní Raghallaigh, T.D**

			including Phase 7 BusConnects route adjustments and the new Mullingar town service. In light of the NTA's responsibility in this area, including any plans to expand public transport serving the Kildare south 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.		

08/06/2026	511	**PQ Referred: 43967/26, for answer 09/06/2026 , Written from - Roderic O'Gorman**	Dail Question No: 511 To ask the Minister for Transport the potential cost implications of expanding the criteria for student Leap cards to include part-time 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 operationsofpublic transport. The National Transport Authority (NTA) has responsibility for theregulation of farescharged to passengers in respectofpublic transport services provided under public service obligation (PSO) contracts, including the student 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. 511 of 08 June 2026, which was referred to the National Transport Authority (NTA) for reply. Young Adult Leap Card fares are the same as Student Leap Card fares and are available to all young adults under 26 years of age. The NTA does not hold information on the number of part time students aged 26 or over, nor does it have information on the Leap Card usage by this cohort. We are therefore unable to estimate the cost of expanding the criteria for Student Leap Cards to include mature part time students. Yours Sincerely	**Roderic O'Gorman, T.D.**

08/06/2026	479	**PQ Referred: 43063/26, for answer 09/06/2026 , Written from - Louis O'Hara**	Dail Question No: 479 To ask the Minister for Transport the quality of service checks that are in place for private bus operators running a PSO route; the way to report a delayed or a no-show bus in this event; 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. 479 of 08 June 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) procures and manages subsidised Public Service Obligation (TFI) bus services through contracts with bus operators. These contracts include a comprehensive suite of performance monitoring and quality assurance measures designed to ensure a consistent, safe and reliable level of service delivery across the network. Details of these contracts are available on the NTA website at https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/bus/. Where a bus service doesn't operate due to circumstances within the bus 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 standards set out in the contract are not met. The NTA generally measures performance in these areas from data obtained from on-board automatic vehicle location systems. These systems provide time stamped location data for buses operating scheduled routes. Separately, the NTA undertakes mystery passenger surveys across our public transport contracts, to measure elements such as cleanliness, driving style, driver helpfulness, fleet assignment and customer information, and deductions may apply where an operator fails to meet the minimum standards outlined in their contract. The NTA meets regularly with transport operators to review performance and implement measures to address issues as they arise. Operational queries and complaints relating to public transport services can be raised using the TFI Help Centre, details of which can be found at https://www.transportforireland.ie/support/. Yours Sincerely	**Louis O'Hara, T.D**

08/06/2026	478	**PQ Referred: 43062/26, for answer 09/06/2026 , Written from - Louis O'Hara**	Dail Question No: 478 To ask the Minister for Transport the process in place for reporting a delayed or a no-show bus; the way these reports are tracked; if this data is available; 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 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. 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. 479 of 08 June 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) procures and manages subsidised Public Service Obligation (TFI) bus services through contracts with bus operators. These contracts include a comprehensive suite of performance monitoring and quality assurance measures designed to ensure a consistent, safe and reliable level of service delivery across the network. Details of these contracts are available on the NTA website at https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/bus/. Where a bus service doesn't operate due to circumstances within the bus 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 standards set out in the contract are not met. The NTA generally measures performance in these areas from data obtained from on-board automatic vehicle location systems. These systems provide time stamped location data for buses operating scheduled routes. Separately, the NTA undertakes mystery passenger surveys across our public transport contracts, to measure elements such as cleanliness, driving style, driver helpfulness, fleet assignment and customer information, and deductions may apply where an operator fails to meet the minimum standards outlined in their contract. The NTA meets regularly with transport operators to review performance and implement measures to address issues as they arise. Operational queries and complaints relating to public transport services can be raised using the TFI Help Centre, details of which can be found at https://www.transportforireland.ie/support/. Yours Sincerely	**Louis O'Hara, T.D**

08/06/2026	473	**PQ Referred: 42880/26, for answer 09/06/2026 , Written from - Ann Graves**	Dail Question No: 473 To ask the Minister for Transport to support a request to the NTA for a direct and frequent bus service from Portmarnock railway station (details supplied) into Dublin Airport. Details Supplied: this would open up the Dart service to these places without the need for a car, this also provides a feasible Dart link from the southern and northern suburbs to the airport via Chapel road, Kinsealy, Baskin, Stockhole Lane directly into Dublin Airport in 20 minutes as the current service of a one hour tour of every estate in Portmarnock, Malahide and Swords is not a direct bus to the airport. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. With regard to planning and provision of services, the NTA continues to keep public transport connectivity, including access to Dublin Airport, under ongoing and active review as part of its wider network planning responsibilities. Looking ahead, the NTA is continuing to invest in additional orbital bus services which will provide more options to reach Dublin Airport by public transport. For example, route W4 which currently operates between Tallaght and Blanchardstown will connect with the planned new route N8 at Blanchardstown which will serve Dublin Airport via the M50. Additionally, MetroLink, which I hope will start construction by the end of next year, will integrate directly with Iarnród Éireann services at Glasnevin, thereby significantly improving	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 473 of 08 June 2026, which was referred to the National Transport Authority (NTA) for reply. Unfortunately, we do not have plans to introduce a new route as described. However, there are planned route changes as part of the BusConnects Network Redesign Programme that will see increased investment in local service. Route 102, Dublin Airport to Sutton DART, will be replaced by new route L81 through the implementation of the BusConnects Network Redesign Programme. New route L81 directly replicates route 102 except for the Malahide section where it will travel via Wendell Avenue/ Blackwood Lane and Church Road rather than Coast Road and Malahide's Main Street. On weekdays, the L81 is planned to operate every 20 minutes from 06:00 to 18:00, and every 30 minutes thereafter. On weekends, it will operate every 30 minutes. The current services typically operates every 30 minutes, seven days a week. New route L82 will operate betweeen Knocksedan and Beaumont Hospital via Stockhole Lane, every 60 minutes. The introduction date is subject to funding for new bus services, and to operational readiness. More information on BusConnects is available at: https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/ Yours Sincerely	**Ann Graves, T.D**

			public transport access to Dublin airport. 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.		

08/06/2026	456	**PQ Referred: 42645/26, for answer 09/06/2026 , Written from - Naoise Ó Cearúil**	Dail Question No: 456 To ask the Minister for Transport the actions being taken to address ongoing reliability and capacity issues on the 120 and X27 bus services serving Celbridge, including repeated cancellations and instances of passengers being left behind at stops (details supplied); and if he will make a statement on the matter. Details Supplied: Constituents have reported repeated cancellations and capacity problems in recent days, including:The 07:08 service on route 120 failing to operate on 26 May.The 16:02 X27 service from UCD not operating on 27 May.The 17:09 route 120 service at Heuston Station being unable to accommodate waiting passengers on 27 May, despite subsequently having significant capacity at Celbridge stops.As previously noted, the NTA recently completed a review of the Kildare Commuter bus services, including route 120, with proposed revisions aimed at improving capacity, punctuality, and reliability. While this review is welcome, the current level of service is causing significant disruption for commuters and families who rely on these routes daily. 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. 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. The contracts allow for not just the monitoring of performance and the publication of annual performance reports, but importantly, for the imposition of financial penalties, to reinvest	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 456 of 08 June 2026, which was referred to the National Transport Authority (NTA) for reply. I would like to apologise for the delay in response. 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. While isolated cancellations can arise from time to time, there is no evidence of an ongoing pattern of reliability issues on Route 120, however we will keep this under review with the operator. Dublin Bus has recently being experiencing a high number of cancellations due to driver availability issues, including on Route X27. Dublin Bus undertook a recruitment campaign in South Africa late last year, with a view to engaging about one hundred drivers. The first tranche of drivers are currently being trained ahead of entering service. We expect this will result in improved reliability of Dublin Bus services in the coming months. Regarding route 120, the National Transport Authority (NTA) is progressing the procurement of double-deck coach vehicles for the Public Service Obligation coach fleet, which will enable additional vehicles of this type to be allocated to the route, increasing capacity on the corridor and helping to address growing passenger demand. As these additional vehicles become available, the NTA will work closely with the operator Go-Ahead Ireland to ensure that they are deployed where capacity pressures are greatest and where they can deliver the greatest benefit to passengers. In the interim, the NTA will continue to engage with the operator regarding vehicle allocation on route 120 and will seek to ensure, insofar as is operationally practical, that double-deck coaches are assigned to those services most likely to experience high passenger demand, including the final departures of the day where available fleet resources permit. As noted, the NTA plans to introduce improvements to the 120 bus corridor, commencing early next year. In summary we propose to simplify the network by merging the 120C/120D into a new route 121. This will incorporate increased services to and from Clane, improved links to rail services at Maynooth, and increased capacity and frequency on the corridor between Edenderry and Dublin. As part of the rebuild of the corridor, a new 128 service will also be introduced connecting the 120 corridor (at Prosperous) to destinations on the south side of the city including Sandyford and UCD and connecting with both LUAS lines. We will also add more departures on the TFI route120X from Edenderry to the city centre. Yours sincerely,	**Naoise Ó Cearúil, T.D**

			into the network, in places where performance does not meet the minimum required standards, as well as reasonable incentive payments where performance exceeds those standards. The NTA regularly meets with each transport operator 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. 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.		

09/06/2026	423	**PQ Referred: 42131/26, for answer 09/06/2026 , Written from - Ruth Coppinger**	Dail Question No: 423 To ask the Minister for Transport to include an estate in a particular bus route (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. 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. 423 of 07 June2026, which was 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 particular query. Whilst we have plans to improve the level of service provision in the wider local area through the BusConnects Network Redesign Programme, we do not have any current plans to extend bus services, including planned new route B3, into Kilmartin Grove. Unfortunately, the layout and design of roads in the Kilmartin Grove development make it very difficult to serve with buses. However the National Transport Authority (NTA) will consider the potential for future service provision with Fingal County Council. I trust that the above information is of assistance. Yours sincerely,	**Ruth Coppinger, T.D.**

09/06/2026	451	**PQ Referred: 42562/26, for answer 09/06/2026 , Written from - Mark Ward**	Dail Question No: 451 To ask the Minister for Transport for an update on the Tallaght/Clondalkin to city centre core bus corridors with BusConnects; the cost of the project; the funding so far provided to the NTA to deliver the 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the BusConnects Dublin programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that BusConnects is a transformative investment programme in the bus system, providing better bus services across Dublin, Cork, Limerick Galway and Waterford. In Dublin, all 12 Core Bus Corridor Schemes have received planning permission, with six currently subject to legal challenges.	Dear Deputy, I refer to Parliamentary Question No. 451 of 09 June last, which was referred to the National Transport Authority (NTA) for reply. As you may be aware, the NTA applied to An Bord Pleanála (now An Coimisiún Pleanála) in May 2023 for approval of the Tallaght/Clondalkin to City Centre Core Bus Corridor (CBC) Scheme under Section 51(2) of the Roads Act 1993 (as amended). This application was accompanied by a submission seeking confirmation of the associated Compulsory Purchase Order (CPO). In October 2024, An Coimisiún Pleanála issued its decisions, approving the Scheme—subject to conditions—and confirming the CPO. Both approvals are available at: https://tallaghtclondalkinscheme.ie/. Following these decisions, the NTA commenced the land acquisition process for the Scheme. Progression to construction is dependent on 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 outlines the funding envelope for public transport projects, including BusConnects, for the period 2026–2030. Construction contracts have already been awarded for two BusConnects CBC Schemes: • Liffey Valley to City Centre CBC Scheme • Ballymun/Finglas to City Centre CBC Scheme With the publication of the Sectoral Investment Plan, we are now assessing the timing of funding availability for the remaining BusConnects schemes, including the Tallaght/Clondalkin to City Centre CBC Scheme. As a result, commencement dates for this Scheme remain under review at present. The scheme has been costed, and the current estimated cost range is €622 million to €798 million. To date, approximately €17.9 million has been expended on the Tallaght/Clondalkin to City Centre CBC Scheme. This includes €2.3 million specifically invested in ground investigation works, which were carried out to verify existing site conditions and to support the development of a robust & accurate detailed design. The remainder of the funding has supported the planning and statutory approval process, environmental assessments, design development, public consultation, and the initiation of land acquisition activities. I trust that the above information is of assistance. Yours sincerely,	**Mark Ward, T.D.**

08/06/2026	448	**PQ Referred: 42495/26, for answer 09/06/2026 , Written from - Mairéad Farrell**	Dail Question No: 448 To ask the Minister for Transport Minister if commuters in County Galway will be able to use Leap cards on train services from stations like Oranmore and Athenry into Galway city, in line with ticketing systems in Cork and 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. However,I am not involved in the day-to-day operationsofpublic transport. The National Transport Authority (NTA) has responsibility for theregulation of farescharged to passengers in respectofpublic 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. 448 of 08 June 2026, which was referred to the National Transport Authority (NTA) for reply. There are no current plans for the introduction of Leap Cards on train services from Oranmore or Athenry into Galway city. In the medium term, there may be scope for new ticketing arrangmeents, as part of a later phase of the Next Generation Ticketing project currently being implemented in the Greater Dublin Area. This would be subject to central government funding. I trust the above is of assistance. Yours sincerely,	**Mairéad Farrell, T.D**

09/06/2026	391	**PQ Referred: 41497/26, for answer 09/06/2026 , Written from - Donna McGettigan**	Dail Question No: 391 To ask the Minister for Transport the number of applications submitted by each county council, including Clare, for road and footpath funding; the amount of funding sought in each application for the past five years, in tabular form; and if he will make a statement on the matter. Answer For 2026, €718 million was allocated, under the Regional and Local Roads Grant Programme, for the improvement and maintenance of regional and local roads, with approximately 90% of this funding allocated to road maintenance and renewal and the remainder directed towards new roads, bridges, and road realignments. Full details of the 2026 allocations are available at:https://www.gov.ie/en/department-of-transport/press-releases/ministers-for-transport-announce-over-15-billion-for-national-regional-and-local-roads/ Details of the Regional and Local Roads Grant Programme, specifically the allocations and payments to local authorities for the past five years are available in the regional and local road allocations and payments booklets on the Oireachtas Online Public Access Catalogue: http://opac.oireachtas.ie. The 2026 allocations booklet will be lodged shortly. AsMinister for Transport, I have responsibility for policy and exchequerfunding in relation to our National Roads Programme. Under the Roads Acts 1993-2015, and in line with the National Development Plan, the planning, design and construction of individual national roadsis a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is alsosubject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the number of applications submitted in respect of national roads funding in the last five years.	Dear Deputy, I refer to the matter raised in your Parliamentary Question No. 391 of 09 June last, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority does not typically allocate funding for asset renewal or road maintenance activities. We do provide support for the introduction of new active travel facilities that include footpaths. Details of the funding per County per year is provided on our website here: Active Travel Investment Grants 2026 Allocations - National Transport. I trust that the above information is of assistance. Yours Sincerely,	**Donna McGettigan, T.D**

			I also have responsibility for policy and exchequer 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. As such, I have referred your question to both TII and the NTA for direct replies. Please advise my private office if you do not receive a response from each agency within ten working days.		

Data Classification: Public

09/06/2026	398	**PQ Referred: 41508/26, for answer 09/06/2026 , Written from - Sorca Clarke**	Dail Question No: 398 To ask the Minister for Transport the progress made on active travel and greenway projects in counties Westmeath and Longford. 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. As Minister for Transport, I also have responsibility for overall policy and exchequerfunding in relation to Greenways. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII),in conjunction with the local authorities concerned. Noting the above position, I have referred your question, on this occasion, to TII 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 raised in your Parliamentary Question No. 398 of 09 June last, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA), in partnership with Local Authorities, provides funding for Active Travel infrastructure projects nationwide. In 2026, approximately €3 million was allocated to both Westmeath County Council and Longford County Council to support the delivery of Active Travel projects. In June 2026, a further allocation of €600,000 was approved for Westmeath County Council to enable the progression of projects to construction stage. In addition to Active Travel funding, all Local Authorities receive an annual allocation of €500,000 for Bus Stop Enhancement works. These works include the provision of hardstanding areas, pole stops, and shelter stops. Each Authority maintains a detailed programme of works to be delivered annually. It should be noted that shelters and sockets for pole stops are provided as free-issue items by the NTA to each Authority and are not drawn from their 500k funding stream. The 2026 programme for Westmeath and Longford includes a range of projects currently at design stage, under construction, or completed are listed in the attached excel file. In respect of greenway projects, the NTA is not responsible for greenway projects in either County Westmeath or County Longford. In that respect, I would suggest contacting Transport Infrastructure Ireland (TII) for an update on any such schemes in either county. I trust that the above information is of assistance. Yours Sincerely,	**Sorca Clarke, T.D.**

08/06/2026	407	**PQ Referred: 41833/26, for answer 09/06/2026 , Written from - Ged Nash**	Dail Question No: 407 To ask the Minister for Transport if the NTA will provide details of the sanctions available to them to impose on bus companies operating PSO services in respect of sub-standard service delivery that is, frequent issues with punctuality, 'ghost buses' and so on; if any fines have been imposed on bus companies in this regard in each of the years 2023 to 2025 and 2026 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 performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between the operators and NTA. The contracts allow for not just the monitoring of performance and the publication of annual performance reports, but importantly, for the imposition of financial penalties, to reinvest into the network, in places where performance does not meet the minimum required standards, as well as reasonable incentive payments where performance exceeds the standards. 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. 407 of 08 June 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA procures and manages Public Service Obligation (PSO) bus services through contracts with both publicly owned and private operators. These contracts include a comprehensive suite of performance monitoring and quality assurance measures designed to ensure a consistent, safe and reliable level of service delivery across the network. Details of these contracts are available on the NTA website at https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/bus/. 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 generally measures performance in these areas from data obtained from on-board Automatic Vehicle Location systems. The NTA publishes finalised operator performance results on its website, details of which can found at https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/operator-performance/quarterly-performance-reports/. The NTA also publishes annual performance reports which sets out deductions and incentives applied under each contract, these can be found at https://www.nationaltransport.ie/publications/. The 2025 report will be published later this year. Yours Sincerely	**Gerald Nash, T.D.**

08/06/2026	414	**PQ Referred: 42037/26, for answer 09/06/2026 , Written from - Emer Currie**	Dail Question No: 414 To ask the Minister for Transport to revise a route on the BusConnects area map (details supplied); and if he will make a statement on the matter. Details Supplied: update the map to accurately show the P64 and L64 route following the intended route 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. 414 of 08 June 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. The map showing the new local bus network being implemented in the Dublin area is reissued periodically. The next edition will include the revisions to the alignments of planned routes L64 and P64 in the Littlepace area. I trust that the above is of assistance. Yours sincerely,	**Emer Currie T.D**

Data Classification: Public

09/06/2026	413	**PQ Referred: 42008/26, for answer 09/06/2026 , Written from - Paul Lawless**	Dail Question No: 413 To ask the Minister for Transport the amount in unused credit sitting on dormant leap cards in the State, and if he will outline what happens to that money. 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 operationsofpublic transport. The National Transport Authority (NTA) has responsibility for theregulation of farescharged to passengers in respectofpublic 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. 413 of 09 June 2026, which was referred to the National Transport Authority (NTA) for reply. The Leap card dormant fund (end of May 2026) is €8,892,952. These funds are used to support other public transport projects. For example, in 2025, such funding was used to advance projects in relation to the Leap 5-8 card, Young Adult card, Leap infrastructure, Loca Link services and the TFI Live app. I trust that the above information is of assistance. Yours sincerely,	**Paul Lawless, T.D**

09/06/2026	444	**PQ Referred: 42408/26, for answer 09/06/2026 , Written from - Roderic O'Gorman**	Dail Question No: 444 To ask the Minister for Transport if consideration can be given to conducting a feasibility study to extend the planned N8 route from Blanchardstown Shopping Centre to the Hollystown area, in order to provide new developments with an accessible orbital bus 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; 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. With regard to planning and provision of services, the NTA continues to keep public transport connectivity under ongoing and active review as part of its wider network planning responsibilities. Looking ahead, the NTA is continuing to invest in additional orbital network redesign. The N8 route is intended to improve connectionsaroundDublinwithoutrequiringtravelviathecitycentre, and the NTA continues planning for its introduction, subject to available resources and operational readiness. I fully understand the importance of getting this route up and running, however the NTA need to ensure a prioritisation of resources and maintenance of the network on hand. The network redesign as part of BusConnects Dublin will improve the existing bus network by providing high frequency spines and new local, orbital and radial routes. Orbital routes are a really important part of the new design as they offer an efficient way for passengers to travel without needing to pass through the city centre.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 444 of 09 June 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plans to significantly amend route N8 prior to its implementation. Extending this route to Hollystown would require additional resources and duplicate the connectivity provided by route B3 between Hollystown and Blanchardstown. When route N8 launches, it will allow easy interchange at Blanchardstown with many bus services serving the wider area. Interchange between services is free when customers avail of the TFI-90 Minute Fare. The timing of the launch of route N8 is subject to funding. Yours sincerely	**Roderic O'Gorman, T.D.**

			New bus services in Dublin are already being delivered as part of BusConnects. Since 2021, we have rolled out the first seven phases of the network redesign in Dublin. This has included the northern orbital routes connecting Blanchardstown to the Point Village in 2022 and the western orbital routes connecting Blanchardstown to Tallaght in 2023. Overall, BusConnects will transform bus services in our cities, allowing passengers to travel more conveniently, quickly and sustainably, and I look forward to its full implementation 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.		

09/06/2026	430	**PQ Referred: 42295/26, for answer 09/06/2026 , Written from - Peadar Tóibín**	Dail Question No: 430 To ask the Minister for Transport the total amount spent on IT systems and related projects by his Department and agencies under its remit in each of the past five years; to provide a detailed breakdown of all such projects, including original budget, final cost, and delivery timelines; the number and value of projects that exceeded their original budget or timeline; the number and total cost of projects that were cancelled, abandoned, or failed to go live; the current status of all ongoing ICT projects with a value of €100,000 or greater, excluding routine operational spend (details supplied); and the governance, oversight, and risk management processes in place to prevent cost overruns and project failures. Identical Question(s): to all Depts. Details Supplied: For each project, a brief summary is requested, including budget, cost, timeline, and current status, along with aggregate figures on projects exceeding budget/timeline and those cancelled or not delivered. Answer The information requested by the Deputy is being collated and will be forwarded to the Deputy within 10 working days, in line with the Standing Orders. I have referred the Deputy's question to the agencies under the remit of my Department 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. 430 of 09 June last, which has been referred to the National Transport Authority (NTA) for reply. Please find attached a document setting out the NTA's response to this query. It lists the projects undertaken directly by the NTA. While the NTA provides capital funding to transport agencies such as Iarnród Éireann, Bus Átha Cliath and Bus Éireann, we note that the question has already been referred to those agencies in respect of projects undertaken by them. I trust that the above information is of assistance. Yours sincerely,	**Peadar Tóibín, T.D.**

09/06/2026	424	**PQ Referred: 42158/26, for answer 09/06/2026 , Written from - Albert Dolan**	Dail Question No: 424 To ask the Minister for Transport whether procurement processes relating to MetroLink (details supplied) are being conducted through a platform (details supplied) rather than eTenders; and if he will make a statement on the matter. Details Supplied: https://metrolink.app.jaggaer.com/esop/ogc-host/public/metrolink/web/login.html Jaggaer procurement platform 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 Are (GDA), which includes MetroLink. MetroLink is a strategic and transformative piece of public transport infrastructure that will improve economic competitiveness, enable development of thousands of new homes, and have broader societal benefits for generations to come. As you maybe aware, following recent progress, including a firm Government funding commitment and statutory planning approval, MetroLink is now moving forward to decisively into the procurement stage. On 1 May thePre-Qualification Questionnaire (PQQ) for the M500 contract package was published, which marks the commencement of shortlisting of qualified bidders for this contract, ahead of more detailed procurement. In February, the PQQs were published for the M400 contract packages to commence the shortlisting of qualified bidders for the mail civil contracts. The launch of the contract notice for key works at Dublin Airport ensures that the MetroLink	Dear Deputy, I refer to your Parliamentary Question No. 424 of 09 June last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The procurement processes are being managed and administered by Transport Infrastructure Ireland (TII) who are responsible for the delivery of MetroLink. NTA is satisfied that the procurement processes developed by TII for MetroLink are not being conducted on an alternative platform to the exclusion of eTenders. Rather, both systems are used in tandem as part of an integrated, fully compliant procurement workflow. In strict compliance with Irish and European public procurement legislation, all official statutory advertisements for MetroLink—including Prior Information Notices (PINs), Contract Notices, and Contract Award Notices—are formally published on the national eTenders platform (and where applicable, the Official Journal of the European Union, OJEU). eTenders remains the definitive statutory portal for advertising these public opportunities to the market. For the operational management of the tendering lifecycle—specifically the distribution of complex engineering datasets, the administration of Pre-Qualification Questionnaires (PQQs), and the secure receipt of Invitations to Tender (ITTs)—TII utilises a dedicated MetroLink eSourcing Portal (powered by Jaggaer). When a MetroLink contract notice is published on eTenders, it includes clear instructions and a direct hyperlink that routes interested suppliers to this dedicated eSourcing portal to complete their registration, download technical specifications, and submit their responses. Utilising a specialised eSourcing environment alongside a national statutory portal is standard best practice for delivering major infrastructure projects globally. I trust that the above is of assistance. Yours Sincerely,	**Albert Dolan, T.D**

			programme continues at pace.The M120 Framework will consist of two separate value-based lots:Lot 1 will include call-off contracts and will consist of large elements of civil works such as Dublin Airport Station Box, tunnel portals, as well as other contract packages.Lot 2 will consist of call-off contacts and will consist of smaller heavy civil elements such as Glasnevin Station retaining wall, station boxes, tunnel portals, as well as other contract packages. Transport Infrastructure Ireland (TII) on behalf of MetroLink, and in partnership with the daa and the NTA, has launched a procurement package to deliver MetroLink works at Dublin Airport, including the construction of the Dublin Airport station box. Noting the NTA's responsibility for 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.		

09/06/2026	515	**PQ Referred: 44161/26, for answer 09/06/2026 , Written from - Mark Wall**	Dail Question No: 515 To ask the Minister for Transport if he will consider introducing a flexible or part-week commuter product, such as a block of ten or twenty single journeys at a meaningful discount to the standard adult fare, or a monthly product calibrated to two- or three-day commuting patterns. 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 operationsofpublic transport. The National Transport Authority (NTA) has responsibility for theregulation of farescharged to passengers in respectofpublic 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. 515 of 9 June 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has responsibility for setting public transport fares on contracted or Public Service Obligation (PSO) services under the Dublin Transport Authority Act 2008. There are no current plans to introduce new ticket types. There is already a range of ticket types which offer significant savings for frequent travel such as; 1. Daily or weekly fare caps in Dublin City Zone 1 2. Daily, weekly and monthly period tickets in Dublin Commuter Zones 2, 3 and 4, which provide flexible options for commuters including unlimited travel by TFI bus or rail from their commuter zone of origin to inner zones and unlimited travel on TFI bus, Luas or eligible rail services in City Zone 1. 3. Taxsaver tickets which offer significant savings for more regular commuters (typically three days/week or more) Yours sincerely,	**Mark Wall, T.D**

Data Classification: Public

09/06/2026	500	**PQ Referred: 43750/26, for answer 09/06/2026 , Written from - Shónagh Ní Raghallaigh**	Dail Question No: 500 To ask the Minister for Transport the number of applications received and approved under the Active Travel Programme in County Kildare in 2025 and 2026; and the projects currently awaiting funding decisions. 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. 500 of 09 June last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA work closely with Local Authority (LA) Active Travel teams 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. The NTA continues to engage regularly with Kildare County Council in progressing its Active Travel programme. In 2025 the applications received and approved comprise of 20 plus projects summing to €9,500,00. The 2025 Allocation list can be found below: https://www.nationaltransport.ie/wp-content/uploads/2025/01/Full-Allocations-Table-130125.pdf In 2026 the applications received and approved comprise of 20 plus projects summing to €9,000,00. The 2026 Allocations can be found below: https://www.nationaltransport.ie/wp-content/uploads/2026/01/Active-Travel-Investment-Grants-2026-Allocations.pdf I trust that the above is of assistance. Yours Sincerely,	**Shónagh Ní Raghallaigh, T.D**

09/06/2026	505	**PQ Referred: 43834/26, for answer 09/06/2026 , Written from - Shónagh Ní Raghallaigh**	Dail Question No: 505 To ask the Minister for Transport the estimated timeline for the completion of the Metrolink project; the estimated cost for 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. The National Transport (NTA) has the statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), which includes MetroLink. As the Deputy will be aware, MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre, the first of its kind in Ireland. It is a key project under the National Development Plan. MetroLink will be able to carry a peak capacity of 20,000 passengers per hour per direction in the future. An Coimisiún Pleanála published its decision to grant the MetroLink Railway Order in October 2025. This decision was subsequently subject to legal challenge, which, following successful mediation, has 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 towards procurement and construction. A Detailed Project Brief and Procurement Strategy is being 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. It is too early in the project lifecycle to give a precise capital cost or budget for MetroLink. This is because the project has yet to go through the detailed procurement stage. The Preliminary Business Case showed how the	Dear Deputy, I refer to your Parliamentary Question No. 505 of 09 June last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The Preliminary Business Case (PBC), which was approved by Government in July 2022, detailed potential capital costs for MetroLink ranging from €7.16bn to €12.25bn, excluding VAT. MetroLink have developed a Detailed Business Case as required by the Infrastructure Guidelines at Approval Gate 2 (AG2) which includes a substantiative review and update of the MetroLink costs. This Detailed Business Case is currently being reviewed by the NTA and the Department of Transport, with the objective of preparing a final recommendation to Government in Q3, 2026. Updated cost information will not be published until subsequent to those reviews and consideration by Government. 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. It is expected that MetroLink will be operational in Mid 2030's. I trust that the above is of assistance. Yours Sincerely,	**Shónagh Ní Raghallaigh, T.D**

			project benefits exceed the project costs. The cost estimates for MetroLink are currently under review as part of preparation for Approval Gate 2 of the Infrastructure Guidelines and will ultimately be finalised once tenders have been received, ahead of the Government's decision at Approval Gate 3. The NTA is responsible for developing cost estimates, as originally set out in the Preliminary Business Case and as updated since, and subsequent cost analyses. Noting the NTA's responsibility for 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.		

09/06/2026	461	**PQ Referred: 42742/26, for answer 09/06/2026 , Written from - Emer Currie**	Dail Question No: 461 To ask the Minister for Transport if his Department has considered a proposal for building a car park (details supplied); and if he will make a statement on the matter. Details Supplied: consider building a car park for Castleknock train station over the M50 beside the bridge on Castleknock Road. A similar initiative was taken in Larchmont, New York, USA where a commuter car-park was built over the motorway Interstate 95 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. In the case of the rail network, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. 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 direct, 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. 461 of 09 June 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plan to provide surface parking at Castleknock Station. The NTA's Bus Network Redesign coupled with Active Travel improvements along the Royal Canal aim to increase patronage at the station under current proposal. The availability of land suitable to accommodate parking is also a limiting factor. The feasibility of providing parking over the M50 at Castleknock Road has not been considered. However, based on experience elsewhere, it's reasonable to assume the cost of such works would be prohibitive. In addition, it would be very challenging to gain planning consent for such a proposal – it is likely that there would be extensive public opposition to such a development. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

09/06/2026	393	**PQ Referred: 41501/26, for answer 09/06/2026 , Written from - Sorca Clarke**	Dail Question No: 393 To ask the Minister for Transport the level of capital funding allocated to transport infrastructure projects in County Westmeath and County Longford under the current National Development Plan. Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector. However the actual delivery of those projects is generally managed by the relevant agency directly. As a result, to provide the information requested by the Deputy I refer the Deputy to the Government's coordinated Project 2040 tracker for major regional projects for information, as well as refer the Deputy's question to the agencies responsible for delivery in Westmeath and Longford. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputy's question to the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) for consideration and answer. Please contact my private office if you do not receive a response within 10 working days. Please also note that the Department of Transport's published National Development Plan Review 2025 Securing Ireland's Future: Sectoral Investment Plan for Transport sets out planned investments nationally in the period 2026-2030. Two roads are included within the Sectoral Investment Plan that constitute planned investments in Westmeath and Longford. Under the list of major national roads projects scheduled to commence construction / procurement by 2030, the N4 Mullingar to	Dear Deputy, I refer to matter raised in Parliamentary Question No. 393 of 09 June last, which was referred to the National Transport Authority (NTA) for reply. Capital funding allocated to Longford and Westmeath from the NTA primarily relates to Active Travel. There is €290m of annual funding nationally under the Active Travel Programme. The distribution of this funding is reviewed on an annual basis before the funding is allocated to individual councils, including Longford and Westmeath County Councils. The 2026 Funding Allocations for Longford and Westmeath County Councils are attached for ease of reference. In addition to the Active Travel Allocations, both councils receive an annual allocation of €500,000 each under the Bus Stop Enhancement Programme. This annual funding will continue for the duration of the current 5-year capital plan up to 2030, at which point it will be reviewed again. Furthermore, under the NTA's Bus Programme, there are two Westmeath projects that are both at advanced stages: - Athlone EV Town Service project (BE/21/0012), received funding in 2026 of €350,000 - the Mullingar New Town Service (NTA/25/0008), and received funding in 2026 of €822,217 I trust that the above information is of assistance. Yours sincerely,	**Sorca Clarke, T.D.**

			Longford is included, with Westmeath Co. Council as the sponsoring agency. Under road projects to be advanced for future construction, the N52 Tullamore to Kilbeggan is included, with Westmeath Co. Council as the sponsoring agency. These planned investments will assist in enhancing economic competitiveness and improving regional connectivity.		

09/06/2026	396	**PQ Referred: 41505/26, for answer 09/06/2026 , Written from - Sorca Clarke**	Dail Question No: 396 To ask the Minister for Transport the number of transport-related projects in Westmeath and Longford currently awaiting approval or funding allocation. Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector. However the actual delivery of those projects is generally managed by the relevant agency directly. As a result, to provide the information requested by the Deputy I refer the Deputy to the Government's coordinated Project 2040 tracker for major regional projects for information, as well as refer the Deputy's question to the agencies responsible for delivery in Westmeath and Longford. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputy's question to the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII), for consideration and answer. Please contact my private office if you do not receive a response within 10 working days. Concerning investment in regional and local roads, regional and local roads grants totalling €718m were approved in February this year and distributed to all local authorities. This represents an overall increase of 8% on 2025 grants. Allocations booklets are laid before the Oireachtas including particular allocations for Westmeath and Longford.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 396 of 09 June last, which has been referred to the National Transport Authority (NTA) for reply. The funding allocation for Westmeath and Longford County Councils is approximately €3.5m per year for each Local Authority. This allocation is issued at the start of each year and there are more than 50 live projects across these programmes. There are currently no projects on the programme awaiting approvals from the NTA i.e. they are with the Local Authority to progress to the next gateway / approval point. I trust that the above information is of assistance. Yours sincerely,	**Sorca Clarke, T.D.**

10/06/2026	55	**PQ Referred: 44590/26, for answer 10/06/2026 , Written from - William Aird**	Dail Question No: 55 To ask the Minister for Transport if he will provide a list of all capital projects to include road, public transport, active travel, energy and environmental infrastructure projects delivered under the remit of his Departments, and bodies under their aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in County Laois in each of the past five years, in tabular form; and if he will make a statement on the matter. Answer As Minister for Transport I hold overall policy responsibility for transport projects across the sector, however the actual delivery of those projects is generally managed by the relevant agency directly. Additionally, capital projects can vary in scale, consisting of multiple small deliverables across several regions, in addition to the major single-deliverable projects such as Metrolink or a major bypass for example. As a result, to provide the information requested by the Deputy I refer the Deputy to the Government's coordinated Project 2040 tracker for major regional projects for the Deputy's information, as well as refer the Deputy's question to the agencies responsible for delivery in County Laois. The Project 2040 tracker is publicly available via gov.ie/2040 and provides both a searchable map and annual reports on progress across the entire NDP and Project 2040 programmes. For deliverables which are not specifically captured within the reporting on Project 2040, I will refer the Deputy's question to TII, the NTA,Iarnród Éireann and Bus Éireann for consideration and answer. Please contact my private office if you do not receive a response within 10 working days.	Dear Deputy, I refer to matter raised in Parliamentary Question No. 55 of 10 June last, which was referred to the National Transport Authority (NTA) for reply. Your question sought a list of all capital projects, including road, public transport and active travel infrastructure, delivered under the remit of the Minister for Transport and bodies under his aegis (including the NTA, TII, Iarnród Éireann and Bus Éireann), which have been completed on time and within budget in County Laois in each of the past five years. In its role as Sponsoring Agency (meaning the entity delivering a project), the NTA can confirm that no public transport infrastructure or active travel infrastructure projects in County Laois were completed within the requested period. The majority of major public transport infrastructure projects delivered by the NTA arise under the BusConnects Programme, which remains ongoing and has not yet reached completion stage. In addition, the NTA undertakes an extensive portfolio of transport technology projects and programmes, many of which deliver benefits at a national level rather than being location-specific. The NTA acts as Approving Authority for a wide range of public transport and active travel infrastructure projects. In this role, the NTA is responsible for establishing the overall governance framework, approving progression through project stages, and overseeing funding allocations. Local Authorities and public transport operators act as Sponsoring Agencies for individual projects and are responsible for project delivery, including timelines and cost management. Accordingly, they are best placed to provide detailed information on specific projects, including cost estimates and timelines. In this context, your query in relation to active travel infrastructure projects has been referred to Simon Walton, Laois County Council for direct reply in relation to the active travel projects funded by the NTA. I understand that the question has also been referred to Transport Infrastructure Ireland (TII), Iarnród Éireann and Bus Éireann for direct response in respect of projects under their respective remits. For further information on projects and programmes funded by the NTA, I refer you to the reports published on the NTA’s website, a link to which is provided: Publications - National Transport. I trust that the above information is of assistance. Yours Sincerely,	**William Aird, T.D**

09/06/2026	46	**PQ Referred: 44478/26, for answer 10/06/2026 , Written from - Seán Ó Fearghaíl**	Dail Question No: 46 To ask the Minister for Transport the progress which has been made on improving public transport services for Ballymore Eustace and Blessington, including the proposed BusConnects Route P44; the frequency, timing and weekend availability of Dublin Bus Route 65; the operational restrictions on the Bus Éireann 132 stop in Blessington; if he will take urgent steps to address gaps in service, including allowing full pick-up and drop-off at Blessington and improving commuter access to 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 responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the BusConnects Dublin programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that the first seven phases of BusConnects Dublin Network Redesign have been implemented with Phase 7, the F-spine (Finglas to Tallaght), rolled out in October 2025. Route P44 is planned to commence under the A-Spine, which will be rolled out under Phase 9, subject to operational readiness and funding. In Dublin, all 12 Core Bus Corridor Schemes have received planning permission including the Tallaght/Clondalkin to City Centre scheme and Templeogue/Rathfarnham schemes, which the P44 route will operate on. There are six schemes currently subject to legal challenges including the Templeogue/Rathfarnham schemes. Contacts have been signed for the first two Core Bus Corridor schemes, Liffey Valley and	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 46 of 09 June 2026, which was referred to the National Transport Authority (NTA) for reply. New routes L44, P43 and P44 will replace current routes 65 and 65a as part of the overall new Dublin local bus network. New route L44 will run hourly between Ballymore Eustace, Blessington and Tallaght, with additional capacity at peak times. New routes P43 and P44 will provide some direct journeys at peak times between Ballyknockan (route P43) or Ballymore Eustace (route P44), Blessington, Rathmines and the City Centre. At other times interchange will be available in Tallaght with other buses and with the Luas Red Line, free of charge using the 90-minute fare. Detailed timetables will be set nearer the time of implementation to take account of the latest information on demand and traffic. The introduction date is subject to funding provision for new bus services, and to operational readiness. There are unfortunately no plans for interim changes to the Ballymore Eustace service on current route 65. The TFI route 132 Bus Éireann service currently operates as a ‘pick up / drop off only’ service in Blessington. We are currently planning to upgrade the 132 timetable, but the implementation of this upgrade is subject to funding availability. As of yet, we don’t have a definitive timeframe for the implementation of this upgrade. Following this, we will assess the stop restrictions in Blessington, taking into account the capacity of bus services (in particular for passengers traveling to and from destinations south of Blessington where public transport options are limited), regulatory issues and the impact of the network changes as part of Bus Connects. Yours sincerely,	**Seán Ó Fearghaíl, T.D.**

			Ballymun/Finglas, and heavy construction is expected to be underway this year. The remaining Corridors will be progressed by the NTA subject to funding.		

09/06/2026	27	**PQ Referred: 44210/26, for answer 10/06/2026 , Written from - Shónagh Ní Raghallaigh**	Dail Question No: 27 To ask the Minister for Transport if he is aware of the proposed reduction of bus services to Castledermot (details supplied); if the NTA plans to provide an alternative service; and if he will make a statement on the matter. Details Supplied: Below is an email response from JJ Kavanagh bus operator regarding their 736 bus route when asked if the Castledermot stop was going to be discontinued. Hi Shónagh, Thank you for your email. I confirm that changes are due to be made to the 736 route timetable. These were due to come into effect some weeks ago, but had to be paused due to some additional information being required for licensing. We do not have a proposed date for the launch of the new services yet, but when we do, we will be posting across our website and social media. 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 route mentioned by the Deputy is a commercial bus service operated by JJ Kavanagh and responsibility for the operation of the service is a matter for the company. In light of the NTA's responsibility in this area as the licensing authority for the commercial bus sector, I have forwarded the Deputy's query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 27 of 09 June 2026, which was referred to the National Transport Authority (NTA) for reply. In May 2025, JJ Kavanagh & Sons submitted an application to amend services on Route 736, which operates between Dublin and Waterford. The proposed amendments included the removal of the stop at Castledermot, along with changes to timings across the timetable. Those changes were due to come into operation on Monday 22 June. Route 736 is a licenced commercial bus service operated by JJ Kavanagh. Unlike Public Servcie Obligation (PSO) services operated under contract to National Transport Authority (NTA), decisions regarding timetables and stopping patterns on commercial services are a matter for the operator, rather than NTA. Following notification of these proposed changes, the NTA undertook a review of the potential impact on public transport connectivity for Castledermot. This review concluded that while the removal by JJ Kavanagh of Castledermot from route 736 will have some negative impact, the area continues to benefit from a strong level of public transport provision. In particular, Route 880 provides at least seven services each way, Monday to Saturday and five services each way on Sundays between Naas and Carlow via Castledermot. At Carlow, passengers can interchange with frequent bus and rail services to Dublin, Waterford and other destinations. Route 880 also provides interchange opportunities at Naas, connecting to other public transport services. This means that people in Castledermot will retain access to key destinations, including Dublin and Waterford, for work, education and appointments, with multiple journey options available throughout the day. The NTA has concluded that public transport connectivity to and from Castledermot remains sufficient, that existing services provide adequate coverage to meet current demand, and that no intervention is required at this point. However, service levels and passenger demand will continue to be monitored. Yours sincerely	**Shónagh Ní Raghallaigh, T.D**

10/06/2026	48	**PQ Referred: 44504/26, for answer 10/06/2026 , Written from - Michael Healy-Rae**	Dail Question No: 48 To ask the Minister for Transport to extend the TFI Anseo route in Killarney (details supplied); and if he will make a statement on the matter. Details Supplied: Minister previous PQ replies have showed that the TFI Anseo service in Killarney is costing more to run than what it is taking in. Would your department look at extending beyond the 5km. For example Mastergeeha Soccer Club in Killarney is 5.8km for Killarney town centre. It has a very large membership, the clubhouse itself is used by Kilcummin Men's Shed and many members of the men's shed do not have transport of their own. I believe if the service was extended beyond the 5km then it would be more beneficial as more people could use it. 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 and TFI Local Link services. 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. 48 of 10 June 2026 regarding Transport for Ireland (TFI) Anseo Services in Killarney, which was referred to the National Transport Authority (NTA) for reply. This pilot project is intended to assess the suitability of Smart Demand Responsive Transport services within a town, and is funded to cover the current service area. It is not planned to expand the service area during the pilot period. It is worth noting that it is the norm for the cost of provision of public transport services and Demand Responsive Services to exceed fare revenue taken in. Yours Sincerely	**Michael Healy-Rae, T.D.**

10/06/2026	32	**PQ Referred: 44243/26, for answer 10/06/2026 , Written from - Shónagh Ní Raghallaigh**	Dail Question No: 32 To ask the Minister for Transport the number of new or expanded Local Link services introduced in County Kildare since 2020; the passenger numbers recorded on those services; and any proposals currently under consideration for additional routes serving south Kildare. 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 and TFI Local Link services. 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. 32 of 10 June 2026, which was referred to the National Transport Authority (NTA) for reply. Below is a list of new and enhanced Local Link services introduced in County Kildare since 2020 as part of the Connecting Ireland Rural Mobility Plan: • Local Link Kildare South Dublin Route 821 Newbridge – Prosperous – Naas – Sallins o Launched in 2022 o 6 daily return services Monday to Saturday, and 3 return services on Saturdays and Sundays, with later services available on Friday and Saturday nights o Enhanced connectivity between Newbridge, Kilmeague, Robertstown, Allenwood, Coill Dubh, Prosperous, Caragh, Naas, and Sallins • Local Link Carlow Kilkenny Wicklow Route 897 Kilkenny – Carlow – Athy o Launched in 2023 o There are 4 daily return services Monday to Saturday, and 3 return services on Sunday o Enhanced connectivity between Kilkenny, Castlecomer, Carlow Town, Athy as well as areas en-route such as Moneenroe, Crettyard, Newtown Cross and Ballylynan • Local Link Kildare South Dublin Route 880 Carlow – Naas o Launched in 2024 o There are 7 daily return services Monday to Saturday, 5 return services on Sunday with a late evening return service on Friday and Saturday –buses now run approx. every 2 hours during the day. o The service enhanced connectivity between the two large urban centres of Naas and Carlow, serving Castledermot, Moone, Timolin, Balitore, Narraghmore, Calverstown, Ballyshannon, Kilcullen, Two Mile House, and Killashee en-route • Local Link Carlow Kilkenny Wicklow Route 885 Baltinglass to Sallins o Launched in 2024 o Increased frequency of services with 6 daily return services Monday to Friday, and 4 return services on Saturdays and Sundays o Enhanced connectivity between Baltinglass, Stratford-On-Slaney, Dunlavin, Brannockstown, Ballymore Eustace, Blessington, Naas (including Naas Hospital), and rail services in Sallins • Local Link Kildare South Dublin Route 892 Dunlavin – Kilcullen – Newbridge o Launched in 2024. o 8 daily return services Monday to Saturday between Kilcullen and Newbridge with four services running from Dunlavin via Brannockstown. There are 7 return services between Kilcullen and Newbridge with 3 services running from Dunlavin on Sunday • Local Link Kildare South Dublin Route 888 Allenwood – Rathangan – Monasterevin – Athy o Launched in 2025. o Five daily return services Monday to Saturday and three daily return services on Sunday • Local Link Carlow Kilkenny Wicklow Route 895 Sallins – Naas – Blessington – Glendalough o Launched in 2025 o 6 daily return services Monday to Friday, and 4 return services on Saturdays and Sundays o Local Link passenger numbers are published through the NTA's Passenger Numbers Dashboard, which provides a clear and accessible overview of passenger activity across Public Service Obligation (PSO) services. The interactive dashboard presents passenger journey data for bus, rail, and light rail services operated under PSO contracts and is updated periodically. It can be accessed at the following link: https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/operator-performance/pso-passenger-numbers/	**Shónagh Ní Raghallaigh, T.D**

				Yours sincerely,	

10/06/2026	54	**PQ Referred: 44589/26, for answer 10/06/2026 , Written from - William Aird**	Dail Question No: 54 To ask the Minister for Transport if he will engage with Transport for Ireland (TFI) regarding the provision of a safer and more accessible bus pick-up point for a person (details supplied) where the current designated stop requires travel along a busy road despite the bus passing directly by the individual's home; 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, including TFI Local Link offices, 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 accessibility of provision of accessible bus stops, 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. 54 of 10 June 2026, which was referred to the National Transport Authority (NTA) for reply. If you can provide a more precise location the National Transport Authority (NTA) can assess the location. If we determine that a stop could be proposed we will suggest the location to Carlow County Council who ultimately need to approve locations where stops can be installed from a safety viewpoint. Each local authority across the State, including Carlow 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, proposals on where to upgrade existing bus stops or install new bus stops will be drafted by the local authority, with the final programme of installations to be agreed with the NTA. The NTA is engaging with Carlow County Council to agree the programme of such works. Yours Sincerely	**William Aird, T.D**

09/06/2026	437	**PQ Referred: 42331/26, for answer 09/06/2026 , Written from - Aengus Ó Snodaigh**	Dail Question No: 437 To ask the Minister for Transport the total cost involved in collecting and processing ticket payments on Dublin Bus services for the year 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 responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts, and also has statutory responsibility for securing the provision of public passenger transport services nationally in conjunction with the relevant transport operators, in this case, Dublin Bus. In light of Dublin Bus's responsibility in this area, I have forwarded the Deputy's question to them for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 437 of 09 June last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The National Transport Authority (NTA) has statutory responsibility for the regulation and oversight of public transport services, including fare structures and ticketing systems such as the Transport for Ireland (TFI) Leap Card. The Leap Card is an integrated ticketing system used across multiple public transport operators, including Dublin Bus, Bus Éireann (in the Dublin area), Iarnród Éireann (DART and commuter services), and Luas. As such, the costs associated with the collection and processing of ticket payments are incurred and managed on a system-wide basis rather than at the level of an individual operator. Due to the integrated nature of the Leap system, it is not possible to disaggregate or attribute the total cost of fare collection and payment processing specifically to Dublin Bus services alone. These costs include system operation, maintenance, payment processing, retail network commissions, and back-office administration, all of which support the entire TFI network. However, overall fare collection system costs are monitored and managed by the NTA as part of its role in ensuring an efficient and cost-effective public transport system. I trust that the above information is of assistance. Yours sincerely,	**Aengus Ó Snodaigh, T.D.**

<table>
<tr>
<td>28/05/2026</td>
<td>238 & 241</td>
<td>FW: PQ Referred: 41327/26, for answer 28/05/2026 , Written from - Michael Healy-Rae</td>
<td>Dail Question No: 238

To ask the Minister for Transport the number of active SPSV taxi licences currently operating in County Kerry; and if he will make a statement on the matter.

Dail Question No: 241

To ask the Minister for Transport the number of SPSV taxi licences issued nationally and in County Kerry in each of the past five years; 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 relating to 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 am not involved in the day-to-day operations of the SPSV industry.

Accordingly, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a response within 10 working days.</td>
<td>Dear Deputy,

I refer to the matters you raised in Parliamentary Question Nos. 238 & 241 of 26 May last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.

It should be noted that SPSV Vehicle Licences can be operated anywhere in Ireland and are not restricted to a specific geographical area. The SPSV Driver Licence of the person operating the SPSV is what determines the licenced area.

Below are the number of SPSV Vehicle licences with an address in Kerry, as of 30th June 2026.

<table>
<tr><th rowspan="2">County</th><th colspan="2">Taxi</th><th colspan="3">Hackney</th><th rowspan="2">Limousine</th><th rowspan="2">Total June 2026</th></tr>
<tr><th>Taxi</th><th>WAT</th><th>Hackney</th><th>WAH</th><th>LAH</th></tr>
<tr><td>KERRY</td><td>147</td><td>56</td><td>37</td><td>2</td><td></td><td>337</td><td>579</td></tr>
</table>

There are 1,205 SPSV operators with a valid SPSV Driver Licence to operate in Kerry as of 30 June 2026. These SPSV drivers have the option to rent an SPSV from anywhere in the country and operate it in Kerry.

We don’t have a breakdown of SPSV Driver Licences issued per county for the past five years so we are unable to provide you with that statistic.

I trust that the above information is of assistance.

Yours Sincerely,</td>
<td>Michael Healy-Rae, T.D.</td>
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11/06/2026	213 & 214	**FW: PQ Referred: 40819/26, for answer 28/05/2026 , Written from - Paul McAuliffe**	Dail Question No: 213 To ask the Minister for Transport the position regarding the progression of approval gate two for the Luas Finglas project; and if he will make a statement on the matter. Dail Question No: 214 To ask the Minister for Transport the position regarding the pre-qualification questionnaire for the Luas Finglas 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. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure including light rail. Luas Finglas is an exciting project that has the potential to transform Finglas and the wider area for those who live and who work there. Government's consent for approval for the project to proceed at Approval Gate 1 of the Infrastructure Guidelines was obtained on 22 October 2024.AnCoimisiúnPleanála published its decision to grant the Luas Finglas Railway Order in October 2025. I warmly welcome the subsequent decision to withdraw the legal challenges, as it means that we now have full planning permission in place to move forward with the Luas Finglas extension. Turning to the future of the project, the Deputy may be aware that Luas Finglas is one of the four light rail proposals identified for development and delivery within the lifetime of the NTA Transport Strategy for the Greater Dublin Area 2022-2042. The project is identified in the Sectoral Investment Plan for Transport as part of the National Development Plan Review 2025. Specifically, under the Sectoral Investment Plan, the main construction works will commence by 2029, and some enabling works may commence	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 213&214 of 28 May 2026, which was referred to the National Transport Authority (NTA) for reply. **PQ No:213** Transport Infrastructure Ireland (TII) is currently finalising the deliverables required in support of Approval Gate 2 of the Infrastructure Guidelines (IG) including the Detailed Business Case (DBC), Procurement Strategy and Project Execution Plan. It is currently expected that TII will formally submit AG2 documents in Q4 2026. **PQ No:214** Transport Infrastructure Ireland (TII) is currently preparing the Pre-Qualification Questionnaire (PQQ) for Luas Finglas Main Infrastructure Works Contract. The PQQ will ensure only sufficiently qualified candidates are considered at the main tender stage resulting in a streamlined and quicker tender process. It is currently planned that the PQQ will be published during September 2026. I trust that the above information is of assistance. Yours sincerely,	**Paul McAuliffe, T.D.**

			beforehand. I understand that the project team is currently preparing for future phases of the project, including drafting and updating the detailed business case, procurement strategy and tender documents. Noting the NTA's responsibility the Luas Finglas project, 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.		

26/05/2026	373, 374, 375, 376, 377	**FW: PQ Referred: 39286/26, for answer 26/05/2026 , Written from - Barry Heneghan**	Dail Question No: 373 To ask the Minister for Transport if the National Transport Authority has considered the introduction of an interim lower cost contactless payment solution, including smartphone based QR ticketing or limited contactless bank card payments on selected public transport services, pending the full rollout of the next generation ticketing programme; if any assessment or indicative costing of such measures has been undertaken; and if he will make a statement on the matter. Dail Question No: 374 To ask the Minister for Transport the original approved budget, the current approved budget and the projected final cost of the next generation ticketing programme; the total amount expended on the programme to date; the main factors contributing to any increase in projected costs; and if he will make a statement on the matter. Dail Question No: 375 To ask the Minister for Transport the basis on which the National Transport Authority determined that the existing leap card validator and ticketing infrastructure could not support direct contactless payment by bank card or mobile phone; if any technical or operational assessments were carried out in this regard; and if he will make a statement on the matter. Dail Question No: 376 To ask the Minister for Transport if the National Transport Authority examined alternative or lower cost options to facilitate contactless payment by bank card and mobile wallet services, including applications (details supplied), prior to proceeding with the next generation ticketing programme; if any cost benefit analysis or comparative assessment was undertaken; and if he will make a statement on the matter.	Dear Deputy, I refer to the matters you raised in Parliamentary Questions Nos. 373 to 377, which have been referred to the National Transport Authority (NTA) for reply. I propose to address each of these questions in this response. **PQ 373,** Your question asked if the NTA had considered the introduction of an interim lower cost contactless payment solution. The NTA can confirm that it did investigate an interim lower cost contactless payment solution and following a successful pilot decided to implement this solution on all Local Link regular rural services nationwide. This solution will allow passengers to pay for single journeys via debit/credit cards, Apple Pay, and Google Pay. The system is currently being deployed across all 15 TFI Local Link offices, with full completion expected by the end of 2026. Already this year, contactless payment fares have been rolled out in Laois, Offaly, Mayo, Sligo, Leitrim, Tipperary, and Donegal. This solution complements the NTA's "TFI Go" mobile ticketing application, which allows customers to buy tickets for all Bus Éireann PSO services nationwide, for 27 private bus operators services, and for all TFI Local Link regular rural services, directly from a smartphone. The ticket is downloaded in the app and can be used to travel straight away. However, while this solution is appropriate for single/return ticket type transactions, it is not suitable for more complex fare transactions involving multi-vehicle transfers, capping mechanisms and multi-modal journeys. **PQ 374,** Your question sought the costs of the NGT (Next Generation Ticketing) Project. The current funding approval for the NGT project covering the implementation across the publicly operated bus, rail and Luas services in the GDA (Greater Dublin Area) is in the range €228 million to €269 million as per the approved Final Business Case. The project is ongoing and is currently on schedule and on budget. As of 30 of April 2026, the NTA has spent €27.6m on the implementation of NGT. This expenditure includes NTA internal project costs, transport operator costs, and milestone payments to the NGT supplier. Milestone payments are only paid where the supplier has completed and achieved specific criteria and approved by the NTA. Transport operator costs relate to preparatory works (e.g. construction, change management etc). The NTA internal project costs include the engagement of specialist personnel with experience in specific areas, for example, contactless payments technology, cybersecurity, plus project and programme management. The solution is being designed from the outset so it can be expanded and extended nationally without requiring major redesign. After the Greater Dublin Area (GDA) implementation it is intended to then continue to roll out the system nationwide, though the timeline for that implementation is not yet available and will be subject to the requisite approvals and funding. NGT is an entirely new ticketing system and infrastructure, that will initially complement the existing Leap Card scheme but ultimately will replace it once NGT has been implemented nationwide. **PQ 375** Your question asked "the basis on which the National Transport Authority determined that the existing leap card validator and ticketing infrastructure could not support direct contactless payment by bank card or mobile phone". The potential to upgrade or upgrade the existing equipment was ruled out at a very early stage because the current ticketing equipment on Dublin Bus, Bus Eireann and Go-Ahead Ireland has reached the end of its service life and must be replaced. The equipment pre-dates the advent of contactless bank cards and consequently lacks the processing power to process bank cards to the required security standard, thus ruling out reuse of the existing equipment. **PQ 376,** Your question asked if the NTA had "examined alternative or lower cost options to facilitate contactless payment by bank card and mobile wallet services". The NTA can confirm that we had investigated the feasibility of enabling	**Barry Heneghan, T.D**

			Dail Question No: 377 To ask the Minister for Transport the current expected timeline for the introduction of contactless payment by bank card and mobile wallet services, including applications (details supplied), across Dublin Bus, Bus Éireann, Luas, DART and Irish Rail services; if a phased rollout is planned across the various public transport operators; 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 ticketing and technology projects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the NTA's Next Generation Ticketing project will provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments. 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. The successful tenderer 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. The new solution will replace the Leap Card system, which has served over 9	Leap Cards to be used on mobile devices by loading the Leap Card into the wallet on the mobile phone (i.e. Google/Apple Pay). However, after careful consideration, we decided not to proceed with the “Virtual” Leap Card project. This decision was reached only after an exhaustive evaluation of the project's scope, cost, and timeframe, and following a live testing phase in conjunction with a transport operator in Dublin. However, it was determined that moving forward with this approach was too complex, would have taken too long, cost too much, and would have introduced too much risk and uncertainty. The decision was taken to continue to focus on NGT as the better future proofed solution in this regard. **PQ 377** Your question sought “the current expected timeline for the introduction of contactless payment by bank card and mobile wallet services”. I note that the Minister has provided a substantive reply detailing the phases and timelines. To add to that reply, here is a more detailed explanation of the four phases, referred to as “Major Releases (MR)”: 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. I trust that the above information is of assistance. Yours sincerely,	

			million users since its 2011 launch but is now nearing end-of-life. A multi-phase plan has been prepared. In Phase 1, is targeted for completion by summer 2027, the new ticketing system will be developed, which will include integration with existing Leap cards so that Leap cards can be used on the new equipment. Phase 2 will see the rollout of devices on bus and Luas services in the Greater Dublin Area, while Phase 3 will similarly see the rollout of devices and turnstiles at all Irish Rail stations in the Greater Dublin Area. To ensure the operability of the 90-minute multi-modal fare within the Greater Dublin Area, Phase 2 and Phase 3 will go live simultaneously, with a current target date of summer 2028. From this point, public transport users in the Greater Dublin Area will be able to use contactless payment across all modes. Following this, Phase 4 will roll out ticket machines and devices on commuter buses and regional services beyond the Greater Dublin Area. Separately, the NTA is actively rolling out contactless payments across TFI Local Link services, allowing passengers to pay for single journeys via debit/credit cards, Apple Pay, and Google Pay. The system is being deployed across all 15 TFI Local Link offices, with full completion expected by the end of 2026. Already this year, contactless payment fares have been rolled out in Laois, Offaly, Mayo,Sligoand Leitrim.		

11/06/2026	31 & 33	**PQ Referred: 44242/26, for answer 10/06/2026 , Written from - Shónagh Ní Raghallaigh**	Dail Question No: 31 To ask the Minister for Transport the level of public transport service provision currently available to villages in south Kildare with populations of fewer than 2,000 persons; the criteria used by the National Transport Authority in determining service levels; and whether any service enhancements are planned. Dail Question No: 33 To ask the Minister for Transport whether the National Transport Authority has undertaken an assessment of public transport connectivity between south Kildare and major employment centres including Naas, Newbridge and Dublin; and if he will provide details of any planned improvements arising from that assessment. 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. 31 & 33 of 09 June 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. As part of our ongoing service monitoring and review process, the National Transport Authority (NTA) carried out a review of the Kildare Commuter bus services in 2025, including Routes 126 and 130, which connect towns such as Athy, Kildare, Naas and Newbridge with Dublin. 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 passengers. We sought the public's views on these proposals between 8 December 2025 and 10 January 2026, with details of the proposed changes available at https://consult.nationaltransport.ie/en/content/kildare-commuter-bus-service-revisions. Yours sincerely,	**Shónagh Ní Raghallaigh, T.D**

Data Classification: Public

11/06/2026	175	**PQ Referred: 44880/26, for answer 11/06/2026 , Written from - Mark Ward**	Dail Question No: 175 To ask the Minister for Transport the cost of the planning of the original route of the Lucan Luas; the estimated cost of the anticipated emerging preferred route that will be that will be identified in Q3 of 2026; the total cost of this project to date; 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. 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 matter raised in Parliamentary Question No. 175 of 11 June last, which was referred to the National Transport Authority (NTA) for reply. 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 anticipated that an emerging preferred route will be identified in Q3 of 2026, 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. Previous Luas Lucan studies and options selection analyses were funded through the Railway Procurement Agency (now merged into Transport Infrastructure Ireland) in 2008-2010 and not through the NTA. Luas Lucan project restarted in 2024, and to date the project cost funded through the NTA is €2,967,521.98 including VAT. This includes works from Scope & Purpose to Route Selection. In relation to the estimated cost of the anticipated emerging preferred route, work is ongoing to finalise the Emerging Preferred Route and an estimated cost is not yet available. 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,	**Mark Ward, T.D.**

11/06/2026	170	**PQ Referred: 44797/26, for answer 11/06/2026 , Written from - John Connolly**	Dail Question No: 170 To ask the Minister for Transport to consider using the means available within his Department to commence a direct bus service between Galway city and Shannon Airport; 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. 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. With over 363.5 million journeys undertaken in 2025, Ireland's public transport system is at a pivotal point. Growing passenger demand, urban congestion, and increasing reliance on public transport for commuting and essential travel highlight the need for reliable and sustainable services. The focus for 2026 is on stabilising and strengthening the PSO position, ensuring services already in place can operate reliably and sustainably, and progressing improvements that are already in train. We are therefore focused on consolidating and strengthening the current network, while progressing improvements already underway, including Phase 7 BusConnects route adjustments and the new Mullingar town service. Within its allocated resources, the	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 170 of 11 June 2026, which was referred to the National Transport Authority (NTA) for reply. Bus Éireann Expressway route 51 currently provides 14 services per day in each direction between Galway and Shannon Airport, operating via Gort and Ennis, on a commercial basis. In previous years, Bus Éireann Expressway have also provided a route X51 non-stop from Galway to Shannon Airport during the summer months. The NTA's focus is on enhancing local connections under the Connecting Ireland Rural Mobility Plan. The NTA currently has no plans to provide a direct PSO service between Galway and Shannon Airport. The link is already well served, and if the NTA was to provide a publicly funded route on top of the existing route 51, it may lead to issues of unfair competition and could potentially undermine the viability of the existing commercial service provided by Expressway. Yours sincerely	**John Connolly T.D**

			NTA will continue to prioritise operational improvements, where possible, taking account of available funding, operational readiness, and driver availability. In light of the NTA's responsibility in this area, I haveforwarded 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.		

11/06/2026	169	**PQ Referred: 44793/26, for answer 11/06/2026 , Written from - Michael Cahill**	Dail Question No: 169 To ask the Minister for Transport to introduce a financial incentive for rural commuters to switch to public transport (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 operationsofpublic transport. The National Transport Authority (NTA) has responsibility for theregulation of farescharged to passengers in respectofpublic transport services provided under public service obligation (PSO) contracts. The 2026 PSO funding allocation of €940m, provides a significant 43% uplift in the PSO allocation from 2025 to further support subsidised bus and rail services across Ireland, as well as maintaining 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. Accordingly public transport fares in Ireland remain comparatively low due to a range of these targeted measures, and in addition the provision of free travel for those aged above 66 plus their companion, or those under in receipt of qualifying payments. These measures have been maintained despite rising operational costs, reflecting the Programme for Government commitment to keeping fares low and affordable. Any future changes to fare structures, such as the introduction of new commuter fare products, greater integration with other public transport services, or alignment with wider fares reform initiatives, would be considered as part of the national fares policy process and subject to appropriate assessment and approval. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 169 of the 11 June 2026, which was referred to the National Transport Authority (NTA) for reply. Thank you for the Parliamentary Question in relation to the potential introduction of financial incentives to encourage rural commuters to switch to public transport, which has been referred to the NTA for reply. The introduction of any new, targeted financial incentive specifically for rural commuters would need to be considered carefully in the context of the overall fares framework, demand patterns, equity between different passenger groups, and available funding. The NTA's National Fares Strategy seeks to introduce equitable and consistent fares for public transport throughout Ireland. The first phase of the Strategy has been introduced in Dublin and the surrounding commuter area. Later phases will see the introduction of more consistent distance based fares on Local Link and other TFI regional bus routes serving rural Ireland. In addition to those fare-related measures referenced, the NTA considers that the availability, frequency, and reliability of services are critical factors in influencing travel behaviour, particularly in rural areas. To this end, the NTA is delivering the Connecting Ireland Rural Mobility Plan, a key national programme aimed at improving connectivity and accessibility for communities outside the major urban centres. Since its launch, Connecting Ireland has resulted in a significant expansion of public transport options in rural areas, with increased service coverage and improved journey opportunities. These improvements are designed to make public transport a more practical and attractive alternative to private car use, thereby complementing fare incentives. Yours Sincerely	**Michael Cahill, T.D**

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

11/06/2026	165	**PQ Referred: 44769/26, for answer 11/06/2026 , Written from - Joe Neville**	Dail Question No: 165 To ask the Minister for Transport the measures his Department have put in place to ensure that there is reliability and transparency on public transport bus routes such as the X27 and 120; the implications there are on the NTA when bus routes do not run correctly; 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. 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 NTA regularly meets with each transport operator 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. 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. 165 of 11 June 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. The NTA has a range of measures in place to support reliability and transparency across the public transport network, including routes such as the X27 and 120. These measures include: Continuous monitoring of operator performance through contractual reporting and real-time operational data. Publication of performance information on the NTA website. The provision of real-time passenger information, journey planning tools and service updates to assist customers in making informed travel decisions. Ongoing timetable reviews and service reviews to ensure services are aligned with passenger demand and operating conditions. I can 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. Our operator contracts also provide for deductions to be made when punctuality and reliability standards are not met. The NTA meets regularly with transport operators to review operational performance, and works with the operators to develop and implement plans to address persistent issues that may be experienced on routes, including routes X27 and 120. The NTA remains committed to improving public transport services and ensuring that customers have access to reliable services and accurate information regarding service performance. Yours sincerely,	**Joe Neville, T.D**

11/06/2026	168	**PQ Referred: 44786/26, for answer 11/06/2026 , Written from - Seán Ó Fearghaíl**	Dail Question No: 168 To ask the Minister for Transport if his attention has been drawn to proposals to amend a bus route (details supplied) in a manner that would bypass Castledermot County Kildare; if he will engage with the National Transport Authority and the operator to ensure that adequate morning and evening services are maintained for commuters who rely on this route for access to employment; and if he will make a statement on the matter. Details Supplied: 736 JJ Kavanagh 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 route mentioned by the Deputy is a commercial bus service operated by JJ Kavanagh and responsibility for the operation of the service is a matter for the company. In light of the NTA's responsibility in this area as the licensing authority for the commercial bus sector, I have forwarded the Deputy's query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 168 of 11 June 2026, which was referred to the National Transport Authority (NTA) for reply. In May 2025, JJ Kavanagh & Sons submitted an application to amend services on Route 736, which operates between Dublin and Waterford. The proposed amendments included the removal of the stop at Castledermot, along with changes to timings across the timetable. Those changes were due to come into operation on Monday 22 June. Route 736 is a licenced commercial bus service operated by JJ Kavanagh. Unlike Public Servcie Obligation (PSO) services operated under contract to National Transport Authority (NTA), decisions regarding timetables and stopping patterns on commercial services are a matter for the operator, rather than NTA. Following notification of these proposed changes, the NTA undertook a review of the potential impact on public transport connectivity for Castledermot. This review concluded that while the removal by JJ Kavanagh of Castledermot from route 736 will have some negative impact, the area continues to benefit from a strong level of public transport provision. In particular, Route 880 provides at least seven services each way, Monday to Saturday and five services each way on Sundays between Naas and Carlow via Castledermot. At Carlow, passengers can interchange with frequent bus and rail services to Dublin, Waterford and other destinations. Route 880 also provides interchange opportunities at Naas, connecting to other public transport services. This means that people in Castledermot will retain access to key destinations, including Dublin and Waterford, for work, education and appointments, with multiple journey options available throughout the day. The NTA has concluded that public transport connectivity to and from Castledermot remains sufficient, that existing services provide adequate coverage to meet current demand, and that no intervention is required at this point. However, service levels and passenger demand will continue to be monitored. Yours sincerely	**Seán Ó Fearghaíl, T.D.**

11/06/2026	162	**PQ Referred: 44744/26, for answer 11/06/2026 , Written from - Paul McAuliffe**	Dail Question No: 162 To ask the Minister for Transport if further changes are planned for the F spine 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. The network redesign as part of BusConnects Dublin will improve the existing bus network by providing high frequency spines and new local, orbital and radial routes. Orbital routes are a really important part of the new design as they offer an efficient way for passengers to travel without needing to pass through the city centre. New bus services in Dublin are already being delivered as part of BusConnects. Since 2021, we have rolled out the first seven phases of the network redesign in Dublin. 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. 162 of 11 June 2026, which was referred to the National Transport Authority (NTA) for reply. A diversion of route 24 via Beneavin Road is planned, if it can be achieved without increase to costs or worsening of frequencies for existing users. A revised schedule is being drafted by the operator. Schedule updates are planned for routes F1, F2 and F3, to enhance reliability. Implementation is subject to funding. A new inbound stop is planned at Finglas Village for routes F1 and F2, to improve access to the Séamus Ennis Road part of the village. No other changes are currently planned. The capacity and reliability of all services continues to be monitored. Yours Sincerely	**Paul McAuliffe, T.D.**

11/06/2026	158	**PQ Referred: 44726/26, for answer 11/06/2026 , Written from - Michael Healy-Rae**	Dail Question No: 158 To ask the Minister for Transport if a bus service will stop at a location (details supplied); and if he will make a statement on the matter. Details Supplied: [Details removed] 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. 158 of 11 June 2026, which was referred to the National Transport Authority (NTA) for reply. We have no current plans to provide a bus stop at this location. Yours sincerely,	**Michael Healy-Rae, T.D.**

11/06/2026		**PQ Referred: 44684/26, for answer 11/06/2026 , Written from - Barry Heneghan**	Dail Question No: 155 To ask the Minister for Transport whether the National Transport Authority has carried out an assessment of the impact that significant residential development in the Donaghmede, Clongriffin and Belmayne areas has had on demand for public transport services; whether additional bus capacity, increased service frequencies or new routes are planned for these communities in light of continued population growth; 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. 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. With over 363.5 million journeys undertaken in 2025, Ireland's public transport system is at a pivotal point. Growing passenger demand, urban congestion, and increasing reliance on public transport for commuting and essential travel highlight the need for reliable and sustainable services. The focus for 2026 is on stabilising and strengthening the PSO position, ensuring services already in place can operate reliably and sustainably, and progressing improvements that are already in train. We are	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 155 of 11 June 2026, which was referred to the National Transport Authority (NTA) for reply. The next phase of BusConnects, Phase 8, D-Spine, will see revisions to the local network of routes that serve Donaghmede, Clongriffin and Belmayne. This planned investment in services are intended to cater for the growing demands of the local area. These increased demand associated with new residential development is being taken into account in the design of the new routes and timetables that will replace the existing services. This investment in services will be complemented by the construction of the Clongriffin to City Core Bus Corridor Scheme which when complete will improve journey times and reliability for bus services to and from the city centre. The implementation date for the D-Spine routes will be determined by central government funding provision, so a precise date cannot be provided at this time. Yours sincerely,	**Barry Heneghan, T.D**

			therefore focused on consolidating and strengthening the current network, while progressing improvements already underway, including Phase 7 BusConnects route adjustments and the new Mullingar town service. Within its allocated resources, the NTA will continue to prioritise operational improvements, where possible, taking account of available funding, operational readiness, and driver availability. 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.		

11/06/2026		**PQ Referred: 44743/26, for answer 11/06/2026 , Written from - Paul McAuliffe**	Dail Question No: 161 To ask the Minister for Transport the NTA's plans to reroute the 24-bus route onto Beneavin Road; and if a timeline will 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 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. 161 of 11 June 2026, which was referred to the National Transport Authority (NTA) for reply. A schedule for this diversion is being drafted by the operator. The commencement date will be advised when a schedule has been approved. Yours Sincerely	**Paul McAuliffe, T.D.**

11/06/2026	174	**PQ Referred: 44856/26, for answer 11/06/2026 , Written from - Pa Daly**	Dail Question No: 174 To ask the Minister for Transport the cost for the first and full year of installing a camera at a traffic light for the purpose of detection of a road traffic offence at a signalised junction, broken down by cap ex and op ex. Answer Enforcement of road traffic offences, such as speeding, is the primary responsibility of An Garda Síochána. This includes enforcement of speeding laws through the use of cameras. In relation to costs associated with installing cameras at a traffic light this is a matter for the National Transport Authority.Given the NTA's responsibility in this matter, I have referred the Deputy's questions to the NTA for direct response. Please contact my office if a reply is not received within ten days. The Deputy may wish to note that I published the National Safety Camera Strategy on 29 April. The Strategy provides the framework for the 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. It focuses on speeding, red light running, and bus lane infringements, with flexibility for the enforcement of other types of offence in future. The Strategy sets out a partnership approach for camera deployment and enforcement between An Garda Síochána, Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA). It proposes that TII takes responsibility for the management of fixed and average speed cameras, in partnership with An Garda Síochána, who will continue to be responsible for the enforcement of camera-detected speed offences. The NTA will assume the primary responsibility - both management and enforcement functions - for urban traffic management offences. This approach provides an effective structure through which the most progress can be made on the deployment of road safety camera systems in the near-term and was developed by an inter-	Dear Deputy, I refer to your parliamentary question number 174 of 11 June 2026, which has been referred to the National Transport Authority (NTA) for reply. Your query sought the cost of “installing a camera at a traffic light for the purpose of detection of a road traffic offence at a signalised junction”. We don’t have extensive information on this type of activity at present. But one camera was installed some years ago at Blackhall Place to monitor red light infringements at its junction with the Luas Red Line. That installation dates back some years and exact information is no longer available. But allowing for trenching, ducting, electrical connections, traffic management and road works licences, an indicative cost range for a camera installation would be €10,000 - €20,000, say €15,000 as an average indicative figure. At the Blackhall Place installation, the annual cost of maintaining and operating the camera, which included downloading and storing the images of suspected infringements, was €33, 525 plus VAT in 2015. This did not include the determination and issuing of fines or taking payments or pursuing prosecutions – this was done separately by An Garda Síochána . If you remove all of the processing, I would suggest using an annual maintenance cost of about €5,000. I hope that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

			agency working group led by TII. A delivery focused Camera Enforcement Oversight Group (CEOG) is being established, comprising senior leaders from AGS, NTA, TII, RSA, the Courts Service and the Local Authority sector. The Group will be responsible for progressing the Strategy. This Group will report to the Road Safety Leadership Group on its progress. The Strategy aligns with Programme for Government Commitments to expand the use of safety cameras across the road network. It also delivers on part one of Action 6 of the Government's Road Safety Strategy Phase 2 Action Plan. It should be noted that camera enforcement has been increasing. Since late 2024, An Garda Síochána with the assistance of TII and local authorities has installed three additional average speed camera zones and nine static camera locations. This means that there are now five average safety cameras and nine static safety cameras in operation across the network. In addition, there are also 9,000 hours of AGS GoSafe monitoring carried out on our roads each month.		

11/06/2026	157	**PQ Referred: 44723/26, for answer 11/06/2026 , Written from - Paul Lawless**	Dail Question No: 157 To ask the Minister for Transport if consideration will be given to providing a Local Link or similar rural transport service to connect residents in Bahola, Swinford and Foxford with essential services such as schools, churches, community centres and local towns, particularly for older people and those without access to private transport; and if funding or pilot schemes are being considered to address this gap in public transport provision. 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 and TFI Local Link services. 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 11 June 2026, which was 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, which was the subject of a public consultation in 2021. 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. The requested areas can be taken into consideration in the context of such a follow-up plan. The implementation of any proposals in a follow-up plan will be subject to the future availability of funding for such a follow-up plan. Yours Sincerely	**Paul Lawless, T.D**

15/06/2026	330	**PQ Referred: 45733/26, for answer 16/06/2026 , Written from - Jennifer Whitmore**	Dail Question No: 330 To ask the Minister for Transport if consideration is being given to introducing discounted journey bundles or capped weekly fare products through the Leap Card system for non-daily commuters, in line with flexible ticketing models operating in other European countries; 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. Public transport fares remain comparatively low due to the targeted measures introduced in recent years, including the introduction of the 90 minute fare and YAC, as part of the NTA's National Fares Strategy.It is important to note there has been no general fare increase since before the Covid-19 pandemic. This has been maintained despite rising operational costs, and my Department supports measures in line with the commitment in the Programme for Government to keeping fares low and affordable. 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. 330 of 15 June 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) has responsibility for setting public transport fares on contracted or Public Service Obligation (TFI) services under the Dublin Transport Authority Act 2008. Period tickets and fare capping in the Dublin city and commuter area provide flexible travel options for travel on a wide range of bus, rail and Luas services. While there are no current plans to introduce new ticket types, the current range of fare caps and ticket types offer significant savings for non-daily trip patterns and compare favourably with other European metro areas; 1. A multimodal city zone Daily and Weekly Leap Card cap applies for travel on city bus, Luas, and rail services. For example, an adult will pay no more than €6 daily or €24 weekly for unlimited travel in the Dublin City Zone, which extends to 23km from Dublin city centre. This compares with €7.60 daily cap in Milan for example, for travel within a significantly smaller zone. 2. Daily, weekly and monthly Leap Card tickets are available for the Dublin City Zone (1) and Commuter Zones (2, 3 and 4), which deliver flexible options for commuters enabling unlimited travel by bus or rail and unlimited travel on city bus / Luas / eligible rail services in the City Zone. Similar period tickets are common across other European Cities and prices in Dublin compare favourably. For example, an adult monthly Leap City Zone ticket costs €96 with similar in Amsterdam priced at €129 and €113 in Berlin. The 20% cost of living discount and 50% young adult discount introduced by the government in 2022, still apply to all TFI services and deliver excellent value for all TFI customers. Yours sincerely,	**Jennifer Whitmore, T.D.**

16/06/2026	320	**PQ Referred: 45672/26, for answer 16/06/2026 , Written from - Darren O'Rourke**	Dail Question No: 320 To ask the Minister for Transport the funding allocated to the Safe Routes to School programme in 2026; the number of projects to be delivered in 2026 with this funding; the cost of increasing funding by 10%; 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 the Department of Transport 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 initial rounds will be selected at a later date. Given the pipeline of projects due for completion, there are no plans for an additional call for schools to join the SRTS programme currently.It should however be noted that because a school is not currently in the SRTS Programme, it does not mean that it will not receive any new or improved Active Travel infrastructure. While there are no plans for an additional call for schools to join the	Dear Deputy, I refer to your Parliamentary Question No. 320 of 16 June last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. In 2026, a total allocation of €24.1 million has been provided to local authorities to progress their Safe Routes to School Programmes. This funding is distributed to schemes across all 32 local authorities and supports delivery at 348 schools. Currently there are 178 completed safer routes to schools projects. The programme is underpinned by a community driven and evidence-based approach, with school communities contributing to the development of tailored interventions for their schools. This supports progression through the planning process, which can often be challenging for walking and cycling schemes, and helps to increase the likelihood of modal shift. The number of individual projects delivered in 2026 will depend on the scale and type of interventions advanced by local authorities. Delivery timelines can vary considerably due to factors such as the availability of design and construction resources, requirements for public consultation and planning consent, the need to minimise disruption during the school year. A 10% increase in the 2026 allocation would amount to an additional €2.4 million. It should be noted that delivery remains dependent not only on funding, but also on the factors mentioned above - project complexity, community support, the availability of local authority, design and contractor resources, requirements for public consultation and planning consent, the need to minimise disruption during the school year. It is important to note that many schools' benefit from other NTA-funded, local authority delivered, active travel projects outside the SRTS programme. In total, 529 schools outside of the Safer Routes to School programme have directly benefited from walking or cycling infrastructure delivered under NTA funding between 2021 -2025. I trust that the above is of assistance. Yours Sincerely,	**Darren O'Rourke, T.D.**

			programme currently, funding for Active Travel infrastructure for schoolsis not confined to the Safe Routes to Schools Programme alone. In some cases,schools outside the SRTS Programme are included in wider Active Travel projects if they are in the vicinity of these works. 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.		

15/06/2026	329	**PQ Referred: 45732/26, for answer 16/06/2026 , Written from - Jennifer Whitmore**	Dail Question No: 329 To ask the Minister for Transport if he will request that the National Transport Authority examine the introduction of flexible or part-week commuter ticket products for hybrid workers who commute two or three days per week, particularly from commuter counties; 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 their capacity as fare regulator, on the 27th of April 2023, the NTA published a new National Fares Strategy, and following this on the 18th of January 2024 they published the first of a series of Fares Determination related to the strategy. This has introduced a new, distance-based, zonal fare structure in the Greater Dublin Area. This move, aims to makes fares equitable, more consistent, and easier to understand, with significant reductions for many commuting from outer areas, aligning prices more closely with distance travelled. The NTA also has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects. Their Next Generation Ticketing (NGT) project is for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments. The 2026 PSO funding allocation of €940m, provides a significant 43% uplift in the PSO allocation from 2025 to further support subsidised bus and rail services across Ireland, as well as maintaining targeted fares	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 329 of 15 June 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has responsibility for setting public transport fares on contracted or Public Service Obligation (PSO) services under the Dublin Transport Authority Act 2008. This includes the ticket offering for commuting / more frequent trip patterns and is set out in the NTA's annual Fares Determination process. While there are no current plans to introduce new ticket types, the 2024 Fares Determination sets out a range of ticket types which offer significant savings for frequent trip patterns such as; 1. The introduction of Daily / Weekly / Monthly period tickets in the Dublin Commuter Zone which delivers flexible options for commuters enabling unlimited travel by bus / rail from their commuter zone of origin and unlimited travel on city bus / Luas / eligible rail services in the City Zone for the validity period of their choosing. 1. The availability of taxsaver tickets which offer significant savings for customers commuting daily / hybrid basis. For example, a customer (higher rate of tax) commuting between Athlone and Dublin Heuston three days per week, 47 weeks a year could save €1,500 annually if they purchased a taxsaver ticket (net cost €1897.66), as opposed to three return trips weekly online (€12.05 per trip or €3,398.10) 1. The availability of web fares as part of Iarnród Éireann's customer first programme which offers significant savings on booking office fares. In addition, the 20% cost of living discount and 50% young adult discount which was applied to all PSO fares in 2022 is still in operation and delivers further fare reduction for customers. Period tickets / fare capping ensures a wider range of commuting and non-commuting trips are covered by one ticket type ensuring more trip purposes can be met by the public transport network and make positive contributions to emissions targets in the coming years. Yours sincerely,	**Jennifer Whitmore, T.D.**

			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. Accordingly public transport fares in Ireland remain comparatively low due to a range of these targeted measures, and in addition the provision of free travel for those aged above 66 plus their companion, or those under in receipt of qualifying payments. These measures have been maintained despite rising operational costs, reflecting the Programme for Government commitment to keeping fares low and affordable. Any future changes to fare structures, such as the introduction of new commuter fare products, greater integration with other public transport services, or alignment with wider fares reform initiatives, would be considered as part of the national fares policy process and subject to appropriate assessment and approval. 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.		

16/06/2026	300	**PQ Referred: 45251/26, for answer 16/06/2026 , Written from - Mairéad Farrell**	Dail Question No: 300 To ask the Minister for Transport to provide an update on the decision to provide an extension to taxi drivers whose vehicles were registered in 2015 due to effects of the Covid 19 pandemic; the rationale behind this decision; if this includes all taxi vehicles and drivers that would have similarly been impacted by the pandemic; and if he will make a statement on the matter. Answer The regulation of the small public service vehicle (SPSV) industry, including vehicle age limits for SPSVs, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector. Programme for Government (PfG) 2025 contained a commitment to'extend the ten-year vehicle limit for taxis registered in 2015, offering another year of service.' To address this PfG commitment, the NTA made a new Regulation which permitted an extension to the final operation date of taxis in the fleet that were first registered in 2015, and due to reach their final operation date between 1st January 2025 and 31st December 2025. For those operators with licenced vehicles that met this description, licences could be renewed from April 1st 2025 until the new final operation date occurring during 2026. Given 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 have not received a reply within 10 working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 300 of 16 June last, 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 Acts 2013 as amended, requires the 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 01 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 01 January 2025 and 31 December 2025. No further extensions to the maximum age limit of SPSVs is under consideration. I trust that the above information is of assistance. Yours sincerely,	**Mairéad Farrell, T.D**

15/06/2026	304	**PQ Referred: 45400/26, for answer 16/06/2026 , Written from - Donna McGettigan**	Dail Question No: 304 To ask the Minister for Transport the total annual cost to the State of the young adult or student TFI Leap card 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 operationsofpublic transport. The National Transport Authority (NTA) has responsibility for theregulation of farescharged to passengers in respectofpublic 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 15th June 2026, which was referred to the National Transport Authority (NTA) for reply. The total annual cost (fare foregone) to the State of of the Young Adult Leap Card for 2026 is estimated to be in the range of €80m - €89m. This card is available to all 19-25 year olds. The above amounts relate to fare foregone and are based on the 2026 budget. The figures include fare foregone on Public Service Obligation (TFI) services and the cost to the NTA of the Young Adult fare compensation scheme that applies on commercial bus operator routes. Yours sincerely	**Donna McGettigan, T.D**

15/06/2026	301	**PQ Referred: 45253/26, for answer 16/06/2026 , Written from - Ciarán Ahern**	Dail Question No: 301 To ask the Minister for Transport if he is aware that Dublin Bus is not required by the NTA to issue refunds on Leap cards in the event of an upheld complaint made by a commuter; whether he deems this acceptable; 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 and Dublin Bus's responsibility in this area, I have forwarded the Deputy's query to the companies 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 15th June 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA recognises that service disruptions, including vehicle breakdowns, can be inconvenient for passengers and works closely with all public transport operators to minimise their impact. Public transport fares, including those paid using Leap cards, are charged for access to the public transport network rather than as a guarantee of uninterrupted service on a specific vehicle. Where a bus is unable to operate a journey due to a breakdown or other operational issue, passengers are generally able to continue their journey by boarding the next available service or by using an alternative public transport service operating on the same or a nearby route. The fares system in Dublin generally allows customers to transfer between services within the applicable fare rules without incurring an additional charge, meaning that passengers are not required to pay twice to complete their journey. Refunds are therefore not routinely provided for service interruptions where reasonable alternative travel options are available to customers. This policy is consistent with standard public transport practice and helps ensure that fare revenues are directed towards maintaining and improving services across the network. The NTA has customer care processes in place to review individual cases, particularly where a disruption has caused significant delay or where no reasonable alternative service was available. I hope that the above information is of assistance. Yours Sincerely	**Ciaran Ahern, T.D**

Data Classification: Public

16/06/2026	313	**PQ Referred: 45564/26, for answer 16/06/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 313 To ask the Minister for Transport if funding has been allocated to enable an upgrade on the Donaghmede roundabout at the Hole in the Wall, Clarehall Avenue, Grange Road junction; 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 your Parliamentary Question No. 313 of 16 June last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. While consideration was given some years ago to converting the Donaghamede roundabout at the Hole in the Wall, Clarehall Avenue, Grange Road junction to a conventional traffic signal controlled junction, this scheme did not proceed due to its cost. Currently, the NTA is unaware of any proposals to upgrade this roundabout. A bollard protected active travel scheme (approx. 700 metres) was carried out in 2023/2024 on Grange Road from the Fingal boundary to the roundabout as part of the Howth Road - Baldoyle to Fairview scheme. No works were carried out on the roundabout itself. A separate scheme – Clarehall to Belmayne Cycling and Walking Scheme – is planned to be developed by Dublin City Council, which will route the cycling connection through this junction. However, it is not envisaged that this will include major upgrades to the roundabout itself. I trust that the above information is of assistance. Yours Sincerely,	**Naoise O'Muiri, T.D**

16/06/2026	311	**PQ Referred: 45527/26, for answer 16/06/2026 , Written from - Shane Moynihan**	Dail Question No: 311 To ask the Minister for Transport the position regarding the publication of the emerging preferred route for the Luas to Lucan including an indicative timeframe; 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 GDA Transport Strategy. These are proposed expansions of the Luas network to Finglas, Lucan, Poolbeg and Bray. Transport Infrastructure Ireland (TII) is progressing the Luas Lucan project in collaboration with the NTA. In 2025, the NTA submitted the Project Outline Document for Luas Lucan to my Department, as required under the Transport Appraisal Framework. TII are currently working to identify the emerging preferred route for Luas Lucan, which will then undergo anon-statutory public consultation. 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 TII 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.	Dear Deputy, I refer to matter raised in Parliamentary Question No. 311 of 16 June last, which was referred to the National Transport Authority (NTA) for reply. 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 anticipated that an emerging preferred route will be identified in Q3 of 2026, 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,	**Shane Moynihan, T.D**

16/06/2026	305	**PQ Referred: 45441/26, for answer 16/06/2026 , Written from - Jennifer Whitmore**	Dail Question No: 305 To ask the Minister for Transport for an update on the extension of the battery electric DART to Wicklow town; the breakdown of the number of the second order of 90 battery-electric DART carriages that will be deployed to the southern commuter line serving Dublin to/from 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. 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. # In the case of the DART+ programme, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. As such I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that a total of 285 electric and battery-electric carriages have been ordered to date as part of the DART+ Fleet project. The first order of battery-electric carriages, which is currently undergoing safety testing, is scheduled to enter service on the Northern line from Dublin to Drogheda in 2027. Subsequently, it is planned that deployment of the second order of 90 battery-electric DART carriages will enable the extension of the DART to Wicklow in 2029. The total number of carriages to be deployed on each line will be determined by Iarnród Éireann in consultation with the NTA.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 305 of 16 June 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) has allocated funding to Iarnród Éireann to support the development of design proposals for the railway section between Greystones and Wicklow, with the aim of extending DART services to Wicklow Town. While a public consultation had initially been envisaged in relation to the emerging proposals, it now appears feasible to deliver these enhancements largely within the existing railway footprint. You may be aware that certain exemptions are available under the Planning and Development Act 2000 (and its successor in 2024). One of those exemptions relates to development on operational railway lands. Iarnród Éireann intend to shortly make what is referred to as a “Section 5 Application”, which is an application under Section 5 of the Planning and Development Act 2000, seeking a declaration that the works at Wicklow Railway Station to facilitate the DART service to that station, constitute exempted development. If granted, that Section 5 declaration would enable the faster delivery of the required works in line with the exemption provision. This would allow construction works at the station to commence in the first half of next year. In relation to fleet, there are no further orders of fleet required for the DART extension to Wicklow – sufficient fleet is available within the three orders that have already been placed. The scheme is being designed on the basis of an hourly DART service to Wicklow railway station. I trust that the above information is of assistance. Yours sincerely,	**Jennifer Whitmore, T.D.**

Data Classification: Public

16/06/2026	39	**PQ Referred: 46219/26, for answer 17/06/2026 , Written from - John Connolly**	Dail Question No: 39 To ask the Minister for Transport if there will be a successor strategy to 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 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 No. 39 of 16 June 2026, which was referred to the National Transport Authority (NTA) for reply. Connecting Ireland is an initiative that is intended to deliver a step change in the provision of efficient and effective public transport services across rural Ireland. To date under the programme upwards of 600,000 people now have access to useful daily public transport services for the first time, over 180 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. We have a number of additional new and enhanced services planned and it is anticipated that the Connecting Ireland rural mobility plan will be substantially complete in 2028, subject to funding availability. Once complete, we anticipate that we will not require a further step change of the same scale as the current programme. We will however continue to plan, monitor and evaluate the efficacy of the network on an on-going basis and perform regular reviews and network amendments and improvements. This process has already started. We have built capacity within the service planning and Local Link teams to ensure that these 'business as usual' processes will continue following the completion of the Connecting Ireland programme. Yours sincerely,	**John Connolly T.D**

16/06/2026	38	**PQ Referred: 46218/26, for answer 17/06/2026 , Written from - John Connolly**	Dail Question No: 38 To ask the Minister for Transport for an update on the TFI one-year pilot programme serving Achill Island and the Curraun Peninsula; to provide data available on passenger numbers, and the feedback received from passengers on both the service and the functioning of the TFI Anseo app. 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 the TFI Anseo pilot 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. 38 of 16 June 2026 regarding the Transport For Ireland (TFI) Anseo public transport service in Achill Island and the Curraun, which was referred to the National Transport Authority (NTA) for reply. The pilot programme is currently funded until the end of 2026. An average of 288 passenger journeys per week have been undertaken to date in 2026. General feedback from passengers in Achill Island and the Curraun Peninsula on the TFI Anseo service has been very positive: • Over the first two study periods, the average in-app rating given by passengers upon completion of a trip was 4.9 out of 5. • As part of an in-person customer survey, passengers were asked “how likely would you be to recommend this service to a family member or friends”, using a scale from 0 to 10. 82% of respondents gave a score of 9 or 10 (promoters), while only 18% gave a score of 7 or 8 (passives) and no respondents gave a score of 6 or under (detractor). The majority of feedback received from the in-person surveys in Achill Island and the Curraun Peninsula regarding the functionality of TFI Anseo has been positive: • 63% of in-person respondents stated that it was very easy or fairly easy to “get registered and use the service for the first time”, while 64% in-person respondents stated that it was very easy or fairly easy to “use the service once you are registered and you have gotten some experience”. Please note that in-person questions did not filter for what method(s) the passenger used to make their bookings (i.e. booking on the app/booking over a phone call). Yours sincerely,	**John Connolly T.D**

17/06/2026	37	**PQ Referred: 46211/26, for answer 17/06/2026 , Written from - Ryan O'Meara**	Dail Question No: 37 To ask the Minister for Transport when the young adult or student Leap card online application service will be restored; 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 operationsofpublic transport. The National Transport Authority (NTA) has responsibility for theregulation of farescharged to passengers in respectofpublic transport services provided under public service obligation (PSO) contracts - including management of the Student and Young Adult Card application process. 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 Parliamentary Question No. 37 of 17 June last, which was referred to the National Transport Authority (NTA) for reply. The Young Adult & Student application service was restored on the 08 of June 2026. I trust that the above information is of assistance. Yours sincerely,	**Ryan O'Meara, T.D**

16/06/2026	33	**PQ Referred: 46096/26, for answer 17/06/2026 , Written from - Mark Wall**	Dail Question No: 33 To ask the Minister for Transport if his attention has been drawn to the recent cancellation of the Bus Éireann Dublin to Waterford route; the efforts being made to find a replacement; 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.Bus Éireann operates both Public Service Obligation services funded by the State subvention and Expressway intercity services which operate on a commercial basis and do not receive any State subvention. I am aware that Bus Éireann recently announced the withdrawal of some services which operate under its commercial sevice, Expressway. This decision was taken following a financial and operational review carried out by Bus Éireann with regard to Expressway's performance over recent years, which sought to ensure the long-term financial sustainability of the company as a whole. As is the case with any such commercial route withdrawals, the withdrawal of these routes triggered the NTA's PSO Determination process, the outcome of which has been published on the NTA's website. 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. 33 of 16 June 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) is aware of the withdrawal of Expressway Route 4, which operated between Waterford and Dublin Airport, with its final day of operation on 24 May 2026. As this was a commercial service, the decision to withdraw was a matter for the operator. Following notification of the withdrawal, the NTA undertook a detailed assessment of the potential impact on passengers and on the wider public transport network. This review identified that the loss of Route 4 would significantly reduce the level of service on the Waterford–Carlow section of the route, particularly for a number of intermediate towns and communities. The Waterdord to Dublin connection continues to be well served by other commercial bus operators as well as rail. In response to concerns regarding loss of service to intermediate towns between Waterford and Carlow, the NTA decided to introduce a replacement Public Service Obligation (PSO) bus service, where public funding is used to maintain essential transport links. The new service, TFI Route 365, commenced on 24 May 2026. The service provides four daily return journeys between Waterford and Carlow and serves all towns and villages previously served by Route 4, along with additional stops to enhance local connectivity. Passengers travelling onwards to Dublin can interchange at Carlow with frequent rail and bus services, ensuring continued access to the capital and other destinations. The NTA will continue to monitor the performance of this service and keep arrangements under review to ensure that passenger needs are met. Yours sincerely	**Mark Wall, T.D**

17/06/2026	283	**PQ Referred: 45102/26, for answer 16/06/2026 , Written from - Louise O'Reilly**	Dail Question No: 283 To ask the Minister for Transport if his attention has been drawn to reports that Transport for Ireland is allowing public bus services to decline while increasing reliance on private operators; if his attention has been drawn to that across the country, many Local Link services are now operated by private companies; if he understands the resulting concerns of these drivers about the long-term direction of public transport policy; if he will provide a full list; broken down by county of local link services; whether they are or are not provided by private companies, 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. Ireland's public transport system is, however, at a pivotal point. Growing passenger demand, worsening urban congestion, and increasing reliance on public transport for commuting and essential travel highlight the need for reliable and sustainable services.At the same time, the public transport sector is currently experiencing a significant workforce shortage, particularly among drivers, mechanics, and craftworkers. This challenge is already affecting service performance across the network. Bus operators are actively engaging with the NTA to identify and implement solutions to address these resource constraints. In this context, maintaining and strengthening the existing network is essential to safeguard the delivery of high-demand services to ensure they can operate effectively, while supporting longer-term reforms to enhance capacity, accessibility, and efficiency across the system.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 283 of 17 June 2026, which was referred to the NTA for reply. Public transport services within the Transport for Ireland (TFI) network — including Local Link — continue to expand, with significant investment in new routes, increased frequencies and extended operating hours across the country. Local Link services are operated by a large range of bus companies under contract to the NTA, following competitive tendering processes organised by the NTA and Local Transport Coordination Units (TCUs). All services are planned, specified, funded and overseen by the NTA. This has been the established model for rural and community transport since the inception of Local Link and its predecessor schemes. The NTA remains fully committed to strengthening rural and regional public transport. The ongoing expansion of Local Link services demonstrates that commitment and ensures that communities across Ireland have access to reliable, accessible and well connected public transport options. Yours sincerely,	**Louise O'Reilly, T.D.**

			The PSO funding allows the NTA to operate the Network on a sustainable basis and to prioritise any necessary changes in line with operational capacity and passenger needs. The focus for 2026 is on stabilising the PSO position, ensuring services already in place can operate reliably and sustainably, and progressing improvements that are already in train. We are therefore focused on consolidating and strengthening the current network, while progressing improvements already underway, including Phase 7 BusConnects route adjustments and the new Mullingar town service. Within its allocated resources, the NTA will continue to prioritise operational improvements, where possible within its €940 million current allocation. Decisions on service changes or enhancements are a matter for the NTA, taking account of available funding, operational readiness, and driver availability. Given ongoing challenges, and in line with the Programme for Government commitment to enhance and support the delivery of a skilled workforce to maintain and operate public transport vehicles, the Department of Transport has established a Public Transport Workforce Taskforce to identify options to assist with resolving these issues. The Department chairs the taskforce, which includes representatives from the school transport section in the Department of Education, relevant transport operators and agencies, and training bodies. The aim of the taskforce is to work collaboratively to identify contributing factors to the recruitment issues and put forward recommendations and measures to create a pipeline of workers to address these issues. The Department aims to produce an action plan later this year. 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 and TFI Local Link services. 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.		

17/06/2026	207	**PQ Referred: 44953/26, for answer 18/06/2026 , Oral from - Louis O'Hara**	Dail Question No: 207 To ask the Minister for Transport if PSO funding will be provided to maintain the 6.50am train from Athenry to Galway beyond August 2026; 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 query to the company 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. 207 of 17 June 2026, which was 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 query. As you will be aware the 6.50am train from Athenry to Galway has been approved to continue from August 2026 onwards, following discussions with the Department of Transport. I trust this clarifies matters. Yours sincerely,	**Louis O'Hara, T.D**

Data Classification: Public

18/06/2026	138	**PQ Referred: 46319/26, for answer 18/06/2026 , Oral from - Séamus McGrath**	Dail Question No: 138 To ask the Minister for Transport for an update on the establishment of an integrated strategic transportation office in Cork City to oversee and manage the multi-billion-euro transport projects earmarked for Cork. Identical Question(s): 96/ S McGrath 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 planning and developing public transport infrastructure, and for developing the Cork Metropolitan Area Transport Strategy 2040, or CMATS. 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 note that in order to support its role in the development of public transport, the NTA has established an office in Cork City, located at 1 Horgan’s Quay, Waterfront Square.	Dear Deputy, I refer to matter raised in Parliamentary Question No. 138 of 18 June last, which was referred to the National Transport Authority (NTA) for reply. Your query sought “an update on the establishment of an integrated strategic transportation office in Cork City to oversee and manage the multi-billion-euro transport projects earmarked for Cork”. As you will be aware there are a number of large transport projects in planning / delivery in Cork City. The Cork Area Commuter Rail Programme is being delivered by Irish Rail through their local office on Horgan’s Quay in Cork. The NTA are developing the Cork BusConnects Programme and have an office in Cork, also on Horgan’s Quay, which will be enlarged as the project moves to construction. TII are progressing the design and planning stage of Luas Cork and it is understood that they have also established an office in Cork. While there are no plans at present to establish a single “integrated strategic transportation office”, the current arrangements do ensure full integration and coordination across the projects. Seeking to put the management of all of the projects under a singular entity and office would be problematic and unlikely to deliver any significant benefits over the current arrangements. I trust that the above information is of assistance. Yours sincerely,	**Séamus McGrath, T.D**

18/06/2026	137	**PQ Referred: 46018/26, for answer 18/06/2026 , Oral from - Ivana Bacik**	Dail Question No: 137 To ask the Minister for Transport if he will provide an update on the Programme for Government commitment to conduct a feasibility study in respect of a metro for Dublin South West; 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 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. As the Deputy notes, the Programme for Government commits to commissioning an independent feasibility study continuing MetroLink from the city to South West 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 raised in Parliamentary Question No. 137 of 18 June last, which was referred to the National Transport Authority (NTA) for reply. The statutory Greater Dublin Area Transport Strategy 2022-2042 (GDATS), as prepared by the NTA and approved by the Minister for Transport in accordance with Section 12 of the Dublin Transport Authority Act ("DTA Act"), sets out the following measure: "In reviewing and updating the Transport Strategy, which takes place every 6 years, the NTA will assess the requirement to provide additional Metro lines in the GDA based on updated forecast demand for travel and on emerging significant changes in land use and spatial policy, including previously considered options to extend Metrolink southwards towards UCD, or along the existing Luas Green Line, or towards South West Dublin." In preparing the 2022 GDATS, an independent Metro to Knocklyon Feasibility Study was undertaken and concluded that options for a Metro "would have a benefit cost ratio (BCR) of below 1.0. This provides an initial indication that a Metro option is unlikely to be a cost-effective approach to enhancing public transport in this area of Dublin." The next GDATS is scheduled to be completed by 2028 in accordance with the DTA Act with background analysis to commence next year. As committed to in the Programme for Government (PfG), the additional feasibility study for Metro South-West, will commence next year as part of the comprehensive assessment of future demand for travel in the GDA and background analysis for the next GDATS. This would ensure that any assessment of demand in the southwest, and the associated feasibility of any emerging transport supply solutions, is undertaken and planned for in a holistic manner alongside the analysis of the entire Dublin area, with priorities for investment in infrastructure and services determined accordingly. In particular, such an approach would take into account the significant changes in land use policy which have emerged since the approval of the 2022 GDATS whereby local authorities have identified and prepared plans for development at major landbanks such as Dunsink and City Edge. It would also take into account the ongoing identification of locations for housing delivery in accordance with the recent Section 28 guidelines on rezoning of additional lands in accordance with the revised National Planning Framework. To summarise, background analysis for the next GDATS is expected to commence next year and the assessment of the potential for a metro to southwest Dublin, in fulfilment of the PfG commitment and in the manner outlined above, will occur at that stage. I trust that the above information is of assistance. Yours sincerely,	**Ivana Bacik, T.D.**

17/06/2026	150	**PQ Referred: 46346/26, for answer 18/06/2026 , Oral from - Paul McAuliffe**	Dail Question No: 150 To ask the Minister for Transport when he expects the rollout of the A spine of the BusConnects programme in Dublin; if there are any operational delays preventing its 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. 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 Dublin 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. 150 of 17 June 2026, which was referred to the National Transport Authority (NTA) for reply. The implementation timeframe for the A-Spine is subject to funding for new services, and to operational readiness (including driver recruitment). While work to progress this phase continues, the pace at which these activities can be completed is dictated by the level of funding that is made available to the NTA. Yours Sincerely	**Paul McAuliffe, T.D.**

17/06/2026	151	**PQ Referred: 46353/26, for answer 18/06/2026 , Oral from - Rose Conway-Walsh**	Dail Question No: 151 To ask the Minister for Transport for his assessment of the new Citylink bus service in Mayo serving Ballina-Galway that replaced Bus Éireann's route 52; if signage for bus stops and new timetables can be upgraded along the route for those who wish to use the service; the reason the replacement service no longer stops in Straide; if a review of the new timetable will be carried out to identify improvements; 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. Bus Éireann operates both Public Service Obligation services funded by the State subvention and Expressway intercity services which operate on a commercial basis and do not receive any State subvention.I am aware that Bus Éireann recently announced the withdrawal of some services which operate under its Expressway service. This decision was taken following a financial and operational review carried out by Bus Éireann with regard Expressway performance over recent years, which sought to ensure the long-term financial sustainability of the company as a whole. The National Transport Authority are the licencing authority for the commercial bus sector.As is the case with any such commercial route withdrawals, the withdrawal of these routes triggered the NTA's Public Service Obligation (PSO) Determination process, the outcome of which has been published on the NTA's website. Citylink announced in May that it was granted approval by the NTA to operate five additional daily services across two routes in its network, one of which will include three additional daily return services on the company's Galway-Ballina route, and two additional daily return services on its Castlebar-Dublin/Dublin Airport	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 151 of 17 June 2026, which was referred to the NTA for reply. Route 430 is a licenced commercial bus service operated by CityLink. Unlike (Public Service Obligation (TFI) services operated under contract to the NTA, decisions regarding timetables and stopping patterns on commercial services are a matter for the operator. However, we do meet commercial operators on a regular basis, and we can raise this request with them at our next meeting. Yours sincerely	**Rose Conway-Walsh, T.D.**

			route. In light of the NTA's responsibility in the scheduling and timetabling of these services in conjunction with the relevant transport 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.		

Data Classification: Public

17/06/2026	154	**PQ Referred: 46311/26, for answer 18/06/2026 , Oral from - Naoise Ó Cearúil**	Dail Question No: 154 To ask the Minister for Transport to outline the measures being taken to improve the public transport services serving Kilcock; 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. 154 of 17 June 2026, which was referred to the National Transport Authority (NTA) for reply. Thank you for contacting the National Transport Authority (NTA). Kilcock is served by the TFI Route 115, operated by Bus Éireann, which runs every 30 minutes throughout the day from Monday to Saturday and hourly on Sundays At present, we have no plans to increase the frequency of services on this route. However, as part of our regular review of public transport services, we intend to assess Route 115 to ensure it has sufficient capacity and continues to provide a punctual and reliable service for residents along the corridor. Under the Connecting Ireland Rural Mobility Plan, we plan to introduce a new Route 113 connecting Trim, Rathmolyon, Summerhill, Kilcock, Maynooth, Kilcloon, and Dunboyne, subject to funding approval. We also plan to enhance the 115C service operating between Mullingar and Kilcock. These improvements are intended to strengthen public transport connectivity and provide additional travel options for communities in the area. Longer term, Under the DART+ West project, a new depot is planned for west of Kilcock. This will provide for the extension of DART services to Kilcock including, the potential to provide a more frequent DART frequency between Kilcock and the city centre and accommodate stopping Intercity services. Subject to funding and relevant approvals DART+ West could be operational in 2031. Yours sincerely,	**Naoise Ó Cearúil, T.D**

17/06/2026	156	**PQ Referred: 45481/26, for answer 18/06/2026 , Oral from - Shane Moynihan**	Dail Question No: 156 To ask the Minister for Transport if there is scope to deliver standalone bus services for communities in Clonburris and Adamstown pending delivery of DART+ South West; 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. 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. With over 363.5 million journeys undertaken in 2025, Ireland's public transport system is at a pivotal point. Growing passenger demand, urban congestion, and increasing reliance on public transport for commuting and essential travel highlight the need for reliable and sustainable services. The focus for 2026 is on stabilising and strengthening the PSO position, ensuring services already in place can operate reliably and sustainably, and progressing improvements that are already in train. We are therefore focused on consolidating and strengthening the current network, while progressing improvements already underway, including Phase 7 BusConnects route	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 156 of 17 June 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is commencing a public consultation on proposed new bus services for Clonburris. This consultation starts on 8th July and will run for six weeks. More information on the proposed services will be available on the NTA Consultation Portal from 14:00 on the 8th July. Please find the website address below: https://consult.nationaltransport.ie/ Yours sincerely,	**Shane Moynihan, T.D**

			adjustments and the new Mullingar town service. Within its allocated resources, the NTA will continue to prioritise operational improvements, where possible, taking account of available funding, operational readiness, and driver availability. In light of the NTA's responsibility in this area, I haveforwarded 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.		

17/06/2026	153	**PQ Referred: 45482/26, for answer 18/06/2026 , Oral from - Shane Moynihan**	Dail Question No: 153 To ask the Minister for Transport for an update on plans to improve bus service frequency in Newcastle, Rathcoole and Saggart; 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. 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. Fundamentally the reliability of our bus services requires the type of bus priority	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 153 of 17 June 2026, which was referred to the National Transport Authority (NTA) for reply. Service improvements for Newcastle, Rathcoole and Saggart are planned as part of the BusConnects Network Redesign Programme. Currently bus routes 68 and 69 operate an hourly frequency. The planned service frequency of their replacement routes 57 and 58 is half hourly. More information is available: https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/ The implementation dates for these new routes will be determined by funding provision and operational readiness. Yours sincerely,	**Shane Moynihan, T.D**

			measures introduced under BusConnects and we remainfully committed to building on the positive changes and delivering a public transport system that is responsive to passenger needs. 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.		

17/06/2026	157	**PQ Referred: 46378/26, for answer 18/06/2026 , Oral from - Ciarán Ahern**	Dail Question No: 157 To ask the Minister for Transport his Department's plans to reduce the frequency of 'ghost buses' in the Dublin region; 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. Notwithstanding the above, I do understand and appreciate that some customers may have experienced issues with regard cancellations and reliability. A range of factors can contribute to a decline in service performance, such as congestion, and a shortage of drivers or mechanics preventing services from operating to schedule. The NTA are working hard with operators to address these issues, and holds weekly operational meetings to discuss performance, understand challenges and identify where improvements can be made. My Department is also 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. Further, in instances where performance drops, under their contractual arrangements, financial penalties are rigorously applied unless the cause of the loss of performance is outside of the control of the operator. For example, if a bus service doesn't operate due to circumstances within the operator's control, a deduction is applied equivalent to	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 157 of 17 June 2026, which was referred to the NTA for reply On occasion, a cancelled bus service may appear on the TFI Live app or on-street displays, implying it is operating. This generally happens when a bus operator has not updated the Automatic Vehicle Location (AVL) system to reflect a cancellation, and that's what leads to what people refer to as a 'ghost bus'. While the large majority of real-time information is accurate, we recognise that improvements are needed. That's why the NTA is working closely with our operators to ensure more timely updates and better data quality. AVL issues also arise due to the age of the systems, some of which date back to before 2010. The NTA has awarded a contract for a new, unified Automatic Vehicle Location system that will replace the five different systems currently in use by bus operators. This single, modern platform will deliver more reliable real-time data, more accurate arrival predictions, and a consistent format across all operators. The rollout is beginning now in Waterford city and is planned to conclude on all TFI buses operated by Dublin Bus, Go-Ahead Ireland and Bus Éireann in 2027. In parallel, we're introducing a number of other technical upgrades, including more advanced antennas on buses to improve the accuracy of vehicle positioning. Separately, we're continuing to support all operators in recruiting drivers and mechanics to reduce cancellations at source. We also regularly review operator performance, and where operators fail to meet contractual Minimum Performance Standards, the NTA enforces reliability agreements through financial penalties. These performance related deductions are an important part of driving improvements for passengers. Congestion also remains a significant factor in day to day service reliability. On occasion this can require operator to cancel or curtail services in order to return to the advertised timeline. In Dublin, the NTA has received planning approval for 12 Core Bus Corridors (CBCs) and construction is commencing on two CBCs under the BusConnects Dublin programme, Liffey Valley to City Centre and Ballymun/Finglas to City Centre. The CBCs once implemented will provide more reliable and predictable journey times on radial bus routes into Dublin centre. Yours sincerely	**Ciarán Ahern, T.D**

			the cost of the cancelled service. The contracts also provide for deductions to be made when punctuality and reliability targets are not met. 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.		

Data Classification: Public

18/06/2026	247	**PQ Referred: 46748/26, for answer 18/06/2026 , Written from - Cormac Devlin**	Dail Question No: 247 To ask the Minister for Transport if the National Transport Authority will examine a request (details supplied) to replace an existing bus shelter with a bus stop pole at a location where the shelter obstructs a private residence; and if he will make a statement on the matter. Details Supplied: Replacement of Bus Stop number 3343, O'Rourke Park, Sallynoggin Road, Dún Laoghaire, Co. Dublin. The constituent reports that the existing shelter is situated directly outside a private garden and creates a visual obstruction. Would be grateful if the NTA could engage with the property owner [Details removed] with a view to resolution. 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 and management of bus stops and shelters nationally. 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 ten days. Pending this detailed response, I note the commitments in the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers, and to work with local authorities and national bodies to improve public transport options and infrastructure.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 247 of 18 June last, which has been referred to the National Transport Authority (NTA) for reply. A bus shelter has been in place at bus stop number 3343, O'Rourke Park, Sallynoggin Road, for a considerable number of years, 42 in total, since June 1984, following the receipt of planning permission by Dublin Bus on 14 of March 1984. The bus stop and associated shelter serves a catchment area with an elderly population who are dependent on public transport. The 2024 number of passengers boarding at the bus stop was 8,007 persons. Accordingly, there are no plans to remove the bus shelter in its entirety at the location. However, the NTA plans to replace the existing shelter with a new cantilever shelter removing the perpendicular end advertising panel attached to the shelter, as permitted under the grant of permission dating back to March 1984. This modification to the shelter configuration will considerably improve the sight line and visibility from vehicles exiting the property located behind the stop location. In that regard the NTA has been liaising with the property owner [Details removed] late last year, and earlier this year, to advise [Details removed] of the NTA’s shelter modification plans to improve the sight line and visibility from vehicles exiting the property behind the stop location. I trust that the above information is of assistance. Yours Sincerely,	**Cormac Devlin, T.D.**

18/06/2026	243	**PQ Referred: 46712/26, for answer 18/06/2026 , Written from - Louis O'Hara**	Dail Question No: 243 To ask the Minister for Transport further to Parliamentary Question No. 478 of 9 June 2026, the process for penalising a PSO operator where a PSO route does not meet the required standard; 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 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. 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. My Department is working closely with the NTA to try to address issues relating to reliability and frequency 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. We remain fully committed to delivering a public transport system that is reliable,	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 478 of 09 June 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA enters into Public Service Obligation (PSO) contracts with operators for the provision of specified public transport services. These contracts set out, in detail, the required operational and customer service standards, as well as the performance monitoring and enforcement arrangements. Where a PSO operator does not meet the required standards on a route or service, the applicable contract provides for a structured performance regime. This includes: Ongoing performance monitoring against a range of key indicators, such as punctuality, reliability, fare evasion and service quality; Financial deductions or abatements, whereby payments due to the operator are reduced where performance falls below agreed thresholds; Incentive and penalty mechanisms, which may apply depending on the nature, severity and persistence of the performance shortfall; Corrective action requirements, including the preparation and implementation of improvement plans where deficiencies are identified; Escalation provisions, which may ultimately provide for more significant contractual remedies in cases of sustained or serious non-compliance. In more recent PSO contracts, the NTA has strengthened the performance framework by measuring key indicators such as punctuality and reliability at an individual route level, rather than across the network as a whole. This provides for a more granular and targeted assessment of performance and ensures that issues affecting specific routes can be identified and addressed more effectively. The NTA actively manages these contracts and engages with operators on an ongoing basis to ensure that issues are addressed promptly and that service standards are maintained for passengers. The detailed performance regime, including the specific penalties and enforcement mechanisms, is set out in the relevant PSO contracts. These contracts are publicly available on the NTA's website at https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/bus/. Yours sincerely	**Louis O'Hara, T.D**

			accessible, and affordable for everyone. 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.		

18/06/2026	240 & 246	**PQ Referred: 46670/26, for answer 18/06/2026 , Written from - Daniel Ennis**	Dail Question No: 240 To ask the Minister for Transport the total amount allocated by his Department on the repair of footpaths across the country and for a breakdown of that cost allocation, based on county council, in tabular form. Identical Question(s): Transport Housing Dail Question No: 246 To ask the Minister for Transport the total amount of funding spent by transport bodies on footpaths in 2025; and the breakdown of that spending, by area, in tabular form. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area. I also have responsibility for overall policy and exchequerfunding in relation to Greenways.In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of active travel on national roads schemes is a matter for Transport Infrastructure Ireland (TII),in conjunction with the local authorities concerned. Investment in Active Travel infrastructure has increased significantly in recent years, with around €360 million allocated to the walking and cycling projects this year alone. €15 million was earmarked at the start of 2026 by the NTA for protection and renewal of existing active travel infrastructure such as footpaths and cycle lanes. Noting the role of both the NTA and TII in the matter, I have referred your question to both agencies for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office. In the interim, I want to assure the Deputy that while funding for the maintenance of active	Dear Deputy, I refer I refer to the matters you raised in Parliamentary Question Nos. 240 & 246 of 18 June last, which has been 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, please note that the NTA administers funding for active travel projects on behalf of the Department of Transport. Annual allocations to Local Authorities are focused on delivering new and improved walking and cycling infrastructure, such as segregated cycle tracks, widened footpaths, pedestrian bridges and crossings. This can also include upgrades to older or legacy infrastructure where works bring routes up to current design standards and improve safety or accessibility. Routine maintenance, such as surface repairs or winter servicing, is traditionally a local authority responsibility and not currently funded under the NTA Active Travel Programme, as this type of maintenance funding is not provided in the Department of Transport’s budget allocation to the programme. However, the Department has indicated it is working to identify appropriate maintenance funding streams and will continue to seek these through the annual Estimates process. In parallel, the NTA will be engaging with local authorities to look more closely at the issue of maintenance needs on key active travel routes such with a view to understanding the scale of the requirement and potential approaches to supporting this in future. I trust that the above is of assistance. Yours Sincerely,	**Daniel Ennis, T.D**

			travel infrastructure, which is a current funding stream, was not secured in Budget 2026 due to a high level of competing demands both within the Department of Transport and across Government, Department officials are working to identify alternative funding streams which could be utilised for this important purpose and will continue to seek funding as part of the annual estimates process. Separately, while my Department provides grant support for road maintenance and renewal programmes under the Regional and Local Road Grant Programme it does not have a specific grant programme for the restoration and repair of footpaths; however, local authorities have the option to fund these types of works from certain grant programmes.		

18/06/2026	225	**PQ Referred: 46561/26, for answer 18/06/2026 , Written from - Jennifer Whitmore**	Dail Question No: 225 To ask the Minister for Transport for an update on the introduction of the 199 local link service, connecting Glendalough to Bray; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 225 of 18 June 2026, which was referred to the National Transport Authority (NTA) for reply. We are not currently in a position to confirm the commencement date of the new TFI Route 199 bus service. There is currently no funding for new or enhanced services in 2026, and the National Transport Authority (NTA) must operate within the Public Service Obligation (PSO) budget that is allocated. Yours sincerely	**Jennifer Whitmore, T.D.**

22/06/2026	199	**PQ Referred: 47601/26, for answer 23/06/2026, Written from - John Clendennen**	Dail Question No: 199 To ask the Minister for Transport whether consideration is being given by his Department, the National Transport Authority or Irish Rail to the introduction of a later evening rail service from Dublin Heuston to Tullamore; whether any assessment of passenger demand for such a service has been undertaken; 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 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. 199 of 22 June 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA will consider the need for a later departure from Heuston to Tullamore, or onwards to Athlone or Galway, in future timetable plans, taking into account likely demand for the service. The delivery of additional services will be subject to availability of track capacity which is constrained by long sections of single track working. It will also be dependent on rolling stock availability and funding. Yours sincerely,	**John Clendennen, T.D**

22/06/2026	179	**PQ Referred: 47191/26, for answer 23/06/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 179 To ask the Minister for Transport if he will provide an update on the safe routes to school scheme; when it is expected to reopen; the average timeline between application and 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 the Department of Transport 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. Over half of the schools who applied initially are either active in the programme or have had projects completed. All schools that applied to the original call for applications were accepted into the programme, and if not selected in the initial rounds will be selected at a later date. Given the pipeline of projects due for completion, there are no plans for an additional call for schools to join the SRTS programme currently. However, It should be noted that funding for Active Travel infrastructure for schools is not confined to the Safe Routes to Schools Programme alone.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 179 of 23 June 2026, which was referred to the National Transport Authority (NTA) for reply. The Safe Routes to School (SRTS) Programme was launched in March 2021 and has received applications from over 900 schools nationwide. All schools that applied are being incorporated into the programme on a rolling basis across a number of delivery rounds, and do not need to reapply. There are currently no plans to reopen the scheme for new applications, as the existing pipeline of schools is being progressed through delivery. In terms of implementation, projects progress through a number of stages including school engagement, design, planning and statutory approvals, and construction. Timelines vary depending on the complexity of individual projects and can span more than one calendar year. A number of schemes have already been completed, with others currently at construction or design stage, and further projects continuing to progress through earlier phases of development. I trust that the above information is of assistance. Yours sincerely,	**Naoise O'Muiri, T.D**

			In some cases, schools outside the SRTS Programme are included in wider Active Travel projects if they are in the vicinity of these works. With regards to the average timeline between application and implementation of projects, noting the role of the NTA in the matter, I have referred your question to that agency for response.If you do not receive a reply within 10 working days, please contact my private office.		

23/06/2026	176	**PQ Referred: 47188/26, for answer 23/06/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 176 To ask the Minister for Transport the progress of developing contactless payments for public transport 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 responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the NTA's Next Generation Ticketing project will provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments. 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. The successful tenderer 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. The new solution will replace the Leap Card system, which has served over 9 million users since its 2011 launch but is now nearing end-of-life. A multi-phase plan has been prepared. In Phase 1, is targeted for completion by summer 2027, the new ticketing system will be	Dear Deputy, I refer I refer to the matter you raised in Parliamentary Question No. 176 of 23 June 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 reply to this Parliamentary Question. To add to the Ministers response, I would note that the NTA's objective is to deliver the project, referred to as Next Generation Ticketing (NGT), as efficiently and effectively as possible. While the overall project will take some time to complete, significant progress is already being made. The project will be delivered in several phases, with a number of key milestones along the way. Good progress is being made on these milestones, which at this stage are primarily focussed on the technical design of the solution. Here is a more detailed explanation of the four phases, referred to as "Major Releases (MR)": 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. It is worth noting that the NGT solution is being designed from the outset so it can be expanded and extended nationally without requiring major redesign. After the Greater Dublin Area (GDA) implementation it is intended to then continue to roll out the system nationwide, though the timeline for the implementation nationwide is not yet	**Naoise O'Muiri, T.D**

			developed, which will include integration with existing Leap cards so that Leap cards can be used on the new equipment. Phase 2 will see the rollout of devices on bus and Luas services in the Greater Dublin Area, while Phase 3 will similarly see the rollout of devices and turnstiles at all Irish Rail stations in the Greater Dublin Area. To ensure the operability of the 90-minute multi-modal fare within the Greater Dublin Area, Phase 2 and Phase 3 will go live simultaneously, with a current target date of summer 2028. From this point, public transport users in the Greater Dublin Area will be able to use contactless payment across all modes. Following this, Phase 4 will roll out ticket machines and devices on commuter buses and regional services beyond the Greater Dublin Area. Separately, the NTA is actively rolling out contactless payments across TFI Local Link services, allowing passengers to pay for single journeys via debit/credit cards, Apple Pay, and Google Pay. The system is being deployed across all 15 TFI Local Link offices, with full completion expected by the end of 2026. Already this year, contactless payment fares have been rolled out in Laois, Offaly, Mayo,Sligoand Leitrim.	available and will be subject to the requisite approvals and funding. I trust that the above is of assistance. Yours Sincerely,	

22/06/2026	174	**PQ Referred: 47184/26, for answer 23/06/2026 , Written from - Roderic O'Gorman**	Dail Question No: 174 To ask the Minister for Transport for an update on the planned rollout of the B-Spine under BusConnects; 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, 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 Dublin programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that BusConnects Dublin is a transformative programme of investment in the bus system, with the aim to provide better bus services across the Greater Dublin Area. 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 2025, saw the introduction of the F Spine connecting Finglas to Tallaght. The redesign of the entire network, including the B Spine, connecting Blanchardstown Shopping Centre to UCD via the City Centre, will continue in the coming years, subject to funding and resources. The NDP Sectoral Investment Plan, which was published in November last year, has allocated funding to progress BusConnects Dublin. The NTA will publish a more detailed plan later this year of what elements of the programme will be advanced within the funding available.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 174 of 22 June 2026, which was referred to the National Transport Authority (NTA) for reply. The implementation timeframe for the B-Spine is subject to the provision of funding for new services, and to operational readiness. While work to progress this phase continues, the pace at which these activities can be completed is dictated by the level of funding that is made available to the NTA. Yours sincerely,	**Roderic O'Gorman, T.D.**

			In Dublin, the major infrastructure element of BusConnects comprises twelve Core Bus Corridors. These Corridors aim to provide over 200km of enhanced bus and cycling infrastructure in Dublin, making bus journeys a faster and more reliable choice and cycling a safer choice An Coimisiún Pleanála has approved all 12 Core Bus Corridor planning applications. Legal proceedings are ongoing in relation to a number of schemes, including the Blanchardstown Core Bus Corridor.		

22/06/2026	217	**PQ Referred: 47850/26, for answer 23/06/2026 , Written from - Pádraig Mac Lochlainn**	Dail Question No: 217 To ask the Minister for Transport the reason students from Donegal travelling to university in Northern Ireland are not allowed to avail of a discount under the TFI Leap card; and if he will work to resolve this matter. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. TheNTA has statutory responsibility for the development and implementation of public transport infrastructure, including development of the Leap Card. Noting their responsibility in relation to this matter, I have forwarded your query to the NTA for their consideration and direct reply. Please notify my 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. 217 of 22 June 2026, which was referred to the National Transport Authority (NTA) for reply. TFI Leap Card is only valid for travel in the state of Ireland. For this reason public transport operators cannot accept Leap Card for journeys that take place in whole or in part in Northern Ireland. Yours sincerely,	**Pádraig MacLochlainn, T.D.**

22/06/2026	203	**PQ Referred: 47610/26, for answer 23/06/2026 , Written from - Seán Crowe**	Dail Question No: 203 To ask the Minister for Transport to report on the delay in introducing Route 85 of the A-Spine of BusConnects; if he is concerned that new housing developments have been approved and built on the basis that the route was due to be operational in 2024; the expected commencement date of the 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. 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 Dublin programme. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct and detailed reply. Please contact my private office if you do not receive a reply within 10 working days Pending a more detailed response, I note that the new BusConnects Dublin Network Redesign is intended to deliver a more efficient and higher-frequency bus network across the city. In this regard, the proposed A Spine, connecting Swords to Rathmines/Terenure via the City Centre, is designed to provide a high-frequency service, with buses operating at regular intervals throughout the day. The NDP Sectoral Investment Plan, which was published by my Department in November last year, has allocated funding to progress BusConnects across the cities. The NTA will publish a more detailed plan later this year of what elements of the programme will be advanced within the funding available.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 203 of 22 June 2026, which was referred to the National Transport Authority (NTA) for reply. Route 85 will be implemented with the A-Spine routes as part of phase 9 of the BusConnects Network Redesign programme. The implementation timeframe is subject to funding, and to operational readiness. There is currently no funding to implement new services in 2026. While work to progress this phase continues, the pace at which these activities can be completed is dictated by the level of funding that is made available to the NTA. Yours sincerely	**Seán Crowe, T.D.**

23/06/2026	192	**PQ Referred: 47522/26, for answer 23/06/2026 , Written from - Peadar Tóibín**	Dail Question No: 192 To ask the Minister for Transport the current capacity for charging electric buses at the Navan depot (details supplied); whether this has resulted in reduced service levels; and the urgent measures being taken to ensure that the necessary infrastructure is in place so that services can operate fully. Details Supplied: given reports that Navan town bus services are unable to complete scheduled runs due to a lack of charging facilities for new 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. Pending a more detailed response, I acknowledge that there have been delays to the installation of charging infrastructure in bus depots, which has in turn prevented operators from absorbing electric buses into their fleet. However, due to recent progress made in installing electric charging guns in depots, buses currently in storage willenter service across the remainder of 2026 and early 2027. Moreover, the NTA will shortly finalise a procurement framework with suppliers of bus charging infrastructure to expedite future installations across the country.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 192 of 23 June last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. In line with the relevant actions contained within the Climate Action Plan 2025 and the National Sustainable Mobility Policy, the NTA has been progressing the transition of the urban public bus fleet in Ireland to operation by zero-emission buses. This transition began with the completion of the pioneer Athlone town bus service electrification project in January 2023 but is not programmed to conclude until the year 2035, when it is intended that the last of the low-emission buses in the urban public bus fleet will be withdrawn from service. As there is not yet any charging infrastructure available to support the operation of battery-electric buses on the Navan town bus service, these routes are currently operated using a fleet of diesel buses. While these have generally proven to be very reliable buses, they have in recent times experienced some mechanical issues that have resulted in a larger than planned proportion of the fleet requiring maintenance, which in turn has impacted the availability of these buses to operate some of the timetabled services. The NTA meets Bus Éireann at senior management level on a weekly basis to review service performance and to monitor Bus Éireann's plans to improve the reliability and resilience of their fleet. The implementation of these plans has resulted in increased availability of the fleet used on the Navan town bus service which has resulted in improved performance of the service in recent weeks. In addition, the NTA has been working with Bus Éireann to identify options for expanding the town bus service fleet in the short-term. These options include early deployment of electric buses where technically feasible in order to release a small number of additional diesel buses to supplement fleets in use elsewhere, including in Navan, thereby making the bus service more resilient overall. I trust that the above information is of assistance. Yours Sincerely,	**Peadar Tóibín, T.D.**

23/06/2026	168	**PQ Referred: 47132/26, for answer 23/06/2026 , Written from - John Connolly**	Dail Question No: 168 To ask the Minister for Transport if the NTA has moved to purchase appropriate lands on the N6 or the N83 towards the development of park and ride facilities as part of Galway City's Park and Ride Strategy; 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). In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, 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 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 Park and Ride Strategy envisages the development of up to five bus-based strategic Park and Ride sites in Galway, three for initial development and two for future development, and the expansion of rail-based Park and Ride site at Oranmore station.	Dear Deputy I refer to the matter you raised in Parliamentary Question No. 168 of 22 June 2026, which has been referred to the National Transport Authority (NTA) for reply. The NTA is progressing a programme of Park & Ride investment for Galway as part of its wider strategy to support sustainable travel, reduce congestion, and improve access to the city. This programme provides for a network of strategic Park & Ride sites on the main approaches to Galway, aimed at enabling commuters to transfer from private car to high-capacity public transport services. In total, the Galway Park & Ride Strategy identifies a number of sites delivering over 1,100 spaces, including key locations on the N6 and N83 corridors, which are currently being advanced in partnership with local authorities. N6/M6 Park & Ride (Junction 19 – approx. 550 spaces) The site selection process for the N6/M6 Park & Ride has identified an emerging preferred site at Junction 19. Engagement with the relevant landowner is ongoing, with due diligence and site investigation works completed. It is anticipated that the site would be secured by agreement, likely through a lease arrangement, subject to agreement of terms. On this basis, the NTA will seek to finalise design proposals with a view to submitting planning consent documentation once the land agreement is in place. 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 Park & Ride 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. I trust that the above information is of assistance Yours sincerely,	**John Connolly T.D**

Data Classification: Public

23/06/2026	183	**PQ Referred: 47355/26, for answer 23/06/2026 , Written from - Ciarán Ahern**	Dail Question No: 183 To ask the Minister for Transport if he is aware that new regulations concerning the electricity connection of RealTime Displays, requiring them to have their own connection rather than the previous arrangement whereby they were connected to streetlights, is preventing the NTA from installing new displays; 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 related displays nationally. 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. Pending this detailed response, I note the commitments in the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers, and to work with local authorities and national bodies to improve public transport options and infrastructure.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 183 of 23 June last, which was referred to the National Transport Authority (NTA) for reply. The NTA is aware that the power supply to a number of existing standalone RTPI units have been disconnected. In most cases, these older units received their electrical supply from the local authority's public lighting network. Under current regulations governing the distribution of electrical supplies, drawing power for the NTA's RTPI equipment from the local authority's public lighting network is no longer permitted. As a result, reinstating power to the disconnected signs will require a dedicated new electrical connection that complies with statutory requirements. Given the need for an independent power supply for RTPI signs, and the prohibition under statutory regulation of taking a connection from an existing public lighting power supply even where convenient and adjacent, the provision of new RTPI signs will be focussed on the installation of a sign integrated with the structure of a bus shelter and linked to its power supply. This represents better value for money as a singular power connection can be used for both the bus shelter and the RTPI sign. Accordingly, in applicable locations, 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. In respect of the existing signs that have been disconnected, we are exploring the cost of new ESB Networks connections at these locations and will make a determination on a case by case basis. Separately, please be aware that all of the information available on such RTPI displays is also available through the TFI Live app. This 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. Additionally, we also note that when passengers scan the QR code contained on the timetable panel it should bring them to that particular stop number within the TFI Live app. A map facility is also available in the TFI Live app showing the actual bus location in real time. The following steps set out how to access the map. On the app screen providing the RTPI information for the stop, click on the arrow on the right hand side for the relevant bus service and then click on the map button on the next screen. I trust that the above information is of assistance. Yours Sincerely,	**Ciarán Ahern, T.D**

22/06/2026	177	**PQ Referred: 47189/26, for answer 23/06/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 177 To ask the Minister for Transport the improvements planned at Clongriffin DART Station to facilitate the expansion of the DART; 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, the National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure and services within the Greater Dublin Area. In the case of the DART+ programme, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. As such I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending the more detailed answer, I can inform the Deputy that a new track loop is planned at Clongriffin to serve the existing platform to the east side of the station, as an element of the DART+ Coastal North programme. This project will be a major benefit not only to the DART itself, but also to the Enterprise service between Dublin and Belfast as it will allow Enterprise trains to seamlessly pass a stationed DART train.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 177 of 23 June 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Regarding the works planned for the period 2026 to 2030, the Minister has provided a substantive response and has set out the key details in relation to the planned passing loop at this station - this is the key intervention at this station under the DART+ Programme. 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. I trust that the above information is of assistance. Yours sincerely,	**Naoise O'Muiri, T.D**

23/06/2026	178	**PQ Referred: 47190/26, for answer 23/06/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 178 To ask the Minister for Transport if he will provide an update on the Clongriffin to city centre core bus corridor scheme; when it is expected to complete the planning process; when it is expected 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. 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 Dublin programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that BusConnects is a transformative investment programme in the bus system, providing better bus services across Dublin, Cork, Limerick Galway and Waterford. In Dublin, all 12 Core Bus Corridor Schemes have received planning permission with six subject to legal challenges. Contracts have been awarded for both the Liffey Valley to City Centre and Ballymun-Finglas to City Centre schemes, and it is expected that the Clongriffin scheme will be the thid contract to be awarded.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 178 of 22 June 2026, which was referred to the National Transport Authority (NTA) for reply. As you may be aware, the NTA applied to An Bord Pleanála (now An Coimisiún Pleanála) in April 2022 for approval of the Clongriffin to City Centre Core Bus Corridor (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 January 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 at the following link; https://clongriffinscheme.ie/ The NTA are in the final stages of the preparation of the tender document for the CBC Scheme, with the intention of commencing the tendering process in the coming months. It is currently anticipated that the successful tenderers will be appointed on this CBC Scheme in Q1/ Q2 of 2027. The Construction Programme for the CBC Scheme will become available once the contractor has been appointed. I trust that the above information is of assistance. Yours sincerely,	**Naoise O'Muiri, T.D**

09/06/2026	431 - 434	**FW: PQ Referred: 42325/26, for answer 09/06/2026 , Written from - Aengus Ó Snodaigh**	Dail Question No: 431 To ask the Minister for Transport the total amount raised by Dublin Bus services on ordinary ticket fares collected from passengers (via Leap card and cash) and through standard fare penalties for the year 2025, with each figure provided separately. Dail Question No: 432 To ask the Minister for Transport the total amount raised a company (details supplied) in Dublin and Wicklow on ordinary ticket fares collected from passengers via Leap card and cash and through standard fare penalties respectively in 2025. Dail Question No: 433 To ask the Minister for Transport the total amount raised by DART services on ordinary ticket fares collected from passengers via Leap card, bankcard and cash and through standard fare penalties respectively, in 2025. Dail Question No: 434 To ask the Minister for Transport the total amount raised by LUAS services on ordinary ticket fares collected from passengers via Leap card, bankcard and cash and through standard fare penalties, respectively, 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 operationsofpublic transport. The National Transport Authority (NTA) has responsibility for theregulation of farescharged to passengers in respectofpublic transport services provided under public service obligation (PSO) contracts, and also has statutory responsibility for securing the provision of public passenger transport services nationally in conjunction with the relevant transport operators, in this case, Dublin Bus.	Dear Deputy, I refer to the matters you raised in Parliamentary Question No's. 431, 432, 433, 434 of 23 June 2026, which was referred to the National Transport Authority (NTA) for reply. Thank you for your query. Please accept our apologies for the delay in responding. We recently experienced a high volume of queries. The answers to your queries are set out below: **Dáil Question No: 431:** The total amount raised in cash fares on Dublin Bus routes in 2025 was €17,412,859.44. The total amount raised in Leap fares on Dublin Bus routes in 2025 was €131,661,988.18. The standard fare penalties paid on Dublin Bus routes in 2025 was €47,065. **Dail Question No: 432:** We are unable to assist in this query because the attachment referred to therein is not attached to the correspondence that was sent to us. Could you please provide more information including the name of the company from whom you are seeking details on? **Dáil Question No: 433:** The total amount raised in cash fares on DART services in 2025 was €7,109,462.75. The total amount raised in Leap fares on DART services in 2025 was €21,564,029.28. The standard fare penalties paid on DART services in 2025 was €256,049.65. **Dáil Question No 434:** The total amount raised in cash fares on Luas services in 2025 was €11,805,738.90. The total amount raised in Leap fares on Luas services in 2025 was €39,236,148.86. The standard fare penalties paid on Luas services in 2025 was €908,835. Yours sincerely	**Aengus Ó Snodaigh, T.D.**

			As the question raised by the Deputy is a matter for Dublin Bus, I have therefore forwarded the Deputy's question to them for direct reply. Please advise my private office if you do not receive a response within ten working days. At Dublin Bus, we believe in facilitating flexible work patterns, so while it suits me to email now, I do not expect a response or action outside of your own working hours. Stiúrthóirí Directors: G Owens – Cathaoirleach Chairperson, E Howley, L Carroll, K Wallace (UK), C Maybury, E Murray, C Lynch, D Healy B McInerney. Bus Átha Cliath-Dublin Bus, a designated activity company, limited by shares, registered in Ireland at 59 Upper O'Connell St, Dublin 1. No 119569 Bus Átha Cliath-Dublin Bus, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag 59 Sráid Uí Chonaill Uachtarach, Baile Átha Cliath 1. Uimhir 119569		

23/06/2026	186	**PQ Referred: 47452/26, for answer 23/06/2026 , Written from - Pádraig O'Sullivan**	Dail Question No: 186 To ask the Minister for Transport the status of an application for an enhanced regional bus service, between Cork, Killarney and Tralee by a coach company (details supplied); and if he will make a statement on the matter. Details Supplied: Barrys Coaches application to the National transport authority in respect of the above mentioned 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 and monitoring the provision of public passenger transport services nationally, including the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 186 of 23 June 2026, which was referred to the National Transport Authority (NTA) for reply. Please note that the existence of any application for a new or amended licence is considered commercially sensitive. As such, we are not in a position to confirm whether any application has been received in respect of Route 430 or any other service. In general terms, where an application to amend a public bus passenger service licence is received, it is assessed in line with the relevant licensing process and a decision is made once that assessment has been completed. The timeframe for a decision can vary depending on the nature of the proposed amendment and any matters requiring consideration as part of the assessment. Any approved changes to licenced services will be communicated by the operator. Yours sincerely,	**Padraig O'Sullivan, T.D.**

24/06/2026	151	**PQ Referred: 48334/26, for answer 24/06/2026 , Written from - Gillian Toole**	Dail Question No: 151 To ask the Minister for Transport the reason the National Transport Authority does not sanction new fleets for Bus Éireann routes 103 and 109, given that service cancellations on these routes are due to fleet age, state of repair or lack of replacement vehicles (details supplied); and if he will make a statement on the matter. Details Supplied: when a bus is in the garage 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. 151 of 24 June 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA continues to make significant investment in the renewal and expansion of the Public Service Obligation (PSO) fleet, including the bus and coach fleet operated by Bus Éireann. Since 2018, the NTA has purchased and supplied over 450 new vehicles to Bus Éireann, with further new vehicles scheduled for delivery over the next 18 months. While the NTA funds the purchase of these vehicles as part of the wider public transport investment programme, responsibility for their day-to-day operation, maintenance and allocation to specific routes rests with Bus Éireann as the operator. This includes the allocation of vehicles to routes 103 and 109. Bus Éireann is currently experiencing significant issues with service delivery in the Dublin commuter area, with the large majority of dropped services due to the numbers of bus vehicles off-road for fleet maintenance. This is an issue at Broadstone depot, and Routes 103 and 109 are particularly impacted. The NTA is meeting weekly with Bus Éireann at senior management level in relation to current service delivery issues, and measures to resolve them. We are closely monitoring their progress in delivering the improvements needed. The NTA can confirm that where a bus service does not operate due to circumstances within the bus operator’s control, a deduction is made from payments due to the operator, equivalent to the cost saved by not operating the cancelled services. The contract with the NTA also provides for appropriate performance related deductions to be made whenever key punctuality targets are not achieved over specified reporting periods. I trust that the above information is of assistance. Yours sincerely,	**Gillian Toole, T.D**

24/06/2026	146	**PQ Referred: 48026/26, for answer 24/06/2026 , Written from - Shónagh Ní Raghallaigh**	Dail Question No: 146 To ask the Minister for Transport if he will provide a definitive timeline for introducing a 24-hour service on Route 126; 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. 146 of 2 June 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. We do not currently have plans for the introduction of a 24-hour service on Route 126. Work on the development of the revised network for Dublin to Kildare county commuter services is at an advanced stage, with implementation targeted for early 2027. Further information will be published once the revised proposals have been finalised and operational readiness has been confirmed. Yours sincerely,	**Shónagh Ní Raghallaigh, T.D**

24/06/2026	143	**PQ Referred: 48023/26, for answer 24/06/2026 , Written from - Shónagh Ní Raghallaigh**	Dail Question No: 143 To ask the Minister for Transport if he will extend DART Plus Southwest directly through Sallins, Newbridge, and Kildare town to correct for clear infrastructure imbalance between the north and south of the county; 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, the National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure and services within the Greater Dublin Area. In the case of the DART+ programme, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that DART+ South West will extend DART services from the City Centre to Hazelhatch and Celbridge including four-tracking from Park West to Heuston.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 143 of 24 June 2026, which was referred to the National Transport Authority (NTA) for reply In relation to a further extension to Sallins, the NTA's Greater Dublin Area Transport Strategy 2022-2042 contains a measure, "Measure RAIL3 – DART Extension" regarding the further extension of the electrified DART network to Kilcock, Sallins and Naas and Wicklow Town. Given that the extension to Sallins is predicated upon the completion of the precursor DART+ South West project, work has not yet commenced on the extension to Sallins and Naas. The NTA has no current plans to extend the DART services to Newbridge and Kildare. I trust that the above information is of assistance. Yours sincerely,	**Shónagh Ní Raghallaigh, T.D**

	239	**PQ Referred: 48479/26, for answer 25/06/2026 , Written from - Michael Cahill**	Dail Question No: 239 To ask the Minister for Transport to support rural transport in County Kerry by providing the required funding for additional routes (details supplied); 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, the Department of Transport secured €940 million of funding for Public Service Obligation and TFI Local Link services providing a significant 43% uplift from 2025. This package includes €31 million for rural transport service provision, representing a 38% increase on last year's funding. The focus for 2026 is on stabilising the PSO position, ensuring services already in place can operate reliably and sustainably, and progressing improvements that are already in train. We are therefore focused on consolidating and strengthening the current network, while progressing improvements already underway, including Phase 7 BusConnects route adjustments, the new Mullingar town service, and the upcoming Ennis town service. 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 and Local Link services. Within its allocated resources, the NTA will continue to prioritise operational improvements where possible. Decisions on service changes or enhancements are a matter for the NTA, taking account of available funding, operational readiness, and driver availability. In light of the NTA responsibilities I have referred your question to the NTA for direct	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 239 of 24 June 2026, which was referred to the National Transport Authority (NTA) for reply. We are not currently in a position to confirm the potential commencement date of any new or enhanced TFI bus services as the NTA must operate within the Public Service Obligation (PSO) budget that is allocated. There is currently no funding for new or enhanced services in 2026. Accordingly, the NTA is not in a position at present to confirm implementation dates for new Local Link services in Co. Kerry. Yours Sincerely,	**Michael Cahill, T.D**

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

18/06/2026	321 & 322	**FW: PQ Referred: 45693/26, for answer 16/06/2026 , Written from - Roderic O'Gorman**	Dail Question No: 321 To ask the Minister for Transport if he will provide an update on the delivery of next generation ticketing for public transport; if any delays have occurred in this project; the total amount budgeted for this project; the amount that has been paid out on this project to date; and if he will make a statement on the matter. Dail Question No: 322 To ask the Minister for Transport the oversight mechanisms put in place to scrutinise the delivery of next generation ticketing for public transport projects; 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 ticketing and technology projects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the NTA's Next Generation Ticketing project will provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments. 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. The successful tenderer has designed, installed and operated similar systems internationally.	Dear Deputy, I refer to the matters you raised in Parliamentary Questions No. 321 and 322 of 16 June last, which have been referred to the National Transport Authority for reply. I propose to address each of these questions in this response. I apologise for the delay in responding. **PQ321** The current funding approval for the NGT project covering the implementation across the publicly operated bus, rail and Luas services in the GDA (Greater Dublin Area) is in the range €228 million to €269 million as per the approved Final Business Case. The project is ongoing and is currently on schedule and on budget. As of 30th of June 2026, the NTA has spent €32.4m on the implementation of NGT. This expenditure includes NTA internal project costs, transport operator costs, and milestone payments to the NGT supplier. Milestone payments are only paid where the supplier has completed and achieved specific criteria and approved by the NTA. Transport operator costs relate to preparatory works (e.g. construction, change management etc). The NTA internal project costs include the engagement of specialist personnel with experience in specific areas, for example, contactless payments technology, cybersecurity, and project and programme management. The NGT solution is being designed from the outset so it can be expanded and extended nationally without requiring major redesign. After the Greater Dublin Area (GDA) implementation it is intended to then continue to roll out the system nationwide, though the timeline for that implementation is not yet available and will be subject to the requisite approvals and funding. NGT is an entirely new ticketing system and infrastructure, that will initially complement the existing Leap Card scheme but ultimately will replace it once NGT has been implemented nationwide. The project will be delivered in several phases, referred to as “Major Releases" (MR): 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	**Roderic O'Gorman, T.D.**

			The NTA board, which is appointed by the Minister, is updated on the status of the project at regular intervals. The NTA also reports to the Department on its major public transport projects and programmes, including Next-Generation Ticketing, on a monthly basis. The Department, along with competitively appointed independent experts in transport, assess these reports and provide independent oversight, challenge, and advice to ensure that major transport projects are properly governed, delivered effectively, aligned with the requirements of the Infrastructure Guidelines, and providing value for money to the State.	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. **PQ 322** 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 NGT Project Board includes independent external members with relevant international experience. 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. Yours sincerely,	

18/06/2026	171	**FW: PQ Referred: 46296/26, for answer 18/06/2026 , Oral from - Thomas Gould**	Dail Question No: 171 To ask the Minister for Transport the overall cost to date of contactless payments in Cork; and when this will be rolled out. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the NTA's Next Generation Ticketing project will provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments. 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. The successful tenderer has designed, installed and operated similar systems internationally. A multi-phase plan has been prepared. In Phase 1, is targeted for completion by summer 2027, the new ticketing system will be developed, which will include integration with existing Leap cards so that Leap cards can be used on the new equipment. Phase 2 will see the rollout of devices on bus and Luas services in the Greater Dublin Area, while Phase 3 will similarly see the rollout of devices and turnstiles at all Irish Rail stations	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 171 of 27 June 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. 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 and implementation of the solution and supporting elements being implemented under the BusConnects Dublin NGT project. The NGT solution is being designed from the outset so it can be expanded and extended nationally without requiring major redesign. However, we are not yet in a position to provide a definitive timeline for NGT in Cork. The timeline for the implementation in Cork will be developed at a later date after we have further advanced the design and development of the BusConnects Cork programme, and is also subject to confirmation of funding. Consequently, we are not yet in a position yet to provide the overall cost of contactless payments in Cork and there has been no spend to date on NGT for Cork. In advance of Next Generation Ticketing (NGT) being deployed in Cork, the NTA has implemented new pole mounted Leap Card readers to improve the current ticketing experience on city buses in Cork and to introduce the 90-minute fare, which allows free interchange within 90 minutes of the time of commencement of the first journey. Until now, all bus passengers on Cork City services had to go to the bus driver to pay for the bus journey, whether by cash or by Leap card. Now customers wishing to avail of the 90-minute fare, Free Travel Pass holders and Under 9s Leap Card holders can use this validator, which should improve boarding time on buses as well as improving the overall customer experience. Additionally, the NTA is actively rolling out contactless payments across TFI Local Link services nationwide, allowing passengers to pay for single journeys via debit/credit cards, Apple Pay, and Google Pay. The system is being deployed across all 15 TFI Local Link offices nationwide, with full completion expected by the end of 2026. Already this year, contactless payment fares have been rolled out in Donegal, Laois, Offaly, Mayo, Sligo and Leitrim, Kerry, and Galway. The remaining TFI Local Link services nationwide, including Cork, will be equipped later this year. I trust that the above information is of assistance. Yours sincerely,	**Thomas Gould T.D**

			in the Greater Dublin Area. To ensure the operability of the 90-minute multi-modal fare within the Greater Dublin Area, Phase 2 and Phase 3 will go live simultaneously, with a current target date of summer 2028. From this point, public transport users in the Greater Dublin Area will be able to use contactless payment across all modes. Following this, Phase 4 will roll out ticket machines and devices on commuter buses and regional services beyond the Greater Dublin Area. Separately, the NTA is actively rolling out contactless payments across TFI Local Link services, allowing passengers to pay for single journeys via debit/credit cards, Apple Pay, and Google Pay. The system is being deployed across all 15 TFI Local Link offices, with full completion expected by the end of 2026. Already this year, contactless payment fares have been rolled out in Laois, Offaly, Mayo,Sligoand Leitrim.		

17/06/2026	178	**FW: PQ Referred: 46317/26, for answer 18/06/2026 , Oral from - Roderic O'Gorman**	Dail Question No: 178 To ask the Minister for Transport if an extension can be considered under BusConnects to the planned N8 route, to connect Blanchardstown Shopping Centre to the Hollystown area, in order to provide newer developments with an orbital bus service 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. With regard to planning and provision of services, the NTA continues to keep public transport connectivity under ongoing and active review as part of its wider network planning responsibilities. Looking ahead, the NTA is continuing to invest in additional orbital network redesign. The N8 route is intended to improve connections around Dublin without requiring travel via the city centre, and the NTA continues planning for its introduction, subject to available resources and operational readiness. I fully understand the importance of getting this route up and running, however the NTA need to ensure a prioritisation of resources and maintenance of the network on hand. The network redesign as part of BusConnects Dublin will improve the existing bus network by providing high frequency spines and new local, orbital and radial routes. Orbital routes are a really important part of the new design as they offer an efficient way for passengers to travel without needing to pass through the city centre. New bus services in Dublin are already being	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 178 of 17 June 2026, which was referred to the National Transport Authority (NTA) for reply. Unfortunately there are no plans to extend planned route N8 (Blanchardstown - Dublin Airport - Clongriffin Station) to Hollystown. However, the new service will provide a convenient way of travelling to Dublin Airport from a wide range of areas by interchange at Blanchardstown Centre. Interchange is free when using the 90-minute fare. New routes B3 and L62 will provide frequent connections between the Hollystown area and Blanchardstown, to allow onward travel to Dublin Airport on route N8. Yours sincerely,	**Roderic O'Gorman, T.D.**

			delivered as part of BusConnects. Since 2021, we have rolled out the first seven phases of the network redesign in Dublin. This has included the northern orbital routes connecting Blanchardstown to the Point Village in 2022 and the western orbital routes connecting Blanchardstown to Tallaght in 2023. Overall, BusConnects will transform bus services in our cities, allowing passengers to travel more conveniently, quickly and sustainably, and I look forward to its full implementation 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.		

18/06/2026	189	**FW: PQ Referred: 46310/26, for answer 18/06/2026 , Oral from - Naoise Ó Cearúil**	Dail Question No: 189 To ask the Minister for Transport to outline the measures being taken to improve the reliability of the C4 and W6 Dublin Bus services in Celbridge, in light of recent cancellations; 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 queries raised by the Deputy are operational matters for both Dublin Bus and the NTA respectively, I have, therefore, referred the Deputy's question to both for a 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. 189 of 17 June 2026, which was referred to the National Transport Authority (NTA) for reply. We apologise for the delay in responding to this query, which is a result of a large volume of queries that we received recently. The NTA and bus operators (Dublin Bus and Go Ahead Ireland) are currently meeting weekly at senior management level in relation to service delivery issues and monitor performance in this area and identify routes requiring improvements in the punctuality and reliability of planned journeys across its low frequency bus network. Given current driver shortages affecting Dublin Bus service reliability, as well as ongoing funding constraints, the NTA working with Dublin Bus has supported the implementation of a reduced summer schedule (until 23rd August) this year. This is intended to provide service levels which better reflect lower passenger demand during holiday periods, particularly in morning and evening peaks. Following the completion of ongoing roadworks in Celbridge, carried out by Uisce Éireann, Dublin Bus will be in a position to determine if timetable alteration is required on the C4. With regards to route W6, operated by Go Ahead Ireland, performance has been impacted by roadworks along the route, resulting in increased journey times. 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. The operator is planning to introduce a revised timetable for the W6 route later in the year. This is intended to better reflect prevailing traffic conditions and to support more reliable service operation for passengers. I trust this is of assistance. Yours sincerely,	**Naoise Ó Cearúil, T.D**

17/06/2026	199	**FW: PQ Referred: 46294/26, for answer 18/06/2026 , Oral from - Barry Heneghan**	Dail Question No: 199 To ask the Minister for Transport whether his Department has engaged with the NTA and Irish Rail regarding the disruption to DART, train and Luas services arising from planned maintenance and engineering works over the recent bank holiday weekends in Dublin; the steps being taken to ensure that future works are coordinated as to minimise disruption to passengers; whether alternative approaches to service closures are being considered; 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, the National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure and services within the Greater Dublin Area. In the case of the rail network, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann, while in the case of the Luas network, Transport Infrastructure Ireland (TII) handle day-to-day Luas operations, including maintenance. Noting the NTA's responsibilities in this matter, I have referred the Deputy's question to the NTA and to TII for a direct, detailed response. Please contact my private office if you do not receive a reply within 10 working days. Pending a more detailed response, I note that Bank Holiday weekends are typically chosen to undertake projects of significant scale as thethe extra weekend day gives 76 continuous hours of access to infrastructure, and allows maintenance works to achieve more progress more efficiently, while avoiding impacts on weekday commuters on days when the railway is busiest. I would also like to note that, in the case of DART and rail services, no further major engineering works are planned for the weekends over the remainder of the summer.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 199 of 27 June 2026, which was referred to the National Transport Authority (NTA) for reply. Irish Rail carry out planned engineering and maintenance works during periods of lower demand to avoid disruption during key commuter periods where demand on the railway and the wider TFI network is considerably higher. Bank holiday weekends provide an opportunity to access infrastructure for a period of up to 76 hours allowing for the efficient delivery of planned maintenance works. We work with Irish Rail to provide replacement bus services where no alternatives exist and with all PSO operators to ensure that the wider network is operating at full capacity during periods of line closures. For operational reasons, it is not always possible to add additional capacity onto the network at certain times of the day. Details of upcoming works, including plans for replacement services can be found here: Upcoming Line Improvement Works We endeavour to provide information for passengers as far in advance as possible as plans are finalised for works. I trust that the above is of assistance Yours sincerely,	**Barry Heneghan, T.D**

18/06/2026	165	**FW: PQ Referred: 45628/26, for answer 18/06/2026 , Oral from - Seán Kyne**	Dail Question No: 165 To ask the Minister for Transport whether he will engage with the National Transport Authority to consider providing regional offices and staff to provide a better regional service for local authorities, Oireachtas members and members of the public; 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 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 matter raised in Parliamentary Question No. 165 of 18 June last, which was referred to the National Transport Authority (NTA) for reply. Your query asked the NTA "to consider providing regional offices and staff to provide a better regional service for local authorities, Oireachtas members and members of the public". The NTA currently manages the Local Link transport programme through fifteen (15) local offices, called Transport Coordination Units, spread around the country. In addition, the NTA has an office in Cork, co-located with the Irish Rail project office for the Cork rail programme, which will increase in size as BusConnects Cork moves towards construction. At present, we have no plans for the development of further offices nationally, given the costs involved. However, this is something that we will keep under review and should particular needs arise, we can adjust accordingly. In terms of our services to Oireachtas members, Oireachtas members can contact us at any time via oireachtasliaison@nationaltransport.ie or via phone at 085-8515727. In addition, we generally arrange two drop in sessions a year for Oireachtas members at a location close to the Houses of the Oireachtas which provides an opportunity to meet with NTA Senior Management and Subject Matter Experts . Members of the public can contact the NTA at any time via our contact centre number which is 0818 294 015. Alternatively, they can also contact us via webform at the link below. https://www.transportforireland.ie/support/send-a-message/#:~:text=For%20help%20with%20TFI%20Bus%2C%20Train%20%26%20Tram%20services.&text=For%20urgent%2C%20safety%20concerns%20or,not%20reviewed%20in%20real%20time. I trust that the above information is of assistance. Yours sincerely,	**Seán Kyne, T.D**

18/06/2026	206	**FW: PQ Referred: 45428/26, for answer 18/06/2026 , Oral from - Ruairí Ó Murchú**	Dail Question No: 206 To ask the Minister for Transport when funding, needed to progress and complete the active travel projects in County Louth will be released; the amount of funding that has been deemed to be needed in order to fully deliver the active travel projects 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 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 2026, the NTA allocated €4 million to Louth County Council for various walking and cycling projects around the county. 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. 206 of 27 June 2026, which was referred to the National Transport Authority (NTA) for reply. Louth County Council has a significant pipeline of active travel schemes throughout the county, many of which have now been brought through the planning and development process to the point where they are ready to be constructed. Louth County Council's Active Travel Grant allocation from the NTA in 2026 is €4m and as the funding provided for Active Travel under the Sectoral Investment Plan for Transport is to remain the same through to 2030, there is little scope to increase this annual allocation. However, this level of funding is substantially higher than the actual expenditure over recent years by Louth County Council, and will see a significant increase in scheme delivery over the coming four years. While the full programme will not be built out by 2030, significant progress will be made on priority schemes and assuming Active Travel funding continues beyond 2030 it is envisaged that the full programme will be delivered over the following period. I trust that the above information is of assistance. Yours Sincerely,	**Ruairí Ó Murchú, T.D.**

18/06/2026	131	**FW: PQ Referred: 45501/26, for answer 18/06/2026 , Oral from - Pa Daly**	Dail Question No: 131 To ask the Minister for Transport the plans to expand town services (details supplied) throughout the State; to outline a timeline for delivery; and if he will make a statement on the matter. Details Supplied: https://www.transportforireland.ie/support/city-and-town-services/ 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 and the Town Service 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. 131 of 17 June 2026, regarding town bus services, which was referred to the National Transport Authority (NTA) for reply. Currently, there are eleven town bus services in Ireland, and they operate in Kilkenny, Drogheda, Navan, Athlone, Clonmel, Carlow, Portlaoise, Sligo, Balbriggan, Dundalk and Mullingar. Mullingar Town bus services were launched on 22 February 2026 under the 2025 PSO (Public Service Obligation) programme. It is currently expected that Ennis Town bus services will launch in September 2026 (again under the 2025 PSO programme). Letterkenny Town bus services are planned to follow thereafter, currently expected in late 2027 subject to funding availability. In parallel to these rollouts, the National Transport Authority (NTA) is planning for the next phase of potential new town bus services. The NTA 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. The NTA plan to propose new or enhanced bus services in some or all of these towns for implementation from 2028 onwards, subject to resources and funding being available. Yours sincerely,	**Pa Daly, T.D.**

18/06/2026	198	**PQ Referred: 46091/26, for answer 18/06/2026 , Oral from - Paul Murphy**	Dail Question No: 198 To ask the Minister for Transport if he is concerned that lack of grid capacity is preventing faster 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. However, the National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure and services. I note that with regard to the Deputy's specific questions regarding the electrical grid, investment in the grid to accommodate individual projects is a matter for EirGrid and ESB-Networks. The NTA has engaged with these bodies on issues such as power supply, and I have forwarded the Deputy's questions to the NTA for direct, detailed reply in relation to this engagement. 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. 198 of 18 June 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The NTA has been closely engaging with ESB Networks (ESBN) for several years in respect of the electrification of public transport, and more particularly in relation to programmes such as MetroLink, DART+ and BusConnects, the latter encompassing the deployment of battery-electric buses and the provision of associated charging infrastructure in the five major cities. This engagement has been positive in providing a reasonable level of reassurance to the NTA that sufficient grid capacity will be available as required during the construction and testing stages of MetroLink and the various DART+ projects. Moreover, a lack of grid capacity is not presently the primary challenge with the delivery of these programmes given where they are in their respective lifecycles. For example, procurement of MetroLink has only begun until recently and the DART+ West project (of the electrification schemes within the DART+ programme) has just entered the procurement stage. In addition, agreements are already in place with ESBN to increase the grid supply to many bus depots ahead of charging infrastructure being installed in those locations under the BusConnects programme. It is not typically the primary constraint to progressing this programme in the short-term. However, it is acknowledged that ESBN have particular challenges in meeting future demand in some areas, such as North Dublin. From a transport perspective, the active engagement with ESBN has allowed us to develop our transport plans in close collaboration with ESBN and having regard to their constraints. In addition, a new initiative based on “timed connections” has been rolled out at the Bus Átha Cliath-Dublin Bus depot where the timed connection allows a higher charging capacity to be drawn down at night. It is hoped to apply this arrangement to other depots in the future. I trust that the above information is of assistance. Yours sincerely,	**Paul Murphy, T.D.**

18/06/2026	132	**PQ Referred: 46313/26, for answer 18/06/2026 , Oral from - Peter Roche**	Dail Question No: 132 To ask the Minister for Transport the measures his Department is taking to improve the availability, frequency and reliability of rural bus services, particularly those used by older persons to access essential services such as healthcare, shopping and social supports; if he will outline the plans to expand community-based or demand-responsive transport options in rural areas; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 132 of 17 June 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) remains committed to improving the availability and frequency of rural public transport services, recognising the important role these services play in enabling older persons and rural communities to access healthcare, shopping, social supports and other essential services. The NTA has delivered significant improvements through the Connecting Ireland Rural Mobility Plan, a national programme designed to enhance connectivity for people living outside major urban centres. Since the launch of the Plan in 2022, new and enhanced bus services have been introduced across the country, providing additional service frequencies, improved operating hours and new connections between rural settlements and larger towns where key services are located. A key component of rural transport provision is the TFI Local Link network. Local Link currently operates a combination of scheduled bus services and demand-responsive door-to-door services throughout rural Ireland. These services are specifically designed to address rural isolation and support mobility for people who may not have access to private transport, including older people and those with mobility challenges. The NTA continues to monitor passenger demand and service performance across the TFI Local Link and Connecting Ireland networks to identify opportunities for further enhancements. Service improvements introduced under Connecting Ireland have increased access to public transport for many rural communities and have resulted in significant growth in passenger numbers, demonstrating the demand for expanded rural mobility options. In relation to community-based and demand-responsive transport, the NTA supports a range of initiatives that complement conventional public transport services. These include the TFI Local Link door-to-door service model and the Community Car Scheme, which assists people in areas where no suitable alternative transport option is available. Community Car services are volunteer-led and provide an important support for those travelling to medical appointments and other essential destinations. The NTA is also progressing innovative Demand Responsive Transport (DRT) solutions as part of the continued development of rural mobility services. These solutions aim to provide flexible transport options in areas where traditional fixed-route services may not be the most effective means of meeting local travel needs. This includes the introduction of technology-enabled DRT pilot services under the Connecting Ireland programme, which will help inform the future development of rural transport services nationally. The NTA will continue to work with the Department of Transport, Local Link offices and local communities to ensure that rural public transport services evolve to meet the needs of passengers and support greater social inclusion, accessibility and connectivity across rural Ireland, subject to the provision of central government funding. Yours sincerely,	**Peter Roche, T.D**

27/06/2026	169	**PQ Referred: 46335/26, for answer 18/06/2026 , Oral from - Aindrias Moynihan**	Dail Question No: 169 To ask the Minister for Transport when enhancements to a bus route will be implemented (details supplied); and if he will make a statement on the matter. Details Supplied: Planned Enhancements to Route 233 ie, 233N, 233C and 233S 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 and TFI Local Link services. 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 Dáil Question No. 169 of 27 June 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) is currently finalising a proposed interim 233 timetable with Bus Éireann. The proposed 233 timetable is planned to be broadly consistent with approach outlined in the public consultation. Once funding is available, the bus service will be further enhanced with more frequency, particularly on Sundays. The interim timetable will be published in advance of implementation. Yours sincerely,	**Aindrias Moynihan, T.D.**

18/06/2026	170	**PQ Referred: 46381/26, for answer 18/06/2026 , Oral from - James O'Connor**	Dail Question No: 170 To ask the Minister for Transport to outline his Department's expenditure for Local Link services for Cork county for 2026; the number of new services that will be introduced; if his Department considered new services for east Cork, to include villages between Midleton and Youghal; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 170 of 27 June 2026, which was referred to the National Transport Authority (NTA) for reply. We are not currently in a position to confirm the potential commencement date of any new or enhanced TFI bus services as the NTA must operate within the Public Service Obligation (PSO) budget that is allocated. There is currently no funding for new or enhanced services in 2026. Accordingly, the NTA is not in a position at present to confirm implementation dates for new Local Link services in Co. Cork. The Connecting Ireland Proposed Transport Network is a representation of the current and future public transport network for rural Ireland, subject to the Public Service Obligation (PSO) budget. The entire plan, including East Cork, can be viewed at https://www.nationaltransport.ie/connecting-ireland/connecting-ireland-transport-network-map/ Yours Sincerely,	**James O'Connor, T.D.**

17/06/2026	196	**FW: PQ Referred: 46333/26, for answer 18/06/2026 , Oral from - Brendan Smith**	Dail Question No: 196 To ask the Minister for Transport if his Department will consider introducing additional Local Link routes in Cavan and Monaghan; if such additional services will be introduced in 2026 and 2027; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 196 of 27 June 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. Local Link services are planned as part of the Connecting Ireland Rural Mobility Plan. Within Counties Cavan and Monaghan, the following service enhancements and new connections have been identified as priorities under the Plan: • Enhancement of Route 175 (Cavan to Monaghan) • Enhancement of Route 162 (Monaghan to Dundalk) • Introduction of Route 866 (Longford to Roosky to Cavan) These improvements are currently awaiting funding to enable mobilisation and remain subject to operational readiness. At present, no funding has been allocated for the delivery of additional Connecting Ireland bus services in 2026. Yours sincerely,	**Brendan Smith, T.D.**

17/06/2026	191	**FW: PQ Referred: 46304/26, for answer 18/06/2026 , Oral from - Jennifer Whitmore**	Dail Question No: 191 To ask the Minister for Transport if he will consider funding a local link service connecting Arklow to Greystones; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 191 of 17 June 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 via Greystones to Arklow. 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 implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan. Connecting Greystones to Arklow does not fall under the Connecting Ireland Rural Mobility Plan as a rail service currently provides this connection. Yours Sincerely,	**Jennifer Whitmore, T.D.**

18/06/2026	139	**PQ Referred: 38280/26, for answer 18/06/2026 , Oral from - Albert Dolan**	Dail Question No: 139 To ask the Minister for Transport the measures his Department is taking to support the sustainability and development of rural transport links and community connectivity in Galway east, particularly in more isolated areas; 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 TFI Local Link services. 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 17 June 2026, which was referred to the National Transport Authority (NTA) for reply. In relation to rural transport links, the NTA's focus at present is on the implementation of the current Connecting Ireland Rural Mobility Plan, which was the subject of a public consultation in 2021. Full details of this plan are available at the following link: https://www.nationaltransport.ie/connecting-ireland/. There is currently no funding available for new or enhanced bus services in 2026, and we will need to await confirmation of funding for PSO public transport services in Budget 2027 to determine what additional Connecting Ireland services we can implement in 2027. Once implementation of the current Connecting Ireland 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 2028. Yours sincerely,	**Albert Dolan, T.D**

27/06/2026	205	**PQ Referred: 44954/26, for answer 18/06/2026 , Oral from - Louis O'Hara**	Dail Question No: 205 To ask the Minister for Transport if funding will be provided for the establishment of a new bus service between Athenry and 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 the provision of public passenger transport services nationally including the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 205 of 27 June 2026, which was referred to the National Transport Authority (NTA) for reply. The introduction of additional services under the Connecting Ireland plan is subject to confirmation of the additional funding required for such services. Currently no funding is available for the introduction of new public transport services in 2026. Accordingly, the NTA is not in a position at present to confirm implementation dates for new services during 2026. Yours Sincerely,	**Louis O'Hara, T.D**

27/06/2026	204	**PQ Referred: 46228/26, for answer 18/06/2026 , Oral from - Tony McCormack**	Dail Question No: 204 To ask the Minister for Transport the progress being made in expanding public transport services in rural communities; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 204 of 17 June 2026, which was referred to the NTA for reply. The Connecting Ireland Rural mobility plan is a programme of investment in new and improved public transport services for rural areas. 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 five fold increase in passenger numbers on rural public transport services. Progress in 2026 has unfortunately been limited due to lack of funding for new or enhanced public transport services. Subject to funding, we anticipate the majority of the remaining route enhancements included in the Connecting Ireland programme could be implemented in 2027. In addition to the above, smart demand responsive transport pilots (where passsengers pre-book a service that is shared with other passengers in an area) are underway in 3 areas – Achill, Killarney and Limerick. The outcome of these pilots will help determine the planning of future demand responsive services in rural areas. Details on the Connecting Ireland Rural mobility plan including an existing network map are available here: Connecting Ireland - National Transport Yours sincerely,	**Tony McCormack, T.D**

Data Classification: Public

27/06/2026	208	**PQ Referred: 46230/26, for answer 18/06/2026 , Oral from - John Connolly**	Dail Question No: 208 To ask the Minister for Transport when the NTA's capital investment plan over the period to 2030 will be published; 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, the National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure and services within the Greater Dublin Area, including it's Capital Investment plan. Pending this more detailed response I wish to note that the Department's NDP Sectoral Investment Plan, which was published last November, has allocated approximately €10 billion to public transport from 2026 to 2030, in addition to the€2 billion from the Infrastructure, Climate and Nature Fund to support the development of MetroLink. The NTA's investment plan will set out in greater detail how this funding will be allocated over the coming years. 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 direct, 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. 208 of 28 June 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. Following the publication of the revised National Development Plan (NDP) in July 2025 by Government, and the Sectoral Investment Plan for Transport in November 2025 by the Department of Transport, the NTA is currently developing a detailed Integrated Implementation Plan covering a six-year period in accordance with Section 13(1) of the Dublin Transport Authority Act 2008, as amended. This plan will set out NTAs proposed programme of investment and implementation priorities across the transport network, having regard to the funding allocations available under the National Development Plan and the Sectoral Investment Plan. The NTA expects to publish this Integrated Implementation Plan later this year. I trust that the above information is of assistance. Yours sincerely,	**John Connolly T.D**

30/06/2026	236 & 237	**PQ Referred: 49631/26, for answer 30/06/2026 , Written from - Michael Cahill**	Dail Question No: 236To ask the Minister for Transport the estimated cost in 2027 if the budget for public service obligation for public transport services increased by 35%. Dail Question No: 237To ask the Minister for Transport the estimated cost for Public Service Obligation for public transport services if increased by 35% in Budget 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. Sustained investment in the PSO programme has driven record public transport use, with passenger numbers up 23% and continuing to grow in 2026, alongside an expanded network serving over 240 towns and villages. As demand rises and congestion worsens, Ireland's public transport system has reached a pivotal point, with an increasing need for reliable services. A fundamental reset in funding was required to place the PSO programme on a sustainable, long-term footing, in line with the Programme for Government. Accordingly, the 2026 PSO allocation was structured to eliminate the need for supplementary in-year funding, providing greater certainty and stability for service delivery. To underpin this, my Department secured an unprecedented €940 million allocation for PSO services in Budget 2026, a substantial 43% increase on Budget 2025. This significant investment provides a robust foundation to ensure that existing public transport services are delivered reliably and sustainably throughout the year, enabling the system to	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 236 & 237 of 30 June 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. The additional cost of increasing public transport services by 35% would be in the range of €290m-€320m for 2027 Assumptions and Constraints Calculations are based off the 2027 draft budget Fare revenue for additional services is estimated to be earned at a similar yield as the current network Cost increases are included for services/Transport Operators only. No provision has been made for additional costs incurred by the NTA in managing such an increased level No provision has been included for capital expenditure on fleet, depots or other infrastructure which would be required with such a significant increase in service levels Yours sincerely,	**Michael Cahill, T.D**

			meet rising passenger demand and assist to absorb growing operational costs. Funding for public transport services in 2027 will be determined through the Annual Estimates Process. Within the constraints of the resources available, the NTA will be responsible for prioritising its service plan, taking into account operational readiness, demonstrated and anticipated passenger demand, and the need to deliver value for money. 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.		

30/06/2026	231	**PQ Referred: 49566/26, for answer 30/06/2026 , Written from - Emer Currie**	Dail Question No: 231 To ask the Minister for Transport whether he expects the rollout of the B-Spine to produce higher frequency bus services than the present routes serving the Dublin west 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. 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 Dublin programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that BusConnects Dublin is a transformative programme of investment in the bus system, with the aim to provide better bus services across the Greater Dublin Area with over 200km of enhanced bus and cycling infrastructure. 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 redesign of the entire network, including the B Spine connecting Blanchardstown Shopping Centre to UCD via the City Centre, will continue in the coming years, subject to funding and resources. Once delivered, enhanced bus services will see a significant increase in overall capacity and frequency for customers. An Coimisiún Pleanála has approved all 12 Core Bus Corridor planning applications with legal proceedings ongoing in relation to a number of schemes, including the Blanchardstown Core Bus Corridor.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 231 of 30 June 2026, in relation to B Spine service frequencies, which was referred to the National Transport Authority (NTA) for reply. The Dublin-area bus network redesign, of which the B-spine services are a component, is a comprehensive reorganisation providing co-ordinated services on the main radial corridors (the "spines"), transformed inter-suburban orbital links and enhanced local coverage. It brings buses into areas that were under-served or not catered for at all in the previous network. In combination with free interchange using the 90-minute fare it increases the connectivity of the network. Under the original plans, the level of service across the city overall increased by 23%. Examples of expansion in the west Dublin area include new services into Hollystown / Hollywoodrath, better access to and from Connolly Hospital, and new orbital connections between Blanchardstown, Dublin Airport and the Lucan area. Frequencies on individual services are planned to provide sufficient capacity, with detailed timetables being set as close as possible to the time of implementing each new route in order to take account of the latest-available passenger demand information. The pace and scale of rollout are set by the level of funding available and according to operational readiness. Yours sincerely,	**Emer Currie T.D**

30/06/2026	226, 227 & 228	**PQ Referred: 49540/26, for answer 30/06/2026 , Written from - Emer Currie**	Dail Question No: 226 To ask the Minister for Transport to fast-track the proposed Blanchardstown Luas line under the Luas 2050 vision; and if he will make a statement on the matter. Dail Question No: 227 To ask the Minister for Transport to fast-track the proposed Tyrrelstown Luas line under the Luas 2050 vision; and if he will make a statement on the matter. Dail Question No: 228To ask the Minister for Transport to fast-track the proposed Orbital West line under the Luas 2050 vision; 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 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), including light rail. 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. 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. Other possible projects, identified in the Transport Strategy for the GDA 2022-2042, for delivery in the period after 2042 include a Green Line extension to Tyrrelstown and a light rail from the City Centre to Blanchardstown.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 226, 227, 228 of 30 June 2026, which was referred to the National Transport Authority (NTA) for reply. The Greater Dublin Area Transport Strategy (the “GDATS”) comprises the statutory framework for transport planning in the city-region and includes a number of Luas lines for delivery after the GDATS period post-2042. These post-2042 Luas lines are set out in indicative form only in the strategy report and maps. Work has yet to commence on the determination of their alignments and detailed feasibility, and therefore no concept route maps are available further to those indicative alignments set out in the GDATS. The methodology which will be applied for the development of the post-2042 Luas lines will be broadly based on the following steps: I. Set out the detailed objectives for each scheme. II. Determine the preliminary feasibility of each line. III. Explore various alignment options. IV. Determine an Emerging Preferred Option for public consultation. V. Determine a Preferred Option. VI. Prepare Railway Order application documents including Environmental Impact Assessment Report; and VII. Lodge Railway Order Application to An Coimisiún Pleanála including public consultation. In advance of these steps being taken, the NTA will undertake periodic reviews of the Transport Strategy with the next one to commence in 2027. These reviews include formal consultation processes. During these strategy reviews, it may be the case that the priorities for these Luas lines may change resulting in some coming forward earlier than others and / or changes being made to the preferred options for certain corridors. During these reviews, the views of other agencies and stakeholders will be taken into account by the NTA. The preferred strategy, and the constituent projects and priorities will, however, be based on forecast demand for travel in the GDA. This demand will, in turn, be based on the National Planning Framework, the RSES and the land use plans of the local authorities, such as those which have emerged for Dunsink and City Edge. I hope that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

			As part of the periodic review of the Transport Strategy, the demand for possible orbital light rail lines will also be considered, again for delivery after 2042. In reviewing the Transport Strategy for the GDA 2022-2042, the NTA will be informed in part by TII and their Luas 2050 vision. Noting NTA's responsibility in the matter, I have referred the Deputy's question to NTA for a more detailed reply. Please contact my private office, if you do not receive reply within 10 days.		

30/06/2026	229	**PQ Referred: 49561/26, for answer 30/06/2026 , Written from - Emer Currie**	Dail Question No: 229 To ask the Minister for Transport for an update on the procurement for Dart+West; 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, the National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure and services within the Greater Dublin Area. In the case of the DART+ programme, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. With regard to the Deputy's specific questions regarding procurement, this is a matter for the NTA and I have forwarded the Deputy's questions to the NTA for direct, detailed reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, with regard to DART+ West generally, I note that procurement is advancing, with pre-qualification questionnaire notices for the Design and Build works issued in May 2025. All PQQ submissions have been received and evaluated, and the tender documentation is now in its final drafting stage.A key part of DART+ West is the construction of a new depot. A public consultation on the proposed depot concluded in April this year. This consultation included the planned extension of the DART to Kilcock, which will expand the reach of the DART+ Programme, bringing the benefits of a faster and more reliable rail service to more people. Consultation feedback is currently being reviewed and will inform the design process. NDP funding is in place for construction on DART+ West to commence by the end of 2027, though the precise start date will depend on procurement.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 229 of 30 June 2026, which was referred to the National Transport Authority (NTA) for reply. Irish Rail is continuing to progress the DART+ West proposals. The DART+ West project will be delivered through a series of contracts, each covering individual elements such as signalling or electrification. The process of selecting contractors to submit tenders for a number of contract packages on this line has been completed, with some others still to be concluded. Preparation work on the detailed tender documentation for the various DART+ West tender competitions is ongoing, with the expectation that tendering of a number of the packages will commence in Q4 of this year. Construction would then commence on DART+ West during the second half of next year. DART+ West plans to issue Notices to Treat (NtT) to the CPO (Compulsory Purchase Order) properties affected by the main works, in Autunm 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, after the resolution of the Judicial Review. Issuing the NtT around 2–3 months before the deadline allows enough time for responses, any corrections, and re issuing documents if needed. As the original depot site was not granted planning consent by An Bord Pleanála (now An Coimisiún Pleanála), a revised site for the new DART+ train depot has been identified just west of Kilcock. A public consultation on those revised proposals has been undertaken recently and work is now ongoing to have a new Railway Order (railway equivalent of planning permission) application submitted to An Coimisiún Pleanála later this year. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

30/06/2026	216	**PQ Referred: 49472/26, for answer 30/06/2026 , Written from - Emer Currie**	Dail Question No: 216 To ask the Minister for Transport to provide a list of sites that will be taken over to lay cables to supply the new DART sub-stations for Dart+ West, in tabular form; the dates for commencing these works at each site; 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, the National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure and services within the Greater Dublin Area. In the case of the DART+ programme, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. With regard to the Deputy's specific questions regarding sites to lay cables, this is a matter for the NTA andI have forwarded the Deputy's questions to the NTA for direct, detailed reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, with regard to DART+ West generally, it must be noted that this is a particularly high-priority project for my Department, serving as a critical enabler for the entire DART+ programme. In particular, DART+ West will deliver the critical electrification of the city centre rail network and the necessary city centre capacity upgrades. DART+ West is funded to commence construction next year under the NDP.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 216 of 30 June 2026, which was referred to the National Transport Authority (NTA) for reply. The approved railway order of DART+ West includes the provision of 11 substations that will power the electrical traction infrastructure (Overhead Line Equipment – OHLE). The construction of substation compounds and buildings and fit-out of the respective electrical equipment will be delivered by Iarnród Éireann through their design and build contractors. The works to connect ESB network to the Iarnród Éireann substations will be delivered directly by ESB Networks, under powers given by a dedicated planning permission. Accordingly, it is ESB Networks who are determining the route for the new cables. They are best placed to provide the information, if it is available at this stage, in relation to what properties are impacted. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

30/06/2026	196	**PQ Referred: 49152/26, for answer 30/06/2026 , Written from - Aidan Farrelly**	Dail Question No: 196 To ask the Minister for Transport if he will provide a schedule of the number of new and/or existing PSO routes that cannot be operated due to a lack of funding in 2026. Answer While the 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 including scheduling new services/existing PSO routes. We are at a key juncture for public transport in Ireland. Reliable and sustainable services are critical as passenger numbers grow, congestion worsens in urban areas, and a greater proportion of the population depends on public transport for commuting, education, and essential travel. 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 2026 allocation therefore focuses on maintaining and strengthening the existing network. This is vital to ensure that high-demand public transport services can continue to operate effectively, while supporting longer-term reforms to enhance capacity, accessibility, and efficiency across the system. In light of the NTA's responsibilities in the 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. 196 of 30 June 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) does not currently have sufficient funding to provide new public transport services in 2026, other than schemes committed in 2025 whose implementation was delayed, in particular Mullingar town bus service (introduced in February) and Ennis town service (scheduled for implementation later this year). Plans for new and enhanced services under a variety of programmes continue to be developed, including through the BusConnects Network Redesign programmes in Dublin, Cork and Waterford, the Connecting Ireland Rural Mobility Plan and the Towns Programme, their progression in 2027 is subject to the outcome of budgetary discussions. It is not possible to provide a definitive list of routes that will not be operational in 2026 solely due to funding constraints as there are a number of other factors that influence delivery of new services including delivery of infrastructure and driver and mechanic availability. Services which the NTA had intended to implement in 2026 included the next phases of BusConnects Network Redesign in Dublin and Cork and new or enhanced rural transport services under the Connecting Ireland programme. The NTA is continuing to invest in punctuality, capacity and reliability improvements during 2026 in the face of rising congestion and passenger demand. I trust that the above is of assistance. Yours sincerely,	**Aidan Farrelly, T.D**

30/06/2026	193 & 195	**PQ Referred: 49118/26, for answer 30/06/2026 , Written from - Aidan Farrelly**	Dail Question No: 193 To ask the Minister for Transport if he will provide an update in respect of bringing Spencer Dock train station back into use; the amount expended to date on the project; the annual cost of securing the site and building since 2020 to date; and the date on which it is expected to be operational - Aidan Farrelly. Dail Question No: 195 To ask the Minister for Transport if he will provide an update in respect of greater use and expansion of the Docklands train station in the context of DART+ west and north. 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 ongoing work on station facilities as part of the DART+ programme. In the case of the DART+ programme, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending the more detailed response, I note that the new station at Spencer Dock, introduced as part of DART+ West, is a key node for future service integration, supporting the operational flexibility required for DART+ South West, as several services will now terminate in the new station, helping to address capacity issues around Connolly Station. I can also state that infrastructural work associated with DART+ West is progressing as a priority. DART+ West is funded to commence construction next year under the NDP.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 193 & 195 of 30 June 2026, which was referred to the National Transport Authority (NTA) for reply. The approved DART+ West project includes the delivery of a new Spencer Dock Station, which will provide additional city-centre rail capacity, improve connectivity in the Docklands area and support increased rail services on the Maynooth and M3 Parkway corridors. The DART+ West Railway Order became operative in June 2025, and the project is now progressing towards detailed design and construction, with early enabling works expected to commence in 2026. The opening of Spencer Dock Station is dependent on the delivery of the wider DART+ West project. A final operational date will be confirmed as the programme progresses through procurement and delivery. The current Docklands Station continues to provide important city-centre capacity for services on the western rail corridor. The future role of Docklands and Spencer Dock stations will be considered as part of ongoing operational planning for the DART+ Programme. In relation to expenditure to date and the costs associated with securing the site and buildings, these are matters for Iarnród Éireann as infrastructure manager and asset owner, and the NTA does not hold a disaggregated record of these costs I trust that the above information is of assistance. Yours sincerely,	**Aidan Farrelly, T.D**

30/06/2026	199	**PQ Referred: 49187/26, for answer 30/06/2026 , Written from - Aidan Farrelly**	Dail Question No: 199 To ask the Minister for Transport if he will provide the most up to date schedule of costs in respect of the delivery of the Metrolink project. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport (NTA) has the statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), which includes MetroLink. It is too early in the project lifecycle to give a precise capital cost or budget for MetroLink. This is because the project has yet to go through the detailed procurement stage. The Preliminary Business Case showed how the project benefits exceed the project costs. The cost estimates for MetroLink are currently under review as part of preparation for Approval Gate 2 of the Infrastructure Guidelines and will be finalised once tenders have been received, as part of the Government's decision at Approval Gate 3. The NTA is responsible for developing cost estimates, as originally set out in the Preliminary Business Case and as updated since, and subsequent cost analyses. Noting the NTA's responsibility for 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 reply within 10 days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 199 of 30 June 2026, which was referred to the National Transport Authority (NTA) for reply. The Preliminary Business Case (PBC), which was approved by Government in July 2022, detailed potential capital costs for MetroLink ranging from €7.16bn to €12.25bn, excluding VAT. MetroLink have developed a Detailed Business Case as required by the Infrastructure Guidelines at Approval Gate 2 (AG2) which includes a substantive review and update of the MetroLink costs. This Detailed Business Case is currently being reviewed by the NTA and the Department of Transport, with the objective of preparing a final recommendation to Government in Q3, 2026. Updated cost information will not be published until subsequent to those reviews and consideration by Government. I trust that the above information is of assistance. Yours sincerely,	**Aidan Farrelly T.D**

30/06/2026	188	**PQ Referred: 49070/26, for answer 30/06/2026 , Written from - Jennifer Whitmore**	Dail Question No: 188 To ask the Minister for Transport the bus services that will serve the Fassaroe Bray park and ride facility in Wicklow when it opens; and if he will make a statement on the matter. Answer As the Deputy may be aware, the 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, ensuringaccessibleandsustainabletransitoptions. TheFassaroeParkandRidefacilityin CountyWicklowserves asastrategicbusbasedcommuting hubalongtheN11/M11corridor,providingsustainabletransportoptionsforresidents in Wicklow county travelingtoDublinandsurroundingareas. The facility has approximately 388-400 parking spaces and two bus bays with passenger shelters, dedicated turning circle and a new junction for smooth bus operations. In light of the NTA's responsibilities in the 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. 188 of 30 June 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is planning to upgrade the frequency and capacity of the TFI route 133 Bus Éireann service. The upgraded service is planned to operate through the Fassaroe Park and Ride. We are currently planning to increase the frequency and capacity of peak services and double the off peak frequency at certain points of the day. We are not currently in a position to confirm the potential commencement date of the enhanced TFI 133 bus service. The NTA must operate within the Public Service Obligation (PSO) budget that is allocated to it. There is currently no funding for the provision of new or enhanced bus services in 2026. There is potential for licensed bus services to use the facility, should they apply to do so. We will consider any opportunities, as they arise. Yours Sincerely,	**Jennifer Whitmore, T.D.**

30/06/2026	261	**PQ Referred: 49815/26, for answer 30/06/2026 , Written from - Michael Murphy**	Dail Question No: 261 To ask the Minister for Transport if he is aware that some eligible bus operators missed the application deadline for the rural transport support scheme due to exceptional operational pressures during the peak school transport and tour season; whether his Department will consider accepting late applications in exceptional circumstances where there is no prejudice to the administration of the scheme; 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. Support for operators of TFI Local Link services is available through the National Transport Authority (NTA). These support mechanisms will be administered through contractual arrangements and do not need to be applied for separately under the Road Transporters Support Scheme. The National Transport Authority (NTA) has statutory responsibility for securing and monitoring the provision of public passenger transport services nationally, including TFI Local Link services. 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 30 June 2026, which was referred to the National Transport Authority (NTA) for reply. Payments under the fuel support scheme for Local Link routes/operators will be made directly to the operators via the local Transport Coodination Unit (TCU) based on invoiced amounts for routes completed. I trust that this is of assistance. Yours sincerely,	**Michael Murphy, T.D**

30/06/2026	235	**PQ Referred: 49619/26, for answer 30/06/2026 , Written from - Paula Butterly**	Dail Question No: 235 To ask the Minister for Transport further to Parliamentary Question No. 351 of 19 May 2026, if he will provide a breakdown of the expenditure on transport for beneficiary of temporary protection for each of the years 2022 to 2025 and to date in 2026, outlining how the €3.1 million was spent; 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. I wish to advise the Deputy that funding was provided to the NTA to prioritise routes identified through the Connecting Ireland consultation process to provide emergency public transport services to those Ukrainian Beneficiaries of Temporary Protection (BOTPs) housed in rural or isolated locations to ensure better access to our local communities. The total amount of this funding was as follows: Year Funding 2022 €1,287,500 2023 €2,656,030 2024 €4,000,000 2025 Nil 2026 Nil There has been no specific funding since 2024 to support BOTPs and Ukrainian citizens. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 235 of 30 June, which was referred to the National Transport Authority (NTA) for reply. The funding breakdown provided for the Beneficiary of Temporary Protection (BOTP) is made up of two main components. • Service delivery costs 96.5% • Support/planning costs 3.5% I trust that the above information is of assistance. Yours sincerely,	**Paula Butterly, T.D**

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

30/06/2026	168	**PQ Referred: 48778/26, for answer 30/06/2026 , Written from - Paul Lawless**	Dail Question No: 168 To ask the Minister for Transport if he is aware of the need for improved public transport access to the Primary Care Centre in Mooneen, Castlebar; the current level of public transport provision serving the area; and the plans in the pipeline to introduce or amend routes to include stops at or near the centre. 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 and TFI Local Link services. 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. 168 of 30 June 2026, in relation to improved public transport access to the Primary Care Centre on Moneen Road, Castlebar, which was referred to the NTA for reply. There may be scope for the provision of a stop on the N60 on Connecting Ireland route 444, linking Castlebar and Knock. This route is planned for implementation in 2027/2028, subject to funding. I have asked the NTA's Service Planning team to consider the scope for stops at this location, when finalising plans for the route alignment and bus stops for these route. Yours sincerely,	**Paul Lawless, T.D**

30/06/2026	169	**PQ Referred: 48779/26, for answer 30/06/2026 , Written from - Paul Lawless**	Dail Question No: 169 To ask the Minister for Transport the plans in place to improve public transport connectivity within Castlebar town, with particular reference to access to the Castlebar Primary Care Centre in Mooneen; and if new routes or enhanced services are under consideration. 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 and TFI Local Link services. 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 PQ 169 of 30 June 2026, and referred to the National Transport Authority (NTA) for reply, in relation to improved public transport access to the Primary Care Centre on Moneen Road, Castlebar. There may be scope for the provision of a bus stop on the N60 on Connecting Ireland route 444, linking Castlebar and Knock. This route is planned for implementation in 2027/2028, subject to government funding. I have asked the NTA's Service Planning team to consider the scope for stops at this location, when finalising plans for the route alignment and bus stops for these route. Yours sincerely,	**Paul Lawless, T.D**

30/06/2026	50697/26	**PQ (50697/26)**	To ask the Minister for Transport whether the NTA is required to issue an annual publication of enforcement and appeals statistics regarding vehicle clamping. 50697/26 Please see the Minister's response below. As Minister of State for International Road Transport, Logistics, Rail Ports, I wish to advise that the National Transport Authority (NTA) holds the relevant information, therefore I have referred this matter to the NTA for direct reply. I would ask the Deputy to contact my office if a reply has not been received within ten days.	Dear Deputy, I refer to your Parliamentary Question as outlined below. I apologise for the delay in responding. The NTA regulates clamping activity under the Vehicle Clamping Act 2015. This includes the administration of the clamping appeals process under Section 22 of the '2015 Act'. The legislation does not set out any specific obligation for annual statistics to be provided. However, along with all functions performed by the NTA, annual statistics are provided within the NTA's Annual Report and statistics and information is available on the NTA's dedicated webpage for Clamping Regulation. The link to our 2025 Annual Report is provided below. https://www.nationaltransport.ie/publications/national-transport-authority-annual-report-and-financial-statements-2025/. I trust that the above information is of assistance. Yours Sincerely,	**Emer Currie T.D**

01/07/2026	128	**PQ Referred: 50301/26, for answer 01/07/2026 , Written from - Pádraig Mac Lochlainn**	Dail Question No: 128 To ask the Minister for Transport further to Parliamentary Question No. 217 of 23 June 2026, if he will work with the National Transport Authority to ensure that the TFI Leap card can become valid for journeys that take place in whole or in part in Northern Ireland in order that all students, residing in this State have the same access to more affordable public transport. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The NTA has statutory responsibility for the development and implementation of public transport infrastructure, including matters in relation to TFI Leap Card entitlements. Noting the NTA responsibility in relation to this area, I have forwarded your query to them for their consideration and direct reply. Please notify my 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. 128 of 1 July 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The Authority appreciates the objective of ensuring that students resident in the State can access affordable public transport when travelling on cross-border services, including journeys that extend into Northern Ireland. However, for TFI Leap Cards to be accepted for travel within Northern Ireland, agreement would be required with Translink Northern Ireland regarding revenue sharing, operational arrangements and technical implementation. Such an arrangement would likely require significant software development work on Translink ticketing systems with considerable support from NTA and would also need to address the additional complexity arising from the different currencies. At present, no funding has been identified for such a project and no feasibility assessment has been undertaken with Translink. Furthermore, given that the Authority is currently focussing on the delivery of the Next Generation Ticketing (NGT) project, which is to be the successor to the now aging TFI Leap Card system, commencing such an initiative at this time based on the Leap Card might only deliver very limited benefits. I trust that the above information is of assistance. Yours sincerely,	**Pádraig MacLochlainn, T.D.**

01/07/2026	118	**PQ Referred: 49933/26, for answer 01/07/2026 , Written from - Noel McCarthy**	Dail Question No: 118 To ask the Minister for Transport the current operational area of the TFI bikes scheme; his plans for the extension of the scheme outside of cities to larger towns with supporting cycleway 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 cycling and public transport infrastructure, including the provision of funding to the National Transport Authority (NTA) in support of shared micromobility schemes such as the TFI bike schemes in Galway, Limerick, Cork and Waterford. Details related to the operation and expansion of the above schemes are a matter for the NTA. Accordingly, I have referred your question to the NTA for a more detailed reply. If you do not receive a reply within 10 working days, please contact my private office.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 118 of 01 July 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA operates the TFI Bikes public bike-share scheme across the regional cities of Cork, Galway, Limerick and Waterford. The scheme has operated in Cork, Galway and Limerick since 2014, with Waterford joining in 2022. Since its establishment, the service has been operated on behalf of the NTA by Telfourth Limited, trading as An Rothar Nua. Demand for the service has grown significantly in recent years. In 2025, a total of 317,301 journeys were made using TFI Bikes, representing an increase of approximately 40% compared with 2024. The existing scheme operates using a docking station model, whereby users must collect and return bicycles at fixed docking stations. While this approach has supported the development of bike-sharing services in the four cities, the cost and space requirements associated with docking infrastructure have limited the geographic coverage of the schemes, which are largely concentrated in city-centre locations. The current operating contract is due to expire in August 2027, and the NTA is progressing a procurement process for a replacement service. Advances in technology now allow for the operation of dockless shared mobility systems, removing the requirement for traditional docking stations and enabling a substantial expansion of service coverage in each of the four cities. The new model is expected to provide access to a much larger proportion of the urban population and will include a greater number of electric bicycles, which is anticipated to further increase demand. To address concerns regarding the inappropriate parking of dockless bicycles, the future operator will be required to actively manage bike placement under contractual key performance indicators, with associated penalties where standards are not met. Users will also be required to park bicycles in designated locations and may be subject to penalties for non-compliance. Separately, the National Mobility Hubs Pilot Project is being developed by the Department of Transport and the NTA with support from the Climate Action Fund. The pilot will test the delivery of approximately 300 mobility hubs across five locations: Cork City, Dún Laoghaire-Rathdown, Carlow Town, Dundalk and Sligo Town. These hubs are intended to provide access to shared mobility options, including e-bikes, e-scooters, e-cargo bikes and electric vehicles, and will be located in proximity to public transport services, employment centres and educational institutions to improve first- and last-mile connectivity. The pilot aims to support the transition to more sustainable, integrated and shared transport services, reduce reliance on private car use, lower transport emissions and improve access to transport options. Local authorities are currently progressing planning and consultation processes for hub locations. Subject to the approval of funding, the Mobility Hubs Pilot Project is expected to enter the construction phase during 2027, with services being introduced on a phased basis from early 2028. The learnings from the pilot will inform future national roll-out of mobility hubs and will complement the planned expansion of shared micromobility services in Cork, Galway, Limerick and Waterford. I trust that the above information is of assistance. Yours sincerely,	**Noel McCarthy, T.D**

01/07/2026	115	**PQ Referred: 49921/26, for answer 01/07/2026 , Written from - John Brady**	Dail Question No: 115 To ask the Minister for Transport to provide a full breakdown of all planned bus route enhancements and new routes that have not yet gone live in 2026 due to lack of funding, 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. We are at a key juncture for public transport in Ireland. Reliable and sustainable services are critical as passenger numbers grow, congestion worsens in urban areas, and a greater proportion of the population depends on public transport for commuting, education, and essential travel. The 2026 allocation therefore focuses on maintaining and strengthening the existing network after several years of reliance on significant supplementary funding. This ensures that high-demand public transport services can continue to operate effectively, while supporting longer-term reforms to enhance capacity, accessibility, and efficiency across the system. The NTA is managing the 2026 allocation by prioritising delivery of existing programmes in line with operational readiness and resources. Enhancements within the current allocation are prioritised, some changes are cost-neutral, while others require additional resources, and all are subject to funding, readiness, and capacity. Transport planning and strategic decision-making are guided by a balanced assessment of operational and resource considerations.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 115 of 01 July 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) does not currently have sufficient funding to provide new public transport services in 2026, other than schemes committed in 2025 whose implementation was delayed, in particular Mullingar town bus service (introduced in February) and Ennis town service (scheduled for implementation later this year). Plans for new and enhanced services under a variety of programmes continue to be developed, including through the BusConnects Network Redesign programmes in Dublin, Cork and Waterford, the Connecting Ireland Rural Mobility Plan and the Towns Programme. Their progression in 2027 is subject to the outcome of budgetary discussions. It is not possible to provide a definitive list of routes that will not be operational in 2026 solely due to funding constraints as there are a number of other factors that influence delivery of new services including delivery of infrastructure and driver and mechanic availability. Services which the NTA had intended to implement in 2026 included the next phases of BusConnects Network Redesign in Dublin and Cork and new or enhanced rural transport services under the Connecting Ireland programme. The NTA is continuing to invest in punctuality, capacity and reliability improvements during 2026 in the face of rising congestion and passenger demand. I trust that the above is of assistance. Yours sincerely,	**John Brady, T.D.**

			These decisions are also made following operational and performance analysis of existing services, including customer feedback. 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.		

01/07/2026	123	**PQ Referred: 50070/26, for answer 01/07/2026 , Written from - Paul Lawless**	Dail Question No: 123 To ask the Minister for Transport if he is aware of the need for improved public transport access to the Castlebar primary care centre; if his Department will examine the potential benefit of introducing a bus service from Stephen Garvey Way to the Castlebar primary care centre, with appropriate stops along the route to serve local communities; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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 1 July 2026, in relation to improved public transport access to the Primary Care Centre on Moneen Road, Castlebar, which was referred to the National Transport Authority (NTA) for reply. There may be scope for the provision of a stop on the N60 on Connecting Ireland route 444, linking Castlebar and Knock. This route is planned for implementation in 2027/2028, subject to funding. I have asked the NTA's Service Planning team to consider the scope for stops at this location, when finalising plans for the route alignment and bus stops for these route. Yours sincerely,	**Paul Lawless, T.D**

02/07/2026	255	**PQ Referred: 50749/26, for answer 02/07/2026 , Written from - Pa Daly**	Dail Question No: 255 To ask the Minister for Transport the funding allocated to safe routes to school in each of the years 2020 to date, broken down by cap ex and op ex funding, in tabular form. 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. The Safe Routes to School Programme is funded by the Department of Transport through the National Transport Authority (NTA) and An Taisce's Green Schools is co-ordinating the programme. Funding allocations under the Safe Routes to School Programme are made as part of the NTA's annual Active and Sustainable Transport Investment Programme allocations to local authorities. 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. Over half of the schools who applied initially are either active in the programme or have had projects completed. All schools that applied to the original call for applications were accepted into the programme, and if not selected in the initial rounds will be selected at a later date. Noting the role of the NTA in relation to SRTS funding, I have referred your question to that agency for response. 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. 225 of 02 July 2026, which was referred to the National Transport Authority (NTA) for reply. Please find below in tabular format the information on the funds attributed to Safe Routes to School Programme [SRTS] in the years from 2021- 2025. The programme was initiated in 2021. All Safe Routes to School Programme funding is provided through the Active Travel Programme capital allocation from the Department of Transport. Accordingly, all expenditure and allocations shown below are classified as capital expenditure. Please note 2021–2025 figures represent expenditure/drawdown. The 2026 figure is an allocation, with final claims pending until year end. **Year** | **Total Funding/Spend (€)** | **Local Authority Grants/Projects (€)** | **SRTS Cycle Parking installation (€)** | **SRTS Programme Staff (€)** 2021 | 2,879,448 | 885,549 | 1,993,899 | – 2022 | 4,768,915 | 2,277,208 | 1,998,548 | 493,159 2023 | 13,829,693 | 11,302,186 | 1,816,186 | 711,320 2024 | 14,073,249 | 12,856,884 | 498,395 | 717,969 2025 | 15,254,982 | 13,931,552 | 437,205 | 886,224 2026 (Allocated) | 25,415,132 | 24,115,132 | 400,000 | 900,000 I trust that the above information is of assistance and clarifies the matter. Yours sincerely,	**Pa Daly, T.D.**

02/07/2026	251	**PQ Referred: 50745/26, for answer 02/07/2026 , Written from - Pa Daly**	Dail Question No: 251 To ask the Minister for Transport the estimated cost to extend the 20% fare reduction to all commercial operators. 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. An unprecedented allocation of €940 million for PSO services was secured in Budget 2026, a significant 43% uplift in the allocation from Budget 2025. This allocation is ensuring 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 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. While the NTA is responsible for licensing commercial bus services, any decisions regarding fares charged by these services are managed by commercial operators themselves, who largely operate without any State subvention. In addition, any such extension would be subject to the annual Budgetary and Estimates process. and require substantial Exchequer funding, which is currently being prioritised to deliver on maintaining existing levels of public transport service provision under the PSO programme. In light of the NTA’s responsibility in this area, I have forwarded the Deputy's query in relation to the estimated cost of extending this fare initiative to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, Thank you for the email of 12 July 2026, the contents of which have been noted. We would like to apologise for the delay in response. 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 particular query. The total revenue generated by commercial bus operators in Ireland in 2024 was approximately €220 million. Based on this figure, a 20% fare reduction would result in an estimated loss of revenue of €44 million for the commercial operator sector. This does not take into account revenue that may be generated by additional passengers attracted to services due to lower fares. Yours sincerely,	**Pa Daly, T.D.**

02/07/2026	248	**PQ Referred: 50736/26, for answer 02/07/2026 , Written from - Grace Boland**	Dail Question No: 248 To ask the Minister for Transport if he can confirm availability of funding through his Department for the A spine under the BusConnects redesign; 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, 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 Dublin programme. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct and detailed reply. Please contact my private office if you do not receive a reply within 10 working days Pending a more detailed response, I note that the new BusConnects Dublin Network Redesign is intended to deliver a more efficient and higher-frequency bus network across the city. In this regard, the proposed A Spine, connecting Swords to Rathmines/Terenure via the City Centre, is designed to provide a high-frequency service, with buses operating at regular intervals throughout the day.All 12 Core Bus Corridor Schemes have received planning permission, though six are subject to legal challenges including theSwords and Templeogue/Rathfarnham scheme. The NDP Sectoral Investment Plan, which was published by my Department in November last year, has allocated funding to progress BusConnects across the cities. The NTA will publish a more detailed plan later this year of what elements of the programme will be advanced within the funding available.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 248 of 02 July 2026, which was referred to the National Transport Authority (NTA) for reply. Planning work is continuing for the implementation of future phases of BusConnects network redesign, including Phase 9 (which incorporates Spine A). Currently, there is no funding allocated for the implementation of new or enhanced routes as part of the BusConnects programme in 2026. As a result Phase 8 of BusConnects network redesign (which incorporates Spine D and is planned to precede Phase 9) cannot be implemented in 2026. Because of the annual PSO budget and funding cycle,the NTA is currently not in a position to confirm to bus operators that they should mobilise for future BusConnects phases (in particular recruitment and training of drivers), as it needs to await confirmation of funding allocation for new services for 2027. Yours sincerely,	**Grace Boland, T.D**

02/07/2026	246 & 247	**PQ Referred: 50726/26, for answer 02/07/2026 , Written from - Pa Daly**	Dail Question No: 246 To ask the Minister for Transport the detailed breakdown of the funding allocated to delivering new public transport services; and to provide a detailed breakdown of the funding allocated to delivering new public transport services in each of the years 2020 to date. Dail Question No: 247 To ask the Minister for Transport the funding allocated to delivering new services in 2026; to provide a detailed breakdown of the new services delivered in 2026 ; and to provide a detailed breakdown of the new services that will be delivered in 2026, 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. We are at a key juncture for public transport in Ireland. Reliable and sustainable services are critical as passenger numbers grow, congestion worsens in urban areas, and a greater proportion of the population depends on public transport for commuting, education, and essential travel. A fundamental reset in funding was required to place the PSO programme on a sustainable, long-term footing, in line with the Programme for Government. To underpin this, my Department secured an unprecedented €940 million allocation for PSO services in Budget 2026, a substantial 43% increase on Budget 2025. This significant investment provides a robust foundation to ensure that existing public transport services are delivered reliably and sustainably throughout the year, enabling the system to meet rising passenger demand and assist to absorb growing operational	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 246 of 02 July 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) does not currently have sufficient funding to provide new public transport services in 2026, other than schemes committed in 2025 whose implementation was delayed, in particular Mullingar town bus service (introduced in February) and Ennis town service (scheduled for implementation later this year). Plans for new and enhanced services under a variety of programmes continue to be developed, including through the BusConnects Network Redesign programmes in Dublin, Cork and Waterford, the Connecting Ireland Rural Mobility Plan and the Towns Programme, their progression in 2027 is subject to funding availability. Discussions between NTA and The Department of Transport on funding allocations for 2027 are now underway. The NTA is continuing to invest in capacity, punctuality and reliability improvements during 2026 in the face of rising congestion and passenger demand. I trust that the above is of assistance. Yours sincerely,	**Pa Daly, T.D.**

			costs. The 2026 allocation therefore focuses on maintaining and strengthening the existing network after several years of reliance on significant supplementary funding in recent years. This ensures that high-demand public transport services can continue to operate effectively, while supporting longer-term reforms to enhance capacity, accessibility, and efficiency across the system. The NTA is managing the 2026 allocation by prioritising delivery of existing programmes in line with operational readiness and resources. Enhancements within the current allocation are prioritised, some changes are cost-neutral, while others require additional resources, and all are subject to funding, readiness, and capacity. 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.		

02/07/2026	243, 244 & 245	**PQ Referred: 50723/26, for answer 02/07/2026 , Written from - Pa Daly**	Dail Question No: 243 To ask the Minister for Transport the projected first and full year cost of the Dart North, broken down by cap ex and op ex funding, in tabular form. Dail Question No: 244 To ask the Minister for Transport the projected first and full year cost of the Dart West, broken down by cap ex and op ex funding, in tabular form. Dail Question No: 245 To ask the Minister for Transport the projected first and full year cost of the Dart South West, broken down by cap ex and op ex funding, in tabular form. 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. In the case of the DART+ programme, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. With regard to the Deputy's specific questions regarding the first and full year costs of DART+ projects, this is a matter for the NTA and I have forwarded the Deputy's questions to the NTA for direct, detailed reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that the Department of the Taoiseach recently announced €230 million in Shared Island funding for rail projects in Ireland and Northern Ireland, including over €90 million to support the acceleration of elements of DART+ Coastal North includingsignalling upgrades and turnback facility at Malahide station and a track loop at Clongriffin station.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 243, 244 & 245 of 02 July 2026, which was referred to the National Transport Authority (NTA) for reply. The DART+ Programme and specifically the DART+ West and South West Elements are currently approaching Approval Gate 2 of the Infrastructure Guidelines. Iarnród Éireann is currently developing updated cost estimates for the project in support of the Detailed Business Case for the programme which will be submitted for approval. The latest Preliminary Business Case approved by Government in May 2024, set outs the estimated capital expenditure associated for the delivery of the DART+ infrastructure projects including €1.359 billion for DART+ West, €925.2 million for DART+ South West, €600.1 million for DART+ Coastal North, and €191.8 million for DART+ Coastal South. Collectively, these projects represent an overall capital investment of approximately €3.08 billion. Operating expenditure (OPEX) has not been separately identified at project level within the information reviewed and is therefore not available for inclusion in this assessment. The published business case and approval documentation primarily provide project-level CAPEX estimates, while operating costs are presented at programme level or are not disaggregated by individual project. I trust that the above information is of assistance. Yours sincerely,	**Pa Daly, T.D.**

			I also note that the DART+ battery-electric fleet, which is currently undergoing safety testing is scheduled to commence operations on the Northern line from Dublin to Drogheda next year.		

02/07/2026	242	**PQ Referred: 50722/26, for answer 02/07/2026 , Written from - Pa Daly**	Dail Question No: 242 To ask the Minister for Transport the projected first and full year cost of the Finglas Luas, broken down by cap ex and op ex, 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 statutory responsibility for the planning and development of public transport infrastructure including light rail. Luas Finglas is an exciting project that has the potential to transform Finglas and the wider area for those who live and who work there. Noting the NTA's responsibility for the Luas Finglas extension project, 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 Questions No. 242 of 02 July 2026, which has been referred to the National Transport Authority (NTA) for reply. The Luas Finglas Preliminary Business Case (PBC) dated 2024 as published on the NTA website contains information on the expected capital expenditure (CAPEX) and operational expenditure (OPEX) of the Luas Finglas Project. '	**Pa Daly, T.D.**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Estimated Capital Expenditure include risk, contingency and inflation	€15.7m	€11.2m	€9.0m	€9.7m	€17m	€25.9m	€67.4m	€122.2m	€117.6m	€72.1m	€18.4m

As per the PBC the average annual OPEX cost is €6.56 million inclusive of the Luas O&M contract, light rail vehicle overhaul costs and the park and ride option costs.

For further information please refer to the PBC on the NTA website at: Luas Finglas Preliminary Business Case - National Transport.

In line with the Infrastructure Guidelines, the Luas Finglas project team are currently working to update the preliminary cost estimate and produce a Detailed Business Case (DBC). It is expected the DBC will be published in 2027 following progression through Approval Gate 2 (AG2) of the Infrastructure Guidelines.

I trust that the above information is of assistance.

Yours sincerely,

02/07/2026	234	**PQ Referred: 50706/26, for answer 02/07/2026 , Written from - Pa Daly**	Dail Question No: 234 To ask the Minister for Transport the cost to hire an additional FTE bus driver broken down by cap ex and op ex funding on public transport. 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 including cost determination and breakdown of expenditure for staffing bus drivers, 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. 234 of 02 July 2026, which was referred to the National Transport Authority (NTA) for reply. The cost of hiring additional full time equivalent (FTE) drivers varies based upon a variety of factors including the individual public transport operator, location, experience level etc. However, for illustrative purposes, the cost Dublin Bus have provided to us for them to hire an additional FTE bus driver is approximately €63,000 per year. Yours sincerely,	**Pa Daly, T.D.**

02/07/2026	212	**PQ Referred: 50352/26, for answer 02/07/2026 , Written from - Pa Daly**	Dail Question No: 212 To ask the Minister for Transport the breakdown of the PSO funding provided by government to the NTA in each of the years 2020 to 2026, in tabular form; if Budget 2027 will expand upon Budget 2026's allocation; 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. Sustained investment in the PSO programme in recent years has driven record public transport use, with passenger numbers up 23% and continuing to grow in 2026, alongside an expanded network serving over 240 towns and villages. As demand rises and congestion worsens, Ireland's public transport system has reached a pivotal point, with an increasing need for reliable services. A fundamental reset in funding was required to place the PSO programme on a sustainable, long-term footing, in line with the Programme for Government. Accordingly, the 2026 PSO allocation was structured to eliminate the need for supplementary in-year funding, providing greater certainty and stability for service delivery. To underpin this, my Department secured an unprecedented €940 million allocation for PSO services in Budget 2026, a substantial 43% increase on Budget 2025. This significant investment provides a robust foundation to ensure that existing public transport services are delivered reliably and sustainably throughout the year, enabling the system to meet rising passenger demand and assist to absorb growing operational costs. Funding for public transport services in 2027	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 212 of 02 July 2026, which was referred to the National Transport Authority (NTA) for reply. The breakdown of PSO funding from 2020 to 2026 provided by government to the NTA (including rural transport programme) is presented below. 2020 - €764m (€304m plus €460m supplementary funding) 2021 - €690m (€675m plus €15m supplementary funding) 2022 - €634m (€543m plus €90.5m supplementary funding) 2023 - €621m (€564m plus €57.4m supplementary funding) 2024 - €761m (€614.5m plus €146.5m supplementary funding) 2025 - €875m (€664m plus €211m supplementary funding) 2026 - €940m Yours sincerely,	**Pa Daly, T.D.**

			will be determined through the Annual Estimates Process. Within the constraints of the resources available, the NTA will be responsible for prioritising its service plan, taking into account operational readiness, demonstrated and anticipated passenger demand, and the need to deliver value for money. 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.		

02/07/2026	211	**PQ Referred: 50324/26, for answer 02/07/2026 , Written from - John Brady**	Dail Question No: 211 To ask the Minister for Transport to provide an update on the timeline for the extension of the Luas line to Bray; 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 NTA published Transport Strategy for the GDA 2022-2042 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. 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. 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, as I have outlined. Noting the NTA's responsibility in the development of light rail 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. 211 of 02 July 2026, which was referred to the National Transport Authority (NTA) for reply. The Greater Dublin Area Transport Strategy 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 delivery of the Luas Green line extension to Bray is proposed in the medium term between 2031-2036. The NTA has commenced a pre-feasibility study to assess the demand for a new Luas to Bray, in line with LRT5 mentioned previously. Subject to funding availability, and subject to the results of this pre-feasibility study, a light rail line to Bray may be progressed to Phase 1 of the NTA Project Approval Guidelines, Scope and Purpose, beginning in 2027. I trust that the above information is of assistance. Yours sincerely,	**John Brady, T.D.**

06/07/2026	219	**PQ Referred: 51637/26, for answer 07/07/2026 , Written from - Louis O'Hara**	Dail Question No: 219 To ask the Minister for Transport if he will consider running a pilot late-night bus service on the 350 and 351 bus routes to cater for passengers who attend festivals and events in Galway during the summer months; 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, including additional services for events. While it is the NTA's priority is to provide scheduled public transport services on the TFI network, it does have a dedicated team who work with event organisers, operators, local authorities, transport operators and An Garda Síochána to provide additional transport supports where it is possible to do so, and ensure a more coordinated approach to event licencing and management of transport to and from events. The NTA meets with all public transport operators on a regular basis, and do adviseevent promoters about what, if any,additionalpublic transport services are available forparticularevents.Some of theeventsare organised without any input or involvement from the NTA, who as a result may not be aware of them untila very latestage. Their focus in respect of events is providing additional transport to support large scale events where required and where operators are in a position (in terms of drivers, fleet and available funding) to put on additional services. In light of the NTA’s responsibility in this area, I have forwarded the Deputy's question to	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 219 of 06 July 2026, which was referred to the National Transport Authority (NTA) for reply. Route 351 was introduced and route 350 enhanced in the summer of 2025, following a public consultation in February 2025. As the routes are only entering their second year of operation in their current configuration, there are no immediate changes proposed for these routes. However the request for later services from Galway will be taken into account in any future review of these services. Yours sincerely,	**Louis O'Hara, T.D**

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

06/07/2026	212	**PQ Referred: 51343/26, for answer 07/07/2026 , Written from - Richard Boyd Barrett**	Dail Question No: 212 To ask the Minister for Transport the estimated full-year cost of abolishing parking charges at park and ride facilities; 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, including the provision ofpark and ride facilities. As the Deputy may be aware, my department has taken measures to incentivise more people to use public transport to support delivery of affordable, accessible and sustainable transport and also to encourage more people to use public transport to support delivery of our carbon emission targets. Well situated park-and-ride sites have a role to play in expanding the offering of public transport services. There are a number of factors that account for the success, or otherwise, of a park-and-ride and an appropriate fee level is one of those factors. If people are to be incentivised to use park-and-ride sites then they need to be assured those sites will be available for use as intended. An appropriate fee structure helps with that by discouraging potential misuse of the site if no fee were applied and better creating the link between parking and public transport usage. 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. 212 of 06 July, which was referred to the National Transport Authority (NTA) for reply. While the NTA has responsibility for the strategic planning and funding of Park & Ride facilities, individual sites are owned and/or operated by a range of bodies including Iarnród Éireann, Transport Infrastructure Ireland (TII) and local authorities. Accordingly, an estimate of the full-year cost of abolishing parking charges across all Park & Ride facilities is not held by the NTA and would require input from the relevant operators. As such, I suggest contacting the respective bodies for more information regarding costs of abolishing charges at the relevant Park & Ride sites. I trust that the above information is of assistance. Yours sincerely,	**Richard Boyd Barrett, T.D.**

06/07/2026	210	**PQ Referred: 51341/26, for answer 07/07/2026 , Written from - Richard Boyd Barrett**	Dail Question No: 210 To ask the Minister for Transport the estimated full-year cost of abolishing fares on all public transportation services and publicly contracted commercial 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. The 2026 PSO funding allocation of €940m, provides a significant 43% uplift in the PSO allocation from 2025 to further support subsidised bus and rail services across Ireland, as well as maintaining 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. The 2026 PSO allocation continues to support targeted fare initiatives but does not provide for any broadening of existing fare measures that are subject to Government decision. Public transport fares in Ireland remain comparatively low due to a range of targeted measures, including the Young Adult Card, the 90-minute fare and free travel for those aged above 66 or those under in receipt of qualifying payments, plus for children under the age of nine. While these initiatives have improved affordability and accessibility, they also increase reliance on subsidy, and fare revenue remains a vital part of maintaining a financially sustainable PSO model. In line with international best practice and to bolster the State’s capacity to invest in service expansion, network improvements, and operational resilience, it is essential we prioritise a reinvestment of fare revenue, ensuring that we can maintain a well-funded	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 210 of 06 July 2026, which was referred to the National Transport Authority (NTA) for reply. The estimated full year cost of abolishing fares on all public transport would be in the range of €538m and €595m Assumptions and Constraints The above amounts are based on the forecast revenue as per the 2027 Budget The above amounts relate to fare foregone only, based on current passenger levels The figures do not include any additional costs associated with abolishing public transport fares such as administration costs and provision of additional services to cover any increase in passenger demand The above estimate only relates to PSO services and excludes any potential costs associated with supporting fare reductions on commercial bus services. Yours sincerely,	**Richard Boyd Barrett, T.D.**

			reliable system and deliver greater long term benefit rather than reducing fares to unsustainable levels. For this reason, the PSO Programme is kept under continuous review by my Department's PSO Oversight Group to ensure the network remains financially sustainable, resilient, and responsive to passenger needs amid rising costs. Therefore, maintaining a stable funding base is essential to protect service levels, support future expansion, and to ensure public transport continues to meet the needs of passengers. In light of the NTA's responsibility in this area, and in order to provide the estimated costs requested, 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.		

06/07/2026	176	**PQ Referred: 50845/26, for answer 07/07/2026 , Written from - Pa Daly**	Dail Question No: 176 To ask the Minister for Transport to provide an update of the stages of the Connecting Ireland rural bus scheme; the number of routes that have been rolled out and which are yet to be rolled out, by county, in tabular form; and the expected cost of this. 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 and TFI Local Link services. 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.176 of 06 July 2026, which was referred to the National Transport Authority (NTA) for reply. To date the plan has introduced over 188 new or enhanced bus services across rural Ireland listed below: 2026 to date - 4 projects 2025 - 36 projects 2024 – 45 projects 2023 – 65 projects 2022- 38 projects We have identified a further c.87 new or enhanced services to be rolled out within the Connecting Ireland Rural Mobility Plan. Please see the route https://www.nationaltransport.ie/wp-content/uploads/2026/02/260211_Connecting-Ireland-Map.pdf. We have yet to publish the latest list of services to be implemented in the next stages of implementation. We plan to publish the list on the website, subject to confirmation of funding availability in 2027. The latest estimate (Oct 2025) of the net annualised cost of implementing the rest of of the plan is c.€20m. However, this will need to be further adjusted to take account of inflation and delays to the delivery of the plan. Yours sincerely,	**Pa Daly, T.D.**

06/07/2026	180	**PQ Referred: 50858/26, for answer 07/07/2026 , Written from - Niamh Smyth**	Dail Question No: 180 To ask the Minister for Transport if he will review correspondence (details supplied); if he will provide a response to the queries raised therein; and if he will make a statement on the matter. Details Supplied: Thank you for your response and for confirming that the request for a Local Link stop near St. Mary's Church, Bruskey, has been noted for future service reviews.While I appreciate that there are currently no plans to amend the C2 route, I am concerned that residents in rural areas surrounding Kilnaleck and Ballinagh remain without any realistic means of accessing public transport. In practice, the C2 service is only available to those who can get to Kilnaleck or Ballinagh independently. For elderly residents, people living alone, and those without access to a car, this is simply not a viable option.This appears to be at odds with the objective of Local Link services, which are intended to improve connectivity for rural communities. Residents of areas such as Bruskey are effectively excluded from using the service because there is no way for them to reach it.I would be grateful if you could advise:When the next review of services in the area is expected to take place.What criteria are used when considering requests for additional stops or route amendments.Whether expressions of support from local residents, community groups, or public representatives would assist in demonstrating demand for a stop in the Bruskey area. Whether alternative transport solutions, such as a Demand Responsive Transport service, have been considered for the area.I would also appreciate confirmation that this request has been formally recorded and will be assessed as part of the next review process.Thank you for your time and consideration. I look forward to your response. 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	Dear Deputy, I refer to your email dated 06 July 2026, the contents of which have been noted. We do not currently have a definitive timeline for the next service review of the Kilnaleck/Bruskey area, but I can confirm that your request has been noted. New and enhanced bus services are developed as part of the Connecting Ireland Rural Mobility Plan. While requests from residents, community groups, and public representatives are considered, the plan is developed using a broader network planning approach that identifies gaps in rural public transport and prioritises services that connect defined rural settlements with key destinations such as regional towns, hospitals, colleges, and rail stations. There are currently no proposals to introduce new Demand Responsive Transport (DRT) services in the area. While existing services can, in some circumstances, be adapted where a need is identified and resources permit, no such opportunity has been identified in this instance. I trust that the above is of assistance. Yours sincerely,	**Niamh Smyth, T.D.**

			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 TFI Local Link services. 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.		

06/07/2026	193	**PQ Referred: 51012/26, for answer 07/07/2026 , Written from - Claire Kerrane**	Dail Question No: 193 To ask the Minister for Transport if he is aware that there is currently no local link or public transport service operating between Taughmaconnell, County Roscommon and Athlone, County Westmeath; if his Department is aware that funding was not made available in 2026 for such a service; if he will consider funding the service in 2027 given the lack of public transport options impacting residents, students and workers travelling between the two areas; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 193 of 06 July 2026, which was referred to the NTA for reply. There are no routes planned in the Connecting Ireland Rural Mobility Programme between Taughmaconnell and Athlone. However this request will be taken into account when planning future regular timetabled services in South Roscommon. Local Link Longford Westmeath Roscommon operates a number of Demand Responsive Transport (DRT) services in South Roscommon and residents who wish to avail of public transport are encouraged to contact their Local Link office to register their transport need, which may be able to be accommodated on existing DRT routes or recorded for future service planning services. Yours sincerely,	**Claire Kerrane, T.D.**

06/07/2026	201	**PQ Referred: 51114/26, for answer 07/07/2026 , Written from - Pa Daly**	Dail Question No: 201 To ask the Minister for Transport the estimated cost to eliminate all fares across all PSO service for under 18s, broken down by service type, 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 responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts. The 2026 PSO funding allocation of €940m, provides a significant 43% uplift in the PSO allocation from 2025 to further support subsidised bus and rail services across Ireland, as well as maintaining 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. The 2026 PSO allocation continues to support targeted fare initiatives but does not provide for any broadening of existing fare measures that are subject to Government decision. Public transport fares in Ireland remain comparatively low due to a range of targeted measures, including the Young Adult Card, the 90-minute fare and free travel for those aged above 66 or those under in receipt of qualifying payments, plus for children under the age of nine. While these initiatives have improved affordability and accessibility, they also increase reliance on subsidy, and fare revenue remains a vital part of maintaining a financially sustainable PSO model. In line with international best practice and to bolster the State’s capacity to invest in service expansion, network improvements, and operational resilience, it is essential we prioritise a reinvestment of fare revenue, ensuring that we can maintain a well-funded reliable system and deliver greater long term	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 201 of 06 July 2026, which was referred to the National Transport Authority (NTA) for reply. We would like to apologise for the delay in response. The estimated cost (fare foregone) of providing free travel for Under 18s is in the range of €40m - €44.2m, broken down as follows: Bus €22m-€24.3m Rail €15.7m-€17.3m Luas €2.3m-€2.6m Assumptions and Constraints: The above figures are based off current fare structures The fare foregone amounts are based off current passenger levels The figures do not include any additional costs associated with providing free travel such as administration costs and provision of additional services to cover any increase in demand Figures are provided only for PSO services and excludes commercial bus operator costs, if they were included in such a scheme. Yours sincerely,	**Pa Daly, T.D.**

			benefit rather than reducing fares to unsustainable levels. For this reason, the PSO Programme is kept under continuous review by my Department's PSO Oversight Group to ensure the network remains financially sustainable, resilient, and responsive to passenger needs amid rising costs. Therefore, maintaining a stable funding base is essential to protect service levels, support future expansion, and to ensure public transport continues to meet the needs of passengers. In light of the NTA's responsibility in this area, and in order to provide the estimated costs requested, 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.		

06/07/2026	169	**PQ Referred: 50832/26, for answer 07/07/2026 , Written from - Pa Daly**	Dail Question No: 169 To ask the Minister for Transport the projected cost of providing all settlements with a population over 300 with at least three return services per day 7 days-a-week broken down by CapEx and OpEx funding. 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 TFI Local Link services. 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. 169 of 06 July 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) does not have the projected cost of providing all settlements with a population over 300 with at least three return services per day 7 days-a-week. This cost would depend on route alignments, lengths, settlements linked, passenger demand, fares charged and vehicles used among other factors, which could not be reliably determined without undertaking an major network planning project. Yours sincerely,	**Pa Daly, T.D.**

Data Classification: Public

06/07/2026	161, 162 & 166	**PQ Referred: 50820/26, for answer 07/07/2026 , Written from - Pa Daly**	Dail Question No: 161 To ask the Minister for Transport the funding allocated to sustainability hubs, broken down by cap ex and op ex funding in each of the years 2020 to date, in tabular form. Dail Question No: 162 To ask the Minister for Transport the funding allocated to sustainability hubs in each of the years 2020 to date, broken down by cap ex and op ex funding in each of the years 2020 to date, in tabular form. Dail Question No: 166 To ask the Minister for Transport the funding allocated to mobility hubs, broken down by cap ex and op ex funding in each of the years 2020 to date, in tabular form. Answer The Mobility Hubs Pilot Programme is being developed to test the delivery and operation of shared mobility hub networks across a diverse range of urban settlements. Working with shared mobility providers, the Programme will help to develop, promote and inform the future national operational model for mobility hubs. The five candidate locations identified for the Programme are Cork City, Dún Laoghaire-Rathdown, and the towns of Carlow, Dundalk and Sligo. It is anticipated that approximately 300 mobility hubs will be constructed across these locations. I am pleased to advise the Deputy that the Detailed Business Case for the Programme was submitted to the Department of Climate, Energy and the Environment in April 2026 and is currently under consideration. Subject to approval of a Final Business Case, rollout of the hubs is expected to commence in late 2026, with all services anticipated to be operational by Q2 2027 subject to the approval of support – circa €40 million - from the Climate Action Fund. As the Programme has not yet entered the	Dear Deputy, I refer to your Parliamentary Question No. 161/ 162/166 of 7th July 2026, which has been referred to the National Transport Authority (NTA) for reply. The Mobility Hubs Pilot Programme is being developed to test the delivery and operation of shared mobility hub networks across a diverse range of urban settlements. These hubs are intended to provide access to shared mobility options, including e-bikes, e-scooters, e-cargo bikes and electric vehicles, and will be located in proximity to public transport services, employment centres and educational institutions to improve first- and last-mile connectivity. The five candidate locations identified for the Programme are Cork City, Dún Laoghaire-Rathdown, and the towns of Carlow, Dundalk and Sligo. It is anticipated that approximately 300 mobility hubs will be constructed across these locations. The scheme is nearing the end of the design phase with the Business Case currently with the Department of Climate, Energy and the Environment for approval (expected imminently), and planning applications for the pilot locations are fully developed and in the case of Carlow and Dundalk approved by the councillors, and Dun Laoghaire expected to be presented for final approval, or otherwise, in the next few weeks. Sligo planning process is to follow in the autumn. To date the following Capex has been spent on research, project management, design development, and statutory process for the 5 pilot locations: Year Capex (€) 2023 96,889 2024 232,861 2025 1,469,376 1,799,126 As was noted in the Department of Transports response, no operational expenditure has been spent on Mobility Hubs to date. Subject to funding being granted by the Department of Climate, Energy and the Environment the Pilot programme will move to the implementation stage later this year. I trust that the above is of assistance. Yours sincerely,	**Pa Daly, T.D.**

			delivery phase, no capital or operational funding has been drawn down from the Climate Action Fund to date. The National Transport Authority (NTA), which is leading the development of the Programme, has incurred expenditure associated with project development and business case preparation. Any such expenditure has been met from existing NTA resources, as such, the NTA is best placed to provide a detailed breakdown of expenditure incurred to date in developing the Programme. Accordingly, I have referred your question to the NTA for a more detailed reply. If you do not receive a reply within 10 working days, please contact my private office.		

06/07/2026	198	**PQ Referred: 51111/26, for answer 07/07/2026 , Written from - Pa Daly**	Dail Question No: 198 To ask the Minister for Transport if he has considered extending the young adult travel card to categories (details supplied) - Pa Daly. Details Supplied: to 25 year-olds; the projected cost of extending the young adult travel card to 25 year-olds; considered extending the young adult travel card to 26 year olds; to projected cost of extending the young adult travel car to 26 year olds; considered extending the young adult travel car to 28 year olds; to projected cost of extending the young adult travel car to 28 year olds; considered extending the young adult travel car to 30 year olds; to projected cost of extending the young adult travel car to 30 year olds. 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. Budget 2026 included funding for the continuation of public transport fare initiatives including the 90-minute fare and provision to maintain targeted fare initiatives such as the recently introduced free travel for all children up to the age of 9 and reduction in fares for Young Adult Cardholders for those aged 19-25, as part of the NTA's National Fares Strategy. In line with the Programme for Government we are committed to keeping fares low and affordable. In this regard, public transport fares in Ireland remain comparatively low due to a range of targeted measures, including the Young Adult Card, the 90-minute fare and free travel for those aged above 66 or those under in receipt of qualifying payments, plus for children under the age of nine. While these initiatives have improved affordability and accessibility, they	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 198 of 07 July 2026, which was referred to the National Transport Authority (NTA) for reply. The cost (i.e. fare foregone) of extending the Young Adult card is as follows: Up to 26 years €2.6m-€2.9m per annum Up to 28 years €7.8m-€8.6m per annum Up to 30 years €13.0m-€14.4m per annum Assumptions and Constraints: The above are incremental amounts i.e. these are the additional cost on top of the discount which is currently being given Not possible to quantify how many additional journeys may be taken due to additional discount being offered The above figures relate to fare foregone only and does not include any additional services that may be required to meet additional demand The above figures relate to PSO services only. CBO services are excluded It is assumed that the current fare structures are to remain as is for all other age cohorts Census data has been used to calculate proportion of adults in each age group. It has been assumed that all age adults show equal propensity to travel on public transport Yours sincerely,	**Pa Daly, T.D.**

			also increase reliance on subsidy, and fare revenue remains a vital part of maintaining a financially sustainable PSO model. In line with international best practice and to bolster the State's capacity to invest in service expansion, network improvements, and operational resilience, it is essential we prioritise a reinvestment of fare revenue, ensures that we can maintain a well-funded reliable system and deliver greater long term benefit rather than reducing fares to unsustainable levels. As maintaining a stable funding base is essential to protect service levels, support future expansion, and to ensure public transport continues to meet the needs of passengers. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to them for direct reply. Please advise my private office if you do not receive a response within ten working days.		

06/07/2026	187	**PQ Referred: 50941/26, for answer 07/07/2026 , Written from - Colm Burke**	Dail Question No: 187 To ask the Minister for Transport the actions his Department is taking to expedite the national roll out of contactless payment systems on public transport, in particular in Cork City and County; 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 ticketing and technology projects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the Programme for Government commits to rolling out contactless fare payments on all public transport and to keeping fares low and affordable. The new solution will replace the Leap Card system, which has served over 9 million users since its 2011 launch but is now nearing end-of-life. The NTA's Next Generation Ticketing project will provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments. 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. The successful tenderer has designed, installed and operated similar systems internationally. A multi-phase plan has been prepared to	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 187 of 6 July 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, 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 and 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 NGT system, and subject to confirmation of funding. It is worth noting that the NGT solution is being designed from the outset so it can be expanded and extended to Cork and nationally without requiring major redesign. In advance of Next Generation Ticketing (NGT) being deployed in Cork, the NTA has implemented new pole mounted Leap Card readers to improve the current ticketing experience on city buses in Cork and to introduce the 90 minute fare, which allows free interchange within 90 minutes of the time of commencement of the first journey. Until now, all bus passengers on Cork City services had to go to the bus driver to pay for the bus journey, whether by cash or by Leap card. Now customers wishing to avail of the 90 minute fare, Free Travel Pass holders and Under 9s Leap Card holders can use this validator, which should improve boarding time on buses as well as improving the overall customer experience. Additionally, the NTA is actively rolling out contactless payments across TFI Local Link services nationwide, allowing passengers to pay for single journeys via debit/credit cards, Apple Pay, and Google Pay. The system is being deployed across all 15 TFI Local Link offices nationwide, with full completion expected by the end of 2026. Already this year, contactless payment fares have been rolled out in Donegal, Laois, Offaly, Mayo, Sligo and Leitrim, Kerry and Galway. The remaining TFI Local Link services nationwide, including Cork, will be equipped later this year. I trust that the above information is of assistance. Yours sincerely,	**Colm Burke, T.D.**

			introduce this new system. In Phase 1 which is targeted for completion by summer 2027, the new ticketing system will be developed, which will include integration with existing Leap cards so that Leap cards can be used on the new equipment. Phase 2 will see the rollout of devices on bus and Luas services in the Greater Dublin Area, while Phase 3 will similarly see the rollout of devices and turnstiles at all Irish Rail stations in the Greater Dublin Area. To ensure the operability of the 90-minute multi-modal fare within the Greater Dublin Area, Phase 2 and Phase 3 will go live simultaneously, with a current target date of summer 2028. From this point, public transport users in the Greater Dublin Area will be able to use contactless payment across all modes. Following this, Phase 4 will roll out ticket machines and devices on commuter buses and regional services beyond the Greater Dublin Area. In advance of Next Generation Ticketing 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.		

07/07/2026	232	**PQ Referred: 51820/26, for answer 07/07/2026 , Written from - Seán Kyne**	Dail Question No: 232 To ask the Minister for Transport further to Parliamentary Question Nos. 174 and 175 of 30 June 2026, if he will confirm whether the emerging preferred route study for the Dublin Luas extensions were funded by the National Transport Authority (NTA) / Transport Infrastructure Ireland (TII); whether the emerging preferred route study for Luas Cork is being funded by the NTA / TII; whether the emerging preferred route study for the Navan heavy rail line is being funded by the NTA / TII; 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. There are four light rail proposals identified for development and delivery within lifetime of the Greater Dublin Area (GDA) Transport Strategy 2022-2042. These are proposed expansions of the Luas network to Finglas, Lucan, Poolbeg, and Bray. Luas Finglas being the most advanced of these projects, having received an Operative Railway Order, or full planning permission, in April 2026. With respect to Luas Lucan, it is currently anticipated that an emerging preferred route will be identified in Quarter 3 2026, 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. Transport Infrastructure Ireland (TII) are undertaking work to identify an emerging preferred route for Luas Poolbeg, and this is expected to be published in 2027. Luas Bray is at an earlier stage in the project lifecycle and has not yet advanced to consideration of an emerging preferred route. TII published the Luas Cork Emerging Preferred Route in April 2025 and held a first round of non-statutory public consultation.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 232 of 07 July 2026, which was referred to the National Transport Authority (NTA) for reply. Extensions and new Luas lines including that of Luas Finglas, Luas Lucan, Luas Poolbeg and Luas Cork are being developed by Transport Infrastructure Ireland on behalf of the National Transport Authority (NTA). Funding for the projects, including the work undertaken previously (in the cases of Finglas & Cork) to identify and develop the Emerging Preferred Route, is being provided by the NTA through its public transport capital programme. The Navan Rail Line project is being developed by Iarnród Éireann on behalf of the NTA. Funding for the project, including the work undertaken to identify and develop the Emerging Preferred Route, is being provided by the NTA through its public transport capital programme. I trust that the above information is of assistance. Yours sincerely,	**Seán Kyne, T.D**

			Following this consultation period, feedback was considered and the Preferred Route was published in April 2026. TII held a second round of non-statutory public consultation until June 2026. This feedback is being incorporated into ongoing design development to advance the scheme to Preliminary Design stage, alongside the preparation of a Preliminary Business Case for submission to Government to secure approval. Subject to this approval, a Railway Order planning application will be prepared and submitted, including a further statutory public consultation process. Following the granting of full planning permission and confirmation of funding, construction of Luas Cork may then commence. 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. The Emerging Preferred Route for the Navan Rail line was announced with the launch of the first Non-Statutory Public Consultation on Wednesday 20th May. That public consultation process will ultimately result in a defined route for the line, and it will support the development of a Preliminary Business Case, which will need to be approved in line with the requirements of the Infrastructure Guidelines' before any planning application. 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.		

07/07/2026	199	**PQ Referred: 51112/26, for answer 07/07/2026 , Written from - Pa Daly**	Dail Question No: 199 To ask the Minister for Transport the projected total cost of establishing contactless payments on public transport in Dublin; the expected timeline for delivery; if he has considered extending this to services outside of Dublin and any associated projected costings; and expected timelines for delivery, 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 ticketing and technology projects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten days. Pending this detailed response, I note that the NTA's Next Generation Ticketing project will provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments. 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. The successful tenderer 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. The new solution will replace the Leap Card system, which has served over 9 million users since its 2011 launch but is now nearing end-of-life.	Dear Deputy I refer to the matter you raised in Parliamentary Question No. 199 of 7 July 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. I note that the Minister has provided a substantive reply to this Parliamentary Question. To add to the Ministers response, I would note that the NTA's objective is to deliver the project, referred to as Next Generation Ticketing (NGT), as efficiently and effectively as possible. While the overall project will take some time to complete, significant progress is already being made. The project will be delivered in several phases, with a number of key milestones along the way. Good progress is being made on these milestones, which at this stage are primarily focussed on the technical design of the solution. The current funding approval for the NGT project covering the implementation across the publicly operated bus, rail and Luas services in the GDA (Greater Dublin Area) is in the range €228 million to €269 million as per the approved Final Business Case. The project is ongoing and is currently on schedule and on budget. The solution is being designed from the outset so it can be expanded and extended nationally without requiring major redesign. After the Greater Dublin Area (GDA) implementation it is intended to then continue to roll out the system nationwide. However, the costs and timelines for that implementation is not yet available at this time 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.**

			A multi-phase plan has been prepared. In Phase 1, which is targeted for completion by summer 2027, the new ticketing system will be developed, which will include integration with existing Leap cards so that Leap cards can be used on the new equipment. Phase 2 will see the rollout of devices on bus and Luas services in the Greater Dublin Area, while Phase 3 will similarly see the rollout of devices and turnstiles at all Irish Rail stations in the Greater Dublin Area. To ensure the operability of the 90-minute multi-modal fare within the Greater Dublin Area, Phase 2 and Phase 3 will go live simultaneously, with a current target date of summer 2028. From this point, public transport users in the Greater Dublin Area will be able to use contactless payment across all modes. Following this, Phase 4 will roll out ticket machines and devices on commuter buses and regional services beyond the Greater Dublin Area. Separately, the NTA is actively rolling out contactless payments across TFI Local Link services, allowing passengers to pay for single journeys via debit and credit cards, Apple Pay, and Google Pay. The system is being deployed across all 15 TFI Local Link offices, with full completion expected by the end of 2026. Already this year, contactless payment fares have been rolled out in Laois, Offaly, Mayo, Sligo and Leitrim.		

07/07/2026	196	**PQ Referred: 51070/26, for answer 07/07/2026 , Written from - John Connolly**	Dail Question No: 196 To ask the Minister for Transport if his Department has full and final costings on the redevelopment of Ceannt Station Galway; the difference between the agreed contracted price at the outset of the project and the final costings; the reasons for the difference between the two figures; when the works will be fully 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, in conjunction with Iarnród Éireann, the redevelopment of Ceannt station. 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. Pending this more detailed response, I note that work is currently underway to deliver an integrated transport hub at Ceannt station in the heart of Galway City Centre, which will provide an improved customer experience and capacity for future growth with three additional platforms. Following completion of work on the curved glazed roof and the new platform 5 in late 2025, the new platforms 3 and 4 entered service in April.Works on platform 2 continue and are expected to be complete over the coming months.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 196 of 07 July 2026, which was referred to the National Transport Authority (NTA) for reply. Detailed costing information for the Ceannt Station Redevelopment Project is provided in the projects Final Business Case which is available to view on the NTA website. This document notes the expected total cost of the redevelopment to be €69.51m. As the project is still in delivery it is not possible to provide final costings at this time. However, Irish Rail are currently forecasting the project outturn cost to remain under €70million. The stations new southern concourse was opened to the public in April, while works to complete the northern concourse are expected to conclude in October. I trust that the above information is of assistance. Yours sincerely,	**John Connolly T.D**

07/07/2026	207	**PQ Referred: 51230/26, for answer 07/07/2026 , Written from - Aidan Farrelly**	Dail Question No: 207 To ask the Minister for Transport if he will provide an update in respect of IT projects (details supplied) to include delivering and or development third party; the amount expended to date in respect of consultancy and project management fees; if he will indicate the timeline to rollout of each project; if he will clarify whether each project is currently within budget and if not the amount in excess of budget the project has slipped. Answer The table below sets out the details requested by the Deputy in respect of projects managed directly by my Department. ProjectDevelopment Third PartyDescriptionAmount Expended to DateProject RolloutWithin BudgetAmount in ExcessComment Road Transport Operator Licensing The contract was originally awarded to Fujitsu Ireland. Following Fujitsu Ireland's withdrawal from the Irish market, Fujitsu Portugal assumed responsibility as the primary contractor for the project. Development of the new Road Transport Operator Licensing (RTOL) system to meet current and future requirements. €3,792,893.69, of which €576,861.14 is attributable to project management services. The project commenced in 2022 and went live on 8 November 2025, followed by a hypercare support period which concluded on 12 January 2026. Yes, the project is currently operating within its approved budget and is expected to remain within budget following completion of the final milestone payment. N/a The final project milestone payment has not yet been made, as the required technical documentation remains outstanding. European maritime single window Completed procurement documents shortly will be published to the market. FinOG is Ireland's implementation of the European Maritime Single Window Environment (EMSWe), being	Dear Deputy I refer to the matter you raised in Parliamentary Question No. 207 of 7 July 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. In December 2023 NTA awarded a contract to implement and support a National Automatic Vehicle Location (AVL) system for all Public Service Obligation (PSO) buses to Trapeze (since rebranded as 'Ebblo'), a specialist transport systems company. This project, referred to as Next Generation Automated Vehicle Location or 'NGAVL' will enable the NTA to consolidate several existing and disparate bus AVL systems into one central system to be used by all PSO bus operators in Ireland, and which has expansion capacity to meet the growing demand for public transport in Ireland. NGAVL is central to providing bus operators with the tools and systems to manage and track the bus fleet as the buses traverse the network. The system enables two-way communications with drivers, monitors the performance of the buses against their schedules, provides tools to Service Controllers to make interventions, e.g. insertions, curtailments, cancellations etc. And importantly it is the AVL system that generations the Real Time Passenger Information (RTPI) that is used in the downstream public facing systems. The NGAVL solution is a centralised more modern cloud based AVL solution to be used by all PSO bus operators. Consolidating from five existing AVL systems to one centralised NGAVL system will bring with it advantages in terms of consistency of approach and consistency of data across all operators on a more advanced software platform (existing AVL systems are up to 15 years old). The system will be more robust with more modern bus control features that will assist bus operators to run services against schedule. The first implementation of NGAVL in Waterford went live in July having completed NTA acceptance testing. Once proven the solution will be rolled out across all PSO bus operators during the course of 2026 and 2027, i.e. Dublin Commuter (operated by GoAhead Ireland), Outer Dublin Metropolitan Area (ODMA) (operated by GoAhead Ireland), and all Dublin Bus and Bus Éireann services. 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. This total includes NTA internal project costs, transport operator costs, updates to third party systems and milestone payments to the NGAVL supplier. Milestone payments are only paid where the supplier has completed and achieved specific criteria and approved by the NTA. Transport operator costs relate to preparatory works (e.g. bus wiring, change management etc). The NTA internal project costs include the engagement of specialist personnel with requisite experience in specific areas. These contract resources include Project Managers, AVL specialists, Data specialists, Business Analysts, System Testers, cybersecurity experts 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. At this time (July 2026) prior to full implementation, the estimated cost upon completion is €50.1m including VAT and contingency. This is less than the total value approved for the project (€65,343,299, i.e. within budget) noting that the 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. The breakdown of the cost is as follows:	**Aidan Farrelly, T.D**

			delivered in accordance with EU legislation. €292,778 (Project Management services are provided by Department PMO to date – no fulltime PM appointed) The planned project completion date is Q4 2029. N/a N/a Following the analysis and factoring in the extension of the support contract to a 10-year term, the total estimated contract value is €10,180,725 I have referred the Deputy's question to the agencies under the remit of my Department for direct response in relation to the following projects:NTA– NGAVL ImplementationRSA– P102 CoVIS TransformationRSA– Transformation ProgrammeTII– One MIS If you do not receive a response within ten working days, please contact my Private Office.		

Supplier	Total
Ebblo (formerly known as Trapeze)	€24,199,791
NTA Project Delivery Costs	€7,410,386
Bus Eireann	€3,651,369
Dublin Bus	€10,753,741
GoAhead	€1,042,812
Third Party systems enablement costs	€921,269
Contingency	€2,120,176
TOTAL	€50,099,545

I trust that the above information is of assistance.

Yours sincerely,

07/07/2026	183	**PQ Referred: 50888/26, for answer 07/07/2026 , Written from - Barry Heneghan**	Dail Question No: 183 To ask the Minister for Transport whether he has been informed by the National Transport Authority that the Metrolink project may be opened in phases; whether he has been informed that it is proposed to open the Swords section to a city centre location before the full line is opened; whether he has been informed of where the city centre terminus is to be located in the event of a phased opening; 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. 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. 183 of 7 July last, which was referred to the National Transport Authority (NTA) for reply. The delivery plan for MetroLink remains to construct, commission, and open the entire 19-kilometre alignment as a single, unified scheme from Swords to Charlemont. However, as is standard and best practice for mass transit infrastructure programmes of this scale and complexity, consideration is being given to the potential of opening an initial section of the line while the construction of the remainder of the scheme is ongoing. As such, consideration is being given as to whether the opening of an initial section from Swords to O'Connell Street station would be feasible or sufficiently beneficial to be facilitated during the construction. Ultimately, this depends on a lot of factors that can't be fully determined until the relevant contractors are appointed. It may turn out that there is no material time difference between such an opening and the full opening to Charlemont. It may turn out that there would be too many additional constraints arising from trains running to O'Connell Street impacting the construction works ongoing south of that station. There may also be additional costs that might not make it worthwhile. However, on an overall basis, it is something that is intended to be examined following the appointment of the relevant contractors. For the avoidance of doubt, all of the contracts will be tendered and awarded on the basis of constructing the full scheme from Swords to Charlemont – it is not the case that there will be separate contracts for a first phase and a second phase. The overall scheme from Swords to Charlemont that will be delivered through these contracts. I trust that the above information clarifies the position. Yours sincerely,	**Barry Heneghan, T.D**

07/07/2026	167	**PQ Referred: 50830/26, for answer 07/07/2026 , Written from - Pa Daly**	Dail Question No: 167 To ask the Minister for Transport the proportion of the public transport fleet that is wheelchair accessible broken down by service; to provide a breakdown of all the funding allocated to making public transport accessible in each of the years 2020 to date, in tabular form. 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 accessibility of public transport fleets, I have referred your question to the NTA for direct reply to you in relation to that part of your question. Please advise my private office if you do not receive a reply within ten working days. In relation to the second part of your question regarding funding allocations, I have already provided this information in my replies to questions 50747/26 and 50748/26 answered on 02 July 2026.	Dear Deputy, I refer to the matter you raised in Parliamentary Questions No. 167 of 07 July 2026, which has been referred to the National Transport Authority (NTA) for reply. Ireland's public transport fleet is largely wheelchair accessible, with the Dublin Bus fleet, Bus Éireann city bus fleet, PSO bus and coach fleet, and the entire Luas fleet designed to accommodate wheelchair users. Accessibility across the rail network has also improved significantly through the introduction of more accessible rolling stock, although some rail services continue to require boarding assistance and infrastructure upgrades at stations and platforms. The principal remaining accessibility challenges therefore relate to infrastructure rather than vehicles. To address these barriers, the National Transport Authority's Public Transport Accessibility Programme is funding the retrofit of railway stations, platforms, bus stations and bus stops to improve access for wheelchair users and other passengers with reduced mobility, with the aim of delivering a fully accessible end-to-end public transport system. Bus The Public Service Obligation (PSO) bus fleet is already fully wheelchair accessible, with all PSO buses and coaches capable of accommodating wheelchair users. In addition, 100% of the Dublin Bus fleet and the Bus Éireann city bus fleet are equipped with wheelchair ramps and kneeling suspension systems to facilitate wheelchair access. While the bus fleet itself is fully accessible, accessibility on some coach services is constrained by the availability of suitable wheelchair-accessible bus stops rather than by the vehicles. As a result, the number of fully accessible coach journeys remains lower than the proportion of accessible vehicles in the fleet. To facilitate increased access by wheelchair users to the public transport network the Authority has developed a programme of upgrading bus stops. Firstly, with city bus fleet equipped with extending wheelchair ramps and “kneeling” suspensions (the driver can lower the suspension at the door of the vehicle), all stops which have standard kerb height and normal footpaths can be utilised by wheelchair users. All of the Dublin Bus fleet and all of the Bus Éireann city bus fleet are equipped with such wheelchair ramps and bus suspension. Accordingly, all of the city bus stops are considered wheelchair accessible for the purposes of the city bus fleet. While there is currently no viable alternative to the use of high-floor vehicles on longer-distance services, the Authority, along with Bus Éireann, are implementing a change in our fleet strategy for shorter regional commuter services. We have procured new fleet, which are equipped with a ramp at the entrance door suitable for the mobility impaired and a dedicated wheelchair space within a low-floor area in the front half of the vehicle which means that almost all bus stops they call to are accessible for wheelchair users without the need for modifications to the footpath. Since 2020 a significant number of these vehicles have been procured by NTA and provided to Bus Éireann Of the approximately 12,300 bus stops nationwide, all of the areas served by city fleet and over 75% of the areas on PSO routes are served by low floor fleet which can accommodate wheelchairs and are therefore deemed wheelchair accessible. Secondly, the wheelchair arrangements for coaches differ from buses. While double deck coaches operate a ramp to the lower deck, many of the coaches in use are “high floor” vehicles and require a wheelchair lift to be used as opposed to a ramp. Those wheelchair lifts require a large area of adjacent footpath to operate, typically 3.5 metres in width. In many towns and villages it is extremely challenging to achieve the necessary footpath width for the	**Pa Daly, T.D.**

				vehicle lift to function. Solutions such as relocating the bus stop to an alternative location may be necessary, but this can give rise to additional problems in that the alternative stop location may not suit other users. In other cases land or property acquisition may be required to obtain the necessary space, potentially requiring the exercise of compulsory acquisition powers to acquire the relevant lands. The NTA is actively working with operators and local authorities and we are committed to upgrading bus stops to ensure that every town with a population of over 1,000 has at least one wheelchair lift accessible bus stop serving both the inbound and outbound journeys of a Public Service Obligation (PSO) route. Rail For rail services, all new rolling stock is designed to meet modern accessibility standards, and the new DART+ fleet will provide significantly enhanced accessibility. However, it is not feasible to transition the entire rail fleet to this standard at present. Accessibility challenges on the rail network are primarily related to station and platform infrastructure, with wheelchair users generally still requiring assistance to board trains. Public Transport Accessibility Programme The Public Transport Accessibility Programme aims to fund projects to adapt railway stations, platforms, bus stations and bus stops to improve access for wheelchair users and other passengers with reduced mobility, with the aim of delivering a fully accessible end-to-end public transport system. Under the programme, the NTA oversees accessibility projects in rail and bus stations to improve access and provide lifts to allow access to transport. It also oversees the installation of new bus stops to allow high floor coaches to pick up passengers in wheelchairs. I trust that the above information is of assistance. Yours sincerely,	

08/07/2026	46	**PQ Referred: 52056/26, for answer 08/07/2026 , Written from - Emer Currie**	Dail Question No: 46 To ask the Minister for Transport the level of engagement between the NTA, Bus Éireann and Dublin Bus regarding the design and purchase of new vehicles, particularly on increasing wheelchair access and spaces; 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 transport, such as 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. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No.46 of 08 July 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has been responsible for the procurement of new buses for Public Service Obligation (PSO) bus services since 2017 and the specification of same since 2021, and the specification and procurement of new coaches for PSO bus services since 2019. Up until 2020, all new buses delivered to Bus Átha Cliath-Dublin Bus (BÁC) were designed to that operator's specifications and, up until 2018, all new buses and coaches delivered to Bus Éireann (BÉ) were designed to that operator's specifications. Through its new vehicle specifications, which are developed in collaboration with BÁC, BÉ and Go-Ahead Ireland and which are continually refined to reflect feedback from accessibility stakeholders such as the Irish Wheelchair Association, the NTA has introduced significantly enhanced accessibility features on all new vehicles it has purchased since 2021. These features include a permanent wheelchair space with additional passenger information display and clear floor markings, priority seating featuring a distinctive green moquette and space at floor level for a guide dog, a dedicated space for prams/pushchairs/buggies with clear floor markings (on buses), assistive listening systems, high-visibility handholds throughout each passenger saloon, manual ramps at the centre doorways of buses for redundancy (in the event that the powered ramp at the front doorway becomes inoperable), the new Transport For Ireland livery incorporating a high-visibility yellow front end to aid visibility, and high-definition destination displays on the latest vehicles. An immense amount of time and effort has also been expended on ensuring that even the largest electric wheelchairs can be accommodated on board vehicles, which has necessitated the enlargement of access passages and the wheelchair spaces themselves, as well as the redesign of doorways, ramps and partitions. These modifications go far beyond what is required by the EU regulations applying to new buses and coaches, and also exceed the requirements set out in specifications prepared in the past by BÁC and BÉ. Notwithstanding the improvements outlined above, the NTA acknowledges that some stakeholders are keen to see a second permanent wheelchair space provided on board vehicles, and on double-deck buses in particular. On these buses, the low floor area between the front axle and the rear axle must accommodate the centre doorway, the lower part of the stairs to the upper deck and a minimum of four seats with 'step-free' access, which leaves limited residual space within this low floor area to accommodate wheelchairs and prams/pushchairs/buggies. The NTA has therefore optimised the available low floor area on new buses of this type to provide a permanent wheelchair space in addition to a separate dedicated space for prams/pushchairs/buggies. The latter space increases the availability of the wheelchair space for wheelchair users, as parents do not have to use the wheelchair space. The NTA did consider the potential installation of a second wheelchair space within the available low floor area but ensuring that this space is sized to accommodate larger electric wheelchairs would require the removal of a a minimum of a further two seats from the low floor area of the bus, which would reduce the number of 'step-free' seats available to passengers with mobility or visual impairments, people who are pregnant, people with invisible disabilities or for older persons. On balance, we considered that this diminution in the amount of 'step-free' seating outweighed the benefits of the second wheelchair space.	**Emer Currie T.D**

				This policy will be kept under review as further new buses and bus types are procured by the NTA, as advancements in design and/or changes in operating practices and/or amendments to regulations may enable additional facilities to be provided for stakeholders in future. I trust that the above information is of assistance. Yours sincerely,	

08/07/2026	42	**PQ Referred: 52028/26, for answer 08/07/2026 , Written from - Cormac Devlin**	Dail Question No: 42 To ask the Minister for Transport if the National Transport Authority conducts post-implementation traffic monitoring of junction layouts delivered under the BusConnects Core Bus Corridor Programme; the mechanism by which a junction layout approved by An Coimisiún Pleanála can be modified where observed congestion materially exceeds the traffic modelling forecasts submitted with the statutory application; 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 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. 42 of 08 July last, which has been referred to the National Transport Authority (NTA) for reply. As with all completed road schemes, projects are monitored following construction to identify any issues arising that requires to be addressed. It is worth noting that it does take some time for traffic patterns to bed down and stabilise after significant changes and, accordingly, it is always prudent to allow a period of time to elapse before making final decisions on the performance of scheme elements. To address your query specifically - if the need for a material change emerges during the construction phase of a BusConnects Core Bus Corridor project, it is likely, depending on the particular circumstances, that the NTA would need to make an application to An Coimisiún Pleanála for a formal amendment of the approved scheme. There is an amendment provision in the current Planning and Development Act. The situation following scheme construction is different. Following completion of the construction of the relevant BusConnects project, the particular scheme reverts back to the control of the relevant local authority. It is the NTA's view that subsequent changes can be undertaken in line with the powers of the local authority, potentially under Section 38 of the Road Traffic Act 1994 or under Part 8 of the Planning and Development Act. I trust that the above information is of assistance. Yours sincerely,	**Cormac Devlin, T.D.**

08/07/2026	43	**PQ Referred: 52029/26, for answer 08/07/2026 , Written from - Cormac Devlin**	Dail Question No: 43 To ask the Minister for Transport the number of slip lanes proposed for removal under the BusConnects Core Bus Corridor schemes on the N11 and N31 corridors, in tabular form; the estimated cost of these works; the assessment undertaken of the impact on general traffic flow at each affected junction; 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, 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 Dublin programme. In light of the above, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that BusConnects is a transformative investment programme in the bus system, providing better bus services across Dublin, Cork, Limerick Galway and Waterford. In Dublin, all 12 Core Bus Corridor Schemes have received planning permission with six subject to legal challenges.Contracts have been awarded for two Core Bus Corridors in Dublin: the Liffey Valley to City Centre scheme entered construction in May and the Ballymun-Finglas to City Centre scheme is scheduled to enter heavy construction later this year.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 42 of 08 July last, which has been referred to the National Transport Authority (NTA) for reply. The layout and geometry of priority junctions in urban areas can have a significant impact on the safety and comfort of people using the junction, particularly those using active transport modes of walking, wheeling and cycling. Historically, most priority junctions in urban areas were designed to standards more applicable to rural roads which prioritised the movement of vehicular traffic, often at the expense of other road users. This included the use of slip lanes which, while providing some additional vehicular turning capacity, do negatively impact the movements of pedestrian and cyclists. In designing the BusConnects Core Bus Corridors, the design focus at junctions has been on facilitating movement by all modes of transport, rather than simply prioritising car movement. Accordingly, junctions have been redesigned to provide a more balanced flow across the mode spectrum, and opportunities to reduce crossing widths for pedestrians and to provide safer facilities for cyclists have been implemented. In the case of slip roads, the BusConnects designs have removed many of these from various junctions in the interests of providing better and safer facilities for pedestrians and cyclists as well as allowing more efficient bus priority measures to be put in place. It is worth noting that the impact on junction capacity is more limited than might be expected. This is because the layout of most slip roads results in access to the slip lane not being possible when queuing in the approach lane to the junction exceeds as little as three cars. I haven't summated the number of slip lanes removed in the layout of the Bray to City Centre Core Bus Corridor Scheme. However, the design drawings for the scheme are available at the following link: https://brayscheme.ie/wp-content/uploads/sites/11/2023/08/Volume-1-General-Arrangement-Drawings.pdf Those design drawings provide proposed layouts for each of the junctions along the overall scheme. In relation to traffic impacts, a full transport modelling exercise was undertaken inclusive of junction proposals and the report of that assessment can be accessed at the following link: https://brayscheme.ie/wp-content/uploads/sites/11/2023/07/Appendix-A6.1-Transport-Impact-Assessment.pdf In regard to costs, the costs of removing slip lanes at junctions have not been separately calculated. Instead, they form part of the overall cost estimate for the Bray to City Centre Scheme. While the scheme cost is currently being updated, that overall cost for the full scheme from Bray to St. Stephens Green is likely to be in the order of €600 million. I trust that the above information is of assistance. Yours sincerely,	**Cormac Devlin, T.D.**

Data Classification: Public

08/07/2026	36	**PQ Referred: 51993/26, for answer 08/07/2026 , Written from - Malcolm Byrne**	Dail Question No: 36 To ask the Minister for Transport to provide the amounts by which his Department or agencies within the aegis of his Department that has been defrauded as a result of a cyberattack; and the total amount which has been recovered for each of the years 2021 to 2025, and to date in 2026. Identical Question(s): to all Depts. Answer My Department has not been defrauded as a result of a cyberattack. As regards the agencies under my Department's remit, this is a matter for the agencies themselves and I have referred your question to them for a direct reply. 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. 36 of 08 July, which was referred to the National Transport Authority (NTA) for reply. The NTA can confirm it has not been defrauded as a result of cyber attack from the years 2021 to 2025, and to date in 2026. I hope that the above information is of assistance. Yours sincerely,	**Malcolm Byrne, T.D**

08/07/2026	57	**PQ Referred: 52220/26, for answer 08/07/2026 , Written from - Niamh Smyth**	Dail Question No: 57 To ask the Minister for Transport if he will review correspondence (details supplied); if he will provide a response to the queries raised; and if he will make a statement on the matter. Details Supplied: Good morning,I am writing to request that Local Link consider adding a stop at Annagh Lake. I have copied in our local TDs and councillors for their awareness and support, as I believe this is an important public safety and community issue.At present, a number of young people are travelling on the Local Link service to Butlersbridge Village and then walking along the bypass to reach Annagh Lake. This road was not designed for pedestrians, and the current situation presents an obvious safety risk. I am concerned that it is only a matter of time before a serious accident occurs.Adding a stop at Annagh Lake would provide a much safer option for those using the service. It would also improve access to one of the area's most popular recreational amenities, benefiting local residents, families, and visitors while supporting tourism in the area.I would be grateful if this request could be considered as part of any future review of the Local Link route. I would also appreciate it if the public representatives copied on this email could lend their support to this proposal.Thank you for your time and consideration. I look forward to your response. 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 TFI Local Link services. In light of the NTA responsibilities I have referred your question to the NTA for	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 57 of 08 July 2026, which was referred to the National Transport Authority (NTA) for reply. We apologise for the delay in responding to this query, which is a result of a large volume of queries that we received recently. Diverting Route C1 via Annagh Lough would add approximately 5 km to the route. This is not considered feasible within the current timetable and allocated operating resources. However, your request has been noted and will be considered as part of any future review of the service. I trust this is of assistance. Yours sincerely,	**Niamh Smyth, T.D.**

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

08/07/2026	29	**PQ Referred: 51917/26, for answer 08/07/2026 , Written from - Réada Cronin**	Dail Question No: 29 To ask the Minister for Transport whether his Department has assessed transport barriers preventing young people from accessing youth 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 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. 29 of 08 July 2026, which was referred to the National Transport Authority (NTA) for reply. In recent years, there has been major investment in improving public transport services to provide better access and improved travel options for young people throughout Ireland. These include implementation of a revised and enhanced bus network in Dublin as part of the BusConnects network redesign programme, and a major programme of new and enhanced bus services and frequencies throughout Ireland as part of the Connecting Ireland programme. The NTA has introduced a number of initiatives in recent years that make travel on public transport more affordable for young people. These include the introduction of a Young Adult and Student Leap Card for 18 to 23 year olds and a later extension of eligibility to 18 to 25 years. This provides card holders with a 50% discount on adult Leap Card fares. In addition in 2022 the government announced a general 20% discount on all public transport fares in 2022 as a cost of living measure. This means young people aged 18 to 25 now pay only 40% of the adult fare that applied prior to the introduction of the Young Adult and Student Card. Further investment is planned in Dublin, Cork, Limerick and Galway city bus services, in new town bus services, and in Connecting Ireland rural services, which will build on recent transport access improvements for young people we have seen in recent years. Yours sincerely	**Reada Cronin, T.D**

08/07/2026	32, 33 & 54	**PQ Referred: 51955/26, for answer 08/07/2026 , Written from - Shane Moynihan**	Dail Question No: 32 To ask the Minister for Transport when the independent feasibility study on extending MetroLink to southwest Dublin will commence, as committed to in the Programme for Government; and if he will make a statement on the matter. Dail Question No: 33 To ask the Minister for Transport the expected timeline for completion of the feasibility study on extending MetroLink to southwest Dublin; whether its findings will be available in time to inform the forthcoming review of the greater Dublin area transport strategy; and if he will make a statement on the matter. Dail Question No: 54 To ask the Minister for Transport when the independent feasibility study for Metro Southwest in line with the Programme for Government will be 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 the statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), which includes MetroLink. 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. As the Deputy notes, the Programme for Government commits to commissioning an independent feasibility study continuing MetroLink from the city to South West Dublin.	Dear Deputy, I refer to the matters you raised in Parliamentary Question Nos. 32 33 & 54 of 8 July 2026, which has been referred to the National Transport Authority (NTA) for reply. The statutory Greater Dublin Area Transport Strategy 2022-2042 (Transport Strategy), as prepared by the NTA and approved by the Minister for Transport, sets out the following measure: “In reviewing and updating the Transport Strategy, which takes place every 6 years, the NTA will assess the requirement to provide additional Metro lines in the GDA based on updated forecast demand for travel and on emerging significant changes in land use and spatial policy, including previously considered options to extend Metrolink southwards towards UCD, or along the existing Luas Green Line, or towards South West Dublin.” Preparation work on the next Transport Strategy will commence next year and is scheduled to be completed during 2028. As part of the preparatory work for that strategy, a feasibility study for Metro South-West will commence next year. This work will include a comprehensive assessment of future demand for travel across the complete Greater Dublin Area. This will ensure that any assessment of demand in the southwest, and the associated feasibility of any emerging transport supply solutions, is undertaken and planned for in a holistic manner alongside the analysis of the entire Dublin area, with requirements for investment in infrastructure and services determined accordingly. This work will also take into account the significant changes in land use policy which have emerged since the approval of the 2022 Transport Strategy whereby local authorities have identified and prepared plans for development at major landbanks such as Dunsink and City Edge. It will also take into account the ongoing identification of locations for housing delivery in accordance with the revised National Planning Framework. I trust that the above information is of assistance. Yours sincerely,	**Shane Moynihan, 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 days.		

08/07/2026	237	**PQ Referred: 52407/26, for answer 09/07/2026 , Written from - Willie O'Dea**	Dail Question No: 237 To ask the Minister for Transport if he has received representations from a youth organisation (details supplied) to reduce the cost of public transport for young people in order to promote climate action and reduce the cost of living; and if he will make a statement on the matter. Details Supplied: SpunOut 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. Budget 2026 included funding for the continuation of public transport fare initiatives including the 90-minute fare and provision to maintain targeted fare initiatives such as the recently introduced free travel for all children up to the age of 9 and reduction in fares for Young Adult Cardholders for those aged 19-25, as part of the NTA's National Fares Strategy. Under this Strategy changes introduced in future determinations will reflect a more consistent andequitable approach, and one that is easier to understand for customers. In this regard, public transport fares in Ireland remain comparatively low due to a range of targeted measures for improved affordability and accessibility. However they also increase reliance on subsidy, and fare revenue remains a vital part of maintaining a financially sustainable PSO funding model. In line with international best practice and to bolster the State’s capacity to invest in service expansion, network improvements, and operational resilience, it is essential we prioritise a reinvestment of fare revenue and ensure that we can maintain a well-funded	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 237 of 08 July 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has introduced a number of initiatives in recent years that make travel on public transport more affordable for young people. These include the introduction of a Young Adult and Student Leap Card for 18 to 23 year olds and a later extension of eligibility to 18 to 25 years. This provides card holders with a 50% discount on adult Leap Card fares. In addition in 2022 the government announced a general 20% discount on all public transport fares in 2022 as a cost of living measure. This means young people aged 18 to 25 now pay only 40% of the adult fare that applied prior to the introduction of the Young Adult and Student Card. Yours sincerely	**Willie O'Dea, T.D.**

			reliable system and deliver greater long term benefit to meet the needs of passengers, and in doing so encourage young people to make the switch, rather than reducing fares to unsustainable levels. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to them for direct reply. Please advise my private office if you do not receive a response within ten working days.		

08/07/2026	234	**PQ Referred: 52322/26, for answer 09/07/2026 , Written from - Conor Sheehan**	Dail Question No: 234 To ask the Minister for Transport if the NTA are independently auditing the ledger of a project (details supplied); and if he will make a statement on the matter. Details Supplied: TÚS to city centre active travel project, Limerick city 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. 234 of 09 July 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is not independently auditing the ledger of the TÚS to City Centre Active Travel Project. Responsibility for maintaining financial records and financial controls for Active Travel projects rests with the relevant local authority, in this case Limerick City and County Council. The NTA's role is to review funding claims and supporting documentation in line with its funding governance and approval processes. Local authorities are responsible for maintaining appropriate financial records and are subject to their own internal audit and financial control procedures. The TÚS to City Centre Active Travel Project continues to be managed by Limerick City and County Council under these arrangements. I trust that the above information is of assistance. Yours sincerely,	**Conor Sheehan, T.D**

14/07/2026	170	**PQ Referred: 53493/26, for answer 14/07/2026 , Written from - Seán Ó Fearghaíl**	Dail Question No: 170 To ask the Minister for Transport the key measures taken to support affordability in public transport since January 2025; his priorities for same for the rest of 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 responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts. The 2026 PSO funding allocation of €940m secured by my Department, provides a significant 43% uplift in the PSO allocation from 2025. Both the 2025 and 2026 PSO funding allocations continued to subsidise bus and rail services across Ireland, as well as maintaining targeted fares initiatives such 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. While these initiatives have improved affordability and accessibility, they also increase reliance on subsidy, and fare revenue remains a vital part of maintaining a financially sustainable PSO model. Public transport fares remain comparatively low in Ireland. In line with international best practice and to bolster the State’s capacity to invest in service expansion, network improvements, and operational resilience, it is essential we prioritise a reinvestment of fare revenue, ensuring that we can maintain a well-funded reliable system and deliver greater long term benefit rather than reducing fares to unsustainable levels. For this reason, the PSO Programme is kept under continuous review by my Department's PSO Oversight Group to ensure the network remains financially sustainable, resilient, and responsive to passenger needs amid rising	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 170 of 14 July 2026, which was referred to the National Transport Authority (NTA) for reply. In addition to the Minister's response to your query, the NTA is introducing the TFI 90-Minute Fare in Cork on 20 July 2026, enabling passengers to transfer between Transport for Ireland city bus services within a 90-minute period at no additional cost. Further details can be found at https://www.transportforireland.ie/news/passengers-in-cork-to-benefit-from-faster-boarding-and-more-flexible-travel-with-new-tfi-90-minute-fare/. I trust this clarifies matters Yours sincerely,	**Seán Ó Fearghaíl, T.D.**

			costs. Therefore, maintaining a stable funding base is essential to protect service levels, support future expansion, and to ensure public transport continues to meet the needs of passengers. In their capacity as fare regulator, on the 27th of April 2023, the NTA published a new National Fares Strategy, and following this on the 18th of January 2024 they published the first of a series of Fares Determination related to the strategy. This has introduced a new, distance-based, zonal fare structure in the Greater Dublin Area. This move, aims to makes fares equitable, more consistent, and easier to understand, with significant reductions for many commuting from outer areas, aligning prices more closely with distance travelled. Any future changes to fare structures, would be considered as part of the national fares policy process and subject to appropriate assessment and approval. In line with the Programme for Government I am committed to making public transport as accessible and affordable as possible, while also ensuring that our system remains financially sustainable in the long term. In light of the NTA's responsibility in this area, and in order to provide the estimated costs and measures requested, 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.		

14/07/2026	167	**PQ Referred: 53490/26, for answer 14/07/2026 , Written from - Seán Ó Fearghaíl**	Dail Question No: 167 To ask the Minister for Transport the key measures taken to support and develop bus services since January 2025; his priorities for same for the rest of 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. We are at a key juncture for public transport in Ireland. Reliable and sustainable services are critical as passenger numbers grow, congestion worsens in urban areas, and a greater proportion of the population depends on public transport for commuting, education, and essential travel. Significant investment is being made to provides a robust foundation to ensure that existing public transport services are delivered reliably and sustainably throughout the year, enabling the system to meet rising passenger demand and assist to absorb growing operational costs. The 2026 allocation therefore focuses on maintaining and strengthening the existing network after several years of reliance on significant supplementary funding in recent years. This ensures that high-demand public transport services can continue to operate effectively, while supporting longer-term reforms to enhance capacity, accessibility, and efficiency across the system. The NTA is managing the 2026 allocation by prioritising delivery of existing programmes in line with operational readiness and resources. Enhancements within the current allocation are prioritised, some changes are cost-neutral, while others require additional resources, and all are subject to funding,	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 167 of 14 July 2026, which was referred to the National Transport Authority (NTA) for reply. During 2025, the Connecting Ireland, Town Bus Service and Bus Connects NRD programmes continued to role out including the launch of the E and F spines in Dublin, The Portlaoise Town Bus service and over 30 new and enhanced rural and inter-regional services. The NTA does not currently have sufficient funding to provide new public transport services in 2026, other than schemes committed in 2025 whose implementation was delayed, in particular Mullingar town bus service (introduced in February) and Ennis town service (scheduled for implementation later in the year). We have however continued to invest in additional capacity and punctuality and reliability improvements for bus services across the network. Yours sincerely,	**Seán Ó Fearghaíl, T.D.**

			readiness, and capacity. 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.		

14/07/2026	159	**PQ Referred: 53261/26, for answer 14/07/2026 , Written from - Gary Gannon**	Dail Question No: 159 To ask the Minister for Transport the current status of the commitment given by TII during the MetroLink railway order process, to provide an independent engineering expert (IEE) service for residents during the construction phase of the project; whether the terms of reference for the role have been prepared or are currently being drafted; if so, by whom; whether residents' representative groups will be consulted before the terms of reference are finalised; who will appoint, manage and fund the independent engineering expert; whether the role will be funded by his Department, Transport Infrastructure Ireland or the new MetroLink Delivery Agency; the arrangements that will be put in place to ensure that the independent engineering expert is contractually and operationally independent of the bodies responsible for delivering the MetroLink project; when the independent engineering expert is expected to be appointed; 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 (NTA) has the statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), which includes MetroLink. As the Deputy will be aware, MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre, the first of its kind in Ireland. It is a key project under the National Development Plan (NDP)and NDP Review 2025. MetroLink will be able to carry a peak capacity of 20,000 passengers per hour per direction in the future. An Coimisiún Pleanála published its decision to grant the MetroLink Railway Order in October 2025. This decision was subsequently subject to legal challenge, which, following successful mediation, has been withdrawn.	Dear Deputy, I refer to the matters you raised in Parliamentary Question No. 159 of 14 July 2026, which has been referred to the National Transport Authority (NTA) for reply. During the Railway Order process, Transport Infrastructure Ireland (TII) engaged RINA as an Independent Engineering Expert (IEE) to support residents' groups and other non-commercial stakeholders in reviewing technical documentation and understanding the potential impacts of the MetroLink project. All known Residents' Groups along the entire route were advised of the appointment of RINA and were invited to engage with the process. This service was funded directly by the programme, with the Independent Expert appointed following a competitive and open procurement process. The valuable work and engagement carried out by RINA, pre-Railway Order, was widely recognised. As noted in the Inspector's Report, a significant number of written and oral submissions acknowledged and welcomed the support provided by RINA, highlighting the benefit of independent technical advice in assisting community groups to navigate complex project information. Throughout that phase, RINA chaired open forums, addressed technical queries, and produced independent objective reports to clarify technical matters as issues emerged. Following the granting of the MetroLink Railway Order by An Coimisiún Pleanála in January 2026, and as the project transitions into delivery, TII remains fully committed to maintaining appropriate independent technical support for residents and communities impacted by construction activities. TII is currently reviewing the detailed arrangements for the continuation of the Independent Engineering Expert service throughout the construction phase. As part of this process, MetroLink continues to engage directly with RINA with a view to extending their contract into construction. This review includes finalising the refined terms of reference and governance framework to ensure the continuation of expert and accessible support for local communities. We expect the engagement process to conclude by Q4, 2026. Once this process has concluded TII will notify residents of the commencement of the Independent Engineering Expert Service prior to the construction phase. RINA operate independently of TII and TII play no part in their relationship with the individual groups . As happened previously RINA will then commence direct engagement with residents' groups throughout construction. I trust that the above information is of assistance. Yours sincerely,	**Gary Gannon, T.D.**

			Construction of MetroLink is earmarked to commence over the coming years with a view to operation in the 2030s. Noting the NTA's responsibility for 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.		

14/07/2026	150	**PQ Referred: 53190/26, for answer 14/07/2026 , Written from - Barry Ward**	Dail Question No: 150 To ask the Minister for Transport the actions he is taking to ensure that all public transport is fully accessible for people 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. 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 Bus Éireann, 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 bus and rail infrastructure and vehicles, 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. 150 of 14 July 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA works with Irish Rail, Bus Éireann and Local Authorities to retrofit bus stops and stations to improve their accessibility, with funding from the Department of Transport. Irish Rail has 147 rail stations. Most date back to Victorian times and were not built with accessibility in mind. 66 stations have had their lifts replaced /renovated since 2020 to allow access for all customers. Changing Place facilities are being installed in three rail stations to date with more planned in other bus and rail stations. The NTA provided funding for four rail stations to have covered footbridges and lifts installed in 2026. Others were completed in the years preceding, to allow a person with reduced mobility to access both sides of the platform. These works will continue to other stations, pending funding. Improved signage and wayfinding have been installed at all Irish Rail stations, in consultation with their Disability User Group. It is planned to expand this to some bus stations in 2026. New DART+ fleet is being purchased, with retractable ramps to minimise the gap between the station platform and the rail carriage. The NTA is providing funding to Irish Rail to complete works on the platforms and also on the rail lines themselves to further reduce the gap. The Luas is a newer form of transport so was built to be fully accessible for customers. The NTA have provided funding to Bus Éireann to carry out Accessibility Audits on 15 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. Most bus stops in 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 which need a wider bus stop area. 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 upgrade their bus stops, install seats or shelters at suitable bus stops to allow people to rest whilst they wait for their bus, under the Bus Stop Enhancement Programme which provides €500,000 to each Local Authority in 2026. All of the TFI public bus vehicles are wheelchair accessible. 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 on urban buses. 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). There are audio and visual announcements on all rail services, Dublin Bus and Go-Ahead services and 96% of Bus Éireann services	**Barry Ward, T.D**

				The TFI Independent Travel Support (ITS) service (formerly Travel Assistance Scheme), teaches people how to travel independently on public transport and gain the confidence and skills to do so, is expanding to other regions in Ireland. - Dublin Bus manages the ITS service in Dublin 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. - Athlone ITS will commence in September 2026. - It is hoped to further expand the scheme to Sligo Town in 2026. - Mystery shops are carried out twice a year by people with disabilities and older people to gain their valuable feedback on TFI services. 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 remind other passengers and drivers that a person may have hidden disabilities and highlight the resources that are available by TFI to support them on their journey. Wheelchair Accessible Vehicles (WAV's): The number of wheelchair accessible taxis has increased from 4% in 2014 to 25% in 2026 due to the requirement that new licences are issued for wheelchair accessible vehicles only, and a grant is given to help purchase or retrofit a vehicle to be wheelchair accessible. Yours sincerely,	

14/07/2026	127	**PQ Referred: 52916/26, for answer 14/07/2026 , Written from - Aindrias Moynihan**	Dail Question No: 127 To ask the Minister for Transport the up-to-date position of advancing improvement project works at Macroom bus station/depot, Macroom, County Cork; to provide full details and plans for the works and timeline for commencement of the works; 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 transport, such as bus stations and 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. Pending this detailed response, I note the commitments in the Programme for Government to ensure that public transport operators provide safe and accessible access for all passengers, and to work with local authorities and national bodies to improve public transport options and infrastructure.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 127 of 14 July 2026, which was referred to the National Transport Authority (NTA) for reply. The Macroom Bus Station/Depot Accessibility Improvement Project is a Bus Éireann scheme funded under the NTA's Accessibility Programme, which aims to upgrade public transport facilities to modern accessibility standards. The project proposes a range of improvements to the existing bus station and depot, including upgraded bus stop facilities with new paving, shelters and street furniture, enhanced pedestrian access and crossings, a new pedestrian connection to Fitzgerald Square car park, and improvements to lighting, drainage, road surfaces, line markings and signage throughout the site. The project is currently progressing through the planning stage. A final grant of planning permission is expected in mid-July 2026, subject to there being no appeal lodged against the decision. Once the planning process has been concluded, the project will be required to proceed through the National Transport Authority's Project Approval Guidelines process before it can move forward to implementation. The scheme forms part of the NTA's accessibility investment programme, which funds improvements to existing public transport infrastructure to make facilities more accessible for all passengers. Subject to the availability of funding and the approval of the relevant project development stages by the NTA, the scheme will need to progress to detailed design and procurement to appoint contractors. Based on the current programme, and assuming planning permission becomes final without appeal, funding is secured and all necessary approvals are obtained, the project is expected to proceed through design and procurement during 2026 and 2027. Construction works are therefore likely to commence during the second half of 2027 at the earliest. I trust that the above information is of assistance. Yours Sincerely,	**Aindrias Moynihan, T.D.**

14/07/2026	119	**PQ Referred: 52776/26, for answer 14/07/2026 , Written from - Cian O'Callaghan**	Dail Question No: 119 To ask the Minister for Transport to examine the issue of traffic congestion at a roundabout (details supplied); to examine the availability of funding to progress plans to install a signalised traffic light junction at the roundabout; and if he will make a statement on the matter. Details Supplied: Donaghmede Roundabout at the Hole in the Wall/Grange Road Junction in Donaghmede, Dublin 13 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. 119 of 14 July 2026, which was referred to the National Transport Authority (NTA) for reply regarding to the availability of funding to progress plans to install a signalised traffic light junction at the Hole in the Wall/Grange Road Junction in Donaghmede. This junction lies within the Dublin City Council administrative area and is identified in their Active Travel Programme for upgrade as part of their Baldoyle to Fairview scheme (DCC/21/0023) and adjoins the Clarehall to Belmayne scheme (DCC/22/0012). Both schemes are at the early stages of design development and are not expected to reach construction stage until post 2028. As the Dublin City Council Active Travel Programme is very large, it is not possible to progress all projects simultaneously. Changing priorities during the programme will lead to other projects within the programme being delayed. For this reason, it is not envisaged that the limited available funding can be reallocated to this project at this time. It is worth nothing that the NTA will begin construction of the Clongriffin Core Bus Corridor in the coming year which will further enhance public transport availability in the area. I trust that the above information is of assistance. Yours sincerely,	**Cian O'Callaghan, T.D.**

14/07/2026	116	**PQ Referred: 52712/26, for answer 14/07/2026 , Written from - Paul Donnelly**	Dail Question No: 116 To ask the Minister for Transport the amount that the NTA collected via advertisement on the sides of bus shelters within the Dublin region in 2025 and to date in 2026 in tabular form; the rates charged for this type of advertisement. 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. As part of this function, the management of advertising on bus shelters comes under the remit of the National Transport Authority (NTA). 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 Questions No. 116 of 14 July 2026, which has been referred to the National Transport Authority (NTA) for reply. As of 01 April 2025, Bauer Media Outdoor (BMO, formerly Clear Channel Ireland) is contracted to the NTA for the supply, installation, management, and maintenance of the NTA's bus shelter estate for a period of up to eight years. The contract also provides a right for the management and sale of the advertising space attached to those shelters, subject to portion of the revenue being provided to the NTA for investment in sustainable transport. Previous to BMO, JCDecaux Ireland held the contract. Both contracts were the subject of competitive tender processes. Under the current contract (similar to the earlier contract) the NTA and BMO, each receive a percentage share from the advertising revenue generated. The revenue that comes to the NTA is ploughed back into the delivery of other shelters / public transport infrastructure / public transport services depending on annual budgeting and the revenue received. Due to the nature of the sale of advertising space relating to individual promotion campaigns, and the reporting requirements under the contract, we don't maintain figures for the revenue generated by local authority area. However, we are able to provide the overall national figures relating to the portion of advertising revenue paid to the NTA covering 2025 and to date in 2026. We operate the bus shelter contract on a national basis, a single contract covering the full country. Set out below is data relating to the NTA advertising income generated from bus shelters, covering 2025 and to date in 2026. Additionally set out below is data relating to the rates paid to local authorities in the Dublin region, and nationwide, in connection with the advertising space attached to the shelters. Year | Advertising Revenue Paid to the NTA | *Advertising Rates Dublin Region | ** Advertising Rates Nationwide 2025 | € 9,176,228.50 | € 448,982.00 | € 62,559.13 2026 (To Date) | € 4,245,855.83 | € 459,009.45 | € 65,787.40 *Rates paid to Dublin City Council (DCC), Fingal County Council (FCC), Dun Laoghaire Rathdown County Council (DLRCC) and South Dublin County Council (SDCC). ** Rates paid to local authorities nationwide excluding, DCC, FCC, DLRCC and SDCC. I trust that the above information is of assistance. Yours sincerely,	**Paul Donnelly, T.D.**

14/07/2026	113	**PQ Referred: 52633/26, for answer 14/07/2026 , Written from - Aengus Ó Snodaigh**	Dail Question No: 113 To ask the Minister for Transport his plans to expand late-night transport services across the State. 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. 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. In terms of extending the service operating hours, BusConnect's Network Redesign, as I have no doubt you are aware, is a transformative programme of investment in the bus system, aimed at improving public transport services across the city, by strengthening the existing TFI system through enhanced services with high frequency spines and new local, orbital and radial routes. As part of the Redesign, the NTA has introduced fifteen 24-hour bus services such as E1, E2, F1, and F2, across the city in recent years, significantly enhancing both late night and early morning travel options. This has allowed more people, particularly night-time and shift workers to use and avail of public transport services. In addition, there are 12 Nitelink services which run from the city centre to suburbs on Friday and Saturday nights, providing extra capacity during peak late-night demand periods. I do consider that there may be merit in extending operating hours to additional routes, however it is essential that any planning	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 113 of 14 July 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA recognises the value of late night and 24-hour public transport services in supporting the night time economy, visitors and workers. We have now introduced 15 24-hour routes across Dublin city, with more expected to be introduced in future phases of BusConnects network redesign programme. In addition the 220 route in Cork operates on a 24-hour basis. More 24-hour services are planned in regional cities as part of the implementation of BusConnects network redesign in these cities. A number of late-night and 24-hour services have been introduced on inter-urban corridors including the 343 Limerick - Shannon, 100 Drogheda - Dublin with more planned on the Kildare - Dublin corridor, amungst others. As part of the Connecting Ireland Rural Mobility Plan, the Authority 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 funding, we will continue to grow late evening services in rural areas. This Summer, the Authority and TFI Local Link are supporting the ‘One @ One’ pilot initiative. Under the pilot new late-night transport serving three rural Night-Time Economy locations Sligo, Buncrana and Longford is being operated. The pilot will operate on busy weekends throughout the summer: • May Bank Holiday: Friday 1st – Sunday 3rd May • June Bank Holiday: Friday 29th – Sunday 31st May • August Bank Holiday: Friday 31st July – Sunday 2nd August • October Bank Holiday: Friday 23rd – Sunday 25th October • Culture Night: Friday 18th September The pilot will help inform planning for future later evening services. Yours sincerely,	**Aengus Ó Snodaigh, T.D.**

			considerations for the NTA are both operationally justified and financially sustainable within resource allocations. 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.		

14/07/2026	114	**PQ Referred: 52637/26, for answer 14/07/2026 , Written from - Tom Brabazon**	Dail Question No: 114 To ask the Minister for Transport if the NTA will install Leap vending machines in both the arrivals hall of Dublin Airport and arrivals hall of Dublin Port; and if so, when this these machines will be fully operational. 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 provision of public transport services provided under public service obligation (PSO) contracts, including the installation of Leap Card vending machines. 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 The National Transport Authority (NTA) is currently procuring a vending machine solution capable of dispensing Leap Cards. The NTA is also engaged in discussions with the Dublin Airport Authority (DAA) regarding suitable locations and operational arrangements for the introduction of a pilot Leap Card vending machine at Dublin Airport. The pilot machine will be monitored over a number of months to assess its operational performance, reliability and overall customer experience. Subject to the successful outcome of this pilot, the NTA will consider the rollout of additional Leap Card vending machines at other locations within Dublin Airport and, subsequently, at further transport hubs, which may include Dublin Port. As the procurement process and pilot arrangements are still ongoing, the NTA is not currently in a position to provide a definitive timeline for when vending machines will be installed and fully operational in either the arrivals hall of Dublin Airport or the arrivals hall of Dublin Port. However, the findings of the Dublin Airport pilot will inform any future deployment decisions. We expect pilot to begin in Q4 2026. Kind regards,	**Tom Brabazon, T.D**

15/07/2026	145	**PQ Referred: 54155/26, for answer 15/07/2026 , Written from - Thomas Gould**	Dail Question No: 145 To ask the Minister for Transport for an update on the Kilbarry Railway station. 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 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 days. Pending this more detailed response, the Cork Area Commuter Rail Programme is a key project in the Cork Metropolitan Area Transport Strategy 2040.Phase 1 of the Programme consists of a signalling upgrade, construction of a through-platform at Kent Station, and double-tracking from Glounthaune to Midleton. This phase has received EU funding of €164m through the Recovery and Resilience Facility and is expected to be substantially complete this year ahead of full commissioning in late 2027 or early 2028. The through-platform at Kent Station is already operational, opening in April 2025. Phase 2 will deliver a new depot to support an electrified and expanded fleet for the Cork network, together with up to eight new stations. The second round of Public Consultation on Phase 2 of the programme concluded in June 2026. This Public Consultation process will play an important role in informing the development of the project. Engagement with stakeholders during this consultation process will inform the project and, subject to receiving the relevant approvals, a Railway Order Application is expected to be submitted to An Coimisiún	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 145 of 15 July 2026, which was referred to the National Transport Authority (NTA) for reply. Further to the Minister's detailed response, NTA can confirm a planning application has been made to Cork City Council on June 3rd in relation to Blackpool (Kilbarry) Train Station. Subject to planning and approvals, it is expected construction work on the station will commence in late 2027. I trust that the above information is of assistance. Yours sincerely,	**Thomas Gould T.D**

			Pleanála in late 2026 or early 2027. At that point there will be a statutory consultation period where the public will be invited, via public notices, to make submissions directly to An Coimisiún Pleanála. These submissions will be considered in its decision-making process. In advance of submitting this Railway Order, a planning application for Blackpool/Kilbarry station has been submitted to Cork City Council.		

15/07/2026	143 & 146	**PQ Referred: 54099/26, for answer 15/07/2026 , Written from - Thomas Gould**	Dail Question No: 143 To ask the Minister for Transport the amount spent on BusConnects in Cork in each of the past five years, in tabular form. Dail Question No: 146 To ask the Minister for Transport the cost of BusConnects in Cork to date. 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. 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. As the Deputy may be aware, I secured Cabinet approval for BusConnects Cork in October 2025 through which the Government issued Approval Gate 1 approval in line with the Infrastructure Guidelines. These schemes will provide for a total of 11 Sustainable Transport Corridors which will provide approximately 90km of bus lane and bus priority measures to improve bus system efficiency, as well as 95km of cycle lanes. The NTA are currently preparing the required documentation and expect tosubmitplanning applications to AnCoimisiúnPleanála later this year. 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, subject to funding.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No.143 and 146 of 15 July 2026, which was referred to the National Transport Authority (NTA) for reply. The following table shows the total spend on BusConnects Cork programme since 2021 to 30 July 2026. Total expenditure of €84.8 million has been incurred, with 56% relating to Sustainable Transport Corridors. • Sustainable Transport Corridors (STC): €48.4 million for planning and design activities. • Bus Depots: €23 million relating to the construction of the Tivoli depot (€15.3 million), purchase of Kinsale Road site (€3.6 million) and planning and development activities for Tivoli, Capwell and Little Island (€4.0 million). • Bus Shelters/Stops: €6.6 million for the delivery of bus stops, shelters and terminus infrastructure supporting Phases 1.1, 1.2 and 2 of the new bus network. • Network Redesign: €5.6 million for the planning and design of the new network. • Programme Support Costs: €2.8 million for programme management, governance oversight, and external technical support. I trust that the above information is of assistance. Yours sincerely,	**Thomas Gould T.D**

15/07/2026	144	**PQ Referred: 54154/26, for answer 15/07/2026 , Written from - Thomas Gould**	Dail Question No: 144 To ask the Minister for Transport for an update on the light rail system in Cork and the stations that will be on the Northside of Cork city. 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. Trans Infrastructure Cork (TII) published the Luas Cork Emerging Preferred Route in April 2025 and held a first round of non-statutory public consultation. Following this consultation period, feedback was considered and the Preferred Route was published in April 2026. TII held a second round of non-statutory public consultation until June 2026. This feedback is being incorporated into ongoing design development to advance the scheme to Preliminary Design stage, alongside the preparation of a Preliminary Business Case for submission to Government to secure approval. Subject to this approval, a Railway Order planning application will be prepared and submitted, including a further statutory public consultation process. Following the granting of full planning permission and confirmation of funding, construction of Luas Cork may then commence. 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 matter you raised in Parliamentary Questions No. 144 of 15 July 2026, which has been referred to the National Transport Authority (NTA) for reply. 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. It is a key element of the wider transport strategy for the Cork Metropolitan Area connecting with bus, rail and other modes to provide sustainable transport options across the metropolitan area. The Luas Cork alignment provides stops on the northside of the city at MacCurtain Street and Kent Station. A non-statutory public consultation was launched in April 2026 on the Preferred Route for Luas Cork. Over seventeen hundred submissions were received in respect of that consultation, which are being reviewed and assessed by Transport Infrastructure Ireland (TII) and their design team. Following an assessment of submissions received TII will produce a Public Consultation Report and publish this later in 2026. Following the above, TII will progress to preparing the Preliminary Design and Preliminary Business Case later in 2026 and 2027, followed by the extensive documentation required for a Railway Order application to An Coimisiún Pleanála. 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,	**Thomas Gould T.D**

15/07/2026	130	**PQ Referred: 53854/26, for answer 15/07/2026 , Written from - Réada Cronin**	Dail Question No: 130 To ask the Minister for Transport if the lands purchased recently by Transport Infrastructure Ireland along O'Connell Street specifically include 10-25 Moore Street; if he is aware of any plans for this site; 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 (NTA) has the statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), which includes MetroLink. MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre, the first of its kind in Ireland. It is a key project under the National Development Plan (NDP) and NDP Review 2025. MetroLink will be able to carry a peak capacity of 20,000 passengers per hour per direction. As the Deputy is aware, Transport Infrastructure Ireland (TII) has acquired a critical Swathe of land spanning some 200 metres of continuous frontage along O'Connell street in Dublin's North Inner City, to facilitate the development of MetroLink. This commercial deal brings this site into state ownership, securing the regeneration of Dublin's North Inner City and its flagship boulevard, O'Connell Street. Construction of MetroLink is earmarked to commence over the coming years with a view to operation in the 2030s. Noting the NTA's responsibility for 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. 130 of 15 July 2026, which was referred to the National Transport Authority (NTA) for reply. The recent property acquisitions along O'Connell Street by Transport Infrastructure Ireland do not include the properties located at 10 to 25 Moore Street. The comprehensive list of all individual properties and lands required for permanent acquisition or temporary possession to enable the delivery of the MetroLink project is set out in the Railway Order Schedules. As per the granted Railway Order, the properties at 10 to 25 Moore Street are not subject to compulsory acquisition or temporary possession as part of the MetroLink project. As set out within the Environmental Impact Assessment Report supporting the MetroLink Railway Order, the National Monument located at 14-17 Moore Street will be strictly protected during the construction phase of MetroLink through the establishment of an agreed exclusion zone, the erection of strong hoardings, and the implementation of vibration and settlement monitoring. I trust that the above information clarifies the position. Yours sincerely,	**Reada Cronin, T.D**

16/07/2026	140	**PQ Referred: 53029/26, for answer 14/07/2026 , Written from - Joe Cooney**	Dail Question No: 140 To ask the Minister for Transport the annual passenger numbers on each Local Link route serving County Clare since the launch of the services. 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 TFI Local Link services. 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. 140 of 16 July 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority is now publishing Passenger Journeys on their website at PSO Passenger Numbers - National Transport which includes Passenger Journeys for the Limerick Clare TCU from 2018 to date. I have included a screenshot below of the available information. I trust the above is of assistance and will be of great help to the Deputy and his staff going forward. Yours sincerely,	**Joe Cooney, T.D**

16/07/2026	142	**PQ Referred: 53040/26, for answer 14/07/2026 , Written from - Michael Cahill**	Dail Question No: 142 To ask the Minister for Transport to urgently provide the necessary funding to deliver significant new connectivity between east Kerry, north Cork and Mallow (details supplied); and if he will make a statement on the matter. Details Supplied: this New Route 515 will connect Killarney - Kilcummin - Rathmore - Knocknagree - Boherbue - Kanturk - Castlemagner - Ballyhass - Cecilstown - Ballyclough - Mallow and this new service has been fully designed and tendered and would provide 6 return trips per day, 7 days a week, providing access to employment, education, healthcare and onward public transport connections 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 TFI Local Link services. 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. 142 of 16 July 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA does not have sufficient funding to introduce new or enhanced bus services in 2026. In advance of budget 2027 and greater certainty on funding availability for enhanced or new services, we are unfortunately not able to provide a date for implementation of any bus service enhancements. Yours sincerely	**Michael Cahill, T.D**

Data Classification: Public

16/07/2026	171	**PQ Referred: 53315/26, for answer 14/07/2026 , Written from - Edward Timmins**	Dail Question No: 171 To ask the Minister for Transport for an update in relation to developing Local Link bus service in west Wicklow; 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 TFI Local Link services. 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 16 July 2026, which was referred to the National Transport Authority (NTA) for reply. As part of the Connecting Ireland Rural Mobility Plan, there has been a significant investment in Local Link bus services in West Wicklow, including the following new Local Link services: 895 Sallins to Glendalough 885 Baltinglass to Naas 892 Dunlavin to Newbridge 800a/800 Carnew/Carlow to Arklow Subject to funding, we plan to upgrade the following routes: 874 Knockananna to Carlow 899 Bunclody to Gorey (via Carnew). Yours sincerely,	**Edward Timmins, T.D**

16/07/2026	265	**PQ Referred: 54693/26, for answer 16/07/2026 , Written from - Brendan Smith**	Dail Question No: 265 To ask the Minister for Transport the proposals there are to enhance services in an area (details supplied); and if he will make a statement on the matter. Details Supplied: the proposals there are to enhance existing public transport services in Co Cavan and to introduce new services 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 and TFI Local Link services. 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. 265 of 16 July 2026, which was referred to the National Transport Authority (NTA) for reply. Thank you for contacting the National Transport Authority (NTA). New services in County Cavan are planned as part of the Connecting Ireland Rural Mobility Plan. The following service enhancements and new connections have been identified as priorities under the Plan: • Enhancement of Route 175 (Cavan to Monaghan) • Introduction of Route 866 (Longford to Roosky to Cavan) These improvements are currently awaiting funding to enable mobilisation and remain subject to operational readiness. At present, no funding has been allocated for the delivery of additional Connecting Ireland bus services in 2026. I trust this is of assistance. Yours sincerely,	**Brendan Smith, T.D.**

16/07/2026	134	**PQ Referred: 53131/26, for answer 15/07/2026 , Written from - Mark Wall**	Dail Question No: 134 To ask the Minister for Transport to provide an update on a bus service (details supplied) in County Kildare. Details Supplied: bus service for Suncroft in Kildare. 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 TFI Local Link services. 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. 134 of 16 July 2026, which was referred to the National Transport Authority (NTA) for reply. We do not currently have a definitive timeline for the introduction of route 893 (Kildare-Suncroft-Newbridge). There is currently no funding available for new or enhanced bus services in 2026, and we will need to await confirmation of funding for PSO public transport services in Budget 2027 to determine what additional Connecting Ireland services we can implement in 2027. I trust this is of assistance. Yours sincerely,	**Mark Wall, T.D**

16/07/2026	150	**PQ Referred: 54202/26, for answer 15/07/2026 , Written from - Réada Cronin**	Dail Question No: 150 To ask the Minister for Transport if consideration has been given to making all buses that travel into or through the constituency of North Kildare more frequent due to an increase in the population in recent years; and if he will make a statement on the matter. Answer While the 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 including scheduling new services/existing PSO routes. We are at a key juncture for public transport in Ireland. Reliable and sustainable services are critical as passenger numbers grow, congestion worsens in urban areas, and a greater proportion of the population depends on public transport for commuting, education, and essential travel. 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 light of the NTA's responsibilities in the 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. 150 of 16 July 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA), which has statutory responsibility for the planning and development of public transport services, keeps bus service levels and capacity requirements under ongoing review across the Greater Dublin Area, including North Kildare. Decisions regarding the frequency of individual services are informed by passenger demand, population growth, available funding, operational considerations and the availability of fleet and drivers. North Kildare has experienced significant population growth in recent years and, in response, public transport services in the area have been enhanced through the phased implementation of the BusConnects Network Redesign and other service improvements. In addition, the NTA plans to introduce improvements to the 120 bus corridor, which is currently operated by GoAhead Ireland, commencing later this year or early next year. In summary we propose to simplify the network by merging the 120C/120D into a new route 121. This will include: • Increased services to and from Edenderry. • Improve links to rail services at Maynooth. • Increased capacity and frequency on the corridor between Edenderry and Dublin. As part of the rebuild of the corridor, a new 128 service will be introduced connecting the 120 corridor (at Prosperous) to destinations on the south side of the city including Sandyford and UCD and connecting with both Luas lines. We also plan to add more departures on route 120x from Edenderry to the city centre. The NTA continues to monitor demand across the network, including the North Kildare region, and will seek to address bus routes with over-capacity issues, within the driver, vehicle and funding constraints within which it operates. Yours sincerely,	**Reada Cronin, T.D**

16/07/2026	266	**PQ Referred: 54694/26, for answer 16/07/2026 , Written from - Brendan Smith**	Dail Question No: 266 To ask the Minister for Transport if it is proposed to provide new park and ride facilities on the N3/M3 in counties Cavan and 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 responsibility for planning and developingPark and Ride sites, andis leading the development and rollout of strategic park and ride sites nation-wide through theParkand 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. 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 Pending this more detailed response, I note that theTransport Strategy for the Greater Dublin Area 2022-2042, hasidentifiedvarious zones of intervention along corridorson approach to Dublin City, including along the M3/N3.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 266 of 16 July 2026, which was referred to the National Transport Authority (NTA) for reply. Park and Ride (P&R) facilities play an important role in supporting sustainable travel by enabling car users to transfer to public transport at an early point in their journey. This helps reduce private car kilometres travelled, lowers congestion on key transport corridors and contributes to national climate objectives. To strengthen the delivery of P&R facilities, the National Transport Authority (NTA) established a dedicated Park and Ride Development Office (PRDO) in 2020. The PRDO provides specialist expertise and works in partnership with local authorities, transport operators and other agencies to identify, develop and deliver strategic P&R facilities that support the objectives of the NTA's transport strategies. Strategic P&R facilities are generally large-scale sites designed to intercept significant volumes of car-based trips and facilitate transfer to high-capacity public transport services. As part of the NTA's Transport Strategy for the Greater Dublin Area 2022-2042, the PRDO has undertaken detailed analysis of travel demand, commuting patterns and congestion across the Greater Dublin Area. This work identified a number of strategic P&R locations on key approach corridors to Dublin. In relation to the N3/M3 road corridor, the PRDO has assessed the corridor as part of its wider programme of work. While strategic P&R projects are currently being advanced on a number of corridors approaching Dublin, the PRDO's assessment of the N3/M3 road corridor, including the area along the Meath/Cavan border, did not identify a requirement for a new strategic P&R facility. However, in parallel with the work of the PRDO, significant public transport investment is planned in the vicinity of the N3/M3 corridor through the Navan Railway Line project. Iarnród Éireann recently commenced public consultation on the Emerging Preferred Route for this line, which includes rail-based Park and Ride facilities at Dunshaughlin, Kilmessan and Navan North, and will provide opportunities for commuters from a wide catchment area, including parts of counties Meath and Cavan, to transfer from private car to rail services. In addition, infrastructure has already been put in place at a number of locations across county Meath to support P&R usage and local mobility, including the P&R facilities on the N51 at Moathill in Navan and on the R147 at Garlow Cross, and the existing M3 Parkway P&R facility near Dunboyne, helping to maximise the use of existing public transport infrastructure. Notwithstanding the above, the NTA recognises the important role that local P&R or Park and Share facilities can play in serving towns, villages and rural communities. Such facilities are generally developed by local authorities where there is evidence of local demand and where issues such as road safety, accessibility and land availability satisfactorily addressed. Funding support may be available through the NTA, while Transport Infrastructure Ireland is also progressing a programme of Park and Share facilities on the national road network. Accordingly, while no new strategic P&R facility is currently proposed by the PRDO on the N3/M3 road corridor in counties Meath and Cavan, substantial rail-based P&R provision is planned as part of the Navan Railway Line project, and opportunities for local P&R or Park and Share facilities may also be considered by the relevant local authorities, where justified by local demand. I trust that the above information is of assistance. Yours sincerely,	**Brendan Smith, T.D.**

16/07/2026	247	**PQ Referred: 54451/26, for answer 16/07/2026 , Written from - Aidan Farrelly**	Dail Question No: 247 To ask the Minister for Transport if he will provide the outcome of all appeals made to the NTA in respect of vehicle clamping to date in 2026 (details supplied). Details Supplied: The NTA's decision is one of the following: The complaint is not substantiated: The complaint is upheld; The complaint is partly upheld; or The complaint is not upheld. 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. On the 1st October, 2017, the NTA assumed responsibilities as the regulator of vehicle clamping activities in both statutory and non-statutory (privately-owned) clamping places throughout the State. They are responsible for the regulation of clamping activities, administration of second-stage vehicle clamping appeals, and investigation of complaints. 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 your Parliamentary Question No. 247 of 16 July last, which was referred to the National Transport Authority (NTA) for a reply. I apologise for the delay in responding. Please find the information requested. This information relates to all second-stage appeals determined up to the end of August 2026. • Total appeals determined = 4,140 • Appeals 'Allowed' = 2,386 (58%) • Appeals 'Not Allowed' = 1,754 (42%) Yours sincerely,	**Aidan Farrelly, T.D**

16/07/2026	239, 240	**PQ Referred: 54305/26, for answer 16/07/2026 , Written from - Roderic O'Gorman**	Dail Question No: 239 To ask the Minister for Transport if his Department has engaged with Fingal County Council regarding the draft Dunsink Urban Area Plan, specifically, the provision of a Luas Green Line extension from Broombridge to Tyrrelstown; and if he will make a statement on the matter. Dail Question No: 240 To ask the Minister for Transport the status of the Luas Green Line extension from Broombridge to Tyrrelstown; the timeline for its development; 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 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), including light rail. 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. 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. Other possible projects, identified in the Transport Strategy for the GDA 2022-2042, for delivery in the period after 2042 include a Green Line extension to Tyrrelstown and a light rail line from the City Centre to Blanchardstown. As part of the periodic review of the Transport Strategy, the demand for possible orbital light rail lines will also be considered, again for delivery after 2042. In reviewing the Transport	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 239 and 240 of 16 July 2026, which was referred to the National Transport Authority (NTA) for reply. The Luas Green Line Extension to Tyrellstown has been identified in the NTA Greater Dublin Area Transport Strategy 2022-2042 for delivery post 2042. Within the Strategy, these post-2042 Luas lines are set out in indicative form only. As the scheme are identified for delivery post 2042 substantive works have not commenced on the detailed appraisal, planning and design. However, where necessary NTA is engaging with relevant stakeholders and providing inputs in the planning of future developments in the vicinity of planned lines. NTA is required to undertake periodic reviews of the Transport Strategy, with the next one to commence in 2027, covering the period 2028-2048. The review will consider changes in demographics and wider policy including the National Planning Framework, the RSES and the land use plans of the local authorities, such as those which have emerged for Dunsink and City Edge. The prioritisation or nature of the transport measures included in the Transport Strategy may changes to address the future transport demand. I trust that the above information is of assistance. Yours sincerely,	**Roderic O'Gorman, T.D.**

			Strategy for the GDA 2022-2042, the NTA will be informed in part by TII and their Luas 2050 vision. Given the NTA's responsibility for the planning and development of public transport infrastructure, my Department has not, to my knowledge, engaged with Fingal County Council regarding the draft Dunsink Urban Area Plan. I expect that the NTA will engage with Fingal County Council on the matter. Noting the NTA's responsibility in these matters, I have referred the Deputy's question to NTA for a more detailed reply. Please contact my private office, if you do not receive reply within 10 days.		

27/07/2026	466	**PQ Referred: 56634/26, for answer 28/07/2026 , Written from - Aindrias Moynihan**	Dail Question No: 466 To ask the Minister for Transport the number of new and enhanced Connecting Ireland services delivered in 2025 and planned for 2026 for County Cork; the passenger numbers on each service to date; the criteria used to prioritise communities for future 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 including the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 466 of 27 July 2026 which was 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 particular query. In 2025, the following services new and enhanced services were implemented under the Connecting Ireland Rural Mobility Programme in County Cork: 263 Castletownbere - Dursey - Extraction of route from 232 to form new standalone service 232 Castletownbere - Kilcrohane - Reduction in route length and increase in route frequency 237 Cork - Goleen/ 230 Cork to Skibbereen - Integrated timetable enhancement along corridor 243 Cork - Newmarket - Enhancement of existing service 519 Charleville - Cork - Extraction of service from 243 route to form standalone route 255 Kinsale - West Cork City - new service There is currently no funding available for new or enhanced Connecting Ireland bus services in 2026. The National Transport Authority (NTA) agrees the order of priorities with Local Link Cork and Bus Éireann, taking into account proposals contained within the Connecting Ireland Rural Mobility Plan. All PSO service passenger data can be extracted from the following location: https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/operator-performance/pso-passenger-numbers/pso-passenger-numbers-dashboard/ I trust that the above is of assistance. Yours sincerely,	**Aindrias Moynihan, T.D.**

27/07/2026	404	**PQ Referred: 55653/26, for answer 28/07/2026 , Written from - Aindrias Moynihan**	Dail Question No: 404 To ask the Minister for Transport to provide the latest passenger number for each TFI Local Link service in Cork County for 2024, 2025 and to date in 2026; the percentage increase or decrease and plans to expand existing routes and introduce new routes for Cork County; 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 TFI Local Link services. 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. 404 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. My apologies for the delay in replying. We are very pleased to announce that Passenger Journeys on all Public Service Obligation routes, including Local Link services are now available to the public on our website and can be found here: https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/operator-performance/pso-passenger-numbers/. Please note the numbers for 2026 are not yet finalised and are subject to change. County Cork has benefited from significant investment in TFI Local Link services in recent years through the rollout of Connecting Ireland. The NTA continues to review opportunities for the enhancement of existing TFI Local Link services and the introduction of additional services in County Cork, having regard to identified transport needs, passenger demand, operational considerations and the objectives of the Connecting Ireland programme. Any further expansion of services in County Cork will be considered by the NTA as part of the ongoing implementation of Connecting Ireland and will be subject to the availability of funding and resources through the annual budgetary process. I trust that the above is of assistance. Yours sincerely	**Aindrias Moynihan, T.D.**

27/07/2026	416	**PQ Referred: 55727/26, for answer 28/07/2026 , Written from - Paul Lawless**	Dail Question No: 416 To ask the Minister for Transport whether the National Transport Authority has assessed the adequacy of public transport interchange arrangements at Claremorris, County Mayo, particularly in relation to waiting times between rail and bus services; and if he will outline the planned improvements. 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 TFI Local Link services. 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. 416 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. When planning new services, or enhancements to existing services, the NTA always considers the possibility for interchange with other services along the route, and we will always try to facilitate such interchange opportunities where possible. However, it will often not be possible to facilitate all desired interchange opportunities, as different interchanges may require different service times, and we are also limited by the resources available, and the need to provide adequate driver breaks and recovery time within a route. If further details can be provided in relation to issues with particular interchanges in Claremorris at particular times, we would be happy to look into these in closer detail, and to provide a more detailed response. I trust that the above is of assistance. Yours sincerely,	**Paul Lawless, T.D**

27/07/2026	443	**PQ Referred: 56337/26, for answer 28/07/2026 , Written from - Jennifer Whitmore**	Dail Question No: 443 To ask the Minister for Transport whether funding has been allocated, or is expected to be allocated, to continue the 132 bus service in 2027 operating between Dublin and Bunclody via Tullow; the nature of the funding allocated; 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. 443 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. Expenditure on Public Service Obligation (PSO) transport services is under considerable scrutiny at present, and we are expected to operate within the budget that is allocated to us. There is currently no funding available for new or enhanced bus services in 2026, and we will need to await confirmation of funding for PSO public transport services in Budget 2027 to determine what additional Connecting Ireland services we can enhance or implement in 2027. I trust that the above is of assistance. Yours sincerely,	**Jennifer Whitmore, T.D.**

27/07/2026	467	**PQ Referred: 56635/26, for answer 28/07/2026 , Written from - Aindrias Moynihan**	Dail Question No: 467T o ask the Minister for Transport the full details of changes that are yet to be implemented to a bus service (details supplied) to include new route details along with planned frequency; and if he will make a statement on the matter. Details Supplied: Route 233 and the yet to be implemented 233N, 233C and 233S services. 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 TFI Local Link services. 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. 467 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. We are not yet in a position to share the specifics of TFI Route 233 bus service. We are in advanced discussions regarding the route review with the operator, and final timetables are still subject to change. I trust that the above is of assistance. Yours sincerely,	**Aindrias Moynihan, T.D.**

27/07/2026	468	**PQ Referred: 56636/26, for answer 28/07/2026 , Written from - Aindrias Moynihan**	Dail Question No: 468 To ask the Minister for Transport for the up-to-date position on commencement of a new bus route (details supplied); the measures being taken to address delays to commencement of this service; and if he will make a statement on the matter. Details Supplied: Route 257 to serve Macroom, Inchigeelagh, Ballingeary, Kealkill and Bantry. 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 TFI Local Link services. 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. 458 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. Public Service Obligation (PSO) expenditure is under considerable scrutiny at present, and we are expected to operate within the budget that is allocated to us. There is currently no funding available for new or enhanced bus services in 2026, and we will need to await confirmation of funding for PSO public transport services in Budget 2027 to determine what additional Connecting Ireland services we can implement in 2027. Yours sincerely,	**Aindrias Moynihan, T.D.**

27/07/2026	480	**PQ Referred: 56653/26, for answer 28/07/2026 , Written from - Aindrias Moynihan**	Dail Question No: 480 To ask the Minister for Transport for expansion of service on the TFI Local Link service (details supplied); and if he will make a statement on the matter. Details Supplied: Aghabulloge to Ballincollig local link service only on Thursdays and by reservation only. For expansion of this service to meet the demand for residents in Aghabulloge and for service to go to Cork City Centre. No other bus service available for Aghabulloge. 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 TFI Local Link services. 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. 480 of 27 July 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 via Aghabullogue. 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 implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan. I trust that the above is of assistance. Yours sincerely,	**Aindrias Moynihan, T.D.**

27/07/2026	495	**PQ Referred: 57039/26, for answer 28/07/2026, Written from - Naoise Ó Cearúil**	Dail Question No: 495 To ask the Minister for Transport if he will provide an update on plans under the Connecting Ireland Rural Mobility Plan to improve public transport services in Ardclough, County Kildare; the current status and anticipated timeline for the proposed route linking Celbridge to Naas General Hospital (details supplied); and if he will make a statement on the matter. Details Supplied: Kildroch Court and other residential areas in Ardclough currently have no direct bus service linking residents to local services, train stations, employment centres, healthcare facilities and nearby towns. Concerns have been raised regarding transport accessibility for families, older persons and residents without access to a private car. The National Transport Authority previously advised that a direct connection between Celbridge and Naas Hospital is planned under the Connecting Ireland Rural Mobility Plan, but that the proposal remained at the planning stage and was subject to funding availability. 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 TFI Local Link services. 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. 495 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. As part of the Connecting Ireland Rural Mobility Plan, the NTA has proposed a new bus route between Celbridge and Naas via Ardclough. At present, there is no funding available for new or enhanced bus services in 2026. We will therefore need to await confirmation of funding for PSO public transport services in Budget 2027 before determining which additional Connecting Ireland services can be implemented in 2027. Yours sincerely,	**Naoise Ó Cearúil, T.D**

27/07/2026	547	**PQ Referred: 58172/26, for answer 28/07/2026 , Written from - John Clendennen**	Dail Question No: 547 To ask the Minister for Transport where Tullamore ranks among towns currently being considered by the National Transport Authority for the future rollout of Transport For Ireland town bus services; the criteria used in determining that ranking; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 547 of 27 July 2026, which was referred to the NTA for reply. There are no fixed minimum criteria for the introduction of town bus services, however given budgetary and resource limitations, the current focus is on towns with a population of around 20,000 or more. Currently, there are eleven town bus services in Ireland, and they operate in Kilkenny, Drogheda, Navan, Athlone, Clonmel, Carlow, Portlaoise, Sligo, Balbriggan, Dundalk and Mullingar. Mullingar Town bus services were launched on 22 February 2026 under the 2025 PSO (Public Service Obligation) programme. It is currently expected that Ennis Town bus services will launch in Autumn 2026 (again under the 2025 PSO programme). Letterkenny Town bus services are planned to follow thereafter, currently expected in late 2027 subject to funding availability. In parallel to these rollouts, the NTA is planning for the next phase of potential new town bus services. The NTA 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. The NTA plan to propose new or enhanced bus services in some or all of these towns for implementation from 2028 onwards, subject to resources and funding being available. We will undertake a public consultation for Naas and Newbridge Town service proposals before the end of this year. Subject to the outcome of further feasibility work, we could be in a position to undertake a public consultation for potential new Tullamore Town bus services during the second half of 2027. I trust this is of assistance. Yours sincerely,	**John Clendennen, T.D**

27/07/2026	546	**PQ Referred: 58171/26, for answer 28/07/2026 , Written from - John Clendennen**	Dail Question No: 546 To ask the Minister for Transport whether the National Transport authority have undertaken an assessment of the feasibility of introducing a Transport For Ireland town bus service in Tullamore, Co Offaly; if an assessment has been completed, the findings of same; if one is currently underway, the expected completion 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 and monitoring the provision of public passenger transport services nationally, including the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 546 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. There are no fixed minimum criteria for the introduction of town bus services, however given budgetary and resource limitations, the current focus is on towns with a population of around 20,000 or more. Currently, there are eleven town bus services in Ireland, and they operate in Kilkenny, Drogheda, Navan, Athlone, Clonmel, Carlow, Portlaoise, Sligo, Balbriggan, Dundalk and Mullingar. Mullingar Town bus services were launched on 22 February 2026 under the 2025 PSO (Public Service Obligation) programme. It is currently expected that Ennis Town bus services will launch in Autumn 2026 (again under the 2025 PSO programme). Letterkenny Town bus services are planned to follow thereafter, currently expected in late 2027 subject to funding availability. In parallel to these rollouts, the NTA is planning for the next phase of potential new town bus services. The NTA 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. The NTA plan to propose new or enhanced bus services in some or all of these towns for implementation from 2028 onwards, subject to resources and funding being available. We will undertake a public consultation for Naas and Newbridge Town service proposals before the end of this year. Subject to the outcome of further feasibility work, we could be in a position to undertake a public consultation for potential new Tullamore Town bus services during the second half of 2027. I trust this is of assistance. Yours sincerely,	**John Clendennen, T.D**

27/07/2026	550	**PQ Referred: 58175/26, for answer 28/07/2026 , Written from - John Clendenne n**	Dail Question No: 550 To ask the Minister for Transport the towns identified for the next phase of the Transport for Ireland town bus service programme; whether Tullamore is included among those towns; the anticipated timeline for the next phase of 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 and monitoring the provision of public passenger transport services nationally, including the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 550 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. Currently, there are eleven town bus services in Ireland, and they operate in Kilkenny, Drogheda, Navan, Athlone, Clonmel, Carlow, Portlaoise, Sligo, Balbriggan, Dundalk and Mullingar. Mullingar Town bus services were launched on 22 February 2026 under the 2025 PSO (Public Service Obligation) programme. It is currently expected that Ennis Town bus services will launch in Autumn 2026 (again under the 2025 PSO programme). Letterkenny Town bus services are planned to follow thereafter, currently expected in late 2027 subject to funding availability. In parallel to these rollouts, the NTA is planning for the next phase of potential new town bus services. The NTA 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. The NTA plan to propose new or enhanced bus services in some or all of these towns for implementation from 2028 onwards, subject to resources and funding being available. We will undertake a public consultation for Naas and Newbridge Town service proposals before the end of this year. Subject to the outcome of further feasibility work, we could be in a position to undertake a public consultation for potential new Tullamore Town bus services during the second half of 2027. I trust this is of assistance. Yours sincerely,	**John Clendennen, T.D**

27/07/2026	548	**PQ Referred: 58173/26, for answer 28/07/2026 , Written from - John Clendennen**	Dail Question No: 548 To ask the Minister for Transport the minimum population, employment demand or other criteria applied by the National Transport Authority when determining a town is suitable for the introduction of a Transport for Ireland town bus service; how Tullamore compares against those criteria; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 548 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. There are no fixed minimum criteria for the introduction of town bus services, however given budgetary and resource limitations, the current focus is on towns with a population of around 20,000 or more. Currently, there are eleven town bus services in Ireland, and they operate in Kilkenny, Drogheda, Navan, Athlone, Clonmel, Carlow, Portlaoise, Sligo, Balbriggan, Dundalk and Mullingar. Mullingar Town bus services were launched on 22 February 2026 under the 2025 PSO (Public Service Obligation) programme. It is currently expected that Ennis Town bus services will launch in Autumn 2026 (again under the 2025 PSO programme). Letterkenny Town bus services are planned to follow thereafter, currently expected in late 2027 subject to funding availability. In parallel to these rollouts, the NTA is planning for the next phase of potential new town bus services. The NTA 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. The NTA plan to propose new or enhanced bus services in some or all of these towns for implementation from 2028 onwards, subject to resources and funding being available. We will undertake a public consultation for Naas and Newbridge Town service proposals before the end of this year. Subject to the outcome of further feasibility work, we could be in a position to undertake a public consultation for potential new Tullamore Town bus services during the second half of 2027. I trust this is of assistance. Yours sincerely,	**John Clendennen, T.D**

27/07/2026	553	**PQ Referred: 58178/26, for answer 28/07/2026, Written from - John Clendennen**	Dail Question No: 553 To ask the Minister for Transport whether consideration has been given to the role a Transport for Ireland town bus service in Tullamore could play in improving connectivity with Tullamore train station, the Midlands Regional Hospital Tullamore, education campuses, employment centres and surrounding residential developments; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 553 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. Currently, there are eleven town bus services in Ireland, and they operate in Kilkenny, Drogheda, Navan, Athlone, Clonmel, Carlow, Portlaoise, Sligo, Balbriggan, Dundalk and Mullingar. Mullingar Town bus services were launched on 22 February 2026 under the 2025 PSO (Public Service Obligation) programme. It is currently expected that Ennis Town bus services will launch in Autumn 2026 (again under the 2025 PSO programme). Letterkenny Town bus services are planned to follow thereafter, currently expected in late 2027 subject to funding availability. In parallel to these rollouts, the NTA is planning for the next phase of potential new town bus services. The NTA 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. The NTA plan to propose new or enhanced bus services in some or all of these towns for implementation from 2028 onwards, subject to resources and funding being available. I trust this is of assistance. Yours sincerely,	**John Clendennen, T.D**

27/07/2026	551	**PQ Referred: 58176/26, for answer 28/07/2026 , Written from - John Clendenne n**	Dail Question No: 551 To ask the Minister for Transport the engagement that has taken place between the National Transport Authority and Offaly County Council regarding the potential introduction of a Transport for Ireland town bus service in Tullamore; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 551 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. Currently, there are eleven town bus services in Ireland, and they operate in Kilkenny, Drogheda, Navan, Athlone, Clonmel, Carlow, Portlaoise, Sligo, Balbriggan, Dundalk and Mullingar. Mullingar Town bus services were launched on 22 February 2026 under the 2025 PSO (Public Service Obligation) programme. It is currently expected that Ennis Town bus services will launch in Autumn 2026 (again under the 2025 PSO programme). Letterkenny Town bus services are planned to follow thereafter, currently expected in late 2027 subject to funding availability. In parallel to these rollouts, the NTA is planning for the next phase of potential new town bus services. The NTA 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. The NTA plan to propose new or enhanced bus services in some or all of these towns for implementation from 2028 onwards, subject to resources and funding being available. We will undertake a public consultation for Naas and Newbridge Town service proposals before the end of this year. Subject to the outcome of further feasibility work, we could be in a position to undertake a public consultation for potential new Tullamore Town bus services during the second half of 2027. I trust this is of assistance. Yours sincerely,	**John Clendennen, T.D**

27/07/2026	552	**PQ Referred: 58177/26, for answer 28/07/2026 , Written from - John Clendennen**	Dail Question No: 552 To ask the Minister for Transport whether the National Transport Authority has undertaken passenger demand modelling for a Transport for Ireland town bus service in Tullamore, if so, the estimated annual passenger demand; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 552 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. The potential for town service in Tullamore would depend in part on the outcome of further feasibility work, including assessment of passenger demand. I trust this is of assistance. Yours sincerely,	**John Clendennen, T.D**

27/07/2026	444	**PQ Referred: 56338/26, for answer 28/07/2026 , Written from - Jennifer Whitmore**	Dail Question No: 444 To ask the Minister for Transport whether the National Transport Authority has plans to increase the capacity and frequency of the 65 bus service operating between Blessington, Ballymore Eustace and Poolbeg Street; 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. 444 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) uses an application which captures all available ticketing and Leap card data to identify and prioritise bus routes which are operating above normal capacity. Using that tool, we maintain 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. Whilst understanding the need for additional capacity throughout the Dublin network we are limited by bus, driver and funding availability. Our analysis indicates that there are a number of other routes with a greater need for capacity interventions at present. The NTA will, however, keep this under review and continue to utilise the data to determine the requirement for further additional trips. Yours sincerely	**Jennifer Whitmore, T.D.**

28/07/2026	441	**PQ Referred: 56331/26, for answer 28/07/2026 , Written from - Joe Neville**	Dail Question No: 441 To ask the Minister for Transport the reason TII and the NTA will not attend a briefing with the full council in Kildare as previously requested; 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 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 your Parliamentary Question No. 441 of 27 July last, which was referred to the National Transport Authority (NTA) for reply. Please note that the NTA wrote to the Cathaoirleach and the CEO of Kildare County Council on the 13 of June indicating that we were open to attending a full council meeting to discuss public transport services and other transport related matters at a time and date that suits all parties. As of the 04 of August, we have yet to receive a formal response to this correspondence. I trust that the above information is of assistance. Yours Sincerely,	**Joe Neville, T.D**

27/07/2026	497	**PQ Referred: 57083/26, for answer 28/07/2026 , Written from - Mark Ward**	Dail Question No: 497 To ask the Minister for Transport his plans to increase the Leap card fair in the upcoming budget; the amount of an increase which is expected; 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. 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), which regulates fares for services provided under Public Service Obligation (PSO) contracts, plays a central role in achieving this. Sustained and increasing investment in the PSO programme over the last few years has led to record public transport usage. This 2026 budget allocation ensures that existing public transport services can operate reliably and sustainably throughout the year in the face of growing passenger demand and increased operational costs. Under the Dublin Transport Authority Act 2008, the NTA has the statutory responsibility for regulating fares for services provided under PSO contracts, and publishes an annual Fares Determination. As such, any future Fares Determination is a matter for the NTA. In light of the Authority's responsibility in this area, I have forwarded the Deputy's specific 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. 497 of 27 July 2026 which was 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 particular query. The NTA is responsible for setting public transport fares on contracted or Public Service Obligation (PSO) public transport services. This is normally done through a Fares Determination. When there is a fare adjustment, the Fares Determination is published at the following link: https://www.nationaltransport.ie/public-transport-services/fares-determination/ The most recent Fares Determination, published in May 2026 set the fare capping rates which should apply to the TFI-90-minute fare in Cork City and went live on 20 July 2026 along with the TFI 90-minute fare for Cork City bus services, offering savings to passengers making multiple trips daily / weekly on Cork City bus services. I trust that the above is of assistance. Yours sincerely,	**Mark Ward, T.D.**

27/07/2026	527	**PQ Referred: 57647/26, for answer 28/07/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 527 To ask the Minister for Transport whether the NTA has considered the introduction of a dedicated local bus service serving the Howth peninsula, similar to the former 88 route, to improve connectivity for residents; whether any assessment of demand has been carried out; 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. We are at a key juncture for public transport in Ireland. Reliable and sustainable services are critical as passenger numbers grow, congestion worsens in urban areas, and a greater proportion of the population depends on public transport for commuting, education, and essential travel. A fundamental reset in funding was required to place the PSO programme on a sustainable, long-term footing, in line with the Programme for Government. The 2026 allocation therefore focuses on maintaining and strengthening the existing network after several years of reliance on significant supplementary funding in recent years. This ensures that high-demand public transport services can continue to operate effectively, while supporting longer-term reforms to enhance capacity, accessibility, and efficiency across the system. The NTA is managing the 2026 allocation by prioritising delivery of existing programmes in line with operational readiness and resources. Enhancements within the current allocation are prioritised, some changes are cost-	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 527 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. We have no plans to introduce a dedicated bus service for the Howth peninsula. Howth is currently served by routes 6 and H3 from Abbey Street providing services to and from Howth, and around the peninsula. Route 6 provides for local connections across Howth operating between Howth Station, Howth Summit, and on to the city centre via Carrickbrack Road, Strand Road and Sutton. Route H3 operates from Howth Summit, Howth Station and on to the city centre via Sutton. Yours sincerely,	**Naoise O'Muiri, T.D**

			neutral, while others require additional resources, and all are subject to funding, readiness, and capacity. 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.		

27/07/2026	574	**PQ Referred: 58416/26, for answer 28/07/2026 , Written from - Maeve O'Connell**	Dail Question No: 574 To ask the Minister for Transport following the NTA public consultation on pets and public transport that completed in February 2026; when the report and recommendations are to be published. 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 and for promoting the development of integrated, accessible public transport networks and infrastructure. As the Deputy will be aware, the NTA launched a 4-week public consultation, closing 20th March 2026, on a proposed consolidated policy for the carriage of pets across the PSO network, including bus, rail and Luas services. The NTA is reviewing the feedback before finalising the policy. 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 your Parliamentary Question No. 574 of 27 July last, which was referred to the National Transport Authority (NTA) for reply. We expect the report and recommendations to be published on nationaltransport.ie website by the end of August. I trust that the above information is of assistance. Yours Sincerely,	**Maeve O'Connell, T.D**

27/07/2026	619	**PQ Referred: 58941/26, for answer 28/07/2026 , Written from - John Brady**	Dail Question No: 619 To ask the Minister for Transport if there are plans to review the fare zones currently in operation across 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. 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 their capacity as fare regulator, on the 27th of April 2023, the NTA published a new National Fares Strategy, and following this on the 18th of January 2024 they published the first of a series of Fares Determination related to the strategy. This has introduced a new, distance-based, zonal fare structure in the Greater Dublin Area. This move, aims to makes fares equitable, more consistent, and easier to understand, with significant reductions for many commuting from outer areas, aligning prices more closely with distance travelled. Any future changes to fare structures, would be considered as part of the national fares policy process and subject to appropriate assessment and approval. In line with the Programme for Government I am committed to making public transport as accessible and affordable as possible, while also ensuring that our system remains financially sustainable in the long term. In light of the NTA's responsibility in this area, and in order to provide the estimated costs and measures requested, 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. 619 of 27 July 2026 which was 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 particular query. The National Transport Authority (NTA) is responsible for the setting of public transport fares on all contracted Public Service Obligation (PSO) services, in accordance with the provisions of the Dublin Transport Authority Act 2008. This includes fare zones in the Greater Dublin Area such as the Dublin Commuter Zone and Yellow / Orange Zones served by PSO Commuter Bus Services. There are no plans to review the geographical fare zones in operation in the Greater Dublin Area. Fare levels for travel in and between zones, as well as interzonal ticket types may be altered in the future. I trust that the above is of assistance. Yours sincerely,	**John Brady, T.D.**

27/07/2026	618	**PQ Referred: 58940/26, for answer 28/07/2026 , Written from - John Brady**	Dail Question No: 618 To ask the Minister for Transport if he intends to increase fines for bus providers who do not meet their contractual obligations and targets, particularly for busses running 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. 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. 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. 618 of 27 July 2026, which was referred to the NTA for reply. The NTA closely monitors the performance of public transport operators through the Public Service Obligation (PSO) contracts in place with operators. These contracts contain a range of performance measures covering service reliability, punctuality and overall service delivery, with financial deductions applying where required standards are not achieved. In relation to reliability, operators are required to deliver the scheduled level of service set out in their contracts. Where services do not operate for reasons within the operator's control, deductions are applied through a lost kilometres regime. These deductions are directly linked to the volume of scheduled kilometres not operated and as a result, poorer reliability performance leads to proportionately higher financial deductions, providing a strong incentive for operators to maximise service delivery. In relation to punctuality, operators are required to meet specified punctuality targets, which are monitored using operational performance data. The NTA reviews performance on an ongoing basis and applies the contractual performance regime where relevant standards are not met. The NTA has also enhanced its performance monitoring arrangements in recent years by moving from assessing certain operational performance measures at an overall network level to assessing performance on a route-by-route basis. This approach provides greater visibility of passenger experience on individual routes, ensures that poor performance on particular services cannot be masked by stronger performance elsewhere in the network, and allows for more targeted engagement with operators where improvement is required. The contractual performance framework is kept under continuous review by the NTA to ensure that it remains effective in driving improvements in service quality, reliability and punctuality. The Authority's focus is on ensuring that operators provide the greatest possible level of scheduled service to passengers and that contractual deductions and incentives appropriately reflect the level of performance delivered. Accordingly, the NTA's existing contractual arrangements already provide for significant financial deductions where operators fail to operate scheduled services or do not meet required performance standards, with deductions for lost kilometres increasing in line with the extent of service not provided. I trust that the above is of assistance. Yours sincerely,	**John Brady, T.D.**

28/07/2026	625	**PQ Referred: 58965/26, for answer 28/07/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 625 To ask the Minister for Transport the estimated cost of extending the young adult Leap Card to those aged up to 28; 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. Budget 2026 included funding for the continuation of public transport fare initiatives including the 90-minute fare and provision to maintain targeted fare initiatives such as the recently introduced free travel for all children up to the age of 9 and reduction in fares for Young Adult Cardholders for those aged 19-25, as part of the NTA's National Fares Strategy. In line with the Programme for Government we are committed to keeping fares low and affordable. In this regard, public transport fares in Ireland remain comparatively low due to a range of targeted measures, including the Young Adult Card, the 90-minute fare and free travel for those aged above 66 or those under in receipt of qualifying payments, plus for children under the age of nine. While these initiatives have improved affordability and accessibility, they also increase reliance on subsidy, and fare revenue remains a vital part of maintaining a financially sustainable PSO model. In line with international best practice and to bolster the State’s capacity to invest in service expansion, network improvements, and operational resilience, it is essential we prioritise a reinvestment of fare revenue which ensures that we can maintain a well-funded reliable system and deliver greater long term benefit rather than reducing fares to unsustainable levels. This isessential to	Dear Deputy, I refer to your Parliamentary Question No. 625 of 28 July last, which has been referred to the National Transport Authority (NTA) for replay. I apologise for the delay in responding. The cost of extending the Young Adult Leap Card to those aged up to 28 years old would be in the range of €5.2m-€5.8m for a full year. Assumptions and Constraints • The above amounts are incremental amounts i.e. these are the additional cost on top of the discount which is currently being given • Not possible to quantify how many additional journeys may be taken due to additional discount being offered • The above figures relate to fare foregone only and do not include any additional services that may be required to meet any additional demand generated • The above estimate relates to PSO services only and does not include CBO services • It is assumed that the current fare structures are to remain as is for all other age cohorts • Census data has been used to calculate proportion of adults in each age group. It has been assumed that all age adults show equal propensity to travel on public transport • Passengers and revenues have been estimated at 3% above 2026 forecasted levels and assume no fares increase over current levels I trust that the above information is of assistance. Yours Sincerely,	**Naoise O'Muiri, T.D**

			protect service levels, support future expansion, and to ensure public transport continues to meet the needs of passengers. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to them for direct reply. Please advise my private office if you do not receive a response within ten working days.		

27/07/2026	636	**PQ Referred: 59089/26, for answer 28/07/2026 , Written from - Rory Hearne**	Dail Question No: 636 To ask the Minister for Transport the actions which will be taken to increase capacity on bus services for commuters in Dublin North-West; and if he will make a statement on the matter. Answer While the 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 including scheduling new services/existing PSO routes. We are at a key juncture for public transport in Ireland. Reliable and sustainable services are critical as passenger numbers grow, congestion worsens in urban areas, and a greater proportion of the population depends on public transport for commuting, education, and essential travel. 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 light of the NTA's responsibilities in the 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. 636 of 27 July 2026, which was referred to the National Transport Authority (NTA) for reply. Dublin North-West has seen recent investment in bus service provision through the implementation of a variety of BusConnects services primarily, E-Spine, F-Spine and associated routes in 2025 as well as new orbital routes N2, N4 and N6. Further investment is planned with B-Spine services focusing frequent radial bus frequency and capacity into the city centre via Navan Road planned to be implemented as part of BusConnects Network Redesign phase 10. The exact implementation date for the B-Spine routes will be determined by funding provision and operational readiness, but will be no earlier than 2028. More information on the BusConnects Network Redesign Programme is available at: https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/ In the meantime, the requirement for additional capacity on existing services is continually being monitored closely by the NTA and operators. Any investment in additional capacity is also subject to the availability of funding, prioritisation and operational readiness. I trust this is of assistance. Yours sincerely,	**Rory Hearne, T.D**

27/07/2026	642	**PQ Referred: 59328/26, for answer 28/07/2026 , Written from - Barry Heneghan**	Dail Question No: 642 To ask the Minister for Transport whether the National Transport Authority has plans to install Leap Card vending machines in the arrivals halls of Dublin Airport and Dublin Port; the current status of such proposals; the expected timeline for their installation; 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 provision of public transport services provided under public service obligation (PSO) contracts, including the installation of Leap Card vending machines. 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, The National Transport Authority (NTA) is currently procuring a vending machine solution capable of dispensing Leap Cards. The NTA is also engaged in discussions with the Dublin Airport Authority (DAA) regarding suitable locations and operational arrangements for the introduction of a pilot Leap Card vending machine at Dublin Airport. The pilot machine will be monitored over a number of months to assess its operational performance, reliability and overall customer experience. Subject to the successful outcome of this pilot, the NTA will consider the rollout of additional Leap Card vending machines at other locations within Dublin Airport and, subsequently, at further transport hubs, which may include Dublin Port. As the procurement process and pilot arrangements are still ongoing, the NTA is not currently in a position to provide a definitive timeline for when vending machines will be installed and fully operational in either the arrivals hall of Dublin Airport or the arrivals hall of Dublin Port. However, the findings of the Dublin Airport pilot will inform any future deployment decisions. We expect pilot to begin in Q4 2026. Kind Regards	**Barry Heneghan, T.D**

28/07/2026	609	**PQ Referred: 58930/26, for answer 28/07/2026 , Written from - Conor D. McGuinness**	Dail Question No: 609 To ask the Minister for Transport the annual funding allocated under the Active Travel Programme to each local authority in each of the past ten years; the details of each approved scheme, in tabular form. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area. The information sought by the Deputy is publicly available on the NTA's website for the years 2023 to 2026 (Active Travel Investment Grants 2026 Allocations - National Transport). Noting the role of the NTA in the matter, I have referred your question regarding funding for the years 2017 to 2022 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 your Parliamentary Question No, 609 of 28 July 2026 which the Minister for Transport responded too and requested that the National Transport Authority (NTA) to provide additional information in regard to expenditure under the Active Travel Programme in the years 2017 to 2022. Firstly it is important to note that the Active Travel programme did not begin until 2020 and was effectively a replacement for the Sustainable Transport Measures Grant (STMG), which primarily funded projects in the five cities only. The increased investment into active travel started in 2020 in the 5 cities and was quickly rolled out to a nationwide programme in 2021. The attached table gives expenditure for each of the Local Authorities in the State from these programmes for the years 2017 to 2022. Details of projects are available in the annual reports published on the NTA website. I trust that the above information is of assistance and that this answers your query. Yours sincerely,	**Conor D McGuinness, T.D**

28/07/2026	413, 414	**PQ Referred: 55724/26, for answer 28/07/2026 , Written from - Paul Lawless**	Dail Question No: 413 To ask the Minister for Transport if he will provide an update on plans to install shelters at bus stops in Knock village, County Mayo, particularly at locations where passengers are currently left without weather protection; and if he will make a statement on the matter. Dail Question No: 414 To ask the Minister for Transport the engagement that has taken place between the National Transport Authority and Mayo County Council regarding the upgrading of bus stop infrastructure in Knock village, County Mayo, including signage, shelters and accessibility improvements; 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 and management of bus stops and shelters nationally. The Programme for Government commits to ensuring that public transport operators provide safe and accessible access for all passengers, and to work with local authorities and national bodies to improve public transport options and infrastructure. As the Deputy may be aware, under the Bus Stop Enhancement Programme, 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 NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 413 and 414 of 28 July 2026, which has been referred to the National Transport Authority (NTA) for reply. Similar to previous years, each local authority across the State, has been 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 with the cost borne by the NTA. It is worth noting that while we do aim to provide bus shelters at all locations it is not always possible due to various constraints, such as space, geometric or impact on visibility splays from junctions. The determination of where to install bus shelters in a location 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. In that regard Mayo County Council has identified three stop locations in Knock, bus stop number 160001, bus stop number 160011 and bus stop number 555381 as priority for shelter replacement, due to the poor condition of the existing shelters that are currently in place. Additionally bus stop number 160001 and bus stop number 555381 have been identified for upgrade under the high floor wheelchair accessible bus stop programme. Mayo County Council is targeting early 2027 for the completion of these works, subject to design approval and the appointment of a suitable civils contractor to complete the necessary kerb changes, footpath changes and road markings etc. The NTA continues to engage with the Executive on an ongoing basis in relation to the delivery programme of works under the BSEP. Accordingly, it is the relevant section of Mayo County Council who are best placed to confirm the programme for these works, and you may wish to contact them directly in relation to this request. I trust that the above information is of assistance and clarifies the matter and that this answers your query. Yours sincerely,	**Paul Lawless, T.D**

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

28/07/2026	472	**PQ Referred: 56640/26, for answer 28/07/2026 , Written from - Aindrias Moynihan**	Dail Question No: 472 To ask the Minister for Transport if his Department has examined technological solutions to facilitate integrated payment across all public transport and shared mobility 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 responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct, detailed reply. Please contact my private office if you do not receive a reply within ten working days. Pending this detailed response, I note that the NTA's Next Generation Ticketing project will provide for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments. 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. The successful tenderer 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 will be introduced initially as part of BusConnects Dublin, before being delivered nationwide, including on Bus Éireann services. The new solution will replace the Leap Card system, which has served over 9 million users since its	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 472 of 28 July last, which have been referred to the National Transport Authority for reply. As part of the Next Generation Ticketing project, which is intended to be the successor to the TFI Leap Card integrated ticketing scheme, NTA will provide for an account based ticketing system, which will have the capability to make available 'application programming interfaces' (APIs) which provide the technical means to integrate with and/or facilitate payments for third party services such as shared mobility services. Conceptually this could enable travellers to plan, book and pay for a journey on any public transport mode using a single integrated digital platform. This platform could be the NGT solution itself, or could be performed by a third party platform, often referred to as 'multimodal digital mobility service' providers. Multimodal digital mobility service providers are digital platforms that integrate transport modes (e.g. rail, buses, bikes, taxis and car-sharing) into a single interface for planning, booking and payment. However, it should be noted that the priority for the Next Generation Ticketing (NGT) system will be to enable the use of credit and debit cards and mobile wallets (including Google Pay and Apple Pay) as well as QR Codes to complement the existing TFI Leap Card and TFI Go mobile ticketing systems. There is no timeline for any integrations with shared mobility service providers and any such integrations would be subject to the requisite approvals and funding. I trust that the above information is of assistance. Yours sincerely,	**Aindrias Moynihan, T.D.**

			2011 launch but is now nearing end-of-life. A multi-phase plan has been prepared to introduce this new system. In Phase 1 which is targeted for completion by summer 2027, the new ticketing system will be developed, which will include integration with existing Leap cards so that Leap cards can be used on the new equipment. Phase 2 will see the rollout of devices on bus and Luas services in the Greater Dublin Area, while Phase 3 will similarly see the rollout of devices and turnstiles at all Irish Rail stations in the Greater Dublin Area. To ensure the operability of the 90-minute multi-modal fare within the Greater Dublin Area, Phase 2 and Phase 3 will go live simultaneously, with a current target date of summer 2028. From this point, public transport users in the Greater Dublin Area will be able to use contactless payment across all modes. Following this, Phase 4 will roll out ticket machines and devices on commuter buses and regional services beyond the Greater Dublin Area. Separately, the NTA is actively rolling out contactless payments across TFI Local Link services, allowing passengers to pay for single journeys via debit/credit cards, Apple Pay, and Google Pay. The system is being deployed across all 15 TFI Local Link offices, with full completion expected by the end of 2026. Already this year, contactless payment fares have been rolled out in Laois, Offaly, Mayo, Sligo and Leitrim.		

28/07/2026	498	**PQ Referred: 57084/26, for answer 28/07/2026 , Written from - Mark Ward**	Dail Question No: 498 To ask the Minister for Transport for an update on Dart+ Southwest; when works are expected to take place; the funding associated with this; when passengers can expect to be able to use this 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. 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. In the case of the DART+ programme, the NTA fulfils this statutory remit in collaboration with Iarnród Éireann. As such I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that the DART+ programme and DART+ South West within that are priority investments for me as Minister and for my Department. Collectively, the programme will triple the length of the electrified Dublin commuter rail network and double its capacity, with customers starting to experience tangible benefits from the middle of next year when services to and from Drogheda into operation. In terms of DART+ South West specifically, a major milestone was cleared in November 2024 when the project secured full planning approval. Procurement for both DART+ South West and West is now progressing, with pre-qualification questionnaire notices for design and build works advertised in May 2025. Last year, the National Development Plan from 2026 to 2030 allocated funding to advance DART+ West into construction from late next year. While DART+ West must proceed first in terms of the infrastructure programmes, as it includes a new depot to house an expanded DART fleet and necessary city centre capacity upgrades, to expedite the subsequent delivery of DART+ South West, the procurement	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 498 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply. The Sectoral Plan for Transport, published by the Department of Transport last November identified that the construction of DART+ South West is scheduled to commence in 2030. Funding is allocated to support the necessary land acquisition and design and procurement activities necessary to bring the project to construction. However, a review of the National Development Plan, which sets the overall capital investment framework, is expected to take place within the next three years. It will offer an opportunity to reconsider the delivery timelines across a number of projects, including DART+ South West. At present Iarnród Éireann is to progress the design development and procurement processes for the project, in addition to the land acquisition programme, to position the project such that construction could commence if additional funding should become available following the National Development Plan review in 2028. I trust that the above information is of assistance. Yours sincerely,	**Mark Ward, T.D.**

			approach will see supplier frameworks established across DART+ West and South West for common project elements. NDP funding also allowed the Compulsory Purchase Order process for DART+ South West to commence in February this year.		

28/07/2026	494	**PQ Referred: 57038/26, for answer 28/07/2026 , Written from - Grace Boland**	Dail Question No: 494 To ask the Minister for Transport the plans under the BusConnects Network Redesign to establish a bus route between Swords and Beaumont Hospital; to provide a timeframe for 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the BusConnects Dublin programme. Noting the NTA's responsibility in the matter, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within 10 working days. Pending this more detailed response, I note that BusConnects is a transformative investment programme in the bus system, providing better bus services across Dublin, Cork, Limerick Galway and Waterford. It is the largest investment in the bus system in the history of the State. In Dublin, all 12 Core Bus Corridor Schemes have received planning permission, with six currently subject to legal challenges including the Swords to City Centre Core Bus Corridor Scheme. Under the Dublin Network Redesign Project a number of orbital and local routes are proposed for the north Dublin area. Included in the proposals is a new local route L82 which will provide for a direct connection between Swords and Beaumont Hospital.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 494 of 28 July 2026, which was referred to the NTA for reply. Route L82 is planned to be implemented as part of the A-Spine which along with associated routes forms phase 9 of the BusConnects Network Design. The L82 is designed to connect Swords with Beaumont Hospital via Clonshaugh. It will operate hourly Monday to Sunday providing a direct link to the hospital. The NTA is in on-going discussions with the Department of Transport in relation to funding for the PSO (Public Service Obligation) programme generally, including new services such as the L82. Therefore it is not possible to confirm and implementation date at this time. I trust that the above is of assistance. Yours sincerely,	**Grace Boland, T.D**

Data Classification: Public

28/07/2026	502	**PQ Referred: 57103/26, for answer 28/07/2026 , Written from - Tom Brabazon**	Dail Question No: 502 To ask the Minister for Transport if National Transport Authority plans to fund the installation of a shelter at Dublin Bus pole number 738. 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 and management of bus stops and shelters nationally. The Programme for Government commits to ensuring that public transport operators provide safe and accessible access for all passengers, and to work with local authorities and national bodies to improve public transport options and infrastructure. As the Deputy may be aware, under the Bus Stop Enhancement Programme, 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 NTA, to enhance bus stop facilities at bus stopping locations within its administrative area, including the provision of bus shelters where appropriate. 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 ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 502 of 28 July 2026, which has been referred to the National Transport Authority (NTA) for reply. In 2026 each local authority across the State, including Dublin City Council, has been allocated €500,000, 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). 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 BSEP. Accordingly, it is the relevant section of Dublin City Council who are best placed to confirm whether or not they will include this stop location in their programme, and you may wish to contact them directly in relation to this request. I trust this clarifies the current situation and that the above information is of assistance. Yours sincerely,	**Tom Brabazon, T.D**

28/07/2026	545	**PQ Referred: 58162/26, for answer 28/07/2026 , Written from - Pádraig O'Sullivan**	Dail Question No: 545 To ask the Minister for Transport whether the Railway Order application for Phase 2 of the Cork Area Commuter Rail Programme, including electrification, the new depot and new stations at Blarney, Monard, Tivoli, Ballynoe, Carrigtwohill West and Water-Rock, remains on schedule for submission to An Coimisiún Pleanála in late 2026 following the conclusion of the second public consultation in June 2026; if the signalling and communications upgrade and the Glounthaune to Midleton twin-tracking under the current phase remain on schedule for completion by the end of 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including 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 days. Pending this more detailed response, the Cork Area Commuter Rail Programme is a key project in the Cork Metropolitan Area Transport Strategy 2040. Phase 1 of the Programme consists of a signalling upgrade, construction of a through-platform at Kent Station, and double-tracking from Glounthaune to Midleton. This phase has received EU funding of €164m through the Recovery and Resilience Facility and is expected to be substantially complete this year ahead of full commissioning in late 2027 or early 2028. The through-platform at Kent Station is already operational, opening in April 2025. Phase 2 will deliver a new depot to support an	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 545 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply. Following the conclusion of the second round of public consultation, Iarnród Éireann is currently reviewing feedback for inclusion in the assessment of the scheme being undertaken in support of the Railway Order application. Iarnród Éireann remain on schedule to submit a Railway Order (RO) application to An Coimisiún Pleanála by the end of 2026, subject to Approval Gate 1 of the Infrastructure Guidelines being authorised by Government. In relation to the signalling and communications upgrade and twin-tracking, significant progress have been made on both work packages. The second track between Glounthaune and Midleton is now complete except for final commissioning related works. The commissioning of the track is directly linked to the commissioning of the new signalling and communications upgrade. Asset installation works related to this is scheduled for completion by the end of August this year, in line with Irelands commitments under the EU Recover and Resilience Facility which is part funding the project. As per the Ministers response, final commissioning of the new system is expected in late 2027 or early 2028. I trust that the above information is of assistance. Yours sincerely,	**Padraig O'Sullivan, T.D.**

			electrified and expanded fleet for the Cork network, together with up to eight new stations. The second round of Public Consultation on Phase 2 of the programme concluded in June 2026. This Public Consultation process will play an important role in informing the development of the project. Engagement with stakeholders during this consultation process will inform the project and, subject to receiving the relevant approvals, a Railway Order Application is expected to be submitted to An Coimisiún Pleanála in late 2026 or early 2027. In advance of submitting this Railway Order, a planning application for Blackpool/Kilbarry station has been submitted to Cork City Council, with an application for Dunkettle station to be submitted by the end of July.		

28/07/2026	614	**PQ Referred: 58936/26, for answer 28/07/2026 , Written from - John Brady**	Dail Question No: 614 To ask the Minister for Transport when the substantially complete Park and Ride facility at Fassaroe will open; 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 delivery of transport infrastructure projects and services within the Greater Dublin Area, including park and ride facilities at Fassaroe. The Fassaroe Park and Ride facility in County Wicklow serves as a strategic bus based commuting hub along the N11/M11 corridor, providing sustainable transport options for residents in Wicklow county traveling to Dublin and surrounding areas. The facility has approximately 400 parking spaces. I am informed that construction of the facility is substantially complete with current works relating to preparing the site for operational readiness. 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 matter you raised in Parliamentary Question No. 614 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding. The new strategic Park and Ride (P&R) facility at Fassaroe in North Wicklow is substantially complete, with the main construction works finished. At present, testing and commissioning activities and other minor works are underway to ensure the facility will be ready to be opened to the public when appropriate. The facility comprises 388 car parking spaces, a dedicated bus interchange where passengers board and alight, other passenger amenities and supporting active travel infrastructure including covered bicycle parking and secure bicycle lockers. In relation to costs, the estimated pre-construction capital cost of the Fassaroe Park and Ride project was €12.1 million. Albeit not fully finalised, the current expected outturn cost is not expected to exceed €11 million. A procurement competition has been carried out, and a preferred bidder has been identified to operate and manage the Fassaroe P&R facility on a day-to-day basis. On an overall basis, the facility is ready for operation subject to provision of the necessary funding to operate the bus services to/from the facility. The required funding is non-capital funding for the operation of Public Service Obligation (PSO) services. PSO funding is allocated on an annual basis as part of the normal budgetary cycle – a multi-annual funding arrangement is not in place for PSO funding to operate transport services. Accordingly, while multi-annual funding is in place for capital expenditure, current expenditure for the operation of transport services are determined on a year-by year basis. This makes planning for service expansion, or for new services such as Park and Ride connectivity, very challenging as the current funding for the operation of the services can only be confirmed as part of the general budget process for the particular year. While it is acknowledged that the budgetary allocation for PSO services under Budget 2026 was substantially increased from prior years, the funding provided focused on the continued operation of the existing bus, train and tram services and funding is not available within the allocated budget for new or enhanced PSO services in 2026. Within our budgetary request for 2027, we have sought funding for the operation of the Fassaroe Park and Ride site and we await the outcome of that budgetary process. Accordingly, we are unable to confirm, at the present time, the date on which the park and ride facility at Fassaroe will be open for public use. However, when the necessary funding becomes available, we would expect to be in a position to commence operations quickly thereafter. I trust that the above information is of assistance. Yours sincerely,	**John Brady, T.D.**

28/07/2026	604	**PQ Referred: 58873/26, for answer 28/07/2026 , Written from - Eoghan Kenny**	Dail Question No: 604 To ask the Minister for Transport the position regarding the Cork Bus Connects project as of July 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects Cork. As the Deputy may be aware, I secured Cabinet approval for BusConnects Cork at Approval Gate 1 of the Infrastructure Guidelines in October 2025. The programme will provide for a total of 11 Sustainable Transport Corridors, delivering approximately 90km of bus lane and bus priority measures to improve bus system efficiency, as well as 95km of cycle lanes. The NTA is currently preparing the required documentation and expect tosubmitplanning applications to AnCoimisiúnPleanála later this year. 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, subject to funding. 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 matter you raised in Parliamentary Question PQ 58873/26 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply. Work is progressing well on the BusConnects Cork Network Redesign with steady progress on the enablement infrastructure as well as the many dependencies including depot, fleet and driver provisioning. The NTA is discussing operational funding for new bus services, including those in Cork, with the Department of Transport. The implementation dates for a phased roll-out of the Cork bus network redesign depends on the outcome of these discussions. Detailed timetables will be set nearer the time of implementation. A capital funding allocation of €878,512 to the NTA for 2026 is being used to support the design and development of Cork Network Redesign enablement infrastructure, including bus stops, stands, turning areas and termini. Typically, shelter installations are not covered under this allocation. The NTA have also allocated circa €5.9m for bus stop infrastructure construction works for the delivery of Phases 1.1, 1.2 and 2 of Cork Network Redesign. These works have been underway since Q2 2025 and the majority of these works are due to be completed imminently. Yours sincerely,	**Eoghan Kenny, T.D**

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<td>28/07/2026</td>
<td>517</td>
<td>PQ Referred: 57272/26, for answer 28/07/2026 , Written from - Pa Daly</td>
<td>Dail Question No: 517

To ask the Minister for Transport the amount spent on BusConnects broken down by county in each of 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. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the BusConnects programme.

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 and infrastructure across the five cities.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. It is the largest investment in the bus system in the history of the state and is managed by the NTA.

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.</td>
<td>Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 517 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply.

The NTA advises that expenditure under the BusConnects programme is managed and reported by BusConnects city programme area. Expenditure incurred under the programme over the past five years is set out in the table below.

Figures are shown in € million and rounded to one decimal place. 2026 figures represent expenditure incurred to July 2026 and are therefore not directly comparable with prior full-year figures.

<table>
<tr><th>BusConnects Programme Area</th><th>2022 (€m)</th><th>2023 (€m)</th><th>2024 (€m)</th><th>2025 (€m)</th><th>2026 (€m) YTD</th></tr>
<tr><td>Dublin</td><td>85.3</td><td>165.3</td><td>127.5</td><td>112.1</td><td>73.4</td></tr>
<tr><td>Cork</td><td>1.8</td><td>13.2</td><td>27.9</td><td>30.7</td><td>11.5</td></tr>
<tr><td>Galway</td><td>2.2</td><td>2.1</td><td>39.0</td><td>9.8</td><td>1.1</td></tr>
<tr><td>Limerick</td><td>10.1</td><td>18.4</td><td>39.1</td><td>3.1</td><td>0.5</td></tr>
<tr><td>Waterford</td><td>0.0</td><td>0.0</td><td>0.4</td><td>0.4</td><td>0.5</td></tr>
<tr><td>Total</td><td>99.4</td><td>199.0</td><td>233.8</td><td>156.1</td><td>87.0</td></tr>
</table>

I trust that the above information is of assistance.

Yours sincerely,</td>
<td>Pa Daly, T.D.</td>
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28/07/2026	615	**PQ Referred: 58937/26, for answer 28/07/2026 , Written from - John Brady**	Dail Question No: 615 To ask the Minister for Transport to provide a detailed update on the planned Ashford-Rathnew park and ride; the amount that has been expended on the project; if the land has been purchased; the status of the planning permission; 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. This facility located at Junction 16 (Ashford) in South Wicklow forms part of a wider programme of planned park and ride developments along the N11 corridor and will provide for approximately 200 parking spaces. 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 Parliamentary Question No. 615 of 28 July 2026 which has been referred to the National Transport Authority (NTA) for reply. A new strategic Park and Ride (P&R) facility is planned at Junction 16 (Ashford/Rathnew) on the M11 motorway in County Wicklow. Statutory planning consent has been secured and land purchased for the new facility which is planned to accommodate approximately 210 car parking spaces and a new bus interchange for boarding and alighting. Wicklow County Council acquired a site by agreement, with NTA grant funding, for approximately €950,000 To date, approximately €1,160,000 has been spend developing this project. This expenditure includes the costs associated with land acquisition and corresponding professional fees, the preparation of planning and design documentation, costs associated with detailed exploratory site investigations and other minor costs such as staff costs, printing and publishing material for the statutory planning process. The purchase of the land has closed, and the site is now in the ownership of Wicklow County Council. In relation to the planning process, the project received Part 8 planning consent from Wicklow County Council in March of last year. Design work has continued to get the project ready for construction. The scheme is currently being advanced to a “shovel-ready” stage, with tender documents expected to be completed in the next couple of months. Construction of the project is then subject to the availability of funding. Within the funding envelope provided by the National Development Plan review last year, and the Sectoral Investment Plan for transport published by the Department of Transport last November, it will not be possible to advance all of the Park and Ride projects at the rate previously anticipated. While it is currently unlikely that construction of the Ashford/Rathnew Park and Ride facility can commence next year, the NTA’s 2027 capital budget will only be finalised over the coming few months and we will then be in a better position to confirm whether or not the project can proceed to construction in 2027. I trust that the above information is of assistance. Yours sincerely,	**John Brady, T.D.**

28/07/2026	623	**PQ Referred: 58948/26, for answer 28/07/2026 , Written from - John Brady**	Dail Question No: 623 To ask the Minister for Transport to outline plans for deployment of electric buses that are currently in storage;the plans to buy additional buses in the coming years; 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 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. Pending a more detailed response, I note that electric buses are currently in operation in the urban public transport fleets in Dublin, Limerick and Athlone.The electrification of the bus fleet is a key part of the BusConnects programmes and in our investment in public transport across the country more generally, helping to make a sustainable mode of travel even more sustainable. As of today, over 250 battery-electric buses have been accepted into the Dublin Bus and Bus Éireann fleets across the country, including the operation of our first fully electric services in Limerick and Athlone. There are 98 zero-emission battery-electric buses awaiting deployment pending the bringing on stream of charging infrastructure, of which 56 are destined for the GDA and 42 destined for Galway. Plans are in place for all Dublin-bound buses to be in service by the end of this year, while all buses destined for Galway will enter service across late 2026 and early 2027. Implementation of further phases of	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 623 of 28 July 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. 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 public bus fleet will be withdrawn from service. The NTA and its operators are therefore, today, still in the early stages of this transition. Nonetheless, there has been significant progress to-date, with the number of battery-electric buses absorbed into the operational fleets of Bus Átha Cliath-Dublin Bus and Bus Éireann in Athlone, Dublin, Limerick and Galway now amounting to a total of 301 (or 15.4% of the fleet of approximately 1,950 buses in the urban public bus fleet), supported by a total of 284 high-power charging guns across five bus depots. As of today, there are a further 95 double-deck battery-electric buses planned to enter service between now and Q1 2027. Of these 95 buses, it is intended that 41 will be operated by Bus Átha Cliath-Dublin Bus within the Dublin Metropolitan Area, with the other 54 intended to be operated by Bus Éireann on Galway city bus services. Contracts are already in place for the provision of a further 70 high-power charging guns in Galway and a further 40 high-power charging guns in Dublin, with contracts for a further 68 charging guns in Dublin and 20 charging guns in Sligo due to be signed during Q3 2026. With the Electric Bus Charging Infrastructure (EBCI) framework in place, further contracts for the provision of high-power charging guns in Dublin, Cork and elsewhere will be awarded over the coming years in order to facilitate the achievement of the 2035 target. In relation to future fleet purchases, the NTA is currently shortlisting companies to tender for double deck electric buses and expects to award a framework contract either at year end or early next year. I trust that the above information is of assistance. Yours sincerely,	**John Brady, T.D.**

			electrification at existing bus depots will be greatly assisted by the NTA's new Electric Bus Charging Infrastructure framework contract, which has been finalised and will be formally awarded shortly.		

28/07/2026	380	**PQ Referred: 55400/26, for answer 28/07/2026 , Written from - Robert Troy**	Dail Question No: 380 To ask the Minister for Transport the plans being put in place to address the lack of public transport connection between Dublin Airport and Connolly Station (details supplied). Details Supplied: Connolly is one of Dublin's two principal railway stations and serves three major rail corridors: Dublin–Sligo, Dublin–Rosslare, and Dublin–Belfast. Despite the extensive range of bus services operating from Dublin Airport to destinations throughout Ireland and across Dublin, there remains no direct public transport service to Connolly Station. For passengers travelling on the Dublin–Sligo line, Irish Rail recommends taking the Aircoach to Drumcondra Station. However, this is not always a practical solution. The 17:05 Sligo service does not stop at Drumcondra, resulting in a waiting time of over three hours for the next intercity service. Furthermore, Drumcondra Station offers no facilities, with no shelter and no amenities. Answer While the 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 including scheduling new services/existing PSO routes. We are at a key juncture for public transport in Ireland. Reliable and sustainable services are critical as passenger numbers grow, congestion worsens in urban areas, and a greater proportion of the population depends on public transport for commuting, education, and essential travel. 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.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 380 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply. There are no plans to introduce a direct bus connection from Connolly Station to Dublin Airport. There are existing public transport options available to complete this trip. Customers can walk, or use the Luas to get to Abbey Street Lower and from there take route 41 to the Airport. Route 41 provides frequent connections to the Airport across the day and also operates overnight Interchange between Luas and Route 41 is free of charge when customers avail of the TFI 90 Leap Card fare. Route 41 operates on a 24 hour a day basis. Yours sincerely,	**Robert Troy, T.D.**

			In light of the NTA's responsibilities in the 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.		

Data Classification: Public

28/07/2026	338	**PQ Referred: 55455/26, for answer 28/07/2026 , Written from - Pádraig Rice**	Dail Question No: 388 To ask the Minister for Transport to provide detailed reasoning behind the fare increase on buses in Cork City that will be introduced shortly; to detail the conversations that have taken place between his Department and the National Transport Authority in relation to 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. As you will be aware, the NTA recently announced that from Monday 20 July passengers using Bus Éireann's Cork TFI city bus services will benefit from faster boarding times and a simplified 90-minute fare. This means that for the first time, passengers will be able to catch any bus in the city and transfer between buses in Cork city as often as they need within 90 minutes, all for a single fare of €1.70. The introduction of new on-board ticket validators also means passengers can simply tap their Leap Card and go, reducing boarding times, keeping services moving, and improving the overall reliability and punctuality of Cork city bus services. As a result, passengers will enjoy greater flexibility and will also benefit from fare capping, which wasn't previously available for passengers in Cork. I wish to reassure the Deputy 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. The National	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 388 of 28 July 2026 which was 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 particular query. The National Transport Authority (NTA) is responsible for the setting of public transport fares on all contracted Public Service Obligation (PSO) services, in accordance with the provisions of the Dublin Transport Authority Act 2008. The Cork City TFI-90-minute Fares Determination was published by the NTA in July 2025 while the daily and weekly fare capping Fares Determination was published in May 2026. The 90-minute fare and Daily / Weekly caps which were implemented on 20 July 2026. The simplified "flat" fare structures on Cork city buses along with the TFI 90-minute fare were introduced to support the Bus Connects Cork network rollout and encourage public transport usage by allowing free transfer between services to complete a multi leg journey. The TFI 90-minute fare enables free onward transfer for Leap Card users on Cork city bus services within 90 minutes of initial tag on and benefits those who need to make trips in Cork city requiring more than one bus. The NTA is committed to extending the TFI 90-minute fare to the Cork commuter rail network as soon as possible subject to technical feasibility. The new fare validators installed on Cork City buses, which permit the introduction of 90-minute fares also reduce boarding times by reducing the need to interact with the bus driver. This improves the reliability and punctuality of bus services. The Adult TFI 90-minute Leap fare of €1.70 in Cork City compares favourably to the €2 fare in Dublin, the €2.55 single fare in Cardiff which doesn't include free onward travel, and to the €2.30 fare in Manchester, which includes free onward bus to bus interchange within 60 minutes of initial tag on. I trust that the above is of assistance. Yours sincerely,	**Padraig Rice, T.D**

			Transport Authority (NTA), which regulates fares for services provided under Public Service Obligation (PSO) contracts, plays a central role in achieving this. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to them for direct reply. Please advise my private office if you do not receive a response within ten working days.		

28/07/2026	445	**PQ Referred: 56339/26, for answer 28/07/2026 , Written from - Jennifer Whitmore**	Dail Question No: 445 To ask the Minister for Transport the current status of the proposed extension of the Luas network to Bray; the anticipated timeline for the project, including the commencement of construction; the expected date on which the line will become operational; 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. 445 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply The GDA Transport Strategy 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 delivery of the Luas Green line extension to Bray is proposed in the medium term between 2031-2036. To support this objective, the NTA has commenced a pre-feasibility study to assess the viability of the scheme and confirm that sufficient passenger demand exists to justify its progression. The study is expected to conclude later in 2026. Subject to the outcomes of the pre-feasibility study and the availability of funding, an extension of the Green Line to serve Bray may be progressed to option selection and planning design beginning in 2027 and will be subject to a full route options selection. I trust that the above information is of assistance. Yours sincerely,	**Jennifer Whitmore, T.D.**

28/07/2026	635 & 637	**PQ Referred: 59088/26, for answer 28/07/2026 , Written from - Rory Hearne**	Dail Question No: 635 To ask the Minister for Transport the reason funding has not been released under the National Development Plan for Luas Finglas; the current timeline for the project; and if he will make a statement on the matter. Dail Question No: 637 To ask the Minister for Transport the estimated completion date for the LUAS Finglas; 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. Luas Finglas is an exciting project that has the potential to transform Finglas and the wider area for those who live and who work there. Government's consent for approval for the project to proceed at Approval Gate 1 of the Infrastructure Guidelines was obtained on 22 October 2024. AnCoimisiúnPleanála published its decision to grant the Luas Finglas Railway Order in October 2025. I warmly welcome the subsequent decision to withdraw the legal challenges, as it means that we now have full planning permission in place to move forward with the Luas Finglas extension. Luas Finglas is one of the four light rail proposals identified for development and delivery within the lifetime of the NTA Transport Strategy for the Greater Dublin Area 2022-2042. The project is identified in the Sectoral Investment Plan for Transport as part of the National Development Plan Review 2025. Specifically, under the Sectoral Investment Plan, the main construction works will commence by 2029, and some enabling works may commence beforehand. I understand that the project team is currently	Dear Deputy, I refer to the matter you raised in Parliamentary Question Nos. 635 and 637 of 28 July 2026, which were referred to the National Transport Authority (NTA) for reply. In line with the National Development Plan 2021-2031 and the Sectoral Investment Plan for Transport, the NTA has been supporting the delivery of Luas Finglas through the provision of funding to Transport Infrastructure Ireland (TII). The funding provided to date has been aligned with bringing the project through the planning and design stages. All workstreams are seeking to position the project to a “ready to start” stage. Under the current Sectoral Investment Plan for Transport, the construction of Luas Finglas is scheduled to commence in 2030. However, it has been indicated by the Minister for Transport, that additional funding will be sought to allow the earlier delivery of the project. If additional funding is secured, it is currently anticipated that the main Design and Build contract could be tendered in 2027 and awarded in 2028. Following a period of design, this would then allow the commencement of construction works in 2029. Works are expected to be completed within a 4-year period. TII is currently finalising the deliverables required in support of Approval Gate 2 of the Infrastructure Guidelines (IG) including the Detailed Business Case (DBC), Procurement Strategy and Project Execution Plan. It is currently expected that TII will formally submit AG2 documents for approval in Q1 2027. I trust that the above information is of assistance. Yours sincerely,	**Rory Hearne, T.D**

			preparing for future phases of the project, including drafting and updating the detailed business case, procurement strategy, and tender documents. Noting the NTA's responsibility the Luas Finglas project, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office within 10 days.		

28/07/2026	500	**PQ Referred: 57086/26, for answer 28/07/2026 , Written from - Mark Ward**	Dail Question No: 500 To ask the Minister for Transport for an update on the Lucan Luas; the amount of money that has been spent on the project to date; to provide a breakdown of these costs; the estimated cost of the project to complete; if a route has been chosen for the 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. 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 GDA Transport Strategy. These are proposed expansions of the Luas network to Finglas, Lucan, Poolbeg and Bray. Transport Infrastructure Ireland (TII) is progressing the Luas Lucan project in collaboration with the NTA. In 2025, the NTA submitted the Project Outline Document for Luas Lucan to my Department, as required under the Transport Appraisal Framework. TII currently working to identify the emerging preferred route for Luas Lucan, which will then undergo a non-statutory public consultation. 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 TII 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.	Dear Deputy, I refer to your enquiry dated 28th of July 2026. 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 anticipated that 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 in Q4 2026. To date, the Luas Lucan project has spent €3,190,028.69. Until an option selection process has been completed, it is premature to provide an estimated total cost for a Luas line to Lucan. 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,	**Mark Ward, T.D.**

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

28/07/2026	401	**PQ Referred: 55650/26, for answer 28/07/2026 , Written from - Aindrias Moynihan**	Dail Question No: 401 To ask the Minister for Transport to provide all planned, approved or proposed bus service enhancements in County Cork in 2026 and 2027; the current status of each; the estimated commencement date for each; the capital and current funding attached to each, 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. Under Budget 2026, the Department of Transport secured €940 million of funding for Public Service Obligation and TFI Local Link services providing a significant 43% uplift from 2025. This package includes €31 million for rural transport service provision, representing a 38% increase on last year's funding. The focus for 2026 is on stabilising the PSO position, ensuring services already in place can operate reliably and sustainably, and progressing improvements that are already in train. We are therefore focused on consolidating and strengthening the current network, while progressing improvements already underway, including Phase 7 BusConnects route adjustments, the new Mullingar town service, and the upcoming Ennis town service. 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 and Local Link services. Within its allocated resources, the NTA will continue to prioritise operational improvements where possible. Decisions on service changes or enhancements are a matter for the NTA, taking account of available funding, operational readiness, and driver availability.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 401 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA)does not have sufficient funding to introduce new or enhanced bus services in 2026. In advance of budget 2027 and greater certainty on funding availability for enhanced or new services in County Cork, we are unfortunately not able to provide a date for implementation of any bus service enhancements. Yours sincerely,	**Aindrias Moynihan, T.D.**

			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.		

28/07/2026	428	**PQ Referred: 56009/26, for answer 28/07/2026 , Written from - Emer Currie**	Dail Question No: 428 To ask the Minister for Transport if there are plans to increase public transport connectivity between two areas Blanchardstown and Swords; and if he will make a statement on the matter. Answer While the 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 including scheduling new services/existing PSO routes. We are at a key juncture for public transport in Ireland. Reliable and sustainable services are critical as passenger numbers grow, congestion worsens in urban areas, and a greater proportion of the population depends on public transport for commuting, education, and essential travel. 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 light of the NTA's responsibilities in the 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 your email dated 28 July 2026, the contents of which have been noted. There are no current plans for a direct bus service between Blanchardstown and Swords however, the continuing rollout of the BusConnects Network Redesign programme will transform connectivity across Fingal helping to better link key urban areas. Interchange between services will be a key feature in achieving this outcome. For example, on the completion of phase 9 (A-Spine) it will be possible to take new route A4 from Swords Main Street to Dublin Airport and change to route N8 for Blanchardstown. Interchange between services is free when customers avail of the TFI-90 Minute Fare. The introduction date for new services, including routes N8 and A4 depends on operational readiness, and the outcome of discussions on funding with the Department of Transport. Yours sincerely,	**Emer Currie T.D**

29/07/2026	622	**PQ Referred: 58947/26, for answer 28/07/2026 , Written from - John Brady**	Dail Question No: 622 To ask the Minister for Transport the total amount that has been expended on the Metrolink project to date; when the final budget will be finalised; 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 (NTA) has the statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), which includes MetroLink. I understand that €530 million has been spent on MetroLink to end-June 2026. It is too early in the project lifecycle to give a precise capital cost or budget for MetroLink. This is because the project has yet to go through the detailed procurement stage. The Preliminary Business Case showed how the project benefits exceed the project costs. The cost estimates for MetroLink are currently under review by the NTA as part of preparation for Approval Gate 2 of the Infrastructure Guidelines and will ultimately be finalised once tenders have been received, ahead of the Government's decision at Approval Gate 3. The NTA is responsible for developing cost estimates, as originally set out in the Preliminary Business Case and as updated since, and subsequent cost analyses. 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 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. 622 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply. As of early August 2026, around €585.4 million has been spent to date on MetroLink. The Preliminary Business Case (PBC), which was approved by Government in July 2022, detailed potential capital costs for MetroLink ranging from €7.16bn to €12.25bn, excluding VAT. In accordance with the Infrastructure Guidelines, a Detailed Business Case has been prepared for consideration at Approval Gate 2 (AG2). This includes a substantive review and update of the estimated costs for the project. The Detailed Business Case is currently subject to review and consideration from Government as part of the relevant approval process. Should MetroLink proceed beyond AG2, a Final Business Case will be required to be prepared for MetroLink at Approval Gate 3 (AG3). This will include a further substantive review and update of project costs. MetroLink will again remain subject to further assessment by the NTA and the Department of Transport, and to a Government decision at that approval gate. The final budget for MetroLink will therefore not be determined until the project has completed the AG3 process. I trust that the above information is of assistance. Yours sincerely,	**John Brady, T.D.**

29/07/2026	586 & 603	**PQ Referred: 58586/26, for answer 28/07/2026 , Written from - Donnchadh Ó Laoghaire**	Dail Question No: 586 To ask the Minister for Transport for an update on the delivery of the Cork Luas; when he expects the system to begin construction; when he expects it to begin operation; and his view on the need for an additional connection. Dail Question No: 603 To ask the Minister for Transport the position regarding the Cork Luas project as of July 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. 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) published the Luas Cork Emerging Preferred Route in April 2025 and held a first round of non-statutory public consultation. Following this consultation period, feedback was considered and the Preferred Route was published in April 2026. TII held a second round of non-statutory public consultation until June 2026. This feedback is being incorporated into ongoing design development to advance the scheme to Preliminary Design stage, alongside the preparation of a Preliminary Business Case for submission to Government to secure approval. Subject to this approval, a Railway Order planning application will be prepared and submitted, including a further statutory public consultation process. Following the granting of full planning permission and confirmation of funding, construction of Luas Cork may then commence. 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	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 586 & 603 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply. Luas Cork is a central part of the Cork Metropolitan Area Transport Strategy (CMATS) that will deliver integrated public transport including BusConnects, heavy rail improvements and safe cycling and walking infrastructure. Luas Cork is a proposed light rail line running from Ballincollig to Mahon Point, connecting communities and key destinations such as Ballincollig, Munster Technological University, Cork University Hospital, University College Cork, the city centre, Kent Station, the Docklands, Páirc Uí Chaoimh, Blackrock and Mahon. TII in partnership with the NTA, published the Preferred Route (PR) for Luas Cork on 17th April 2026 and commenced a second round of non-statutory public consultation. This follows an initial publication of the Emerging Preferred Route (EPR) in April 2025. Further information can be found at www.luascork.ie. Following the closure of the non-statutory public consultation on the Preferred Route, the project is now progressing to preparing the Preliminary Design and Preliminary Business Case in 2026 and 2027, followed by the extensive documentation required for a Railway Order application to An Coimisiún Pleanála. It is currently expected that a Railway Order will be lodged in 2028. Contingent on the successful approval of the Railway Order application and the availability of the required funding, construction is expected to commence by 2031, with an estimated construction period of five years. I trust that the above information is of assistance. Yours sincerely,	**Donnchadh O' Laoighaire, T.D.**

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

Data Classification: Public

28/07/2026	513	**PQ Referred: 57235/26, for answer 28/07/2026 , Written from - James Geoghegan**	Dail Question No: 513 To ask the Minister for Transport the total amount of funding allocated to the National Transport Agency that directly or indirectly funds projects which are located in each of the four Dublin local authority areas for each of the years 2023, 2024, 2025 and to date in 2026, in tabular form; and if he will make a statement on the matter. Answer The total allocations for the National Transport Authority at national programme level for any given year are published in the Revised Estimates Volumes for the Public Service, published by the Department of Public Expenditure, Infrastructure, Public Service Reform and Digitalisation. The allocations to the NTA, both current and Capital in the years sought by the Deputy are as follows: Year Current(€000) Capital (€000) Total (€000) 2023 592,405 891,075 1,483,480 2024 591,686 1,335,706 1,927,392 2025 591,686 1,335,706 1,927,392 2026 941,115 1,680,000 2,570,813 The NTA, in partnership with local authorities, has responsibility for the selection and development of specific projects in each local authority area. The allocations support public transport services, active travel and public transport infrastructure investment. Noting the NTA's responsibility in these matters and its role in project administration at the level of individual local authorities, I have referred the Deputy's question to the NTA for a detailed direct reply concerning allocations that fall within the administrative jurisdictions of the four Dublin local authorities. Please contact my privateofficeif	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 513 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA allocates funding at the start of each year to Local Authorities across Ireland for the ongoing delivery of active travel schemes and public transport investment. Allocations for each of the queried years for Public Transport Investment is summarised below: **Public Transport:** **Public Transport:** |	2023	2024	2025	2026 | |---|---|---|---|---| | Dublin City Council | 0 | 3,466,000 | 11,050,000 | 6,700,000 | | South Dublin County Council | 0 | 0 | 1,000,000 | 1,500,000 | | Fingal County Council | 0 | 0 | 7,185,000 | 9,618,000 | | Dún Laoghaire-Rathdown County Council | 0 | 0 | 1,000,000 | 1,593,290 | Allocations for each of the queried years for Active Travel Investment are available in the public domain and published online: Active Travel Investment Grants 2026 Allocations - National Transport. The information within these reports are summarised below: **Active Travel:** |	2023	2024	2025	2026 | |---|---|---|---|---| | Dublin City Council | 59,850,000 | 60,666,000 | 45,000,000 | 35,950,000 | | South Dublin County Council | 22,065,000 | 22,400,000 | 20,000,000 | 19,000,000 | | Fingal County Council | 17,110,110 | 22,000,000 | 20,000,000 | 23,500,000 | | Dún Laoghaire-Rathdown County Council | 24,808,476 | 22,000,000 | 20,000,000 | 18,450,000 | I trust that the above information is of assistance. Yours sincerely,	**James Geoghegan, T.D**

			you do not receive a reply within ten working days.		

28/07/2026	512	**PQ Referred: 57234/26, for answer 28/07/2026 , Written from - James Geoghegan**	Dail Question No: 512 To ask the Minister for Transport the usage of artificial intelligence within his Department; the categories of usage; the usage of artificial intelligence within any bodies under the aegis of his Department; the categories of usage; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer The use of Artificial Intelligence (AI) within my Department is overseen by an AI Steering Group and governed by robust policies and procedures aligned with the Government's Guidelines for the Responsible Use of Artificial Intelligence in the Public Service, published in May 2025. The Department's AI policy is also aligned with the requirements of the EU AI Act and Department of Public Expenditure, Infrastructure, Public Service Reform and Digitalisation guidance, promoting the responsible, transparent, ethical, and secure use of AI technologies. The policy incorporates key principles relating to human oversight, transparency, privacy and security, reliability and safety, and ethical use. AI in my Department is currently used primarily for content generation – including summarising lengthy documents to extract key points, creating initial outlines of documents, enhancing online searching and research – and leverages the capabilities of AI tools that are included within the licenced/enterprise productivity applications that staff have already available to them. This use is considered to be in the "limited risk" category under the EU AI Act, e.g. chatbots or AI systems that generate content. There are currently no citizen-facing AI systems in use by my Department. I have referred the Deputy's question to the bodies under the remit of my Department 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. 57234/26 (Dail Question No:512) on 29th July 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA currently uses Artificial Intelligence (AI) technologies on a limited basis to support internal business and operational activities. Current uses of AI primarily focus on enhancing staff productivity, improving access to information, supporting research and analysis, and assisting with the drafting and summarisation of documents and reports. AI may also be used within approved business applications and platforms to improve efficiency and service delivery where appropriate. The categories of AI use within the NTA currently include: Information retrieval and knowledge discovery. Research and analytical support. Document drafting, summarisation and content generation. Productivity and administrative assistance. AI-enabled features within approved corporate systems and applications. The NTA has established governance structures for the responsible use of AI and aligned with the Government's Guidelines for the Responsible Use of Artificial Intelligence in the Public Service. AI systems are assessed using a risk-based approach and are subject to appropriate human oversight throughout their lifecycle. The NTA's approach incorporates key principles relating to human oversight, transparency, privacy and security, reliability and safety, and ethical use. AI is used to support staff in carrying out their duties and does not replace human judgement or decision-making. Staff remain accountable for reviewing and validating AI-generated outputs. The NTA continues to monitor developments in AI technology and emerging regulatory requirements, including the EU AI Act. Appropriate governance, assurance and transparency measures are being implemented to support the safe, responsible and accountable adoption of AI across the organisation. As AI technologies continue to evolve, the NTA will review and update its governance arrangements, policies and operational practices as required to support new and emerging use cases. Any future deployment of AI systems will be subject to appropriate assessment, approval and oversight processes to ensure they align with organisational requirements and applicable legal and regulatory obligations. I hope that the above information is of assistance. Yours sincerely,	**James Geoghegan, T.D**

29/07/2026	481	**PQ Referred: 56665/26, for answer 28/07/2026 , Written from - Maurice Quinlivan**	Dail Question No: 481 To ask the Minister for Transport if the TFI 90-minute fare scheme in Cork, allowing adults to transfer between unlimited Bus Éireann city services within 90 minutes for a flat €1.70 fare, will be rolled out in other cities; 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. As you will be aware, the NTA recently announced that from Monday 20 July passengers using Bus Éireann's Cork TFI city bus services will benefit from faster boarding times and a simplified 90-minute fare. This means that for the first time, passengers will be able to catch any bus in the city and transfer between buses in Cork city as often as they need within 90 minutes, all for a single fare of €1.70. The introduction of new on-board ticket validators also means passengers can simply tap their Leap Card and go, reducing boarding times, keeping services moving, and improving the overall reliability and punctuality of Cork city bus services. As a result, passengers will enjoy greater flexibility and will also benefit from fare capping, which wasn't previously available for passengers in Cork. I wish to reassure the Deputy 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. The National Transport Authority (NTA), which regulates fares for services provided under Public	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 481 of 29 July 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA is responsible for the setting of public transport fares on all contracted Public Service Obligation (PSO) services, in accordance with the provisions of the Dublin Transport Authority Act 2008. This includes the TFI 90-minute fare and fares in regional cities. It is the NTA's intention to implement the TFI 90-minute fare in other cities across Ireland, in particular as part of the various BusConnects plans and as new Next Generation Ticketing (NGT) equipment is implemented. At present, we have no definite timeline for the implementation of the TFI 90-minute fare in other cities. This will be developed at as we advance the design and implementation of the various bus network redesign projects in these cities as part of the BusConnects programme. I trust this is of assistance. Yours sincerely,	**Maurice Quinlivan, T.D.**

			Service Obligation (PSO) contracts, plays a central role in achieving this. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to them for direct reply. Please advise my private office if you do not receive a response within ten working days.		

29/07/2026	456 & 457	**PQ Referred: 56559/26, for answer 28/07/2026 , Written from - Paul Murphy**	Dail Question No: 456 To ask the Minister for Transport further to Parliamentary Question No. 105 of 18 June 2026, and the reply to the topical issue on Thursday 16 July 2026 on Metro south-west, to provide clarity on the intentions to meet the commitment in the Programme for Government to "Commission an independent feasibility study into continuing MetroLink from the city to South West Dublin"; whether this study will simply be a part of the six yearly NTA review of transport strategy, as indicated in his reply, or if it will be an independent feasibility study as indicated in the topical issue reply; to outline the way in which this study will take place; and the way in which its independence will be assured. Dail Question No: 457 To ask the Minister for Transport to provide details of the planned independent feasibility study into continuing MetroLink from the city to South-West Dublin; whether it will take into account the work done by a person (details supplied). 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 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 must be reviewed every six years, with the next review due in 2028. As part of this review, the NTA will reassess the need for additional metro lines, among other transport options, in the GDA. This review will consider updated travel demand forecasts, as well as changes in land use and spatial planning policies. This background analytical	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 456 & 457 of 29 July 2026, which was referred to the National Transport Authority (NTA) for reply. The statutory Greater Dublin Area Transport Strategy 2022-2042 (GDATS), as prepared by the NTA and approved by the Minister for Transport in accordance with Section 12 of the Dublin Transport Authority Act ("DTA Act"), sets out following measure: "In reviewing and updating the Transport Strategy, which takes place every 6 years, the NTA will assess the requirement to provide additional Metro lines in the GDA based on updated forecast demand for travel and on emerging significant changes in land use and spatial policy, including previously considered options to extend Metrolink southwards towards UCD, or along the existing Luas Green Line, or towards South West Dublin." In preparing the 2022 GDATS, an independent Metro to Knocklyon Feasibility Study was undertaken and concluded that options for a Metro "would have a benefit cost ratio (BCR) of below 1.0. This provides an initial indication that a Metro option is unlikely to be a cost-effective approach to enhancing public transport in this area of Dublin." The next GDATS is scheduled to be completed by 2028 in accordance with the DTA Act with background analysis to commence next year. Our position in relation to undertaking an additional feasibility study for Metro South-West since the approval of the 2022 GDATS, as committed to in the Programme for Government (PfG), was that it would have been premature in advance of securing consent for MetroLink. Final consent for MetroLink was secured in January of 2026. Given that background analysis for the next GDATS will commence next year, the NTA's current position is that any feasibility study would be best undertaken as part of the comprehensive assessment of future demand for travel in the GDA that would be required then. This would ensure that any assessment of demand in the southwest, and the associated feasibility of any emerging transport supply solutions, is undertaken and planned for in a holistic manner alongside the analysis of the entire Dublin area, with priorities for investment in infrastructure and services determined accordingly. In particular, such an approach would take into account the significant changes in land use policy which have emerged since the approval of the 2022 GDATS whereby local authorities have identified and prepared plans for development at major landbanks. It would also take into account the ongoing identification of locations for housing delivery in accordance with the recent Section 28 guidelines on rezoning of additional lands in accordance with the revised National Planning Framework. With reference to the the information that will be taken into account as part of the GDATS; public consultation on the GDATS will take place and any submissions received will be taken into account. To summarise, background analysis for the next GDATS is expected to commence next year and the assessment of the potential for a metro to southwest Dublin, in fulfilment of the PfG commitment and in the manner outlined above, will occur at that stage. I trust that the above information is of assistance.	**Paul Murphy, T.D.**

			work is expected to commence over the next year. As the Deputy notes, the Programme for Government commits to commissioning an independent feasibility study continuing MetroLink from the city to South West Dublin. The independent feasibility study for the metro to South-West Dublin will be undertaken as part of this broader strategic review process, ensuring that it is considered in an integrated and holistic manner. 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.		

29/07/2026	377	**PQ Referred: 55362/26, for answer 28/07/2026 , Written from - Emer Currie**	Dail Question No: 377 To ask the Minister for Transport if he will provide a report on the progress made implementing the Programme for Government commitments within his remit relating to MetroLink since the formation of the Government; 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. As the Deputy will be aware, MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre, the first of its kind in Ireland. It is a key project under the National Development Plan (NDP) and NDP Review 2025. MetroLink will be able to carry a peak capacity of 20,000 passengers per hour per direction in the future. MetroLink has seen significant developments over the last year. An Coimisiún Pleanála published its decision to grant the MetroLink Railway Order in October 2025. This decision was subsequently subject to legal challenge, which, following successful mediation, has been withdrawn. Following the Railway Order coming into operation, Transport Infrastructure Ireland (TII) submitted documentation, including the Detailed Business Case, to the NTA and the Department at Approval Gate 2 (pre-tender) of the Infrastructure Guidelines earlier this year. The NTA and my Department are undertaking a integrated assurance process to accelerate review and approval times, rather than the usual sequential approach. This approach will maintain recent momentum gained on MetroLink while ensuring strong oversight at this stage, as the project prepares to move into detailed procurement. I expect to bring a	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 377 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply. I note that the Minister has provided a substantial response to this query. As reflected in the Minister's reply, significant progress has been made over the last eighteen months in advancing MetroLink from planning into procurement and delivery preparation. Following An Coimisiún Pleanála's decision to grant the Railway Order, and the subsequent withdrawal of the related legal challenge, the project has now achieved planning certainty and entered its next phase. Transport Infrastructure Ireland (TII) submitted the Detailed Business Case and associated Approval Gate 2 documentation to the National Transport Authority (NTA) and the Department of Transport in early 2026, with a Government decision on project approval anticipated shortly. MetroLink is currently progressing through a substantial procurement programme. During 2026, TII launched the procurement processes for the two main civil works contracts, M401 and M402, which will deliver the principal tunnels, stations, structures and route-wide infrastructure for the metro. This was followed by the launch of the M500 Design, Build, Finance, Operate and Maintain (DBFOM) procurement, which will provide the railway systems, rolling stock, depot and park-and-ride facilities, station fit-out, commissioning, and future operation and maintenance of the MetroLink service. In addition, the M120 Heavy Civils Framework procurement was launched to facilitate enabling and infrastructure works at key sites including Dublin Airport and Glasnevin. Alongside these major procurements, extensive preparatory activities are underway to support construction readiness. Land and property acquisition is continuing across the route to secure access for future works and minimise delivery risks. Multiple advanced and enabling works contracts are also being procured covering areas such as archaeology, utility diversions, environmental monitoring and site investigations. The first of these contracts is expected to be awarded during 2026, enabling early site activities and contractor mobilisation in advance of the main construction packages. The programme is also progressing the appointment of a Programme Delivery Partner and the establishment of a MetroLink Opportunity Portal, which will facilitate participation by SMEs and Irish businesses in the delivery supply chain. Subject to the necessary approvals, the project remains on course to commence construction over the coming years, delivering a transformational high-capacity metro connecting Swords, Dublin Airport and Dublin city centre, with operations envisaged in the 2030s. In relation to the Programme for Government commitment to examine the potential extension of MetroLink to South West Dublin, the NTA intends to undertake this work as part of the next review of the Greater Dublin Area Transport Strategy (GDATS), which must be updated every six years. The review of the GDATS is expected to commence in 2027. The current GDATS 2022-2042 provides for the assessment of additional metro corridors during future strategy reviews, informed by updated travel demand forecasts, land use patterns and spatial planning policies. While an independent feasibility study undertaken during the preparation of the current Strategy indicated that a metro to the Knocklyon area was unlikely to represent a cost-effective solution at that time, significant changes have since emerged in housing and land use policy, with additional lands zoned for growth. Accordingly, the Programme for Government feasibility study will form part of the broader evidence-based assessment supporting the next GDATS review, ensuring that any consideration of a metro to South West Dublin is undertaken within the context of wider transport needs, future population growth and investment priorities across the Greater Dublin Area. I trust that the above information is of assistance. Yours sincerely,	**Emer Currie T.D**

			recommendation to Cabinet shortly. Construction of MetroLink is earmarked to commence over the coming years with a view to operation in the 2030s. In addition, the Programme for Government commits to commissioning an independent feasibility study continuing MetroLink from the city to South West Dublin.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 andmust be reviewed every six years, with the next review due to be concluded by 2028. The independent feasibility study for a metro to South-West Dublin will be undertaken as part of this broader strategic review process. 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.		

29/07/2026	446	**PQ Referred: 56363/26, for answer 28/07/2026 , Written from - Ruth Coppinger**	Dail Question No: 446 To ask the Minister for Transport to consider the creation of a direct route between Blanchardstown and Swords; 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. The city programmes cover the construction of new bus corridors, new network services, bus electrification and the development of enhanced ticketing, in an integrated manner to help maximise the benefits to public transport users. The Network Redesign as part of Bus Connects Dublin will improve the existing bus network by providing high frequency spines and new local, orbital, and radial routes. Orbital routes are an important part of the new design as they offer an efficient way for passengers to travel without needing to pass through the city centre. New bus services in Dublin are already being delivered as part of BusConnects. Since 2021 we have rolled out the first seven phases of the Network Redesign in Dublin. This has included the Northern Orbitals connecting Blanchardstown to the Point Village in 2022, and the Western Orbitals connecting Blanchardstown to Tallaght in 2023.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 446 of 29 July 2026, which was referred to the National Transport Authority (NTA) for reply. There are no current plans for a direct bus service between Blanchardstown and Swords however, the continuing rollout of the BusConnects Network Redesign programme will transform connectivity across Fingal helping to better link key urban areas. Interchange between services will be a key feature in achieving this outcome. For example, on the completion of phase 9 (A-Spine) it will be possible to take new route A4 from Swords Main Street to Dublin Airport and change to route N8 for Blanchardstown. Interchange between services is free when customers avail of the TFI-90 Minute Fare. The introduction date for new services, including routes N8 and A4 depends on operational readiness, and the outcome of discussions on funding with the Department of Transport. I trust this is of assistance. Yours sincerely,	**Ruth Coppinger, T.D.**

			The new route N8 will connect Blanchardstown with Dublin Airport and is planned to enter service in late 2026 or early 2027, subject to available resources and operational readiness. Overall, BusConnects will transform bus services in our cities, allowing passengers to travel more conveniently, quickly and sustainably, and I look forward to its full implementation. 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.		

29/07/2026	403	**PQ Referred: 55652/26, for answer 28/07/2026 , Written from - Aindrias Moynihan**	Dail Question No: 403 To ask the Minister for Transport the way in which the €940 million current allocation to the NTA in 2026 is being allocated by programme, operator, county and service type; the amount allocated to County 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; 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. We are at a key juncture for public transport in Ireland. Reliable and sustainable services are critical as passenger numbers grow, congestion worsens in urban areas, and a greater proportion of the population depends on public transport for commuting, education, and essential travel. A fundamental reset in funding was required to place the PSO programme on a sustainable, long-term footing, in line with the Programme for Government. To underpin this, my Department secured an unprecedented €940 million allocation for PSO services in Budget 2026, a substantial 43% increase on Budget 2025. This significant investment provides a robust foundation to ensure that existing public transport services are delivered reliably and sustainably throughout the year, enabling the system to meet rising passenger demand and assist to absorb growing operational costswhile supporting longer-term reforms to enhance capacity, accessibility, and efficiency across the system. The NTA is managing the 2026 allocation by prioritising delivery of existing programmes in line with operational readiness and resources. Enhancements within the current allocation are prioritised, some changes are cost-	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 403 of 28 July 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA prepares a budget submission in relation to funding requirements broken down by operator contract. The Minister then provides an allocation in relation to this funding requirement. In 2026 the entire funding allocation of €940m is required to maintain existing public transport services. As such there is no funding available for new service programmes in 2026. Yours sincerely,	**Aindrias Moynihan, T.D.**

			neutral, while others require additional resources, and all are subject to funding, readiness, and capacity. 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.		

29/07/2026	402 & 475	**PQ Referred: 55651/26, for answer 28/07/2026 , Written from - Aindrias Moynihan**	Dail Question No: 402 To ask the Minister for Transport the number of bus driver, mechanic and craftworker vacancies currently affecting PSO and local link services in Cork County, by operator; the impact these vacancies are having on service delivery; and if he will make a statement on the matter. Dail Question No: 475 To ask the Minister for Transport the number of bus vacancies currently existing for bus drivers, mechanics and maintenance staff in Cork city and Cork county operations; 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 'open' public transport. From a policy perspective, the Programme for Government commits to enhancing and supporting a skilled workforce to maintain and operate public transport vehicles. To advance this policy commitment, my Department chairs the Public Transport Workforce Taskforce, which brings together representatives from a number of Departments, including the Department of Enterprise, Tourism and Employment, relevant agencies, public transport operators, unions, and training bodies. The Taskforce is tasked with identifying the key factors contributing to recruitment challenges for State transport services and developing practical measures to support a sustainable pipeline of drivers, mechanics, and craftworkers. My Department is continuing to engage with stakeholders, with a view to producing an action plan in the coming weeks. 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.	Dear Deputy, I refer to Parliamentary Questions 402 and 475 which were referred to the NTA for reply in 29 July 2026. From the latest information made available to the National Transport Authority (NTA), Bus Eireann are currently at their required establishment level in terms of mechanics in their Cork Depot for the operation of current PSO services in Cork City and County. Bus Eireann are experiencing a shortfall in drivers available to operate services in Cork City and County, due to a increase in driver absenteeism and a small shortfall in available drivers as trainee drivers complete final training ahead of service. Bus Éireann project that they will have reverted to the necessary available headcount in the coming weeks and inform us that they have a signficant pipeline of additional recruits and trainees available to address future needs. Separately, a significant share of Bus Éireann fleet being off-road in recent months due to mechanical reasons has resulted in cancellations across the bus network in Cork City and County. We currently meet Bus Éireann senior management on a weekly basis to review performance and monitor the implementation of Bus Éireann's remedial plan. All Local Link services are operated under contract by bus operators who retain responsibility for provision of and maintenance of the vehicles operating these services. To the NTA's knowledge, there are no significant driver, mechanic and craftworker shortages being experienced by these operators, that are impacting on Local Link services Yours sincerely,	**Aindrias Moynihan, T.D.**

			The NTA in turn works with the relevant public transport operators, for example Bus Éireann, who have responsibility for day-to-day operational issues as well as staffing and employment matters. In light of the NTA's over-arching statutory responsibilities for public transport services in County Cork, including Local Link services, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.		

07/09/2026	528	**PQ Referred: 62930/26, for answer 07/09/2026 , Written from - John Connolly**	Dail Question No: 528 To ask the Minister for Transport the interim measures are planned by the National Transport Authority to address capacity pressures on bus routes serving western Galway, including Knocknacarra and Route 412, 411, 410 during peak house, prior to the introduction of the new BusConnects Galway network and fleet from 2027 onwards and accounting for these routes soon going to tender are there plans to increase frequency of these services during peak hours; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 528 of 07 September 2026, which was referred to the National Transport Authority (NTA) for reply. As you may be aware, the NTA are currently in the process of procuring a replacement contract for these services. As part of this procurement process, a detailed review of the timetable was undertaken. Arising from that review, additional services are proposed in the AM and PM peaks, as well as at evenings and weekends, in order to address demand on those routes ahead of the implementation of the BusConnects Galway network. The revised contract is due to be introduced during 2027, an exact date will be provided once available. I trust this clarifies matters. Yours Sincerely,	**John Connolly T.D**

07/09/2026	524 & 526	**PQ Referred: 62917/26, for answer 07/09/2026 , Written from - John Connolly**	Dail Question No: 524 To ask the Minister for Transport the operational reasons passengers on Galway city bus services are generally required to exit through the front door rather than using middle doors where available; whether this policy has been reviewed by the National Transport Authority or Bus Éireann; and if he will make a statement on the matter. Dail Question No: 526 To ask the Minister for Transport whether the National Transport Authority has assessed the impact of front-door-only boarding on bus punctuality, dwell times and service reliability in Galway city; and if he will provide the findings of any such assessment. 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 PQ 62917/26, Dail Questions No: 524 and 526 which has been referred to the NTA for response. 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 particular query. Under the terms of the NTA's Public Service Obligation contract with Bus Éireann, passengers should be facilitated to exit through the centre doors where such doors are available and where it is safe to do so. This arrangement is intended to support efficient passenger movements and minimise delays at bus stops. The NTA monitors compliance with contractual customer service and operational requirements through its mystery passenger survey programme. This programme includes observations of boarding and alighting practices. Where repeated failures to comply with contractual requirements are identified, the operator may be subject to contractual performance deductions. The NTA will raise the matter with Bus Éireann and remind the operator of its responsibilities regarding passenger boarding and alighting arrangements, including the requirement to facilitate passenger exit through centre doors where available and safe to use. The Authority will continue to monitor compliance through its established performance management processes. With regards to front-door-only boarding, I can confirm that no specific assessment of the impact of this practice on bus punctuality, dwell times or service reliability on Galway city services has been undertaken. However, front-door boarding is the only practical boarding arrangement on PSO bus services, as ticketing and fare validation equipment is located adjacent to the driver and passengers are required to validate or purchase their ticket on boarding. I trust this is of assistance. Yours sincerely,	**John Connolly T.D**

07/09/2026	362	**PQ Referred: 61367/26, for answer 07/09/2026 , Written from - Ivana Bacik**	Dail Question No: 362 To ask the Minister for Transport his plans to address the funding shortfall for the rollout of BusConnects; the individual projects under the programme that are now due to be delayed, the length of time of the delay; 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 implementation ofthe BusConnects 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 days. Pending this detailed response,I note that BusConnects is a transformative programme of investment in the bus system, providing better bus services across Dublin, Cork, Limerick, Galway and Waterford. 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. It is the largest investment in the bus system in the history of the state and is managed by the NTA. The NDP Sectoral Investment Plan, which was published by my Department in November last year, has allocated funding to progress BusConnects across the cities. The NTA will publish a more detailed plan later this year of what elements of the programme will be advanced within the funding available up to 2030.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 362 of 07September 2026, which was referred to the National Transport Authority (NTA) for reply. All bus service enhancements under the Bus Connects project require ongoing Public Service Obligation (PSO) subsidy. The National Transport Authority's (NTA) budget for such subsidy is agreed annually by Government. Discussions between the NTA and Department of Transport on the PSO funding envelope for 2027 are now underway. We anticipate that the allocation for 2027 will be announced in the coming weeks, following which it will be possible to advise on dates for implementing the next set of enhancements. I trust the above is of assistance. Yours sincerely,	**Ivana Bacik, T.D.**

07/09/2026	350	**PQ Referred: 61094/26, for answer 07/09/2026 , Written from - Michael Cahill**	Dail Question No: 350 To ask the Minister for Transport to direct the NTA to advise if a new route 600 connecting a service Tralee-Killarney to Cork City-Dungarvan-Waterford will come into service given the public demand for this 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; however, I am not involved in the day-to-day operations of public transport. Further, the route mentioned by the Deputy is a commercial bus service operated by Dublin Coach and responsibility for the operation of the service is a matter for the company. In light of the NTA's responsibility in this area as the licensing authority for the commercial bus sector, I have forwarded the Deputy's query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 350 of 07 September 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) has no current plans to introduce a Public Service Obligation (PSO) bus service to this alignment. There are two commercial bus services that operate on this alignment. Route 40 is operated by Bus Éireann Expressway and Route 600 is operated by West Coast Coaches (operating as Dublin Coach). These routes are operated on a commercial basis – they are not funded by the State. The NTA is only responsible for licensing these services – all decisions regarding stopping locations, fares, bus fleet and similar, are a matter for the operators. 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. Yours Sincerely,	**Michael Cahill, T.D**

07/09/2026	338	**PQ Referred: 61138/26, for answer 07/09/2026 , Written from - Niall Collins**	Dail Question No: 338 To ask the Minister for Transport his plans for the roll out of bus connects in Limerick; his views on the benefits of this to people living in the Limerick city west area including the areas of Patrickswell, Ballybrown/Clarina, Mungret, Raheen and Dooradoyle, 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 implementation ofthe Limerick BusConnects 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 days. Pending this detailed response,I note that BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities. It is the largest investment in the bus system in the history of the State. In Limerickthe redesign of the bus network is one of the nine key elements that aims to transform the city's bus system, making public transport more useful to more people.Overall, 41% of residents will live within 400 metres of a high frequency bus route, running every 15 minutes or better. Limerick is the first city in Ireland with a fully electrified bus service, with two phases of charger installation works coming on-stream at Roxboro bus depot during 2024 and 61 zero-emission buses in active passenger service today. Regarding future phases of BusConnects Limerick, the NTA will publish its detailed National Development Plan implementation plan later this year, which will set out the elements of the programme to be progressed in the coming years within available funding to 2030. This follows on from the publication of	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 338 of 07 September 2026, which was referred to the National Transport Authority (NTA) for reply. The target implementation date for the Bus Connects Limerick Network Redesign project is currently 2028. Implementation dates remain subject to the outcome of ongoing discussions with the Department of Transport regarding funding for the new services required to support the redesigned network. While work to progress the project continues, the pace at which these activities can be advanced is dependent on the level of funding made available to the NTA. The NTA remains committed to progressing the BusConnects Limerick programme and continues to undertake the necessary planning and preparatory work to facilitate implementation once the required funding arrangements are confirmed. I trust this clarifies the current position. Yours sincerely,	**Niall Collins, T.D.**

			the NDP Sectoral Investment Plan by the Department of Transport last November, and the publication of the NDP Review last July.		

07/09/2026	351	**PQ Referred: 61093/26, for answer 07/09/2026 , Written from - Michael Cahill**	Dail Question No: 351 To ask the Minister for Transport to direct the NTA to advise if a service can be provided for route 300 to stop at Farranfore, given the high public demand for this 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 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. 351 of 07 September 2026, which was referred to the National Transport Authority (NTA) for reply. Route 300 is a commercial bus service operated by West Coast Coaches (operating as Dublin Coach) on a commercial basis – it is not funded by the State. 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. Yours sincerely,	**Michael Cahill, T.D**

07/09/2026	627	**PQ Referred: 64094/26, for answer 07/09/2026 , Written from - John Clendennen**	Dail Question No: 627 To ask the Minister for Transport further to Parliamentary Question No. 552 of 27 July 2026, for an update on the further feasibility studies for the proposed Tullamore town bus 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 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. 627 which was referred to the National Transport Authority (NTA) for reply. Currently, there are eleven town bus services in Ireland, and they operate in Kilkenny, Drogheda, Navan, Athlone, Clonmel, Carlow, Portlaoise, Sligo, Balbriggan, Dundalk and Mullingar. Mullingar Town bus services were launched on 22 February 2026 under the 2025 PSO (Public Service Obligation) programme. It is currently expected that Ennis Town bus services will launch in October 2026 (again under the 2025 PSO programme). Letterkenny Town bus services are planned to follow thereafter, currently expected in late 2027 subject to funding availability. In parallel to these rollouts, the NTA is planning for the next phase of potential new town bus services. The NTA 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. The NTA plan to propose new or enhanced bus services in some or all of these towns for implementation from 2028 onwards, subject to resources and funding being available. We will undertake a public consultation for Naas and Newbridge Town service proposals before the end of this year. Subject to the outcome of further feasibility work, we could be in a position to undertake a public consultation for potential new Tullamore Town bus services during the second half of 2027. Such further feasibility work will be undertaken in the first half of 2027. Yours sincerely	**John Clendennen, T.D**

07/09/2026	626	**PQ Referred: 64103/26, for answer 07/09/2026 , Written from - John Clendennen**	Dail Question No: 626 To ask the Minister for Transport further to reports (details supplied), that the National Transport Authority does not currently have sufficient funding to provide new public transport services in 2026 and that discussions are underway regarding its funding allocation for 2027, whether he will ensure that sufficient funding is provided in Budget 2027 to allow the next phase of the Towns Programme to proceed, including the provision of a town bus service for Tullamore; the estimated additional annual funding required to introduce such a service in Tullamore; and if he will make a statement on the matter. Details Supplied: Details supplied: Article entitled Transport Authority doesn't have "sufficient funding" to expand public transport services , appearing online in the Examiner dated 17 August 2026 and which can be found at https://www.irishexaminer.com/news/politics/arid-41895649.html 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. Offaly and Laois have seen a significant investment in rural transport in recent years with funding increasing by 36% between 2024 and 2025, to over €5.5m. Passenger numbers on Rural Regular Service routes in Offaly and Laois also increased by 52% from 2024 to 2025. Ireland's public transport system is experiencing growing passenger demand, worsening urban congestion, combined with significant workforce shortages, particularly among drivers, mechanics, and craftworkers. The focus for 2026 is onstabilising the PSO	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 626 of 07 September 2026, which was referred to the National Transport Authority (NTA) for reply. Currently, there are eleven town bus services in Ireland, and they operate in Kilkenny, Drogheda, Navan, Athlone, Clonmel, Carlow, Portlaoise, Sligo, Balbriggan, Dundalk and Mullingar. Mullingar Town bus services were launched on 22 February 2026 under the 2025 PSO (Public Service Obligation) programme. It is currently expected that Ennis Town bus services will launch in October 2026 (again under the 2025 PSO programme). Letterkenny Town bus services are planned to follow thereafter, currently expected in late 2027 subject to funding availability. In parallel to these rollouts, the NTA is planning for the next phase of potential new town bus services. The NTA 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. The NTA plan to propose new or enhanced bus services in some or all of these towns for implementation from 2028 onwards, subject to resources and funding being available. We will undertake a public consultation for Naas and Newbridge Town service proposals before the end of this year. Subject to the outcome of further feasibility work, we could be in a position to undertake a public consultation for potential new Tullamore Town bus services during the second half of 2027. Yours sincerely	**John Clendennen, T.D**

			position, ensuring services already in place canoperatereliably and sustainably, and progressing improvements that were already underway, including the recent Mullingar townservice. Within itsallocatedresources, the NTA will continue to prioritise operational improvements, where possible.Decisions onservicechanges or enhancements are a matter for the NTA, taking account of availablefunding, operationalreadiness,and driver availability. As with all such measures, further expansion of new and enhanced routes will be subject to funding and the upcoming 2027 Estimates Process discussions. 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.		

07/09/2026	568	**PQ Referred: 63392/26, for answer 07/09/2026 , Written from - Conor D. McGuinness**	Dail Question No: 568 To ask the Minister for Transport the reason the TFI Waterford Bus Red Zone Leap Card does not have daily and weekly fare capping as is available in Dublin and Cork. 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 April 2023, the NTA published a new National Fares Strategy. The Fares Strategy followed the previous implementation of a simplified fares structure for Dublin, and proposed an approach that is more equitable, consistent and easy to understand. This National Fares Strategy implemented by the NTA focuses on a sustainable funding model for PSO services into the future. The Dublin city and commuter Zone went live from April 2025. A key feature of the new zonal structure is the implementation of crow fly distance-based fares in line with the National Fares Strategy 2023. In addition, the multimodal cap was reduced, and TFI 90 was extended to include passengers on commuter rail services from zones two, three and four, greatly expanding the number of origins and destinations available on a single public transport fare. Most recently on the 3rd of September 2026, the NTA announced a change in the national fare structure for PSO services, which will come into effect in January 2027. The revised fare structure represents the first broad adjustment to PSO fares since 2018 and forms part of the NTA's National Fare Strategy, supporting the continued expansion and improvement of public transport services while protecting affordable access for passengers.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 568 of 07 September 2026, which was referred to the National Transport Authority (NTA) for reply. The National Transport Authority (NTA) is responsible for the setting of public transport fares on all contracted Public Service Obligation (PSO) services, in accordance with the provisions of the Dublin Transport Authority Act 2008. This includes fares on PSO services in Waterford City. The National Fares Strategy 2023 sets out a pathway to implement PSO fare reform to enable technology to be more widely used in how fares and ticketing are retailed and priced. The rollout of this initially took place in the Dublin commuter area as new fare structures and BusConnects rollout occurred in this area first. The National Fares Strategy also stated that fare structures in the regional cities are being examined, and recommendations would be made at a later date. As such, the rollout of new regional city fares continued with the implementation of TFI 90 and Fare Capping on the Cork City bus network in July 2026 and a commitment to extend this to Cork Commuter rail services as soon as technically possible to do so. The 2026 Fares Determination will implement a flat fare for the regional cities of Galway, Limerick and Waterford and this is a prerequisite for implementation of TFI 90-minute fares and other fare products such as capping. It is the NTA's intention to review fare structures in the other regional cities, and this will include Waterford. Regional city fare reviews are ongoing, however there is no available timeframe as to when this will be completed. Yours sincerely,	**Conor D McGuinness, T.D**

			This Determination will discontinue the standard zone fare for the regional cities, including Waterford, and implement a flat urban fare identical to Cork City of Leap Adult €1.70, Young Adult €0.85 and Child €0.55. This represents a 10% increase for Adult passengers currently paying the higher zone fare, and a 26% increase for those paying the €1.35 standard zone fare. The implementation of standard discount rates for younger passengers will lead to a 15% reduction in a leap single fare for children from €0.65 to €0.55. The introduction of this flat city fare is a pre-requisite for the implementation of a 90-minute product. As you are aware, this 90-minute fare is being implemented in Cork this year, and it is the NTA's intention to rollout a similar 90-minute offering in the other regional cities in future Determinations to support the BusConnects network redesign programme. 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), which regulates fares for services provided under Public Service Obligation (PSO) contracts, plays a central role in achieving this. In light of the Authority's responsibility in this area, I have forwarded the Deputy's specific question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.		

07/09/2026	522	**PQ Referred: 62921/26, for answer 07/09/2026 , Written from - John Connolly**	Dail Question No: 522 To ask the Minister for Transport whether the National Transport Authority has assessed the additional costs incurred by Galway bus passengers who are required to make transfers between services due to the current network design and who cannot avail of an integrated fare system; and if he will provide the findings of any such assessment. 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. 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), which regulates fares for services provided under Public Service Obligation (PSO) contracts, plays a central role in achieving this. Under the Dublin Transport Authority Act 2008, the NTA which has the statutory responsibility for regulating fares for services provided under PSO contracts publishes an annual Fares Determination. Under the most recent Determination announced by the NTA on the 3rd September 2026, it outlines, regional city bus services operate in Cork, Galway, Limerick and Waterford. And advises that fare reform in our urban centres is ongoing and will contribute to a network effect of public transport in our regional cities and towns. TFI 90 and associated daily / weekly caps was rolled out in Cork City in July this year, and a flat city fare, which is a prerequisite for the implementation of a 90-minute ticket, will be introduced in Galway, Limerick and Waterford.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 552 of 07 September 2026, which was referred to the National Transport Authority (NTA) for reply The National Transport Authority (NTA) is responsible for the setting of public transport fares on all contracted Public Service Obligation (PSO) services, in accordance with the provisions of the Dublin Transport Authority Act 2008. This includes fares on PSO services in Galway City. The National Fares Strategy 2023 sets out a pathway to implement PSO fare reform to enable technology to be more widely used in how fares and ticketing are retailed and priced. The rollout of this initially took place in the Dublin commuter area as new fare structures and BusConnects rollout occurred in this area first. The National Fares Strategy also stated that fare structures in the regional cities are being examined, and recommendations would be made at a later date. As such, the rollout of new regional city fares continued with the implementation of TFI 90 and Fare Capping on the Cork City bus network in July 2026 and a commitment to extend this to Cork Commuter rail services as soon as technically possible to do so. The 2026 Fares Determination will implement a flat fare for the regional cities of Galway, Limerick and Waterford and this is a prerequisite for implementation of TFI 90-minute fares and other fare products such as capping. It is the NTA's intention to review fare structures in the other regional cities, and this will include Galway. Regional city fare reviews are ongoing, however there is no available timeframe as to when this will be completed. I trust the above is of assistance. Yours Sincerely,	**John Connolly T.D**

			This Determination will discontinue the standard zone fare for the regional cities and implement a flat urban fare identical to Cork City of Leap Adult €1.70, Young Adult €0.85 and Child €0.55. This represents a 10% increase for Adult passengers currently paying the higher zone fare, and a 26% increase for those paying the €1.35 standard zone fare. The implementation of standard discount rates for younger passengers will lead to a 15% reduction in a leap single fare for children from €0.65 to €0.55. As outlined above, this 90-minute fare is being implemented in Cork this year, and it is the NTA's intention to rollout a similar 90-minute offering in the other regional cities in future Determinations to support the BusConnects network redesign programme. In light of the Authority's responsibility in this area, I have forwarded the Deputy's specific question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.		

07/09/2026	523	**PQ Referred: 62920/26, for answer 07/09/2026 , Written from - John Connolly**	Dail Question No: 523 To ask the Minister for Transport whether the 90-minute TFI fare will be extended to Galway city bus services; if this possibility has been assessed by the National Transport Authority; and if he will provide a timeline for any planned implementation. 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 April 2023, the NTA published a new National Fares Strategy. The Fares Strategy followed the previous implementation of a simplified fares structure for Dublin, and proposed an approach that is more equitable, consistent and easy to understand. This National Fares Strategy implemented by the NTA focuses on a sustainable funding model for PSO services into the future. The Dublin city and commuter Zone went live from April 2025. A key feature of the new zonal structure is the implementation of crow fly distance-based fares in line with the National Fares Strategy 2023. In addition, the multimodal cap was reduced, and TFI 90 was extended to include passengers on commuter rail services from zones two, three and four, greatly expanding the number of origins and destinations available on a single public transport fare. Most recently on the 3rd of September 2026, the NTA announced a change in the national fare structure for PSO services, which will come into effect in January 2027. The revised fare structure represents the first broad adjustment to PSO fares since 2018 and forms part of the NTA's National Fare Strategy, supporting the continued expansion and improvement of public transport services	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 553 of 07 September 2026, which was referred to the National Transport Authority (NTA) for reply The National Transport Authority (NTA) is responsible for the setting of public transport fares on all contracted Public Service Obligation (PSO) services, in accordance with the provisions of the Dublin Transport Authority Act 2008. This includes fares on PSO services in Galway City. The National Fares Strategy 2023 sets out a pathway to implement PSO fare reform to enable technology to be more widely used in how fares and ticketing are retailed and priced. The rollout of this initially took place in the Dublin commuter area as new fare structures and BusConnects rollout occurred in this area first. The National Fares Strategy also stated that fare structures in the regional cities are being examined, and recommendations would be made at a later date. As such, the rollout of new regional city fares continued with the implementation of TFI 90 and Fare Capping on the Cork City bus network in July 2026 and a commitment to extend this to Cork Commuter rail services as soon as technically possible to do so. The 2026 Fares Determination will implement a flat fare for the regional cities of Galway, Limerick and Waterford and this is a prerequisite for implementation of TFI 90-minute fares and other fare products such as capping. It is the NTA's intention to review fare structures in the other regional cities, and this will include Galway. Regional city fare reviews are ongoing, however there is no available timeframe as to when this will be completed. I trust the above is of assistance.	**John Connolly T.D**

			while protecting affordable access for passengers. This Determination will discontinue the standard zone fare for the regional cities, including Galway, and implement a flat urban fare identical to Cork City of Leap Adult €1.70, Young Adult €0.85 and Child €0.55. This represents a 10% increase for Adult passengers currently paying the higher zone fare, and a 26% increase for those paying the €1.35 standard zone fare. The implementation of standard discount rates for younger passengers will lead to a 15% reduction in a leap single fare for children from €0.65 to €0.55. The introduction of this flat city fare is a pre-requisite for the implementation of a 90-minute product. As you are aware, this 90-minute fare is being implemented in Cork this year, and it is the NTA's intention to rollout a similar 90-minute offering in the other regional cities including Galway in future Determinations to support the BusConnects network redesign programme. 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), which regulates fares for services provided under Public Service Obligation (PSO) contracts, plays a central role in achieving this. In light of the NTA's responsibility in this area, I have forwarded the Deputy's specific question to them for direct reply. Please advise my private office if you do not receive a response within ten working days.		

07/09/2026	632	**PQ Referred: 64118/26, for answer 07/09/2026 , Written from - Eoghan Kenny**	Dail Question No: 632 To ask the Minister for Transport whether the National Transport Authority has undertaken an assessment of the case for a dedicated urban bus service for Mallow, County Cork; the outcome of any such assessment; whether funding has been identified for such a 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. We are at a key juncture for public transport in Ireland. Reliable and sustainable services are critical as passenger numbers grow, congestion worsens in urban areas, and a greater proportion of the population depends on public transport for commuting, education, and essential travel. The 2026 allocation therefore focuses on maintaining and strengthening the existing network after several years of reliance on significant supplementary funding. This ensures that high-demand public transport services can continue to operate effectively, while supporting longer-term reforms to enhance capacity, accessibility, and efficiency across the system. The NTA is managing the 2026 allocation by prioritising delivery of existing programmes in line with operational readiness and resources. Enhancements within the current allocation are prioritised, some changes are cost-neutral, while others require additional resources, and all are subject to funding, readiness, and capacity. Transport planning and strategic decision-making are guided by a balanced assessment	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 632 which was referred to the National Transport Authority (NTA) for reply. Currently, there are eleven town bus services in Ireland, and they operate in Kilkenny, Drogheda, Navan, Athlone, Clonmel, Carlow, Portlaoise, Sligo, Balbriggan, Dundalk and Mullingar. Mullingar Town bus services were launched on 22 February 2026 under the 2025 PSO (Public Service Obligation) programme. It is currently expected that Ennis Town bus services will launch in October 2026 (again under the 2025 PSO programme). Letterkenny Town bus services are planned to follow thereafter, currently expected in late 2027 subject to funding availability. In parallel to these rollouts, the NTA is planning for the next phase of potential new town bus services. The NTA 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. The NTA plan to propose new or enhanced bus services in some or all of these towns for implementation from 2028 onwards, subject to resources and funding being available. While Mallow is not included in the list of towns above, there are currently numerous bus routes linking Mallow (Town Park stop) with Mallow Station and Mallow Hospital and onwards. There is also an additional local route 515 proposed to serve Mallow as part of the Connecting Ireland plan, details of which are available here: Connecting Ireland Map Yours sincerely	**Eoghan Kenny, T.D**

			of operational and resource considerations. These decisions are also made following operational and performance analysis of existing services, including customer feedback. Funding for new services in 2027 will beconsidered through the annual Estimates process, taking account of competing funding demands and wider public transport priorities. 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.		

07/09/2026	402	**PQ Referred: 61849/26, for answer 07/09/2026 , Written from - Pat the Cope Gallagher**	Dail Question No: 442 To ask the Minister for Transport if he is aware that the NTA has not provided an interim town service for Letterkenny since the previous contractor withdrew the service (details supplied); and if he will make a statement on the matter. Details Supplied: Letterkenny is gridlocked on a daily basis and there are three new campuses servicing the ATU, a new Community Hospital that is due to open shortly and there are new housing schemes are in construction. It is vitally important that an interim service be provided immediately. I look forward to a positive response from the NTA, as I was assured by them prior to the withdrawal of the service that Letterkenny would be treated as a matter of urgency. 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. 402 of 7th September 2026 which was 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 particular query. The NTA undertook a public consultation on a proposed town bus service for Letterkenny during summer 2024. Following this, the NTA engaged with Donegal County Council and has prepared detailed designs for each of the proposed stop locations. It is our view that an interim town service will require separate funding, bus fleet, a depot and bus stop approval and infrastructure which will also require planning, procurement and mobilisation. Given the current advanced stage of planning, it is our strong preference to focus resources on delivery of the full Letterkenny Town bus service plan rather than an interim service. We are not currently in a position to confirm the potential commencement date of the Letterkenny Town Bus service as NTA must operate within the Public Service Obligation (PSO) budget that is allocated. There is currently no funding available for new or enhanced bus services in 2026, and we will need to await confirmation of funding for PSO public transport services in Budget 2027 to determine what additional town bus services we can implement in 2027, discussions on the PSO funding envelope in 2027 are now underway. I trust the above is of assistance. Yours sincerely,	**Pat the Cope Gallagher, T.D**

Data Classification: Public

07/09/2026	453	**PQ Referred: 62007/26, for answer 07/09/2026 , Written from - Peter Roche**	Dail Question No: 453 To ask the Minister for Transport the actions his Department is taking, including in coordination with the Department of Health, to address the situation whereby some older persons, including those in nursing homes or residential care settings, would prefer to return to their own homes in the evenings but are prevented from doing so due to extremely limited rural transport options; the measures being taken to reduce transport-related barriers that may be contributing to de facto long-term residential care; 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 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 includes responsibility for securing the provision of 'open' public passenger transport services nationally including the Connecting Ireland Rural Mobility Plan and TFI Local Link services. The provision of 'closed' transport services, for example dedicated health related transport services are outside of the NTA's remit. 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. 453 of 07 September 2026, which was referred to the National Transport Authority (NTA) for reply. This question is directed to the Department of Transport and would therefore be more appropriately addressed by that Department. I am not in a position to confirm whether the Department of Transport is working with the Department of Health on this matter. I would recommend that the question be returned to the Department of Transport for response. Yours sincerely,	**Peter Roche, T.D**

07/09/2026	353	**PQ Referred: 60865/26, for answer 07/09/2026 , Written from - Donna McGettigan**	Dail Question No: 353 To ask the Minister for Transport the status of an issue in relation to Leap cards (details supplied); when the technical issue will be resolved; the measures being taken to ensure it does not reoccur; and if he will make a statement on the matter.' Details Supplied: Customer Notice: We are currently unable to take new Student, Young Adult and Child TFI Leap Card orders due to a technical issue. We are working urgently to restore services and apologise for any delays. Existing TFI Leap Cards continue to work as normal Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects, including management of the Student, Young Adult and Child TFI Leap Card orders online 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, The NTA is aware of the customer notice referenced by the Deputy. The notice related to a technical issue that affected the online application service during end of May and start of June 2026. The issue was investigated and resolved, and the application service has remained available since that time. The NTA can confirm that there have been no further outages or periods of downtime affecting the Student, Young Adult and Child TFI Leap Card applications site since the resolution of that incident. In some instances, users may have continued to encounter the notice due to cached web content or where the site was being accessed via a Virtual Private Network (VPN) from a country or location that is restricted from accessing the platform. These circumstances do not reflect an outage or unavailability of the service. The NTA continuously monitors its online services and works with its service providers to maintain system availability and reliability. The Authority remains satisfied that there have been no subsequent technical incidents affecting the availability of the YASC application service. Yours Sincerely,	**Donna McGettigan, T.D**

07/09/2026	306	**PQ Referred: 60546/26, for answer 07/09/2026 , Written from - Donna McGettigan**	Dail Question No: 306 To ask the Minister for Transport given the success of the TFI Clonmel town bus service, if there are any further plans to provide a similar service to other towns across 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 and monitoring the provision of public passenger transport services nationally, including the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 306 which was referred to the National Transport Authority (NTA) for reply. Currently, there are eleven town bus services in Ireland, and they operate in Kilkenny, Drogheda, Navan, Athlone, Clonmel, Carlow, Portlaoise, Sligo, Balbriggan, Dundalk and Mullingar. Mullingar Town bus services were launched on 22 February 2026 under the 2025 PSO (Public Service Obligation) programme. It is currently expected that Ennis Town bus services will launch in October 2026 (again under the 2025 PSO programme). Letterkenny Town bus services are planned to follow thereafter, currently expected in late 2027 subject to funding availability. In parallel to these rollouts, the NTA is planning for the next phase of potential new town bus services. The NTA 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. The NTA plan to propose new or enhanced bus services in some or all of these towns for implementation from 2028 onwards, subject to resources and funding being available. While other towns in Tipperary are not included in the list of towns above, there are currently numerous bus routes linking these towns to onward destinations. There are also additional bus routes proposed to link towns in Tipperary as part of the Connecting Ireland plan, details of which are available here: Connecting Ireland Map. Yours sincerely	**Donna McGettigan, T.D**

07/09/2026	473	**PQ Referred: 62260/26, for answer 07/09/2026 , Written from - Michael Cahill**	Dail Question No: 473 To ask the Minister for Transport if he will request the National Transport Authority to examine the provision of additional scheduled bus stops at Gortatlea Cross, Ballymacelligott, County Kerry, on services operating between Tralee, Farranfore and Killarney, given that buses already travel through the area (details supplied); if an assessment has been carried out of local demand for improved connectivity to Tralee, Farranfore Railway Station, Kerry Airport and Killarney; 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. The NTA also 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. Pending a more detailed response, I note 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 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. Decisions regarding location of bus stops are made following careful consideration of a range of factors such as passenger interchange, safety, accessibility and road alignment, among others.	Dear Deputy I refer to Dail Question No. 473 which was referred to the National Transport Authority (NTA) for reply. The NTA has no current plans to increase services to Gortatlea Cross. 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 implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan. In relation to provision of additonal bus stops, this location is on a national primary road with a 100km/h speed limit. Provision of a pair of bus stops is not considered feasible as it would not be possible to safely cross the road to access the bus stops. The surrounding road network is unfortunately not suitable for diverting the bus fleet type used on TFI Route 284 away from the N22 to stop locally at this point. Yours sincerely	**Michael Cahill, T.D**

07/09/2026	447	**PQ Referred: 61995/26, for answer 07/09/2026 , Written from - Mark Wall**	Dail Question No: 447 To ask the Minister for Transport the up-to-date position with the installation and allocation of bus stops and stands in Kildare south. 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 and management of bus stops and shelters nationally. 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 ten days. Pending a more detailed reply, I note the Programme for Government commits to ensuring that public transport operators provide safe and accessible access for all passengers, and to work with local authorities and national bodies to improve public transport options and infrastructure. As the Deputy may be aware, as part of Budget 2026, each local authority was allocated funding under the Bus Stop Enhancement Programme. This funding 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.Decisions regarding location of bus stops are made following careful consideration of a range of factors such as passenger interchange, safety, accessibility and road alignment, among others.	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 447 of 07 September 2026, which was referred to the National Transport Authority (NTA) for reply. As the Deputy may be aware, as part of Budget 2026, each local authority was allocated funding under the Bus Stop Enhancement Programme. This funding 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. Decisions regarding location of bus stops are made following careful consideration of a range of factors such as passenger interchange, safety, accessibility and road alignment, among others, this process is ongoing. NTA have recently submitted 22 Bus Stop designs to Kildare Council for final approval in the Naas/Newbridge areas. Following approval, NTA will endeavour to commence upgrades before the end of 2026. Yours sincerely,	**Mark Wall, T.D**

16/09/2026	306	**PQ Referred: 65449/26, for answer 16/09/2026 , Written from - Ken O'Flynn**	Dail Question No: 306 To ask the Minister for Transport in respect of the new BusConnects Cork bus network, whether funding for the commencement of the first phase has been secured in the 2027 Estimates; the routes included in that first phase; and the expected start date for the rollout. 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. The NDP Sectoral Investment Plan, which was published by my Department in November last year, has allocated funding to progress BusConnects across the cities. The NTA will publish a more detailed plan later this year of what elements of the programme will be advanced within the funding available up to 2030. 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 matter you raised in Parliamentary Question No. 306 of 16th September last, which has been referred to the National Transport Authority (NTA) for reply. In relation to funding for the commencement of the first phase of the BusConnects Cork network redesign, the annual Public Service Obligation (PSO) funding allocation for 2027 has not yet been finalised. The level of PSO funding available to support service enhancements will be confirmed through the Government's annual budgetary process. Once the National Transport Authority has been notified of the 2027 funding allocation, it will be in a position to determine the scope and timing of service improvements that can be implemented within the resources available. Accordingly, decisions regarding the commencement of individual phases of the BusConnects Cork network redesign will be considered in the context of the overall PSO budget allocation. The NTA will continue to progress operational planning for the network redesign programme so that implementation proposals can be advanced when funding levels are confirmed. It is currently envisaged that the implementation of the first phase of BusConnects Cork network redesign will commence in the first half of 2027 subject to confirmation of funding and to operational readiness. Under the current plan, it is intended to introduce: • the western half of new Route 5 (Blackpool-Knocknaheeny-CUH), • Route L40 (Haulbowline - Crosshaven/Fort Camden), • Route 33 (Parnell Place - Glenville), • Route 38 (Parnell Place - Blarney Business Park) and • Route 39 (Parnell Place - Upper Glanmire). I trust that the above information is of assistance. Yours sincerely,	**Ken O'Flynn, T.D**

16/09/2026	256	**PQ Referred: 65076/26, for answer 16/09/2026 , Written from - Mairéad Farrell**	Dail Question No: 256 To ask the Minister for Transport if his attention has been drawn to the high cost of public transport between Galway and Limerick; there are plans to develop a faster, express bus services between Galway and Limerick for commuters; if work is being carried out to increase the TaxSaver benefits of commuting along this 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. 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, andfor 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. Under the most recent Fares Determination announced by the NTA on the 3rd September 2026, it outlines measures in relation to the regional city bus services operating in Cork, Galway, Limerick and Waterford. And advises that fare reform in our urban centres is ongoing and will contribute to a network effect of public transport in our regional cities and towns. Funding for new or enhanced services in 2027 will be considered through the annual Estimates process, taking account of competing funding demands and wider public transport priorities. 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 light of the Authority's responsibility in this	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 256 of 16 September 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA has responsibility for setting fares on Public Service Obligation (PSO) public transport services under the Dublin Transport Authority Act 2008. This includes the setting of fares and TaxSaver products available on PSO rail services operating between Galway and Limerick. Public transport services between Galway and Limerick are currently provided by a combination of PSO rail services operated by Iarnród Éireann and commercially operated coach services, including Citylink and Expressway. While the NTA regulates fares on PSO services, fares charged on commercial services are determined by the operators concerned. The NTA recognises the importance of ensuring that public transport remains an attractive and affordable option for those travelling between Galway and Limerick. The rail service currently provides a direct connection between both cities, while a range of commercial coach services also operate within the wider corridor. There are no current plans to introduce a dedicated express bus service between Galway and Limerick. However, the NTA continually reviews service provision and investment priorities across the public transport network, taking account of passenger demand, network connectivity, value for money, and available funding. In relation to TaxSaver, the existing scheme already provides significant financial benefits for commuters. Employees purchasing annual public transport tickets through the TaxSaver scheme can make savings through income tax, USC and PRSI relief, reducing the effective cost of commuting when compared with purchasing tickets individually. The NTA keeps public transport fares and ticketing arrangements under ongoing review as part of its wider objective of improving the attractiveness and affordability of public transport. By way of illustration, a commuter travelling regularly between Galway and Limerick by rail can achieve substantial annual savings through the TaxSaver scheme compared with purchasing individual tickets. Similar savings may also be available on eligible coach services participating in the scheme. I trust this clarifies matters. Yours Sincerely,	**Mairéad Farrell, T.D**

			area, I have forwarded the Deputy's specific question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.		

16/09/2026	220	**PQ Referred: 64569/26, for answer 16/09/2026 , Written from - Pa Daly**	Dail Question No: 220 To ask the Minister for Transport to report on the engagements he had with the NTA to discuss the recently announced increase in public transport fares; to report on all meetings including the times he met with the NTA to discuss this issue in person; and the dates of these meetings including a breakdown of the dates he attended as opposed to a meeting taken by his officials. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts. In this regard on 3 September 2026, the National Transport Authority (NTA) announced changes to the national fare structure for PSO services, effective from January 2027. These changes are the first major revision since 2018 forming part of the NTA's National Fare Strategy and support the continued expansion and improvement of public transport, while maintaining affordability. They also represent an important step towards standardising fares nationwide, in line with the National Fare Strategy published in 2023. The NTA is responsible for determining fares on PSO public transport services under its statutory functions. The fare determination process is undertaken by the NTA and takes account of factors including operating costs, passenger affordability, Government policy, investment requirements and the long-term sustainability of the public transport network. As Minister for Transport, I am kept informed of developments across the public transport sector, while the NTA is responsible for making fare determinations. In terms of engagement with the NTA, my Department exercises ongoing oversight	Dear Deputy, I refer to Parliamentary Question 220 of 16 September 2026 which has been referred to the National Transport Authority (NTA) for reply. I note that the Minister has provided a comprehensive response to this query and has set out the structured programme of engagement between the Department of Transport and the NTA. Accordingly, the NTA has nothing further to add to the Minister's response. Yours sincerely,	**Pa Daly, T.D.**

			through a structured programme of engagement, including monthly meetings between NTA senior management and Department officials, quarterly corporate governance meetings to review compliance and performance, regular day-to-day engagement on policy and programme delivery, and direct engagement with me as Minister on strategic or topical matters. I most recently met with the NTA on the 10th of June 2026. In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for further information and direct reply. Please advise my private office if you do not receive a response within ten working days.		

16/09/2026	198	**PQ Referred: 64394/26, for answer 16/09/2026 , Written from - Louis O'Hara**	Dail Question No: 198 To ask the Minister for Transport if he will take steps to reverse the recently announced bus and rail fare increases; the engagement he had with the National Transport Authority before the announcement of the bus and rail fare increases. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts. In this regard on 3 September 2026, the National Transport Authority (NTA) announced changes to the national fare structure for PSO services, effective from January 2027. These changes are the first major revision since 2018 forming part of the NTA's National Fare Strategy and support the continued expansion and improvement of public transport, while maintaining affordability.The NTA has identified approximately 140 new service initiatives and capacity enhancements as part of its 2027 budget submission to the Department of Transport. Subject to the outcome of the annual estimates process, this will represent the biggest in year and year-on-year enhancement of services in many years. They also represent an important step towards standardising fares nationwide, in line with the National Fare Strategy published in 2023. While adult fares will increase, many child fares will be reduced and young adult fares will remain discounted at 50%, helping to improve affordability for families and young people. The Free Travel Scheme, which is run separately by the Department for Social Protection, will continue for everyone eligible. Public transport requires ongoing investment to maintain, improve and expand services. Fare revenue helps fund these measures,	Dear Deputy, I refer to the matter you raised in Parliamentary Question No. 198 of 16 September 2026, which was referred to the National Transport Authority (NTA) for reply. The changes in fares are set out in a statutory determination made by the National Transport Authority (NTA) under its legislative remit for setting fares on Public Service Obligation (TFI) public transport services. The revised fares are currently planned for implementation from January 2027. The detailed fares by operator and ticket type are contained in the published Fares Determination at https://www.nationaltransport.ie/wp-content/uploads/2026/09/260915_NTA_PTC_Fares-Determination_2026_V3.0.pdf. There is a need to strike the right balance between an attractive fare offering for passengers and supporting the overall PSO public transport budget. Adult fares today are 20% lower than in 2019, with young adults up to the age of 26 paying only 50% of the adult fare. The revised fares are the first general increase in fares announced since 2018, and even after the fare changes are introduced, most fares will remain lower than they were in 2019. The fare changes are intended to contribute to the financial sustainability of the public transport network and to support continued investment in services. However, fare revenue is only one element of the overall funding model. The scale and pace of future service enhancements and capacity increases will also continue to depend on Exchequer funding for PSO services. I trust this clarifies matters. Yours sincerely,	**Louis O'Hara, T.D**

			making it important to balance affordability with inflationary increases. The proposed fare changes support the Government's commitment to continued network growth, service enhancements and climate objectives by funding future improvements, while keeping public transport competitive and affordable. In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for further information and direct reply. Please advise my private office if you do not receive a response within ten working days.		

16/09/2026	225	**PQ Referred: 64611/26, for answer 16/09/2026 , Written from - Eoghan Kenny**	Dail Question No: 225 To ask the Minister for Transport if his Department plans to establish a local link route to serve Mourneabbey; 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 the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 225 of 16 September 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 via Mourneabbey. 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 implementing services enhancements or new routes planned as part of the Connecting Ireland Rural Mobility Plan. Yours sincerely,	**Eoghan Kenny, T.D**

16/09/2026	215	**PQ Referred: 64527/26, for answer 16/09/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 215 To ask the Minister for Transport for an update on the present planning and approval status of the proposed Charlestown, Ireland West Airport, Kiltimagh, Castlebar bus service; whether procurement or contractual discussions have commenced; and the earliest anticipated operational date. 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 and TFI Local Link services. 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. 215 of 16 September 2026, which was referred to the National Transport Authority (NTA) for reply. The changes in fares are set out in a statutory determination made by the National Transport Authority (NTA) under its legislative remit for setting fares on Public Service Obligation (TFI) public transport services. The revised fares are currently planned for implementation from January 2027. The detailed fares by operator and ticket type are contained in the published Fares Determination at NTA Fares Determination 2026. Adult fares today are 20% lower than in 2019, with young adults up to the age of 26 paying only 50% of the adult fare. The revised fares are the first general increase in fares announced since 2018, and even after the fare changes are introduced, most fares will remain lower than they were in 2019. This Determination retains the 50% Young Adult discount and ensures all child fares in the Dublin Commuter Zone are priced at 33% of the equivalent adult fare, ensuring those who depend on public transport for independent travel, pay the lowest possible fare. The Fares Determination commences the process of merging the short fare and TFI 90 fare in Dublin city to create a single flat 90-minute fare. This is required to support the introduction of Next Generation Ticketing and contactless EMV payments, as well as simplify the fare offering and facilitate reduced boarding times. There is a need to strike the right balance between an attractive fare offering for passengers and supporting the overall PSO public transport budget. The fare changes are intended to contribute to the financial sustainability of the public transport network and to support continued investment in services. However, fare revenue is only one element of the overall funding model. The scale and pace of future service enhancements and capacity increases will also continue to depend on Exchequer funding for PSO services. Yours sincerely	**Naoise O'Muiri, T.D**

16/09/2026	223	**PQ Referred: 64525/26, for answer 16/09/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 223 To ask the Minister for Transport whether the National Transport Authority has submitted a request for funding in 2027 for the proposed bus service connecting Charlestown, Ireland West Airport, Kiltimagh and Castlebar; and the estimated annual cost and proposed frequency of that 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 and monitoring the provision of public passenger transport services nationally, including the Connecting Ireland Rural Mobility Plan and TFI Local Link services. 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. 223 of 16 September 2026, which was referred to the National Transport Authority (NTA) for reply. The proposed TFI route 444 is included in the Connecting Ireland Rural Mobility Plan and remains a priority for delivery during the next phase of the programme, once funding approval has been confirmed. We currently have no funding for the implementation of new and enhanced PSO services in 2026. Discussions between the National Transport Authority (NTA) and Department of Transport on funding for services in 2027 are now underway and have not concluded. Therefore, it is not possible to provide a firm procurement and implementation timeline at this stage. The proposal is at an advanced stage of planning but detailed timetables are yet to be agreed and finalised with the operator, TFI Local Link Mayo. It is intended as a new service operating between Charlestown–Ireland West Airport–Kiltimagh–Castlebar. It is planned to operate Monday to Sunday between 5-6 times per day. It will be timed to connect with Route 22, where possible. However, there are operational constraints on the level of connectivity. As flight arrivals and departures differ on each day of the week, and change multiple times throughout the year, it is not possible to time bus services to connect with any specific flights. However, with multiple bus services per day, this will provide a range of options for people to connect with flights throughout the day. We estimate the cost at approximately €400,000 per year, but the actual cost is dependent on the outcome of an operator competitive tender process. Yours sincerely.	**Naoise O'Muiri, T.D**

Data Classification: Public

16/09/2026	214	**PQ Referred: 64528/26, for answer 16/09/2026 , Written from - Naoise Ó Muirí**	Dail Question No: 214 To ask the Minister for Transport whether the proposed new Knock Airport bus service would supplement, will replace or extend existing routes 440, 442 or MY42; the way in which it would connect with route 22 at Charlestown; if its timetable will be coordinated with flights at Ireland West Airport; and if the NTA or Department officials have engaged with Ireland West Airport to ensure the timetable is of greatest benefit to passengers. 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 and TFI Local Link services. 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 16 September 2026, which was referred to the National Transport Authority (NTA) for reply. Under the Connecting Ireland Rural Mobility Plan, the National Transport Authority (NTA) has prepared plans for a new route 444 between Castlebar, Kiltimagh, Ireland West Airport Knock and Charlestown. This is planned as an entirely new route, and is not intended to replace any existing services. However, the NTA separately has intentions to review and enhance route 440, so the creation of route 444 will be taken into account as part of that review, to ensure both routes can complement each other as best as possible. The proposal for route 444 is at an advanced stage of planning but detailed timetables are yet to be agreed and finalised with the operator, TFI Local Link Mayo. It is planned to operate Monday to Sunday between 5-6 times per day. It will be timed to connect with Route 22, where possible. However, there are operational constraints on the level of connectivity. As flight arrivals and departures differ on each day of the week, and change multiple times throughout the year, it is not possible to time bus services to connect with any specific flights. However, with multiple bus services per day, this will provide a range of options for people to connect with flights throughout the day. Yours sincerely,	**Naoise O'Muiri, T.D**

16/09/2026	338	**PQ Referred: 65620/26, for answer 16/09/2026 , Written from - Peter Roche**	Dail Question No: 338 To ask the Minister for Transport the measures being considered by his Department to improve public transport connectivity for growing towns and rural communities in County Galway; the way in which current transport policy is addressing increased commuter demand from areas surrounding Galway City; and the plans in place to encourage greater use of public transport during the working week and reduce reliance on cars. 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 and TFI Local Link services. 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. 338 of 16 September 2026, which was referred to the National Transport Authority (NTA) for reply. The NTA's current programme to improve public transport connectivity for towns and rural communities is the Connecting Ireland Rural Mobility Plan, which was the subject of a public consultation in 2021. Several Connecting Ireland proposals have been implemented to date in County Galway, including the launch of routes 351, 431, 432, 438 and 546, and enhancements to routes 350, 419/923, 423, 424, 457, 458 and 934. Further new routes and route proposals are also planned in County Galway. More details on the Connecting Ireland programme are available on the NTA website here: https://www.nationaltransport.ie/connecting-ireland/ In addition to the policy-led proposals under the Connecting Ireland programme, the NTA, in conjunction with bus operators, also monitors existing routes on an ongoing basis to identify any capacity or punctuality issues, with a view to addressing these. An example of this is route 424, where we recently announced additional morning and evening peak services to commence from the 27th September, to address capacity issues arising from increased commuter demand on this route: https://www.buseireann.ie/routes-and-timetables/424 I trust the above is of assistance. Yours sincerely,	**Peter Roche, T.D**

16/09/2026	324	**PQ Referred: 65458/26, for answer 16/09/2026 , Written from - Mark Wall**	Dail Question No: 324 To ask the Minister for Transport to provide an update on the provision of a town bus for Newbridge, County Kildare. 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. 324 of 16 September 2026, which was referred to the National Transport Authority (NTA) for reply. As part of the Towns Bus Programme, the NTA is planning new town bus services in both Newbridge and Naas. A public consultation will commence in October, and the NTA will provide an online briefing for elected public representatives before the public consultation launches. Representatives from the NTA Service Planning Team will also be in both Newbridge and Naas for in-person public information sessions during the consultation period. There will also be an ‘elected public representative-only’ slot on the day of one of the public information sessions. This will provide elected public representatives an opportunity to meet the team on a more one-to-one basis. Details of the online briefing will be circulated to elected public representatives shortly. It is important to note that the rollout of all new bus services is subject to resource and funding availability. Yours sincerely,	**Mark Wall, T.D**

21/09/2026	116	**PQ Referred: 66314/26, for answer 22/09/2026 , Written from - Cathy Bennett**	Dail Question No: 116 To ask the Minister for Transport the meetings he has held with the NTA since January 2026; if recently announced fare increases were discussed; and his response to the matter. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts. In this regard on 3 September 2026, the National Transport Authority (NTA) announced changes to the national fare structure for PSO services, effective from January 2027. These changes are the first major revision since 2018 forming part of the NTA's National Fare Strategy and support the continued expansion and improvement of public transport, while maintaining affordability. They also represent an important step towards standardising fares nationwide, in line with the National Fare Strategy published in 2023. The NTA is responsible for determining fares on PSO public transport services under its statutory functions. The fare determination process is undertaken by the NTA and takes account of factors including operating costs, passenger affordability, Government policy, investment requirements and the long-term sustainability of the public transport network. As Minister for Transport, I am kept informed of developments across the public transport sector, while the NTA is responsible for making fare determinations. In terms of engagement with the NTA, my Department exercises ongoing oversight through a structured programme of engagement, including monthly meetings between NTA senior management and Department officials, quarterly corporate	Dear Deputy, I refer to Parliamentary Question 116 which has been referred to the National Transport Authority (NTA) for reply. I note that the Minister has provided a comprehensive response to this query and has set out the structured programme of engagement between the Department of Transport and the NTA. Accordingly, the NTA has nothing further to add to the Minister's response. Yours sincerely,	**Cathy Bennett, T.D**

			governance meetings to review compliance and performance, regular day-to-day engagement on policy and programme delivery, and direct engagement with me as Minister on strategic or topical matters. I most recently met with the NTA on the 10th of June 2026. In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for further information and direct reply. Please advise my private office if you do not receive a response within ten working days.		