

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
09/01/2026	68653/25	Dail Question No: 211 To ask the Minister for Transport his view on bringing the vacant property at Ranelagh Luas station back into use; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to light rail. The National Transport Authority has assigned the day-to-day management of the Luas operating contract to TII, in conjunction with the Luas operator Transdev Ireland. I understand that the building at the Ranelagh Luas Station is incorporated into the Luas Operations Contract for use by Transdev, the Luas Operator. However, noting the above position, I have referred your question to TII for a detailed reply as regards the status of the building in question. Please advise my private office if you do not receive a reply within 10 working days.	Property at Ranelagh Luas station	Eoin Hayes T.D.	Dear Deputy Hayes, I refer to your further correspondence regarding the Luas building in Ranelagh. This building has suffered severe water damage and is undergoing significant internal remedial work, leaving the building not fit for purpose at present. Additionally, from a fire and structural risk perspective, works will need to be undertaken to maximise the separation of areas of the building that may be commercially occupied from those parts of the building that form part of the Luas system. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/01/2026	69139/25	Dail Question No: 185 To ask the Minister for Transport the existing policies in place regarding passenger access to elevators in LUAS and train stations in Dublin; and if he will make a statement on the matter. Answer As the Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. From a policy perspective, I wish to advise the Deputy that the Department of An Taoiseach has established a unit within its department which will focus on disability, reflecting a commitment in the Programme for Government to a step change in supports and services required by disabled people. In	Policies regarding passenger access to elevators in LUAS	Emer Currie T.D.	Dear Deputy Currie, I refer to your parliamentary question, Ref. No. 69139/25 to the Minister for Transport. The position in relation to your enquiries is as follows. I can advise that there are no restrictions to elevators at LUAS stations. All elevators at LUAS stations are accessible. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		my role as Minister for Transport, I will be engaging with that unit with an emphasis on addressing the wider issues such as ensuring that all public transport operators provide safe and accessible access for all passengers. Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for promoting the development of integrated, accessible public transport networks and infrastructure. The NTA works with the relevant public transport operators, for example Irish Rail, who have responsibility for day to day operational issues, to progressively make public transport more accessible. In light of Irish Rail and Transport Infrastructure Ireland (TII) having responsibilities for rail and light rail (Luas) services respectively, I have referred your question to the both companies for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.			
09/01/2026	71925/25	Dail Question No: 294 To ask the Minister for Transport the estimated costs incurred by the State in responding to accidents on the N68 and N67, over the past five years, including Garda response, emergency services, road closures, diversions, and recovery operations; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N67 and N68.	Costs incurred on accidents on the N68 and N67	Paul Lawless T.D.	Dear Deputy Lawless, I refer to your parliamentary question, Ref. No. 71925/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) provides funding allocations to Local Authorities for maintenance activities on National Primary and Secondary roads. The day-to-day management and maintenance of the N67 and N68 in Co Clare is Clare County Council's responsibility, as the Road Authority for the County. TII does not hold information on the costs which have been incurred by Clare County Council, An Garda Síochána or related emergency services in responding to accidents on the N67 and N68. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. Matters in relation to emergency services and Garda response times would not fall under my remit as Minister for Transport. Noting the above position, I have referred your question to TII for a direct reply in relation to any costs incurred by TII in relation to accidents on the N67 and N68. Please advise my private office if you do not receive a reply within 10 working days.			
09/01/2026	71921/25	Dail Question No: 290 To ask the Minister for Transport the feasibility studies undertaken in the past five years into the condition, safety, and capacity of the N68 (Ennis to Kilrush), the N67 (Kilrush to Kilkee) and if so, to provide details of the findings and recommendations of those studies; and if he will make a statement on the matter. Dail Question No: 291 To ask the Minister for Transport if any engineering or safety audits have been carried out over the last 5 years on the N68 and N67, and the works identified as necessary to improve safety and traffic flow; and if he will make a statement on the matter. Dail Question No: 295 To ask the Minister for Transport his plans to upgrade or improve the N68 and N67, including timelines for works, budget allocations, and specific safety measures to be implemented; and if he will make a statement on the matter. Dail Question No: 296 To ask the Minister for Transport if consideration has been given to widening, strengthening, or re-aligning sections of the N68 and N67, to accommodate heavy goods vehicles and tourist traffic safely; and if he will make a statement on the matter. Dail Question No: 297	Condition, safety, and capacity of the N68 and N67.	Paul Lawless T.D.	Dear Deputy Lawless, I refer to your parliamentary question, Ref. No. 71921/25 (Dáil Question No.s 290, 291, 295, 296 & 297), to the Minister for Transport. The position in relation to your enquiry is as follows. At the outset, Transport Infrastructure Ireland (TII) advises that it provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance and improvement works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of road improvement schemes, priorities are set out in consultation between Clare County Council and TII, with schemes prioritised having regard to the availability of funding. TII periodically carries out a collision analysis of the entire National Road Network, in compliance with the EU Road Infrastructure Safety Management Directive, as well as pro-active safety inspections, in accordance with the TII Standard: 'Road Safety Inspection'. The purpose of this combined process is to identify both locations that have high concentrations of collisions and/or potential collisions. The N68 (Ennis to Kilrush) and the N67 (Kilrush to Kilkee) sections of the National Road Network have not been identified as a High Collision Locations under the TII Road Safety Programme. Notwithstanding the foregoing, the absence of sites from the locations identified under TII's Road Safety Programme, does not preclude a road authority from submitting a feasibility and options report, in accordance with the TII Standard: 'Road Safety Improvement Scheme Approval Procedure', for safety improvement works on a national road. For example, there may be additional information available to a road authority, or there may be unreported collisions at a location that TII is unaware of, or other safety considerations, for example relating to public transport, schools etc. In order for TII to provide funding for a safety improvement scheme, a road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost a scheme and prioritise that scheme in relation to other works being proposed by a road authority. With reference to plans to upgrade or improve the N67 and N68, Clare County Council would need to carry out an initial assessment, providing details on the rationale for any proposed road improvement works on the N67 and N68 and, if appropriate, submit a request to TII for the provision of funds. Once this has been received, TII will consider the proposal, having regard to the level of funding available to TII for national roads generally and the many competing demands for these resources.

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		To ask the Minister for Transport the measures to ensure that traffic management during road closures on the N68 and N67, is safe, supervised, and does not impede emergency services; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N67 and N68. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. Noting the above position, I have referred your question to TII for a direct reply in relation to the N67 and N68. Please advise my private office if you do not receive a reply within 10 working days.			I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/01/2026	71860/25	Dail Question No: 286 To ask the Minister for Transport if he will undertake works on the Carrigrohane straight road, N22 in Cork, to resurface the road and upgrade the streetlights (details supplied); and if he will make a statement on the matter. Details Supplied: The Carrigrohane Straight, a famous stretch of road on the outskirts of Cork City, Ireland, is part of the N22 National Primary Route, connecting Cork City to Ballincollig, with its specific section often called the N22 Carrigrohane (Straight) Road, known for its length (2.75 miles) and history in motorsports. Answer	Upgrade Carrigrohane straight road, N22 in Cork.	Padraig O'Sullivan T.D.	Dear Deputy O'Sullivan, I refer to your parliamentary question Ref. No. 71860/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) recognises the need for road surface repair on the N22 Carrigrohane Road from Leemount to Grassland Agro, in Cork. Unfortunately, TII is not yet in a position to confirm if 2026 funding will be made available to Cork City Council to repair this section of the N22. It is anticipated that funding allocations for national roads will be announced by the end of January 2026. In relation to upgrading of street lighting at this location, any such proposals are matters in the first instance for the relevant road authority, in this case Cork City Council. Any such proposals that are submitted to TII will be considered having regard to the level of funding available for national roads generally and the many competing demands for these resources. I hope that this information is of assistance to you.

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		As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N22 at Carrigrohane, Co. Cork. 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.			Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/01/2026	72692/25	Dail Question No: 143 To ask the Minister for Transport if his Department and Transport Infrastructure Ireland have any plans, as of December 2025, to introduce traffic calming measures at Clonbanin Cross, Mallow, County Cork, similar to the measures that have been introduced at Johnsbridge, County Cork, P51 WR29; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N72 at Clonbanin Cross. Noting the above position, I have referred your question to TII for a direct reply. Please advise my	Traffic calming - N72 Clonbanin Cross, Mallow, County Cork	Eoghan Kenny T.D.	Dear Deputy Kenny, I refer to your recent parliamentary question, Ref. No. 72692/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Each year, Transport Infrastructure Ireland (TII) carries out a collision analysis of the entire national road network, in compliance with the EU Road Infrastructure Safety Management Directive. The purpose of this exercise is to identify locations that have high concentrations of collisions. It does not, however, include the subsequent process to devise proposals to identify any appropriate road safety interventions which is the responsibility of the relevant local authority, as the Road Authority for the area. TII Road Safety also periodically carries out pro-active safety inspections. The purpose of this combined process is to identify both locations that have high concentrations of collisions and/or potential collisions. Following completion of the analysis, local authorities are requested by TII to carry out reviews of safety at each of the identified locations, within their respective jurisdictions, and to submit feasibility reports which should include details of proposed remedial measures to improve road safety at the locations concerned. It should be noted that Road Safety Inspections items were identified at this section of the N72 - Clonbanin Cross, Mallow, County Cork. TII understands that Cork County Council is at the early stages of considering potential improvement measures, however, TII has not received a formal submission at this time. In order for TII to provide funding for safety improvement schemes, the Road Authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal, fully cost the scheme and prioritise the scheme in relation to other works being proposed by the road authority. Once this has been received, TII will consider the proposal, having regard to the level of funding available to TII for national roads generally and the many competing demands for these resources.

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		private office if you do not receive a reply within 10 working days.			I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/01/2026	73060/25	Dail Question No: 129 To ask the Minister for Transport the position regarding the M4 Maynooth to Leixlip Project as part of the National Development Plan Review 2025; and if he will make a statement on the matter. 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 on the status of this project. The M4 Maynooth to Leixlip Project is among the projects listed in the recently published Sectoral Investment Plan for Transport, and it is anticipated that it will be in construction by the end of 2030. The delivery programme for the project will be kept under review for 2026 and considered in terms of the overall funding envelope available to TII. Allocations for national roads in 2026 will be published in the coming weeks. Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of this project. Please advise my private office if you do not receive a reply within 10 working days.	M4 Maynooth to Leixlip Project	Reada Cronin T.D.	Dear Deputy Cronin, I refer to your recent parliamentary question, Ref. No. 73060/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Kildare County Council is progressing the development of the Maynooth to Leixlip Project, in partnership with South Dublin County Council, Transport Infrastructure Ireland (TII), and the Department of Transport. The aim of the Maynooth to Leixlip Project is to assess the needs of the M4/N4 mainline corridor and junctions from Maynooth to Leixlip in terms of catering for future demand from a safety and operational efficiency perspective. The Project Team concluded Phase 2: Options Selection of the TII Project Management Guidelines and the mainline preferred option, which entails bus priority measures, is advancing. However, funding to progress other elements of the Maynooth Leixlip Project was not available in 2025. The Sectoral Investment Plan for Transport, published by the Government in November 2025, lists the M4 Maynooth to Leixlip project as a major national road project to commence construction/procurement by 2030, subject to compliance with the Infrastructure Guidelines, statutory planning, and procurement requirements as relevant. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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09/01/2026	73315/25	Dail Question No: 314 To ask the Minister for Transport the position regarding a proposed road (details supplied); and if he will make a statement on the matter. Details Supplied: The Northern Relief Road for Portlaoise, Co. Laois 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. Noting the above position, I have referred your question to TII for a direct reply regarding the Portlaoise Northern Orbital Route. Please advise my private office if you do not receive a reply within 10 working days.	Northern Relief Road for Portlaoise, Co. Laois	Sean Fleming T.D.	Dear Deputy Fleming, I refer to your recent parliamentary question, Ref. No. 73315/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, as set out in the National Development Plan (NDP) and as updated by the NDP review (Sectoral Investment Plan), which was published by Government on the 26 November 2025; the National Planning Framework; the National Investment Framework for Transport in Ireland; and the Climate Action Plan. A Portlaoise Northern Orbital Route was not included amongst the projects identified for development during the period of the NDP or in the recently published Sectoral Investment Plan. National road grant funding made available to TII is directed to national road projects identified in the NDP/ Sectoral Investment Plan. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
12/01/2026	73091/25	Dail Question No: 162 To ask the Minister for Transport his views on the merits of limiting heavy goods vehicles to 80 km/hr on motorways; if any research has been carried out by his Department in this regard under both safety and emissions perspectives; and if he will make a statement on the matter. Dail Question No: 163 To ask the Minister for Transport if his attention has been drawn to research that suggests that putting a speed limit of 80km/hr on all heavy goods vehicles on motorways will have a positive impact on transport emissions; and if he will make a statement on the matter. Answer	Limiting heavy goods vehicles to 80 km/hr on motorways	Barry Ward T.D.	Dear Deputy Ward, I refer to your recent parliamentary question, Ref. No. 73090/25 (Dáil Question No.s 162 & 163) to the Minister for Transport. The position in relation to your enquiry is as follows. In 2022, Transport Infrastructure Ireland (TII) commissioned a study on the safety and emissions impact of reducing speed limits on motorways. The report is available at: (https://www.tii.ie/media/ojmdulzm/impact-of-national-road-speed-limit-reductions-on-greenhouse-gas-emissions.pdf). Among the key findings from the study were as follows: Emissions - Heavy goods vehicle travelling at 80kph would have in the region of 10% less emissions per kilometre travelled compared to a heavy goods vehicle travelling at 90kph. - Heavy goods vehicles travelling in congestion can emit greater than two times more emissions than when travelling at 90kph. Safety Impacts

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		As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the impact of motorway speed limit changes on emissions. 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.			- Lowering of speed limits on motorways could lead to traffic re-routing away from motorways and onto roads with higher collision rates (e.g. undivided roads single carriageway roads). Economic Impacts - Lowering motorway speed limits would lead to increased journey times which would have an impact on freight transit costs. In addition to the above, TII would have concerns that increasing the speed differential between heavy goods vehicles and other vehicle classes on motorways could lead to (i) more frequent lane changes and overtaking manoeuvres, increasing collision risk, and (ii) increased incidences of disruption of traffic flow due to car drivers having to brake abruptly when encountering slower trucks in the left lane or during merging, raising the risk of chain-reaction crashes. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/01/2026	72645/25	Dail Question No: 136 To ask the Minister for Transport if he will review tolling arrangements on the M4, including financial impacts on midlands commuters; and if reductions will be considered. Dail Question No: 137 To ask the Minister for Transport to provide the annual revenue generated from the M4 toll over the past five years; and to clarify when any concession is due for review. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland	M4 Tolling - Toll Revenue	Sorca Clarke T.D.	Dear Deputy Clarke, I refer to your recent parliamentary question, Ref. No 72645/25 (Dáil Question No.s 136 & 137), to the Minister for Transport. The position in relation to your enquiries is as follows. There are ten toll roads on the national road network, eight of which are operated under a Public Private Partnership (PPP) model, including the M4 Eurolink Ltd. concession. The basis for the PPP toll road contracts, such as the M4, arose from a Government policy initiative which identified PPPs as an essential component in contributing to the financing and delivery of national road improvements. Private finance was raised by the PPP companies and used to fund the construction, operation and maintenance of these PPP road projects. The toll revenues collected accrue to the PPP company and contribute to the repayment of company loans and the ongoing operation and maintenance of the PPP schemes. The level of tolls charged at toll locations on the national road network is regulated through an inflation adjustment mechanism as set out in the toll Byelaws. The Byelaws, which are grounded in the Roads Act 1993-2025, outline the method of calculation of the toll rates for each vehicle class. The PPP companies,

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		(TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			including the M4 Kilcock to Kinnegad PPP, are obliged to apply the terms of the Byelaws. Further information on Toll Byelaws is on the TII website. The term of the M4 PPP contract expires in 2033. Please see below the annual revenue generated from the M4 toll over the past five years: M4 Annual Toll Revenues <table> <tr> <th></th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025</th></tr> <tr> <td>M4 Kilcock- Kinnegad</td><td>€25.5m</td><td>€31.8m</td><td>€35.4m</td><td>€38.1m</td><td>€40.2m</td></tr> </table> <i>Notes:</i> - Toll Revenue figures presented are exclusive of VAT. VAT is applicable on PPP tolls @23%. - Figures presented for 2023 include toll top-up payments made to PPP Cos arising from a Ministerial Direction to suspend 2023 Toll increases between 1 January -30 June 2023. - Figures presented for 2025 are preliminary and subject to final review. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland		2021	2022	2023	2024	2025	M4 Kilcock- Kinnegad	€25.5m	€31.8m	€35.4m	€38.1m	€40.2m
	2021	2022	2023	2024	2025												
M4 Kilcock- Kinnegad	€25.5m	€31.8m	€35.4m	€38.1m	€40.2m												
14/01/2026	73570/25	Dail Question No: 322 To ask the Minister for Transport the key measures taken to increase national road capacity during 2025; his priorities for 2026; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This	Measures to increase national road capacity during 2025 - 2026	Seán O'Fearthail T.D	Dear Deputy Ó Fearthail, I refer to your parliamentary question Ref. No. 73570/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, which is set out in the National Development Plan (NDP), as updated by the NDP review (Sectoral Investment Plan), the National Planning Framework, the National Investment Framework for Transport in Ireland and the Climate Action Plan. Some of the key projects funded by TII in 2025 to address road capacity issues, include the advancement of construction on the N5 Ballaghderreen/Scramoge Project, the Adare Bypass section of Limerick/Foynes Project, and the M28 Cork/Ringaskiddy Project. The latest NDP Review Sectoral Investment Plan for Transport, which was published on 26 November 2025, identifies a number of projects to be prioritised in the coming years with the intention of increasing road capacity. Work on procurement for the Donegal Ten-T Project, the N2 Slane Bypass Project, the N4 Carrick on												

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		is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In 2025, a number of major new national road projects continued to progress. Construction continued on the N5 Ballaghaderreen to Scramoge, and main construction contracts were signed for the M28 Cork to Ringaskiddy and Adare Bypass projects. Together with the progression of projects at an earlier stage of the development lifecycle, and measures to safeguard the existing national road network, this demonstrates the commitment of Government to ensuring the network can continue to meet the needs of all road users. Noting the above position, I have referred your question to TII for a detailed reply detailing measures taken in 2025. Please advise my private office if you do not receive a reply within 10 working days.			Shannon Bypass and Traffic Management Project, and the N21/69 Limerick to Foynes Project, will be progressed in 2026. A list of the current and planned major road projects within TII can be found in the Major Roads & Greenways Projects Active List. The timelines for the progression of all projects are subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals, and the availability of funding. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/01/2026	71692/25	Dail Question No: 271 To ask the Minister for Transport his plans to extend the current M50 and Eastlink toll exemptions for motorcycles to all tolled roads; the plans to adjust the annual motorbike road tax for example from €88 to €100 in exchange for nationwide toll access; the plans to provide motorcyclists with the ability to pre-pay or post-pay online, linked to their registration plate, avoiding the need to stop at toll pay points; the plans to develop a weather-resistant toll tag specifically designed for motorcycles; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for	Toll exemptions for motorcycles	Richard O'Donoghue T.D.	Dear Deputy O'Donoghue, I refer to your recent parliamentary question, Ref. No. 71692/25, to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) is not aware of any proposals providing for changes to the annual motor tax amount applicable to motorcycles. Such matters would be under the remit of the Department of Finance in collaboration with the Department of Transport. With regard to the development of weather-resistant toll tags that could be used on motorcycles, this would be a matter for the toll tag manufacturers. There would in any case be additional safety concerns with the use of toll tags by motorbikes given the possibility of tag misreads and the risk of a motorcyclist suffering injury from a toll barrier strike. In relation to the possibility of providing motorcyclists with the ability to pre-pay or post-pay online and thereby avoid the need to stop at toll pay points, this is not feasible at this time given the limitations on the toll collection technology currently in use at the toll facilities. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Please note that motor tax rates are under the remit of the Department of Finance. Noting the above position, I have referred the question regarding tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			
13/01/2026	72420/25 & 72421/25	<u>72420/25</u> Dail Question No: 342 To ask the Minister for Transport the number of accidents on the M7/N7 road network reported for each month of the past three years; the number of those accidents that needed emergency services to attend; and if he will make a statement on the matter. Dail Question No: 344 To ask the Minister for Transport the accident recovery service that exists on the M7/N7 network; the times these recovery services are in place; the locations that these recovery services operate from; and if he will make a statement on the matter <u>72421/25</u> Dail Question No: 343 To ask the Minister for Transport the number of accidents on the M50 road network for each month of the last three years; the number of those accidents that needed emergency services to attend; and if he will make a statement on the matter. Dail Question No: 345 To ask the Minister for Transport the accident recovery service that exists on the M50 network; the times these recovery services are in place; the locations that these recovery services operate from; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter	No. accidents on the M50 - accident recovery service	Mark Wall T.D.	Dear Deputy Wall, I refer to your parliamentary questions Ref. No.s 72420/25 (Dáil Question No.s 342 & 344) and 72421/25 (Dáil Question No.s 343 & 345) to the Minister for Transport. The position in relation to your enquires is as follows. Information in relation to the number of accidents by month for the years 2023 to 2025 on the: - M50 (from Junction 2 (Coolock) to Junction 17 (M50/M11 merge)), and - N7/M7 (Junction 1 (Redcow) to Junction 12 (Newbridge)), is provided in the attached table. The table also provides details on the number of accidents attended to by the emergency services. The M50 PPP Co is responsible for vehicle recovery services on the M50 from Junction 3 (M1) to Junction 14 (Sandyford), including the interchanges and on the N7 from Junction 1 (Redcow) to Junction 4 (Rathcoole). The service includes having vehicle recovery trucks on standby at various times throughout the day. The Motorway Maintenance and Renewals Contractor (MMaRC) has responsibility for the M50 from Junction 14 (Sandyford) to Junction 17 (M50/M11 merge) and the N/M7 from Junction 4 (Rathcoole) to Junction 12 (Newbridge). The MMaRC contractor operates an incident response service, where recovery is arranged with local recovery service providers, as required. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [Attachment]

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. Please note, matters in relation to emergency services do not fall under my remit as Minister for Transport. Noting the above position, I have referred your question to TII for a direct reply in relation to M50 operational matters and accident recovery services. Please advise my private office if you do not receive a reply within 10 working days. Noting the above position, I have referred your question to TII for a direct reply in relation to accidents on the M7 and N7, as well as on accident recovery services. Please advise my private office if you do not receive a reply within 10 working days			
16/01/2026	72025/25 72026/25 72027/25	<u>72025/25</u> Dail Question No: 313 To ask the Minister for Transport if consideration will be given to the extremely busy and dangerous section of the Ring of Kerry road between Caherdaniel and O'Carroll's Cove by providing a footpath at the earliest possible date; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70 between Caherdaniel and O'Carroll's Cove. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland.	N70 Caherdaniel and O'Carroll's Cove footpath. & N70 Glenbeigh village	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions, Ref. No. 72025/25, 72026/25 and 72027/25, to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between Kerry County Council and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey and the overall level of funding made available to TII. Unfortunately, TII's budget allocations for pavement renewal works have been underfunded over a number of years, and, accordingly, the extent of pavement renewal works in any given year is limited by the level of funding made available to TII. TII road pavement surveys have identified the need for pavement improvements at Cahersiveen, as well as other locations in Co. Kerry. With regard to Cahersiveen, Kerry County Council were proposing to undertake the required road pavement works in tandem with a large Rural Regeneration and Development Fund (RRDF) scheme that is planned for Cahersiveen. However, TII has now been advised by Kerry County Council that the timeframe for the commencement of the public realm scheme will be longer than was initially thought. Following on from recent meetings with Kerry County Council, TII will consider the provision of funding in 2026 to undertake some targeted interventions at Cahersiveen in 2026 and for the commencement of design work to progress a tender competition for a full pavement overlay in 2027. The funding allocations will be notified to local authorities when confirmed. In relation to traffic calming measures, each year, TII carries out a collision analysis of the entire national road network, as set out in the TII Standards GE-STY-01022 on Network Safety Analysis. The purpose of this exercise is to identify locations that have above average concentrations of collisions. Cahersiveen town,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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. <u>72026/25</u> Dail Question No: 314 To ask the Minister for Transport if consideration will be given to the fact that the first section of the South Kerry Greenway is scheduled to open on 19 December 2025 and Glenbeigh village is not Greenway ready; if he will expedite the works including traffic calming measures, resurface road, new footpaths, pedestrian crossing, public lighting, carparking and so on; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. 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. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. 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. <u>72027/25</u> Dail Question No: 315 To ask the Minister for Transport if consideration will be given to the fact that the first section of the South Kerry Greenway is scheduled to open on 19 December 2025 and Cahersiveen town is not Greenway ready; if he will expedite the works including traffic calming measures, resurface road, new footpaths, pedestrian crossing, public lighting,			Caherdaniel and O'Carroll's Cove and Glenbeigh village have not been identified as high collision locations in the last two rounds of analysis. Notwithstanding the foregoing, the absence of sites from the identified Network Safety Ranking locations does not, of course, preclude a road authority from submitting a feasibility report for safety improvement works on the network. For example, there may be additional information available to the road authority or there may be unreported collisions at a location that TII is unaware of. In order for TII to provide funding for safety improvement work, such as the provision of footpaths, traffic calming or junction improvement works, the road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme and prioritise the scheme in relation to other works being proposed by the road authority. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		carparking and so on; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. 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. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. 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.			
23/01/2026	75259/25	Dail Question No: 632 To ask the Minister for Transport the estimated cost to his Department and to each agency for which they are responsible arising from Ireland's presidency of the European Council; the line items or events for which a cost is expected to arise and the estimated cost for each; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer Ireland's Presidency of the Council of the European Union in the second half of 2026 will be an important opportunity for Ireland to shape Europe's policy direction, lead important aspects of the EU's work, and showcase Ireland's engagement, expertise and values at the heart of the European Union. The Programme for Government commits to resourcing and delivering a successful EU Presidency in this regard. Across Government, the funding being allocated for the Presidency is supporting substantial additional temporary staffing needs in Brussels and in Ireland to deliver on the Council's legislative and policy agenda. It is also supporting delivery of the Presidency's extensive meeting programme in Ireland and	Costs arising from Ireland's presidency of the European Council	Matt Carthy T.D.	Dear Deputy Carthy, I refer to your parliamentary question, Ref. No. 75259/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) has not, to date, been assigned any functions arising from Ireland's presidency of the European Council. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		opportunities to showcase the best of Ireland to our partners from all across Europe. Under the estimates process for Budget 2026, my Department was allocated €1 million in respect of Presidency-related costs. Of this, approximately €0.5 million is being allocated to cover staffing costs related to increasing the Department's number of secondees to the Permanent Representation of Ireland to the EU for 2026. The remainder of this budget (approximately €0.5 million) will cover the cost of hosting the Department of Transport's modest selection of Presidency specific events – strategically selected to advance the EU's transport agenda - and cover additional travel and related costs for officials travelling to Brussels and other locations to attend and chair meetings. Major planning has taken place to date to ensure that costs are managed across all expenditure headings, and my Department is playing its part in the ongoing cross-Governmental effort to ensure prudent financial planning continues throughout to ensure value for money. Noting that your question is relevant to agencies under the remit of my Department, I have referred your question to them for a direct reply. Please contact my Private Office if you do not receive a reply within 10 working days.			
23/01/2026	75172/25	Dail Question No: 622 To ask the Minister for Transport to expedite works on the N70 Ring of Kerry road and footpaths in Cahersiveen town that are in an extremely shocking and dangerous condition for many years; and if he will make a statement on the matter. Dail Question No: 623 To ask the Minister for Transport to expedite works on the N70 Ring of Kerry road which is currently in an extremely poor and dangerous condition; and if he will make a statement on the matter. Dail Question No: 626 To ask the Minister for Transport to expedite traffic calming measures in Glenbeigh village, County Kerry; and if he will make a statement on the matter. 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	N70 Road Improvement	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 2853/26, 74017/25 (Nos. 516-518, 592 & 593), 75172/25 (Nos. 622, 623 & 626), to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between Kerry County Council and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey and the overall level of funding made available to TII. Unfortunately, TII's budget allocations for pavement renewal works have been underfunded over a number of years, and, accordingly, the extent of pavement renewal works in any given year is limited by the level of funding made available to TII. TII road pavement surveys have identified the need for pavement improvements at Cahersiveen, as well as other locations in Co. Kerry. With regard to Cahersiveen, Kerry County Council were proposing to undertake the required road pavement works in tandem with a large Rural Regeneration and Development Fund (RRDF) scheme that is planned for Cahersiveen. However, TII has now been advised by Kerry County Council that the timeframe for the commencement of the public realm scheme will be longer than was initially thought. Following on from recent meetings with Kerry County Council, TII will consider the provision of funding in 2026 to undertake some targeted interventions at Cahersiveen in 2026 and for the commencement of design

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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 the N70. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.			work to progress a tender competition for a full pavement overlay in 2027. The funding allocations will be notified to local authorities when confirmed. In relation to traffic calming measures, each year, TII carries out a collision analysis of the entire national road network, as set out in the TII Standards GE-STY-01022 on Network Safety Analysis. The purpose of this exercise is to identify locations that have above average concentrations of collisions. Cahersiveen town, Caherdaniel and O'Carroll's Cove and Glenbeigh village have not been identified as high collision locations in the last two rounds of analysis. Notwithstanding the foregoing, the absence of sites from the identified Network Safety Ranking locations does not, of course, preclude a road authority from submitting a feasibility report for safety improvement works on the network. For example, there may be additional information available to the road authority or there may be unreported collisions at a location that TII is unaware of. In order for TII to provide funding for safety improvement works, such as the provision of footpaths, traffic calming or junction improvement works, the road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme and prioritise the scheme in relation to other works being proposed by the road authority. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/01/2026	74916/25	Dail Question No: 587 To ask the Minister for Transport if his Department and TII have advanced a dedicated bus lane/emergency lane on the N7 motorway; the progress which has been made; if a report on its feasibility has been carried out; and if he will make a statement on the matter. 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. Noting the above position, I have referred your question to TII for a direct reply regarding any reports carried out on the provision of a dedicated bus lane	Dedicated bus lane/emergency lane on the N7 motorway	Mark Wall T.D.	Dear Deputy Wall, I refer to your parliamentary question Ref. No. 74916/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) can advise that discussions were held in December 2025, with the National Transport Authority (NTA), in relation to the provision of a Bus Priority Lane on the N7 eastbound. At the NTA's request, TII is currently undertaking a feasibility study. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		on the N7. Please advise my private office if you do not receive a reply within 10 working days.																																																	
23/01/2026	74636/25	Dail Question No: 570 To ask the Minister for Transport the payroll cost of his Department and of each organisation or agency under its remit individually, in 2015 to 2025, by year, in tabular form. <i>Identical Question(s): to all Depts.</i> Answer The table below outlines the payroll costs of my Department from 2015-2025. <table><tr><td>2015</td><td>2016</td><td>2017</td><td>2018</td><td>2019</td><td>2020</td><td>2021</td><td>2022</td><td>2023</td><td>2024</td><td>2025</td></tr><tr><td>€27,192,549</td><td>€26,866,030</td><td>€28,433,187</td><td>€31,076,913</td><td>€34,177,911</td><td>€33,307,157</td><td>€36,737,841</td><td>€38,182,569</td><td>€42,422,894</td><td>€47,283,624</td><td>€53,551,156</td></tr></table> As this question also relates to agencies under the remit of the Department of Transport, I have referred the question to these agencies to reply to you directly. If the Deputy does not receive a response within ten working days, please contact my Private Office.	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	€27,192,549	€26,866,030	€28,433,187	€31,076,913	€34,177,911	€33,307,157	€36,737,841	€38,182,569	€42,422,894	€47,283,624	€53,551,156	Payroll cost 2015 - 2025	Naoise O'Muiri T.D.	Dear Deputy Ó Muirí, I refer to your parliamentary question, Ref. No. 74636/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The table below provides Transport Infrastructure Ireland’s payroll costs for each of the years 2015 to 2025. <table><tr><td>Year</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td><td>2019</td><td>2020</td><td>2021</td><td>2022</td><td>2023</td><td>2024</td><td>2025</td></tr><tr><td>Payroll Costs (€'000)</td><td>10,916</td><td>16,485</td><td>16,765</td><td>17,767</td><td>18,412</td><td>20,235</td><td>20,861</td><td>22,306</td><td>23,856</td><td>25,295</td><td>29,503</td></tr></table> I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Payroll Costs (€'000)	10,916	16,485	16,765	17,767	18,412	20,235	20,861	22,306	23,856	25,295	29,503
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23/01/2026	74017/25	Dail Question No: 516 To ask the Minister for Transport to provide as a matter of priority the necessary funding to resurface the N70 Ring of Kerry road (details supplied); and if he will make a statement on the matter. Dail Question No: 517 To ask the Minister for Transport to provide the necessary funding to surface the N70 Ring of Kerry road (details supplied); and if he will make a statement on the matter. Dail Question No: 518 To ask the Minister for Transport to provide funding to surface the N70 Ring of Kerry road (details supplied); and if he will make a statement on the matter. Dail Question No: 592 To ask the Minister for Transport to urgently carryout additional traffic calming measures on the N70 Ring of Kerry road in the vicinity of a school (details supplied); and if he will make a statement on the matter. Dail Question No: 593 To ask the Minister for Transport to urgently carryout additional traffic calming measures, including replacing the school flashing lights that have a long history of being out of order, on the N70 Ring of	N70 Various road & safety matters	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 2853/26, 74017/25 (Nos. 516-518, 592 & 593), 75172/25 (Nos. 622, 623 & 626), to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between Kerry County Council and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey and the overall level of funding made available to TII. Unfortunately, TII’s budget allocations for pavement renewal works have been underfunded over a number of years, and, accordingly, the extent of pavement renewal works in any given year is limited by the level of funding made available to TII. TII road pavement surveys have identified the need for pavement improvements at Cahersiveen, as well as other locations in Co. Kerry. With regard to Cahersiveen, Kerry County Council were proposing to undertake the required road pavement works in tandem with a large Rural Regeneration and Development Fund (RRDF) scheme that is planned for Cahersiveen. However, TII has now been advised by Kerry County Council that the timeframe for the commencement of the public realm scheme will be longer than was initially thought. Following on from recent meetings with Kerry County Council, TII will consider the provision of funding in 2026 to undertake some targeted interventions at Cahersiveen in 2026 and for the commencement of design work to progress a tender competition for a full pavement overlay in 2027. The funding allocations will be notified to local authorities when confirmed. In relation to traffic calming measures, each year, TII carries out a collision analysis of the entire national road network, as set out in the TII Standards GE-STY-01022 on Network Safety Analysis. The purpose of this																																														

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		Kerry road in the vicinity of a school (details supplied); and if he will make a statement on the matter. Details Supplied: that is in an extremely dangerous condition for a very busy national route 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 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 any planned improvements to the N70. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.			exercise is to identify locations that have above average concentrations of collisions. Cahersiveen town, Caherdaniel and O'Carroll's Cove and Glenbeigh village have not been identified as high collision locations in the last two rounds of analysis. Notwithstanding the foregoing, the absence of sites from the identified Network Safety Ranking locations does not, of course, preclude a road authority from submitting a feasibility report for safety improvement works on the network. For example, there may be additional information available to the road authority or there may be unreported collisions at a location that TII is unaware of. In order for TII to provide funding for safety improvement works, such as the provision of footpaths, traffic calming or junction improvement works, the road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme and prioritise the scheme in relation to other works being proposed by the road authority. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/01/2026	75174/25	Dail Question No: 624 To ask the Minister for Transport to expedite works on the N86 Tralee to Dingle road in County Kerry which is currently in an extremely poor and dangerous condition; and if he will make a statement on the matter. 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 works on the N86. I can confirm that €1,250,000 had been allocated for the N86 Tralee to Dingle scheme in 2025. Funding	N86 Tralee to Dingle road	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions, Ref. No. 74016/25, 75174/25, 75133/25, 2854/26 & 3978/26, to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) provided funding in 2025 to Kerry County Council to progress the design and tender documentation for the Ballynasare to Ballygarret sections of the N86 Tralee to An Daingean scheme along with funding to progress planning and design works and advanced works contracts for the remaining sections of the N86 scheme. Grant funding in relation to road projects for 2026 is expected to be finalised in the coming weeks. TII will consider the funding of national secondary improvement schemes throughout the country, including the N86 in Co. Kerry, taking cognisance of the limited funding available to TII generally and the many competing demands for such funding. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		allocations for 2026 will be announced in the coming weeks. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.			
23/01/2025	75133/25	Dail Question No: 610 To ask the Minister for Transport to expedite major improvement works to the N86 Tralee to Dingle road (details supplied); and if he will make a statement on the matter. Details Supplied: that is in a shocking state for an extremely busy national route 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N86. 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.	Improvement works to the N86 Tralee to Dingle road	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions, Ref. No. 74016/25, 75174/25, 75133/25, 2854/26 & 3978/26, to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) provided funding in 2025 to Kerry County Council to progress the design and tender documentation for the Ballynasare to Ballygarret sections of the N86 Tralee to An Daingean scheme along with funding to progress planning and design works and advanced works contracts for the remaining sections of the N86 scheme. Grant funding in relation to road projects for 2026 is expected to be finalised in the coming weeks. TII will consider the funding of national secondary improvement schemes throughout the country, including the N86 in Co. Kerry, taking cognisance of the limited funding available to TII generally and the many competing demands for such funding. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/01/2026	65816/25	Dail Question No: 243 To ask the Minister for Transport if he will report on his engagements with his Cabinet colleagues regarding the inclusion of a bypass for Monaghan town in the National Development Plan; the steps that Monaghan County Council must take to secure its inclusion; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads	Bypass for Monaghan town-N2 Clontibret to Border	Cathy Bennett T.D.	Dear Deputy Bennett, I refer to your parliamentary question, Ref. No. 65816/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The proposed N2 Clontibret to Border Road project will provide for a bypass Monaghan Town. This road project is in 'Phase 3 Design and Environmental Evaluation' phase of Transport Infrastructure Ireland's (TII) Project Management Guidelines, see TII's Major Roads and Greenways Projects Active List (pages 7 and 16) for details of road scheme phases and indicative phase timelines. Further information on the N2 Clontibret to Border Road project is available on the project website. The National Development Plan review (Sectoral Investment Plan) was published by Government on 26 November 2025. The N2 Clontibret to Border Road project has been identified in the Sectoral Investment

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of any bypass planned for Monaghan. 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.			Plan as scheduled to commence construction / procurement by 2030. The timeline for the project is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and availability of funding. Grant funding in relation to road projects for 2026 will be confirmed in the coming weeks and will be notified to local authorities when confirmed. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/01/2026	2855/26	Dail Question No: 190 To ask the Minister for Transport for an update on the N53 project in County Louth and the possible interim plans to address safety at the Crossmaglen turnoff on the road; and if he will make a statement on the matter. 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 on the status of the N53 project. 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.	N53 project in County Louth _ Crossmaglen turnoff	Ruairi O'Murchú T.D.	Dear Deputy Ó Murchú, I refer to your recent parliamentary question, Ref. No. 2855/26, to the Minister for Transport. The position in relation to your enquiry is as follows. The N53 / Crossmaglen junction raised in your correspondence is proposed to be realigned as part of the N53 Hackballscross to Rassan scheme. The scheme is currently at Phase 5 (Enabling & Procurement) of the Transport Infrastructure Ireland (TII) Project Management Guidelines. Further details of road scheme lifecycle phases and decision gates are outlined in TII's Major Roads and Greenways Projects Active List (pages 7 and 16) . In 2025, TII provided an allocation of €2,000,000 to Louth County Council to progress the N53 Hackballscross to Rassan Scheme. Following TII approval, Louth County Council proceeded to tender for the scheme and the tender submissions are currently being assessed by Louth County Council. Grant funding in relation to road projects for 2026 will be confirmed in the coming weeks and will be notified to local authorities when confirmed. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/01/2026	2853/26	Dail Question No: 185 To ask the Minister for Transport when the overdue funding will be released to bring the main N70 road in Cahersiveen town, and the footpaths, up to a safe and acceptable standard; and if he will make a statement on the matter.	N70 road in Cahersiveen town	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 2853/26, 74017/25 (Nos. 516-518, 592 & 593), 75172/25 (Nos. 622, 623 & 626), to the Minister for Transport. The position in relation to your enquiries is as follows.

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		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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.			Transport Infrastructure Ireland (TII) provides funding to local authorities to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between Kerry County Council and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey and the overall level of funding made available to TII. Unfortunately, TII's budget allocations for pavement renewal works have been underfunded over a number of years, and, accordingly, the extent of pavement renewal works in any given year is limited by the level of funding made available to TII. TII road pavement surveys have identified the need for pavement improvements at Cahersiveen, as well as other locations in Co. Kerry. With regard to Cahersiveen, Kerry County Council were proposing to undertake the required road pavement works in tandem with a large Rural Regeneration and Development Fund (RRDF) scheme that is planned for Cahersiveen. However, TII has now been advised by Kerry County Council that the timeframe for the commencement of the public realm scheme will be longer than was initially thought. Following on from recent meetings with Kerry County Council, TII will consider the provision of funding in 2026 to undertake some targeted interventions at Cahersiveen in 2026 and for the commencement of design work to progress a tender competition for a full pavement overlay in 2027. The funding allocations will be notified to local authorities when confirmed. In relation to traffic calming measures, each year, TII carries out a collision analysis of the entire national road network, as set out in the TII Standards GE-STY-01022 on Network Safety Analysis. The purpose of this exercise is to identify locations that have above average concentrations of collisions. Cahersiveen town, Caherdaniel and O'Carroll's Cove and Glenbeigh village have not been identified as high collision locations in the last two rounds of analysis. Notwithstanding the foregoing, the absence of sites from the identified Network Safety Ranking locations does not, of course, preclude a road authority from submitting a feasibility report for safety improvement works on the network. For example, there may be additional information available to the road authority or there may be unreported collisions at a location that TII is unaware of. In order for TII to provide funding for safety improvement works, such as the provision of footpaths, traffic calming or junction improvement works, the road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme and prioritise the scheme in relation to other works being proposed by the road authority. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/01/2026	1416/26	Dail Question No: 120 To ask the Minister for Transport if he will list the top ten highest penalties ever levelled against a commuter for failure to pay a motorway toll charge in this State over the past ten years; and if he will make a statement on the matter. Dail Question No: 137	M50 Toll Revenues - Toll Penalties	Peadar Toibin T.D.	Dear Deputy Tóibín, I refer to your recent parliamentary question, Ref. No. 1416/26 (No.s 120 & 137), to the Minister for Transport. The position in relation to your enquiry is as follows. The ten highest penalties imposed by the courts, following criminal prosecution of serial high offenders for non-payment of tolls on the M50 over the past 10 years, are as follows: €25,000, €22,000, €21,000, €20,500, €20,000, €19,000, €18,000, €17,000, €16,000, €15,000.

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		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 the M11 that bypasses the towns of Arklow and Gorey. 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. In relation to Regional Roads, it is important to stress that local authorities are the statutory road authorities responsible for the maintenance and improvement of regional and local roads, together with traffic management within their functional area.			In relation to traffic congestion on local roads in Gorey and Arklow, this would be a matter for the respective local authorities. In the circumstances, you may wish to contact Wicklow County Council and Wexford County Council at CustomerService@wicklowcoco.ie and customerservice@wexfordcoco.ie in relation to the matter. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/01/2026	2854/26	Dail Question No: 145 To ask the Minister for Transport if funding can be provided to bring the N86 Tralee-Camp-Dingle road up to a safe and acceptable standard; and if he will make a statement on the matter. 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 works on the N86. I can confirm that €1,250,000 had been allocated for the N86 Tralee to Dingle scheme in 2025. Funding allocations for 2026 will be announced in the coming weeks. 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.	N86 Tralee-Camp-Dingle	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions, Ref. No. 74016/25, 75174/25, 75133/25, 2854/26 & 3978/26, to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) provided funding in 2025 to Kerry County Council to progress the design and tender documentation for the Ballynasare to Ballygarret sections of the N86 Tralee to An Daingean scheme along with funding to progress planning and design works and advanced works contracts for the remaining sections of the N86 scheme. Grant funding in relation to road projects for 2026 is expected to be finalised in the coming weeks. TII will consider the funding of national secondary improvement schemes throughout the country, including the N86 in Co. Kerry, taking cognisance of the limited funding available to TII generally and the many competing demands for such funding. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/01/2026	3978/26	Dail Question No: 347	Upgrade the N86 from	Michael Cahill T.D.	

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		To ask the Minister for Transport to urgently upgrade the N89 from Tralee to Camp to Dingle in County Kerry (details supplied); and if he will make a statement on the matter. Details Supplied: and take into consideration that this busy National route is in an extremely poor condition 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N86 Tralee to Camp to Dingle road in County Kerry. 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.	Tralee to Camp to Dingle		I refer to your recent parliamentary questions, Ref. No. 74016/25, 75174/25, 75133/25, 2854/26 & 3978/26, to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) provided funding in 2025 to Kerry County Council to progress the design and tender documentation for the Ballynasare to Ballygarret sections of the N86 Tralee to An Daingean scheme along with funding to progress planning and design works and advanced works contracts for the remaining sections of the N86 scheme. Grant funding in relation to road projects for 2026 is expected to be finalised in the coming weeks. TII will consider the funding of national secondary improvement schemes throughout the country, including the N86 in Co. Kerry, taking cognisance of the limited funding available to TII generally and the many competing demands for such funding. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
26/01/2026	75128/25 1020/26	75128/25 Dail Question No: 608 To ask the Minister for Transport to provide a progress report the South Kerry Greenway; if he will ensure the project (details supplied) is expedited; and if he will make a statement on the matter. Details Supplied: on Ireland's best ever tourism project, this magnificent facility that will serve this generation and all generations to come Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. I note that there has been significant investment in Greenway schemes in County Kerry, with €8,250,000 allocated in 2025 alone. Under 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.	South Kerry Greenway & Tralee to Listowel Greenway	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions, Ref. No. 75128/25 & 1020/26, to the Minister for Transport. The position in relation to your enquiries is as follows. South Kerry Greenway At the outset, I can advise that funding for the Greenways programme is reviewed on an annual basis by the Department of Transport and in 2025, Transport Infrastructure Ireland (TII) allocated €8.25 million of funding for Greenway and Active Travel projects in County Kerry. In 2026, the allocation is €9,950,000. The South Kerry Greenway is approximately 31 km long and is divided into two projects. The section currently underway is 27km in length and runs from Glenbeigh to Cahersiveen. A further 4km section from Cahersiveen to Reenard Point was refused planning permission by An Bord Pleanála and will be subject to a separate planning application. In 2025, Kerry County Council received €7,000,000 in funding for the section from Glenbeigh to Cahersiveen and €200,000 for the section from Cahersiveen to Reenard Point. The South Kerry Greenway is being constructed using a procurement strategy to best meet the nature of the works along the route. It is managed by a team of dedicated engineering and technical staff based in the Kerry National Roads Office. Advance works contracts, including site clearance, fencing, surveys, site investigation, and other enabling works, commenced in January 2023. Kerry County Council is constructing approximately 10km of the greenway by Kerry's direct labour teams at two locations near Glenbeigh and Mountain Stage, adjacent to the N70 National Road and the Ring of Kerry. The section of Greenway between

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		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 1020/26 Dail Question No: 636 To ask the Minister for Transport to expedite the Tralee to Listowel Greenway in County Kerry; when work will commence on this project; when it will be completed; the estimated cost; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. I note that there has been significant investment in Greenway schemes in County Kerry, with €8,250,000 allocated in 2025, with €400,000 allocated to the Tralee to Listowel Greenway project. Under 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.			Glenbeigh and the R564 at Drom West is expected to be open for use in early 2026, delivering a valuable facility for cyclists and pedestrians. Further sections of the South Kerry Greenway are likely to open in 2027 and 2028, subject to funding. The 2026 funding allocation for the section from Glenbeigh to Cahersiveen is €9,180,000 and €20,000 for the section from Cahersiveen to Reenard Point. Tralee to Listowel Greenway In 2023, Kerry County Council appointed technical advisors to progress the Tralee to Listowel Greenway, through the Option Selection, Design and Environmental Evaluation and Statutory Consent phases. A Public Consultation for the Project was undertaken in December 2023 regarding the study area for the scheme. Submissions received from members of the public have been used in the identification of route options. A second Public Consultation was undertaken in mid-September 2024. A number of route options under consideration were displayed, and feedback was received from the public to facilitate further assessment. TII allocated €400,000 of funding in 2025 and €500,000 has been allocated for 2026 to continue the progression of these planning and design activities. The emerging preferred route corridor was displayed at a further Public Consultation in July 2025. On completion of this phase, approval will be sought to commence the Design and Environmental Evaluation phase. Kerry County Council currently intend to commence the statutory consent process for the Tralee to Listowel Greenway in Q2/Q3 of 2026. Advancement to the construction stage is dependent upon the granting of planning consent and the associated timelines, which are at present unknown. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
26/01/2026	75118/25	Dail Question No: 607 To ask the Minister for Transport the number of projects in his Department that were delayed in 2023 and 2024 due to the change of document from the Public Spending Code to the Infrastructure Guidelines, in tabular form; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer I am not aware of any projects directly delivered by the Department which have been subject to delays due the change from the Public Spending Code to the Infrastructure Guidelines. Please see outlined below further information regarding National Road Projects, Active Travel and Public Transport and the Departmental agencies involved in delivering projects. Active Travel	Public Spending Code to the Infrastructure Guidelines - Delays	James O'Connor T.D.	Dear Deputy O'Connor, I refer to your recent parliamentary question, Ref. No. 75811/25, to the Minister for Transport. The position in relation to your enquiry is as follows. It has not been possible to identify delays to projects arising specifically from the change from the Public Spending Code to the Infrastructure Guidelines. However, when any policies or guidelines change, there is a need to review and rework project deliverables and realign the outputs to meet the new requirements which can cause delays in project timelines and increase costs. In relation to Transport Infrastructure Ireland (TII) funded Major Projects, there are a number of factors that can cause delays such as: resources, funding certainty, changes to environmental assessment requirements, changes in policies and standards etc. Notwithstanding the above, TII welcomes the amendments that were provided for in the Infrastructure Guidelines which, among other matters, updated guidance on roles and responsibilities, reduced the number of project approvals required and increased the cost threshold for a Major project from €100m to €200m. In addition, the Guidelines provide that Government is no longer the Approving Authority for a Major project with the relevant Approving Authority now having to seek Government consent at 2 stages of project delivery.

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		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. Public Transport As Minister of Transport, I have responsibility for policy and overall funding of public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure. Noting the NTA's responsibility in this matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days. The operation, maintenance and renewal of the rail network and stations on the network, including on the national rail network, is a matter for Iarnród Éireann in the first instance. In view of Iarnród Éireann's responsibility in this matter, I have referred the Deputy's question to the company for direct reply. Please contact my private office if you do not receive a reply within 10 working days. National Road Projects In respect of National Road projects, as Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme and Greenways Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning and construction of individual national roads and greenways are 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. As such, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			TII acknowledges that project appraisal guidance will continue to evolve and be subject to amendments over time to reflect best practice in project appraisal with the objective of achieving the appropriate allocation of public funds. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
26/01/2026	2030/26	Dail Question No: 779 To ask the Minister for Transport whether his Department, or any body under its aegis, has funded, or is funding, other than where legal costs were	Funding employee legal costs in litigation	Grace Boland T.D.	Dear Deputy Boland, I refer to your recent parliamentary question, Ref. No. 2030/26 (Dáil Question No.s 779 to 785) to the Minister for Transport. The position in relation to your enquiries is as follows.

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		awarded against the employer by a court or tribunal, the legal costs of any current or concluded litigation taken by an employee or former employee against that Department or body, in each of the past five years; if so, to provide details of the number of such cases, the bodies involved, and the total costs incurred in each year; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Dail Question No: 780 To ask the Minister for Transport the basis on which his Department, or a body under its aegis, may fund the legal costs of an employee or former employee in litigation where that employee is in dispute with, or taking proceedings against, the same body; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Dail Question No: 781 To ask the Minister for Transport whether the funding of employee legal costs in disputes against his Department, or a body under its aegis, is standard practice; if not, the circumstances in which such funding may be permitted; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Dail Question No: 782 To ask the Minister for Transport to outline the guidance, codes, circulars or directions that govern the payment of legal costs by his Department, and bodies under its aegis, in employment-related disputes, including any requirements under the Code of Practice for the Governance of State Bodies or Departmental sanction arrangements; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Dail Question No: 783 To ask the Minister for Transport whether the funding of employee legal costs in litigation against the employing body could give rise to governance, accountability, or value for money concerns; whether his Department has issued any guidance in this regard; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Dail Question No: 784 To ask the Minister for Transport whether his Department has reviewed, or intends to review, the practice of Departments, and bodies under their aegis, funding legal costs in employment disputes	against employing body		Transport Infrastructure Ireland (TII) has not funded the legal costs of any litigation taken by an employee or former employee against the Organisation in the past five years. In the event that such a matter were to arise, TII would assess the details and circumstances of the case, engage with our parent Department as required, and obtain legal advice where appropriate. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		involving those same bodies; and if so, the outcome or timeline for such a review; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Dail Question No: 785 To ask the Minister for Transport whether arrangements to fund legal costs in employment disputes involving his Department, or bodies under its aegis, require the prior approval of his Department or the Department of Public Expenditure, Infrastructure, Public Service Reform and Digitalisation; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer Deputy, The information requested is currently being collated by my officials and will be forwarded to the Deputy by my private office within ten working days. As these questions also relate to agencies under the remit of the Department of Transport, I have referred the question to these agencies to reply to you directly. If the Deputy does not receive a response within ten working days, please contact my Private Office.			
28/01/2026	75175/25 3979/26	<u>75175/25</u> Dail Question No: 625 To ask the Minister for Transport to expedite works on the Killarney to Farranfore Bypass as Killarney town is congested with traffic on a daily basis; and if he will make a statement on the matter. 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 on the status of the N22 Farranfore to Killarney project.	N22 Killarney to Farranfore Bypass	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions, Ref. No. 75175/25 & 3979/26, to the Minister for Transport. The position in relation to your enquiries is as follows. Phase 2 (Options Selection) of the N22 Farranfore to Killarney project was completed in May 2025, and Phase 3 (Design and Environmental Evaluation) has now commenced. Further details on the N22 Farranfore to Killarney project and on road scheme lifecycle phases and approval decision gates are outlined in Transport Infrastructure Ireland's (TII) Major Roads and Greenways Projects Active List (see pages 7, 16 and 24). The NDP Review 2025 Sectoral Investment Plan for Transport, which was published on 26 November 2025, identifies the N22 Farranfore to Killarney project as one of the projects 'Scheduled to Commence Construction/Procurement by 2030'. The timeline for the project is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and availability of funding. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		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. 3979/26 Dail Question No: 348 To ask the Minister for Transport to expedite the Killarney to Farranfore bypass (details supplied); and if he will make a statement on the matter. Details Supplied: to take into consideration that Killarney town is the busiest tourist town in Ireland and is choked with traffic on a daily basis 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 on the status of the N22 Killarney to Farranfore project. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			
28/01/2026	74972/25	Dail Question No: 588 To ask the Minister for Transport if a feasibility study will be carried out in respect of developing a greenway along the route of the old railway line from Headford to Kenmare in County Kerry; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. The planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned.	Greenway - old railway line from Headford to Kenmare	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions, Ref. No. 74972/25 to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland's (TII) responsibilities in relation to the greenway programme are: - the administration of grants to local authorities for greenways delivery, - the role of approving authority for the purposes of the Infrastructure Guidelines; and - facilitating local authority teams delivering greenway projects through access to the expertise of the National Roads Offices. Accordingly, TII's role in relation to greenway projects is essentially supervisory as approving authority. The relevant local authority is the sponsoring agency for each greenway project, retaining responsibility for

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		In relation to new greenway proposals, it would be appropriate for the relevant local authority to conduct an initial assessment on the proposal and, if appropriate, submit a request to TII for funding consideration. This would then be assessed for feasibility and prioritisation against all other applications. Noting their responsibilities in this matter, 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.			project delivery and all other responsibilities mentioned within the Infrastructure Guidelines. In that context, TII, as the approving authority, considers proposals for greenway projects and approves business cases. However, as set out in the Infrastructure Guidelines, the implementation of any greenway project is the responsibility of the sponsoring agency. In relation to developing a greenway along the route of the old Headford to Kenmare rail corridor, Kerry County Council has not sought a funding allocation for such a scheme. TII has allocated €9.95 million of funding for Greenway and Active Travel projects in County Kerry in 2026. Further details of the funding allocations is available from National Greenway and Active Travel Grants. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
28/01/2026	2274/26	Dail Question No: 792 To ask the Minister for Transport if his Department is using artificial intelligence tools for any graphic design or similar work in place of artists, designers or videographers; and if so, to outline which projects or units of the Department are affected. <i>Identical Question(s): to all Depts.</i> Dail Question No: 793 To ask the Minister for Transport whether any agencies or other bodies under his remit are using artificial intelligence tools for any graphic design or similar work in place of artists, designers or videographers; and if so, to outline which projects or units of the organisation are affected. <i>Identical Question(s): to all Depts.</i> Answer My Department has not used any artificial intelligence (AI) tools for graphic design or similar work to replace creative agencies by taking work in-house and using AI to create imagery. Noting the relevance of the Deputy's second question to the agencies and other bodies under the aegis of my Department, I have referred this question to them for a direct reply. If you do not receive a response within 10 working days, please advise my private office.	Use of AI tools for any graphic design or similar work	Richard Boyd-Barrett T.D.	Dear Deputy Boyd Barrett, I refer to your parliamentary question, Ref. No. 2256/26, to the Minister for Transport. The position in relation to your enquiry is as follows. I can confirm that Transport Infrastructure Ireland (TII) is not using artificial intelligence tools for any graphic design or similar work in place of artists, designers or videographers. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
28/01/2026	2158/26	Dail Question No: 180 To ask the Minister for Transport the action his Department will take to progress the Mallow Relief	N72/N73 Mallow Relief Road	Padraig O'Sullivan T.D.	Dear Deputy O'Sullivan,

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		Road, the status of same; and if he will make a statement on the matter. 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 on the status of the N72 Mallow Relief Road project. 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.			I refer to your parliamentary question Ref. No. 2158/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council, as the Sponsoring Agency for the N72 Mallow Relief Road Project, is currently progressing the Project through Phase 3, 'Design and Environmental Evaluation'. A Preliminary Business Case for the Mallow Relief Road Project is expected to be submitted by Cork County Council in the second quarter of 2026, as part of Approval Gate 1, seeking approval, in accordance with the requirements of the Infrastructure Guidelines, to submit a planning application to An Coimisiún Pleanála. Subject to review and approval of the Preliminary Business Case, it is anticipated that the planning application will be submitted in the third quarter of 2026. Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme lifecycle phases and decision gates. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
28/01/2026	2798/26	Dail Question No: 140 To ask the Minister for Transport if any upgrade of the Lakeview Roundabout, Midleton, is included in the proposed N25 Midleton to Youghal (Castlemartyr and Killeagh Bypasses) project outlined in the recent National Development Plan Review 2025 Sectoral Investment Plan for Transport; and if he will make a statement on the matter. 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 Lakeview Roundabout. Noting the above position, I have referred your question to TII for a direct reply. Please advise my	N25 Lakeview Roundabout, Midleton	Noel McCarthy T.D.	Dear Deputy McCarthy, I refer to your parliamentary question Ref. No. 2798/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) can confirm the Study Area for the N25 Midleton to Youghal Project encompasses the Lakeview Roundabout, Midleton. Cork County Council has completed Phase 1 (Concept and Feasibility) of this project and recently appointed Technical Advisers to assist in the completion of Phase 2 (Options Selection), Phase 3 (Design and Environmental Evaluation), and Phase 4 (Statutory Processes / Planning). Further details on road scheme lifecycle phases and approval decision gates are outlined in Transport Infrastructure Ireland's (TII) Major Roads and Greenways Projects Active List (see pages 7 & 16). In recognition of the current traffic issues at Lakeview Roundabout, it is envisaged that this aspect of the project will be progressed separately to the overall N25 Midleton to Youghal route, with a view to providing an earlier intervention at this location. I hope that this information is of assistance to you. Yours sincerely,

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		private office if you do not receive a reply within 10 working days.			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
28/01/2026	3976/26	Dail Question No: 345 To ask the Minister for Transport to provide a new pavement and footpath (details supplied) on the Killorglin to Killarney, N70 Ring of Kerry road; and if he will make a statement on the matter. Details Supplied: from Laune Bridge out to the new FEXCO IRD Hub at Anglont, where Residents are campaigning for the past 40 years, will the Minister accept that this is an extremely dangerous road 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N72 from Laune Bridge to FEXCO IRD Hub at Anglont as well as the N70 Ring of Kerry Road. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.	Pavement and footpath N70 Killorglin	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 3976/26 to the Minister for Transport. The position in relation to your enquiries is as follows. At the outset, I can advise that funding for the Greenways and Active Travel programme is reviewed on an annual basis by the Department of Transport and in 2026, Transport Infrastructure Ireland (TII) allocated €9.95 million of funding for Greenway and Active Travel projects in County Kerry. The N72 Killorglin Approaches (Anglont) Active Travel Scheme is currently at Phase 3 of the TII Project Management Guidelines. Please see TII's Major Roads and Greenways Projects Active List (page 7) for details of project lifecycle phases. However, having regard to the overall level of funding made available to TII, and the many competing demands for this funding, the scheme did not receive a grant allocation in 2026. Further details on the 2026 funding allocations is available from National Greenway and Active Travel Grants. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
29/01/2026	75241/25	Dail Question No: 631 To ask the Minister for Transport the number of press, media or communications staff currently employed in his Department and within each agency for which he is responsible; the cost of these staff for 2025 and the expected cost for 2026; whether there are proposals to increase the number of such staff; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer	Number of press, media or communications staff employed	Matt Carthy T.D.	Dear Deputy Carthy, I refer to your parliamentary question, Ref. No. 75241/25, to the Minister for Transport. The position in relation to your enquiry is as follows. There were 3 staff employed by Transport Infrastructure Ireland in 2025 in the area of press, media or communications at a cost of €266,714. It is planned to increase the number of staff employed in such roles to 5 this year with an estimated 2026 salary cost for these staff of €525,335. I hope that this information is of assistance to you.

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		There are 17 staff currently employed in my Department's Press and Communications Unit. The staff costs for the Unit in 2025 were €1,090,220. There is one vacancy in the Press and Communications Unit due to be filled this year. Estimated costs for all staff in the Press and Communications Unit in 2026 are €1,158,580. I have asked the Agencies under my aegis to provide the information directly to the Deputy. If you do not hear back from the Agencies within 10 working days please contact my office.			Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
29/01/2026	1553/26	Dail Question No: 706 To ask the Minister for Transport if he will prioritise funding for section 3 Ennistymon to Miltown Malbay and section 4 Miltown Malbay to Moyasta of the proposed Clare Greenway in 2026, given that these sections were omitted from a funding announcement by his Department in 2025 and are at risk of not advancing through the various pre-construction stages that are required; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding 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. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. 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.	Ennistymon_ Miltown Malbay + MM_ Moyast a Clare Greenway	Cathal Crowe T.D.	Dear Deputy Crowe, I refer to your parliamentary question Ref. No. 1553/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Clare County Council is currently advancing the delivery of a greenway broadly along the line of the old West Clare Railway. The Project aims to enhance recreation, leisure and amenities for local residents, while also offering a new sustainable tourism visitor experience in West and North Clare. The proposed Greenway will be approximately 100km long, incorporating safe links to nearby towns and villages. Due to the scale of the Project, it has been divided into four sections: • Section 1 (Kilrush to Kilkee) • Section 2 (Ennis to Ennistymon) • Section 3 (Ennistymon to Miltown Malbay) • Section 4 (Miltown Malbay to Moyasta) Each section is progressing at different stages of the TII Project Management Guidelines (PMGs). Section 1 (Kilrush to Kilkee) is currently the most advanced and is at Phase 3: 'Design and Environmental Evaluation', of TII's PMGs. The Project is being progressed in line with the Code of Best Practice for National and Regional Greenways, and all three non-statutory public consultations have been completed, covering the Study Area, Route Options, and the Emerging Preferred Corridor. Engagement with affected households and landowners is on-going and in general is progressing positively, with one-to-one negotiations well under way. Voluntary Land Acquisition Agreements will proceed throughout 2026, subject to funding, with the aim of reaching mutually beneficial outcomes. It is anticipated, subject to funding, that the Environmental Impact Assessment Report (EIAR), Natura Impact Statement (NIS), General Alignment Drawings, and Land Acquisition documentation will be submitted to An Coimisiún Pleanála in Q3 2026. Section 2 (Ennis to Ennistymon) is at Phase 2: 'Option Selection', of TII's PMGs. The development of the Options Selection Report is ongoing. When completed, subject to funding, a preferred route corridor will be identified and published, with public consultation to follow. It is anticipated that this will take place in Q4 2026. In relation to Sections 3 (Ennistymon to Miltown Malbay) and 4 (Miltown Malbay to Moyasta), in 2024, the first non-statutory public consultation on the Study Areas was completed for both sections, along with the Strategic Assessment Report and Constraint Studies.

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					The Greenways and Active Travel programme is reviewed on an annual basis by the Department of Transport. Annual scheme allocations are in turn determined by TII having regard to the overall level of funding made available to TII, and the many competing demands for this funding. Sections 1, 2 & 3 of this Greenway received a funding allocation in 2026. Further details on the 2026 funding allocations is available from National Greenway and Active Travel Grants. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
29/01/2026	2364/26	Dail Question No: 801 To ask the Minister for Transport if his Department will ring-fence Clare Greenway funding for sections three (Ennistymon and Miltown Malbay) and section four (Miltown Malbay to Moyasta) (details supplied) in 2026; and if he will make a statement on the matter. Details Supplied: The West Clare Railway Greenway committee have highlighted that while Section 1 (Kilkee to Kilrush) and Section 2 (Ennis to Ennistymon) of the proposed Clare Greenway received funding in 2025, funding for Section 3 (Ennistymon to Miltown Malbay) and Section 4 (Miltown Malbay to Moyasta) was stalled. The understanding is that Transport Infrastructure Ireland (TII) are taking the approach of giving priority funding to fast-track the progression of Sections 1 & 2 but the group are keen to highlight the importance of keeping the preparatory stages of developing Sections 3 & 4 alive, through securing the necessary funding. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding 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. Investment in Greenway and National Roads Active Travel projects is also	Ennistymon_ Miltown Malbay + MM_ Moyast a Clare Greenway	Donna McGettigan T.D.	Dear Deputy McGettigan, I refer to your parliamentary question Ref. No. 2364/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Clare County Council is currently advancing the delivery of a greenway broadly along the line of the old West Clare Railway. The Project aims to enhance recreation, leisure and amenities for local residents, while also offering a new sustainable tourism visitor experience in West and North Clare. The proposed Greenway will be approximately 100km long, incorporating safe links to nearby towns and villages. Due to the scale of the Project, it has been divided into four sections: • Section 1 (Kilrush to Kilkee) • Section 2 (Ennis to Ennistymon) • Section 3 (Ennistymon to Miltown Malbay) • Section 4 (Miltown Malbay to Moyasta) Each section is progressing at different stages of the TII Project Management Guidelines (PMGs). Section 1 (Kilrush to Kilkee) is currently the most advanced and is at Phase 3: ‘Design and Environmental Evaluation’, of TII’s PMGs. The Project is being progressed in line with the Code of Best Practice for National and Regional Greenways, and all three non-statutory public consultations have been completed, covering the Study Area, Route Options, and the Emerging Preferred Corridor. Engagement with affected households and landowners is on-going and in general is progressing positively, with one-to-one negotiations well under way. Voluntary Land Acquisition Agreements will proceed throughout 2026, subject to funding, with the aim of reaching mutually beneficial outcomes. It is anticipated, subject to funding, that the Environmental Impact Assessment Report (EIAR), Natura Impact Statement (NIS), General Alignment Drawings, and Land Acquisition documentation will be submitted to An Coimisiún Pleanála in Q3 2026. Section 2 (Ennis to Ennistymon) is at Phase 2: ‘Option Selection’, of TII’s PMGs. The development of the Options Selection Report is ongoing. When completed, subject to funding, a preferred route corridor will be identified and published, with public consultation to follow. It is anticipated that this will take place in Q4 2026.

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		subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. 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.			In relation to Sections 3 (Ennistymon to Miltown Malbay) and 4 (Miltown Malbay to Moyasta), in 2024, the first non-statutory public consultation on the Study Areas was completed for both sections, along with the Strategic Assessment Report and Constraint Studies. The Greenways and Active Travel programme is reviewed on an annual basis by the Department of Transport. Annual scheme allocations are in turn determined by TII having regard to the overall level of funding made available to TII, and the many competing demands for this funding. Sections 1, 2 & 3 of this Greenway received a funding allocation in 2026. Further details on the 2026 funding allocations is available from National Greenway and Active Travel Grants. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
29/01/2026	3557/26	Dail Question No: 318 To ask the Minister for Transport if he will instruct TII to re-examine works recently completed on the Kilkenny Ring Road in particular from the Watershed to the Bennettsbridge Road Roundabout which is causing significant delays for commuters; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the Bennettsbridge Road Roundabout on the N10. 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.	N10 Kilkenny - Works on Watershed to the Bennettsbridge Rd	Peter 'Chap' Cleere T.D.	Dear Deputy Cleere, I refer to your parliamentary question Ref. No. 3557/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Under the Road Safety Inspection programme 2014-2017, a safety issue was identified at Ossory Bridge, north of Bennettsbridge Roundabout, where cycle facilities terminated either side of the structure, resulting in cyclists dismounting to traverse the Bridge. In instances where pedestrians and cyclists met at this location, in order to pass safely, the pedestrian or cyclist had to enter the live carriageway. This created a hazard for vulnerable road users and motorists. It should be noted that Transport Infrastructure Ireland are the funding authority for national road projects, which are developed and implemented by the local authorities as the road authorities for their areas. Engineering Consultants, O'Connor Sutton Cronin, were appointed by Kilkenny County Council to progress the design of the Scheme, which was subsequently delivered in 2024. The aim of this project was to protect and maintain the safety of existing walking and cycling networks and ensure that new sustainable mobility infrastructure meets the highest safety standards in line with the National Sustainable Mobility Policy. It is regrettable that motorists are experiencing delays, however, this project has been delivered by Kilkenny County Council in line with Government Policy. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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29/01/2026	3626/26	Dail Question No: 330 To ask the Minister for Transport to list the roles within public or semi-State organisations under his Department that are excluded from the single public service pension scheme; the number of people employed in those roles, in tabular form; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer The information requested, which relates to the pension scheme(s) in effect in the public or semi-state Bodies under the aegis of my Department, is an operational matter for those State Bodies themselves. I have referred the Deputy's question to the bodies and have requested that a response should issue within 10 days.	Single public service pension scheme	Ciarán Ahern T.D.	Dear Deputy Ahern, I refer to your recent parliamentary question, Ref. No. 3626/26, to the Minister for Transport. The position in relation to your enquiry is as follows. All of Transport Infrastructure Ireland's (TII) employees are registered as members of the Single Public Sector Pension Scheme or a pre-2013 approved public sector pension scheme or schemes which were protected under the legislation (the Roads Act 2015) establishing TII. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
30/01/2026	74913/25	Dail Question No: 585 To ask the Minister for Transport the reason private operators are being denied access to a State facility (details supplied); and if he will make a statement on the matter. Details Supplied: Private operators are informing me that they now cannot use the Red Cow parking interchange for comfort breaks Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to light rail. The National Transport Authority has assigned the day-to-day management of the Luas operating contract to TII, in conjunction with the Luas operator Transdev Ireland. Noting the above position, I have referred your question to TII for a direct reply regarding the use of the Red Cow Park & Ride facility. Please advise my private office if you do not receive a reply within 10 working days.	Private operators denied access to RedCow parking depot	Mark Wall T.D.	Dear Deputy Wall, I refer to your recent parliamentary question, Ref. No. 74913/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The terms of the licences issued by the National Transport Authority provide that private bus operators have access to the Luas Red Cow Bus Interchange for passenger pickup and set down only. Public toilet facilities are available at the Bus Interchange. Prior to the construction of the public toilet facilities, temporary access to a separate building was granted to private bus operators as an interim measure. As toilet facilities are now available, the interim measure has since been discontinued. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
30/01/2026	74607/25	Dail Question No: 562 To ask the Minister for Transport if he will allocate funding to Clare County Council in order that a comprehensive review of the N68 road (Ennis to Kilrush) will be undertaken, with the view to them being in a position to designing significant upgrade works of the carriageway and submitting these for	Fund a review of the N68 road (Ennis to Kilrush)	Cathal Crowe T.D.	Dear Deputy Crowe, I refer to your parliamentary question Ref. No. 74607/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between the

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		Departmental funding; and if he will make a statement on the matter. 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 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 any planned upgrades to the N68. 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.			local authority and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey and the overall level of funding made available to TII. Unfortunately, TII's budget allocations for pavement renewal works has been underfunded over a number of years, and, accordingly, the extent of pavement renewal works in any given year is limited by the level of funding made available to TII. In addition, TII periodically carries out a collision analysis of the entire National Road Network, in compliance with the EU Road Infrastructure Safety Management Directive, as well as pro-active safety inspections, in accordance with the TII Standard: 'Road Safety Inspection'. The purpose of this combined process is to identify both locations that have high concentrations of collisions and/or potential collisions. The N68 (Ennis to Kilrush) has not been identified as a High Collision Locations under the TII Road Safety Programme. Notwithstanding the foregoing, the absence of sites from the locations identified under TII's Road Safety Programme, does not preclude a road authority from submitting a feasibility and options report, in accordance with the TII Standard: 'Road Safety Improvement Scheme Approval Procedure', for safety improvement works on a national road. For example, there may be additional information available to a road authority, or there may be unreported collisions at a location that TII is unaware of, or other safety considerations, for example relating to public transport, schools etc. In order for TII to provide funding for safety improvement work, the Road Authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme, and prioritise the scheme in relation to other works being proposed by the Road Authority. With reference to proposals to upgrade or improve the N68, Clare County Council would need to carry out an initial assessment, providing details on the rationale for any proposed road improvement works and, if appropriate, submit a request to TII for the provision of funds. Once this has been received, TII will consider the proposal, having regard to the level of funding available to TII for national roads generally and the many competing demands for these resources. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
30/01/2026	5109/26	Dail Question No: 313 To ask the Minister for Transport the engagement to date between the local authority and his Department regarding a relief road (details supplied); the dates on which such engagements occurred; the officials involved; the outcomes or actions arising from those discussions; and if he will make a statement on the matter. Details Supplied: proposed relief road for	Upgrades and resurfacing works on the N80 and N77	William Aird T.D.	Dear Deputy Aird, I refer to your recent parliamentary question, Ref. No. 5109/26, to the Minister for Transport. The position in relation to your enquiry is as follows. The National Development Plan review (Sectoral Investment Plan) was published by Government on the 26 November 2025. The Sectoral Investment Plan sets out capital ceilings for transport to 2030. As you will appreciate, the limited funding available to Transport Infrastructure Ireland (TII) will be committed to those projects identified in the Sectoral Investment Plan. As such, TII is not in a position, at this time, to commit to funding a Mountmellick Bypass Project.

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		Mountmellick town and Portlaoise Northern Relief Road 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, construction and design of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the Mountmellick Relief Road and the Portlaoise Northern Relief Road. 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.			The Portlaoise Northern Orbital Route Bypass is not within TII's remit as it is not a national roads project. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
30/01/2026	2735/26	Dail Question No: 186 To ask the Minister for Transport his views on whether the toll on the M50 is fit for purpose; if he has considered reversing the recent toll hike; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding tolls to TII for a direct reply. Please	M50 Tolls	Pa Daly T.D.	Dear Deputy Daly, I refer to your parliamentary question, Ref. No. 2735/26, to the Minister for Transport. The position in relation to your enquiry is as follows. There are ten toll roads on the national road network; eight are operated under a "Public Private Partnership" (PPP) model, and two are operated directly on behalf of Transport Infrastructure Ireland (TII), i.e., the M50 and Dublin Port Tunnel. Income from road tolls partially funds the operation, maintenance, and renewals of the national road network, the relative costs of which have risen in recent years due to inflation. Road tolls also provide a demand management function on the M50 and in particular at the Dublin Tunnel. TII acknowledges the increased traffic volumes, and as a consequence, traffic delays occurring on the M50 at this time. In 2014, TII published an M50 demand management report commissioned to identify measures protect the M50 from congestion and preserve its key strategic function as an orbital route around Dublin connected to the national arterial motorway network. The report identified several measures, including the potential implementation of multi-point distance-based tolling to replace the single point toll by a system comprising five toll points. Government policy has not, to date, provided for such alternative M50 tolling arrangements to be considered. In 2024, the Department of Transport (DoT) published a draft national demand management strategy for public consultation - Public Consultation: Moving Together: A Strategic Approach to the Improved Efficiency of the Transport System in Ireland. It is expected that an updated draft will be brought to the government in 2026. This strategy requires that measures be brought before Government to further integrate a 'User & Polluter' pays approach to taxation on transport. This approach is a more holistic and equitable taxation and road user charging system that accurately captures the costs and externalities of private car use. Aligned with the 'Moving Together' strategy, the National Transport Authority (NTA) is commencing the preparation of a Greater Dublin Area (GDA) demand management strategy as required under the GDA Transport Strategy

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		advise my private office if you do not receive a reply within 10 working days.			2022-2024. The primary objective of this scheme will be the realisation of the 50% CO2 emissions reduction target for the GDA. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
30/01/2026	1406/26	Dail Question No: 189 To ask the Minister for Transport to provide an update on the rationale for increasing the tolls for cars on the M3 motorway on 1 January 2026, when tolls on other toll roads were not increased for cars; his views on whether this is unfair on M3 road users; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	M3 Toll	Darren O'Rourke T.D.	Dear Deputy O'Rourke, I refer to your recent parliamentary question, Ref. No. 1406/25 to the Minister for Transport. The position in relation to your enquiry is as follows. The level of tolls charged on the national road network is regulated through an inflation adjustment mechanism as set out in each of the Toll Bye-Laws. The Bye-Laws outline the calculation method for toll rates and contain provisions to prevent toll operators from charging toll rates which are higher than a specific level, which is defined as a 'Maximum Toll' for each vehicle class. The Toll Bye Laws are publicly on TII's website. The methodology underpinning the toll indexation calculation is the same across all of the toll schemes/ toll bye-laws. What does differ, however, is the Base Toll applicable at different toll facilities. As such, it is not the case that toll charges will, or must, change in the same amount at all toll facilities each year. <u>Toll Calculation Methodology</u> The Bye-Laws for each road include the following information: • Base Tolls by Vehicle Class as at the Base Toll date, • Base Toll date to be used for indexation, • Base Index to be used for indexation; and • Opening Index, i.e., the relevant CPI at the Base Toll date. The Base Toll date for indexation for each road is August of the prior year. Accordingly, the 2026 Maximum Tolls are calculated with reference to the August 2025 Consumer Price Index, using the following formula: $Maximum\ Toll_{2026} = (Base\ Toll) \times \left\{ \frac{CPI_{Aug\ 2025}}{CPI_{Opening\ Index}} \right\} + VAT\ (where\ applicable)$ In calculating the Maximum Toll on Public-Private Partnership (PPP) schemes on an annual basis, VAT is added at the prevailing rate of 23%, and the total amount is rounded to the nearest 10 cents. Dependent on the inputs to the above formula and subsequent rounding, the result can give rise to increases on some roads and not on other roads given the Base Toll inputs differ at various toll facilities. I hope that this information is of assistance to you. Yours sincerely,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
30/01/2026	3980/26	Dail Question No: 349 To ask the Minister for Transport to progress a bypass for Killorglin town in County Kerry (details supplied); and if he will make a statement on the matter. Details Supplied: to take into consideration that there is huge traffic congestion in Killorglin and a Bypass was originally on the Agenda but was taken off a number of years ago 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 in relation to a bypass of Killorglin. 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.	N70 Bypass for Killorglin	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 3980/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, as set out in the National Development Plan (NDP) as updated by the NDP review (Sectoral Investment Plan) which was published by Government on the 26 November 2025, the National Planning Framework, the National Investment Framework for Transport in Ireland and the Climate Action Plan. A bypass of Killorglin was not included amongst the projects identified for development during the period of the NDP or in the recently published Sectoral Investment Plan. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
30/01/2026	3975/26 6804/26	<u>3975/26</u> Dail Question No: 344 To ask the Minister for Transport to provide urgent funding to address the road and footpaths through Cahersiveen town, on the N70 Ring of Kerry National secondary road given (numerous accidents for the past 20 years); and if he will make a statement on the matter. Dail Question No: 346 To ask the Minister for Transport to carry out additional upgrades to the N70 Ring of Kerry road (details supplied); and if he will make a statement on the matter. <u>6804/26</u>	Road and footpaths N70 Cahersiveen town	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions, Ref. No 3975/26 (No.s 344 & 346) and 6804/26, to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between the local authority and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey and the overall level of funding made available to TII. Unfortunately, TII's budget allocations for pavement renewal works have been underfunded over a number of years, and, accordingly, the extent of pavement renewal works in any given year is limited by the level of funding made available to TII. TII road pavement surveys have identified the need for pavement improvements at Cahersiveen, as well as other locations in Co. Kerry. With regard to Cahersiveen, Kerry County Council were proposing to undertake the required road pavement works in tandem with a large Rural Regeneration and Development Fund (RRDF) scheme that is planned for Cahersiveen. However, TII has now been advised by Kerry County Council that the

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		Dail Question No: 23 To ask the Minister for Transport to expedite funding for the main street and footpath through Cahersiveen town; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.			timeframe for the commencement of the public realm scheme will be longer than was initially thought. Following on from recent meetings with Kerry County Council, TII will consider the provision of funding in 2026 to undertake some targeted interventions at Cahersiveen in 2026 and for the commencement of design work to progress a tender competition for a full pavement overlay in 2027. The funding allocations will be notified to local authorities when confirmed. In relation to traffic calming measures, each year, TII carries out a collision analysis of the entire national road network, as set out in the TII Standards GE-STY-01022 on Network Safety Analysis. The purpose of this exercise is to identify locations that have above average concentrations of collisions. Cahersiveen town has not been identified as a high collision location in the last two rounds of analysis. Notwithstanding the foregoing, the absence of sites from the identified Network Safety Ranking locations does not, of course, preclude a road authority from submitting a feasibility report for safety improvement works on the network. For example, there may be additional information available to the road authority or there may be unreported collisions at a location that TII is unaware of. In order for TII to provide funding for safety improvement works, such as the provision of footpaths, traffic calming or junction improvement works, the road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme and prioritise the scheme in relation to other works being proposed by the road authority. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
30/01/2026	3981/26	Dail Question No: 350 To ask the Minister for Transport to expedite the South Kerry Greenway (details supplied); and if he will make a statement on the matter. Details Supplied: to take into consideration that this is County Kerry's biggest ever Tourism project, that we have already seen how successful it will be with the opening of the first completed section, that this massive project is going on for years, South Kerry Development Partnership carried out a Feasibility Study away back in 2011, that this part of South Kerry, Cahersiveen and the Iveragh Peninsula is dying on its feet, it's an area that has suffered from forced emigration, with businesses closing on an annual basis, that many in business who were waiting for the Greenway to open, were hanging on by a shoestring, pumped in all their savings and borrowed to keep going, have now sadly ceased trading, that it's now time to get the job done	South Kerry Greenway status	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions, Ref. No. 3981/26, to the Minister for Transport. The position in relation to your enquiries is as follows. At the outset, I can advise that funding for the Greenways programme is reviewed on an annual basis by the Department of Transport and in 2025, Transport Infrastructure Ireland (TII) allocated €8.25 million of funding for Greenway and Active Travel projects in County Kerry. In 2026, the allocation to the Council is €9,950,000. The South Kerry Greenway is approximately 31 km long and is divided into two projects. The section currently underway is 27km in length and runs from Glenbeigh to Cahersiveen. A further 4km section from Cahersiveen to Reenard Point was refused planning permission by An Bord Pleanála and will be subject to a separate planning application. The South Kerry Greenway is being constructed using a procurement strategy to best meet the nature of the works along the route. It is managed by a team of dedicated engineering and technical staff based in the Kerry National Roads Office. Advance works contracts, including site clearance, fencing, surveys, site investigation, and other enabling works, commenced in January 2023. Kerry County Council is constructing approximately 10km of the greenway by Kerry's direct labour teams at two locations near Glenbeigh and Mountain Stage, adjacent to the N70 National Road and the Ring of Kerry. The section of Greenway between

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		Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. I note that there has been significant investment in Greenway schemes in County Kerry, with €12,700,000 allocated in 2026 of which €9,200,000 is being allocated to the South Kerry Greenway. Under 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.			Glenbeigh and the R564 at Drom West is expected to be open for use in early 2026, delivering a valuable facility for cyclists and pedestrians. Further sections of the South Kerry Greenway are likely to open in 2027 and 2028, subject to funding. The 2026 funding allocation for the section from Glenbeigh to Cahersiveen is €9,180,000 and €20,000 has been allocated for the section from Cahersiveen to Reenard Point. Should you require specific details on the delivery of Greenway projects in Co. Kerry, the Kerry National Roads Office would be best placed to provide such updates. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
04/02/2026	2353/26	Dail Question No: 146 To ask the Minister for Transport the status and projected timelines for national and regional road projects in County Mayo that have experienced delays; whether he accepts that continued delays are adversely affecting road safety and economic development in the county; the reasons for these delays; and if he will make a statement on the matter. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority. In 2025, Mayo County Council received an allocation of €40,566,060 for the maintenance and improvement of their regional and local roads network of which over €37m was allocated to road protection and renewal. Mayo County Council received an allocation of €1,175,000 for six Specific Grant schemes and an allocation of €1,400,000 for two Strategic Regional and Local Road schemes; the R332 Kilmaine to Tuam; and the Cong Outer Relief Road. Under the Infrastructure Guidelines and the	Status timelines for national road projects in County Mayo	Paul Lawless T.D.	Dear Deputy Lawless, I refer to your recent parliamentary question, Ref. No. 2353/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Mayo County Council, as the Road Authority and Sponsoring Agency for all roads within the county, has overall responsibility for the delivery of national road schemes in Mayo. In recent years, Mayo National Roads Office has delivered a significant number of new infrastructure projects such as the N5 Westport to Turlough, the N26 Realignment at Cloongullane, the N60 Heathlawn Realignment and the N60 Lagnamuck Realignment. Mayo National Roads Office continues to progress a large portfolio of projects. The N59 Newport to Derradda Project is currently at construction stage. A planning application for the N26 Ballina Bypass is expected to be submitted to An Coimisiún Pleanála in Quarter 2 of this year, with the N60 Manulla to follow. The N26 Foxford to Mount Falcon and N5 Swinford Bypass Safety projects are currently at Option Selection stage. There are also several pavement and minor safety schemes delivered annually by Mayo National Roads Office. In 2025, Transport Infrastructure Ireland (TII) provided an overall allocation of €16.2 million for the maintenance of national roads and development of new road schemes and improvements to the National Road Network. It is anticipated that the 2026 funding allocations will be released in the coming weeks. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		Department's Transport Appraisal Framework, capital projects are subject to review and approval at a number of stages. In this context, my Department gave approval in mid-December for the local authority to proceed to tender for the main construction contract for the R332 Kilmaine to Tuam scheme. Planning and implementation of the annual roads works programme is the responsibility of Mayo County Council. Grant allocations for 2026 will be notified to local authorities in the coming weeks. As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of national road projects in County Mayo. 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.			
04/02/2026	3452/26	Dail Question No: 306 To ask the Minister for Transport the timeline for delivery of the Claregalway bypass; and if he will make a statement on the matter. 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 on the Claregalway Bypass.	N83 Claregalway bypass	Louis O'Hara T.D.	Dear Deputy O'Hara, I refer to your recent parliamentary question, Ref. No. 3452/26, to the Minister for Transport. The position in relation to your enquiry is as follows. In October 2025, Galway County Council submitted to Transport Infrastructure Ireland (TII), a Phase 0 Project Outline Document, for the N83 Baile Chláir Congestion Relief Project. Following approval of this in November 2025, a further request was submitted, to proceed to Phase 1. This request is currently being considered for funding, having regard to the level of funding available to TII for national roads generally and the many competing demands for these resources. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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.			
04/02/2026	3540/26	Dail Question No: 316 To ask the Minister for Transport the resources provided to Galway County Council in 2026 for the development of the route of the Claregalway Relief Road; and if he will make a statement on the matter. 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 on the status of the Claregalway Relief Road. I also note that it is expected that the National Roads 2026 allocations will be announced in the near future. 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.	N83 Claregalway Relief Road	John Connolly T.D.	Dear Deputy Connolly, I refer to your recent parliamentary question, Ref. No. 3540/26, to the Minister for Transport. The position in relation to your enquiry is as follows. In October 2025, Galway County Council submitted to Transport Infrastructure Ireland (TII), a Phase 0 Project Outline Document, for the N83 Baile Chláir Congestion Relief Project. Following approval of this in November 2025, a further request was submitted, to proceed to Phase 1. This request is currently being considered for funding, having regard to the level of funding available to TII for national roads generally and the many competing demands for these resources. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
11/02/2026	74348/25	Dail Question No: 530 To ask the Minister for Transport if he is aware of the coroner's recommendation that the Windsor junction on the N5 outside Castlebar be designated an accident blackspot following the death of a 91-year-old man in December 2024; the immediate steps his Department will take to ensure that Mayo County Council and the NRDO implement safety measures at this location without further delay; and if he will make a statement on the matter. Dail Question No: 531 To ask the Minister for Transport the reason, despite repeated representations from elected representatives since 2021, and despite multiple serious accidents at the Windsor junction on the N5, no safety upgrades have been carried out; the reason this location has not been prioritised under HD15	Windsor junction on the N5, Castlebar	Paul Lawless T.D.	Dear Deputy Lawless, I refer to your parliamentary question Ref. No. 74348/25 (Dáil Question No.s 530, 531, 532, 533, 534 & 535) to the Minister for Transport. The position in relation to your enquiry is as follows. Each year, Transport Infrastructure Ireland (TII) carries out a collision analysis of the entire National Road Network, as set out in the TII Standard 'Network Safety Analysis'. The purpose of this exercise is to identify locations that have above average concentrations of collisions. This Network Safety Analysis uses collision data and vehicle kilometres travelled to assess safety, and to identify high collision locations on the National Road Network. Collision data is recorded by An Garda Síochána and is used by TII to identify high collision locations on national roads. This is an evidence-based approach, and this collision analysis goes towards targeting annual road safety remedial measures on national roads. Each high collision location is reviewed by TII, and this information is passed on to the relevant local authority, as the road authority for its area, in this instance Mayo County Council, to propose road safety

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		network safety ranking despite clear evidence of risk to road users; and if he will make a statement on the matter. Dail Question No: 532 To ask the Minister for Transport his views that the Windsor junction on the N5 has now been formally identified by a coroner as a dangerous turning point; if he will commit to funding and directing Mayo County Council and the NRDO to install a slip lane, turning box, or other safety measures as a matter of urgency; and if he will make a statement on the matter. Dail Question No: 533 To ask the Minister for Transport if his Department has received the coroner's report into a fatal accident at the Windsor junction on the N5; if so, the reason no public statement or commitment has yet been made to address the safety concerns raised by the coroner and local residents; and if he will make a statement on the matter. Dail Question No: 534 To ask the Minister for Transport the reason local residents continue to avoid using the Windsor junction on the N5 due to fear for their safety, the reason elected representatives have had to repeatedly raise this matter without any meaningful response from the NRDO or Mayo County Council; the timeline for action; and if he will make a statement on the matter. Dail Question No: 535 To ask the Minister for Transport if he will acknowledge that the Windsor junction on the N5 has now been the subject of multiple fatalities and serious accidents, repeated media coverage, and a coroner's recommendation; whether he considers it acceptable that no safety measures have yet been implemented; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This			remedial measures, as appropriate. The Junction at Windsor on the N5 has not been identified as a high collision location in recent TII analyses. In TII's current review of 2022, 2023 and 2024, only one injury collision is recorded, which was a fatal collision. During this period only two other incidents occurred, and they were material damage collisions, meaning no injury was recorded. With regard to signage indicating a black spot, this is not a high collision location and, this type of sign is not permitted by the Department of Transport's Traffic Signs Manual. While TII carries out the analysis and provides this data on an annual basis to each local authority, the design proposals regarding safety improvement works are normally developed in the first instance by the relevant road authority, in this case Mayo County Council. In order for TII to provide funding for safety improvement works, such as junction improvement works, the road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme, and prioritise the scheme in relation to other works being proposed by the road authority. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		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 Windsor junction on the N5 outside Castlebar. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.			
11/02/2026	3145/26	Dail Question No: 279 To ask the Minister for Transport the latest safety statistics for the M7 and M8 corridors passing through County Laois; the targeted safety improvements planned; when these will be implemented; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the M7 and M8 corridors passing through County Laois. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.	Safety statistics M7 and M8 corridors in County Laois	William Aird T.D.	Dear Deputy Aird, I refer to your parliamentary question Ref. No. 3145/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Please find attached collision statistics for the period (2022 – 2024) for the M7 and M8 in County Laois. The data shows that there was 1 Fatal Collision, 2 Series Injury Collisions, 13 Minor Injury Collisions, and 165 Material Damage Collisions. Each year, Transport Infrastructure Ireland (TII) carries out a collision analysis of the entire National Road Network, as set out in the TII Standard on Network Safety Analysis. The purpose of this exercise is to identify locations that have above average concentrations of collisions. In the latest round of the analysis, Round O, 1 High Collision Location was identified along the M8 corridor in County Laois. In the previous round of the analysis, Round N, there were no High Collision Locations identified along the M7/M8 Corridor in County Laois. In addition, TII has completed a network-wide road safety assessment (NWA) for Irish national primary roads outside of urban areas. The purpose of NWA is to classify the road network into safety levels. Those sections with poor safety ratings will be prioritised for targeted road safety inspections and, where necessary, suitable interventions. Further details of the NWA are available from: https://www.tii.ie/en/technical-services/safety/road-safety/road-infrastructure-safety/ I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [ATTACHMENT]
11/02/2026	2869/26	Dail Question No: 165 To ask the Minister for Transport if he can urgently commit funding for improvement and safety works to be carried out on the N22, east of Macroom to Ballincollig, given the high number of road incidents	Improvement and safety works N22, Macroom to Ballincollig	Aindrias Moynihan T.D.	Dear Deputy Moynihan, I refer to your parliamentary question Ref. No. 2869/26 to the Minister for Transport. The position in relation to your enquiry is as follows.

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		on this stretch of road; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N22 between Macroom and Ballincollig. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.			Cork County Council are currently preparing tender documents to appoint technical consultants to support their design and implementation of the Castlemore Road Safety Improvement Scheme. In addition to this scheme the following safety schemes are also being progressed and delivered by the Council: • Safety enhancements at Srelane, as part of a pavement resurfacing scheme. • A ghost island junction at Kilcondy, just east of Lissarda. TII also facilitated and provided funding for infrastructure for the An Garda Síochána operated Fixed Safety Camera at Farnanes. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
11/02/2026	5109/26	Dail Question No: 313 To ask the Minister for Transport the engagement to date between the local authority and his Department regarding a relief road (details supplied); the dates on which such engagements occurred; the officials involved; the outcomes or actions arising from those discussions; and if he will make a statement on the matter. Details Supplied: proposed relief road for Mountmellick town and Portlaoise Northern Relief Road 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, construction and design of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the	Proposed relief road for Mountmellick town and Portlaoise	William Aird T.D.	Dear Deputy Aird, I refer to your recent parliamentary question, Ref. No. 5109/26, to the Minister for Transport. The position in relation to your enquiry is as follows. The National Development Plan review (Sectoral Investment Plan) was published by Government on the 26 November 2025. The Sectoral Investment Plan sets out capital ceilings for transport to 2030. As you will appreciate, the limited funding available to Transport Infrastructure Ireland (TII) will be committed to those projects identified in the Sectoral Investment Plan. As such, TII is not in a position, at this time, to commit to funding a Mountmellick Bypass Project. The Portlaoise Northern Orbital Route Bypass is not within TII's remit as it is not a national roads project. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Mountmellick Relief Road and the Portlaoise Northern Relief Road. 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.			
12/02/2026	2874/26	Dail Question No: 168 To ask the Minister for Transport the amount raised via road tolls in the years 2015 to date; where such income was allocated to, and for what purpose, by year and by road; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Amount raised via road tolls, 2015 to date	Cathy Bennett T.D.	Dear Deputy Bennett, I refer to your parliamentary question, Ref. No. 2874/26 to the Minister for Transport. The position in relation to your enquiry is as follows. <u>M50 and Dublin Tunnel</u> Of the ten toll roads on the national road network, two can be described as ‘public’ tolls, i.e., the M50 eFlow and Dublin Port Tunnel, as the toll revenues are collected directly by Transport Infrastructure Ireland (TII) as a public authority (through operating companies under contract to TII). Dublin Port Tunnel was built as a dedicated route for Heavy Goods Vehicles (HGVs) between the Port and the greater national road network via the M50. The objective of the Port Tunnel is to significantly reduce the number of heavy goods vehicles in Dublin city, thereby improving public transport, pedestrian, and cycle facilities by reducing traffic congestion and noise, and promoting safer streets in residential areas. The toll revenues received by TII from the M50 and the Dublin Tunnel contribute to the funding of essential services on the national road network, including general day-to-day operations, maintenance, and renewals of the network. In the absence of this public tolling revenue, TII would require additional exchequer funding to ensure a quality and safe motorway and national road network. <u>Public Private Partnership (PPP)</u> There are 8 toll roads across the national road network, which are Public Private Partnership (PPP) toll concession roads. These schemes were constructed, operated and maintained under long-term contracts. TII's website lists the 8 PPP concession schemes, including commencement of operations and duration of the concession period. The toll revenues collected on the PPP concession toll roads go to the respective PPP companies to fund the loans used to finance the construction of the road as well as the ongoing operations, maintenance and lifecycle renewals. The extent of the PPP Cos operations and maintenance works includes inspections, surveys and assessments, and asset management of pavement, structures, landscaping, etc. Under the terms of the PPP contracts, the PPP Co provides a 24/7 emergency response, winter maintenance, gritting, traffic management, routine maintenance of carriageways, street lighting, safety barriers and fences, as well as grass cutting, landscaping, litter picking, drainage cleaning, sweeping and cleaning. The PPP company is also responsible for various major interventions as required, for example, road pavement resurfacing works. In addition, the PPP is also contracted to hand back the road to the state in an appropriate condition at the end of the PPP period. <u>Toll Revenues</u>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																																																																																																																																																																																															
					M50 eFlow and Dublin Tunnel toll income for the years 2015 to 2025 is provided below. Please note that the 2025 figures have not been finalised and are subject to change. M50 & Dublin Tunnel Income: <table><tr><th></th><th>2015</th><th>2016</th><th>2017</th><th>2018</th><th>2019</th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025 estimate</th></tr><tr><th></th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th></tr><tr><td>M50 eFlow Revenue</td><td>111.2</td><td>118.4</td><td>145.2</td><td>154.6</td><td>160.8</td><td>123.8</td><td>140</td><td>171.6</td><td>190</td><td>212</td><td>216.6</td></tr></table> Notes: 1. From July 2010 to March 2017, VAT was applicable on tolls on the M50. Following a CJEU ruling, VAT was no longer applicable on M50 toll charges from 1 April 2017. 2. Toll Income for the M50 (as stated in TII's financial statements) represents tolls levied after deduction of certain charges including interoperability service fees, bank charges and other fees. It also includes service fee and penalty (default toll income). It does not include bad debts written off. Please note YTD 2025 figures have not been finalised and are subject to change. <table><tr><th></th><th>2015</th><th>2016</th><th>2017</th><th>2018</th><th>2019</th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025 estimate</th></tr><tr><th></th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th><th>€m</th></tr><tr><td>Dublin Tunnel</td><td>13.0</td><td>15.1</td><td>19.1</td><td>21.3</td><td>23.0</td><td>12.1</td><td>13.7</td><td>22.3</td><td>27</td><td>32</td><td>35.4</td></tr></table> Notes: 1. From July 2010 to 31 March 2017, VAT was applicable on tolls on Dublin Tunnel. Following a CJEU ruling, VAT was no longer applicable on Dublin Tunnel toll charges from 1 April 2017. 2. Toll Income for Dublin Tunnel (as stated in TII's financial statements) represents tolls levied after deduction of certain charges including interoperability service fees, bank charges and other fees. Please note YTD 2025 figures have not been finalised and are subject to change. The PPP Concession toll income for the years 2015 to 2025 is provided below. PPP Toll Revenues: <table><tr><th rowspan="2">PPP Schemes</th><th colspan="11">Toll Revenues (€m)</th></tr><tr><th>2015</th><th>2016</th><th>2017</th><th>2018</th><th>2019</th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025</th></tr><tr><td>M1 Dundalk Bypass</td><td>23.5</td><td>25.6</td><td>27.3</td><td>28.6</td><td>30.6</td><td>23.1</td><td>26.2</td><td>32.3</td><td>36.3</td><td>40.7</td><td>42.6</td></tr><tr><td>M3 Clonee Kells</td><td>12.9</td><td>14.2</td><td>15.4</td><td>16.4</td><td>17.3</td><td>13.6</td><td>15.3</td><td>18.4</td><td>20.5</td><td>22.6</td><td>23.7</td></tr><tr><td>M4 Kilcock- Kinnegad</td><td>24.2</td><td>25.9</td><td>27.3</td><td>28.7</td><td>30.2</td><td>21.5</td><td>25.5</td><td>31.8</td><td>35.4</td><td>38.1</td><td>40.2</td></tr><tr><td>N6 Galway - Ballinasloe</td><td>6.8</td><td>7.4</td><td>7.9</td><td>9.1</td><td>9.6</td><td>6.7</td><td>7.8</td><td>9.7</td><td>10.8</td><td>12.1</td><td>12.7</td></tr><tr><td>M7/M8 Portlaoise</td><td>15.6</td><td>16.5</td><td>17.3</td><td>17.4</td><td>17.9</td><td>13.1</td><td>15.4</td><td>18.9</td><td>20.8</td><td>23.0</td><td>23.7</td></tr><tr><td>M8 Fermoy Bypass</td><td>11.9</td><td>12.7</td><td>13.4</td><td>13.8</td><td>14.2</td><td>10.7</td><td>12.2</td><td>14.9</td><td>16.8</td><td>18.9</td><td>20.1</td></tr><tr><td>Limerick Tunnel</td><td>12.5</td><td>13.8</td><td>14.8</td><td>15.8</td><td>16.6</td><td>11.9</td><td>13.7</td><td>17.8</td><td>21.1</td><td>23.9</td><td>25.2</td></tr><tr><td>N25 Waterford Bypass</td><td>5.4</td><td>6.0</td><td>6.5</td><td>6.9</td><td>7.3</td><td>6.0</td><td>7.0</td><td>8.6</td><td>10.2</td><td>11.4</td><td>11.9</td></tr></table> Notes: 1. Toll Revenue figures presented are exclusive of VAT. VAT is applicable on PPP Tolls @23%. 2. Figures presented for 2023 include Toll Top-Up payments made to PPP Cos arising from a Ministerial Direction to suspend 2023 Toll increases between 1 Jan-30 Jun 2023. Finally, it should be noted that TII has no remit over the East-Link Toll Bridge (Tom Clarke Bridge), which is located on a section of a non-national road. The relevant authority for this toll bridge is Dublin City Council. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025 estimate		€m	€m	€m	€m	€m	€m	€m	€m	€m	€m	€m	M50 eFlow Revenue	111.2	118.4	145.2	154.6	160.8	123.8	140	171.6	190	212	216.6		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025 estimate		€m	€m	€m	€m	€m	€m	€m	€m	€m	€m	€m	Dublin Tunnel	13.0	15.1	19.1	21.3	23.0	12.1	13.7	22.3	27	32	35.4	PPP Schemes	Toll Revenues (€m)											2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	M1 Dundalk Bypass	23.5	25.6	27.3	28.6	30.6	23.1	26.2	32.3	36.3	40.7	42.6	M3 Clonee Kells	12.9	14.2	15.4	16.4	17.3	13.6	15.3	18.4	20.5	22.6	23.7	M4 Kilcock- Kinnegad	24.2	25.9	27.3	28.7	30.2	21.5	25.5	31.8	35.4	38.1	40.2	N6 Galway - Ballinasloe	6.8	7.4	7.9	9.1	9.6	6.7	7.8	9.7	10.8	12.1	12.7	M7/M8 Portlaoise	15.6	16.5	17.3	17.4	17.9	13.1	15.4	18.9	20.8	23.0	23.7	M8 Fermoy Bypass	11.9	12.7	13.4	13.8	14.2	10.7	12.2	14.9	16.8	18.9	20.1	Limerick Tunnel	12.5	13.8	14.8	15.8	16.6	11.9	13.7	17.8	21.1	23.9	25.2	N25 Waterford Bypass	5.4	6.0	6.5	6.9	7.3	6.0	7.0	8.6	10.2	11.4	11.9
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
13/02/2026	3974/26	Dail Question No: 343 To ask the Minister for Transport the emergency interventions he can make in conjunction with TII, the RSA, and KCC to end decades of forced road closures through the numerous serious, sometimes fatal road traffic collisions at the Brennan's Glen/Lawlor's Cross N22 Killarney to Tralee Road; if he will visit the location; and if he will make a statement on the matter. <i>Identical Question(s): Climate</i> 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N22 at the Brennan's Glen/Lawlor's Cross. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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. In relation to the suggested visit, diary requests can be sent to ministerdiary@transport.gov.ie and will be dealt with in line with all other meeting requests.	Brennan's Glen/Lawlor's Cross N22 Killarney to Tralee -Safety	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions, Ref. No. 3974/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) periodically carries out Road Safety Inspections on the entire national road network, as required by AM-STY-06044 Road Safety Inspections. The purpose of this exercise is to periodically verify the characteristics and defects of an operational road that require maintenance work for reasons of road safety. This is a proactive approach that is done in synergy with the collision analysis process carried out yearly on the entire national road network, as required by GE-STY-01022 Network Safety Ranking (historically known as NRA HD15 Network Safety Ranking). The purpose of this exercise is to identify locations that have high concentrations of collisions. I can confirm that this section of the N22 - Brennan's Glen/Lawlor's Cross - has not been identified in the last two rounds of High Collision Location analysis (Round O 2022-2024 and Round N 2020 - 2022) as a High Collision Locations. There are, however, several Road Safety Inspection items that have been identified along this section of the N22, which have been forwarded to Kerry County Council for the Council's consideration. While TII carries out the analysis and provides this data on an annual basis to each local authority, the design proposals regarding safety improvement works are normally developed in the first instance by the relevant road authority, in this case, Kerry County Council. In order for TII to provide funding for safety improvement work, the road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme and prioritise the scheme in relation to other works being proposed by the road authority. Following the submission of the Feasibility and Options Report in accordance with GE-STY-01037 Road Safety Improvement Scheme Approval Procedure, TII will review the report and, if approved, provide an allocation for the safety works to be carried out. I can also advise that TII has completed a network-wide road safety assessment (NWA) for Irish national primary roads outside of urban areas. The purpose of NWA is to classify the road network into safety levels. Those sections with poor safety ratings will be prioritised for targeted road safety inspections and, where necessary, suitable interventions. Further details of the NWA assessment are available from: https://www.tii.ie/en/technical-services/safety/road-safety/road-infrastructure-safety/ I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/02/2026	5721/26 8914/26	5721/26 Dail Question No: 301 To ask the Minister for Transport the current status of the Mallow relief road project, including its position	Status of the Mallow relief road project	Ken O'Flynn T.D.	Dear Deputy O'Flynn, I refer to your recent parliamentary questions, Ref. No. 8914/26 and 5721/26 (Dáil Question No.s 301, 302, 303, 304 & 305), to the Minister for Transport. The position in relation to your enquiries is as follows.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		within his Department's overall national roads programme; and to confirm whether the project remains an active priority of his Department for the lifetime of the current National Development Plan. Dail Question No: 302 To ask the Minister for Transport the level of funding allocated to the Mallow relief road to date; to specify the programme phase in which the project currently sits; and to confirm when the next funding decision relevant to the project is scheduled to be made by his Department. Dail Question No: 303 To ask the Minister for Transport to detail the progress achieved to date on the Mallow relief road, including planning, design, appraisal, and statutory processes; and to identify the specific steps remaining before the project can proceed to construction. Dail Question No: 304 To ask the Minister for Transport to confirm when the Mallow relief road project was last formally reviewed by his Department; whether it has been discussed at ministerial level within the past 12 months, and when the next departmental or ministerial review of the project is scheduled. Dail Question No: 305 To ask the Minister for Transport to provide an indicative timeline for the Mallow relief road from the current stage through to construction, including when enabling works and main construction are expected to commence; and when his Department expects to see works physically begin on site. 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, construction and design of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the Mallow Relief Road. I can confirm that the N72 Mallow Relief Road is included in the NDP and the Sectoral Investment Plan			The total amount of funding that has been allocated by Transport Infrastructure Ireland (TII) to Cork County Council, as at end 2025, for the Mallow Relief Road Project is €3,835,796. With regard to the current status of the Project, the Strategic Assessment, Feasibility, and Option Selection reports have all been completed as required by the Infrastructure Guidelines and the Transport Appraisal Framework. Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road Project, is currently progressing the Project through Phase 3, 'Design and Environmental Evaluation'. The next steps to be completed by Cork County Council are the submission of the Preliminary Business Case, which is planned for Quarter 2, 2026, and subject to approval of the Preliminary Business Case by TII, the submission of the planning application for the scheme to An Coimisiún Pleanála (ACP). Subject to ACP's decision on the planning application, and in the event that planning approval is granted for the scheme, the next funding decision for the Department of Transport will be on whether to approve the Final Business Case and to fund the awarding of the main construction contract. The Final Business Case is required to be submitted to the Department following completion of a tender process to procure a Main Contractor to carry out the construction. Regarding the timeframe for commencement of construction works, this is dependent on the time taken by ACP to consider and rule on the planning application, and also on whether there are any subsequent legal challenges to a grant of planning. In the absence of a judicial review, and with continuity of funding, TII would anticipate detailed design and advance works on site, fencing, archaeology, site clearance, etc., to commence in late 2027, with a main construction contract being awarded in 2029, and an approximate 2-year construction period to completion. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		for Transport. The project was allocated €700,000 in 2025. Allocations for 2026 will be announced in the coming weeks. 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. <u>8914/26</u> Dail Question No: 159 To ask the Minister for Transport whether his Department has defined objective criteria for determining when a national road project listed in the National Development Plan progresses from inclusion status to an active delivery priority; whether the N72 Mallow relief road currently meets those criteria; and if he will set out the basis for that assessment. 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. The advancement of the national road projects listed in the National Development Plan and Sectoral Investment Plan for Transport is a priority. In that regard, the Sectoral Investment Plan contains a list of projects expected to be in procurement or under construction by 2030. This includes the N72 Mallow Relief Road. Noting the above position, I have referred your question to TII for a direct reply regarding the latest status of the N72 Mallow Relief Road. Please advise my private office if you do not receive a reply within 10 working days.			
13/02/2026	7290/26	Dail Question No: 186 To ask the Minister for Transport to outline the criteria used by local authorities to determine which roads are prioritised when it comes to repair and	Prioritised roads to repair and resurfacing	Malcolm Byrne T.D.	Dear Deputy Byrne, I refer to your recent parliamentary question Ref. No. 7290/26 to the Minister for Transport. The position in relation to your enquiry is as follows.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		resurfacing; and if he will make a statement on the matter. Answer In respect of regional and local roads In accordance with the provisions of Section 13 of the Roads Act 1993, each local authority has statutory responsibility for the improvement and maintenance of their regional and local roads. Works on those roads are funded from local authorities' own resources and are supplemented by State Road grants. The selection and prioritisation of roads for repair and resurfacing is a matter for the individual road authority. For regional and local roads, roads authorities use the Pavement Surface Condition Index (PSCI) to assess the condition of their road network and prioritise sections for maintenance and improvement works funded through State Grants. PSCI is a visual inspection of the road pavement to assess the levels of distress. It uses a 1 – 10 rating system, with 10 being excellent and 1 being a failed road. The rating system is used to identify sections of road in need of maintenance or rehabilitation. Where available, up to date mechanical survey data can also be used to supplement the PSCI rating to assist in assessing the condition of the road pavement and prioritise sections of road in need of maintenance or rehabilitation. The mechanical survey data can indicate the extent of pavement rutting, the skid resistance or the roughness index for a particular stretch of road pavement. All road authorities must list in order of priority their road maintenance and rehabilitation programmes on MapRoad Asset Management System (AMS) at the start of year. The programme is submitted to the Department to indicate the proposed maintenance and rehabilitation works for the coming year. Road authorities must provide a pre-works PSCI rating of each project listed on their works programme. A post works PSCI rating must also be carried out upon completion of each project. The Department publishes PSCI guidance documents for both rural and urban roads. These guidance documents are used to assist staff to assess the PSCI rating on their road network. It should also be noted, that to ensure consistency across the network, the Local Authority Service			Transport Infrastructure Ireland (TII) provides funding to local authorities to carry out maintenance works on national roads. The planning, operation, and prioritisation of maintenance activities is a function of the road authority concerned. In the case of pavement improvement/resurfacing schemes, priorities are set in consultation between the local authority and TII, with schemes prioritised having regard to the annual national road pavement condition survey and the overall level of funding made available to TII. Further details on the Pavement Condition Surveys undertaken by TII are available on TII's website. The annual funding allocations received by TII for pavement renewal works has been underfunded over a number of years, and, accordingly, the extent of pavement renewal works in any given year is limited by the level of funding made available to TII. National road funding allocations for 2026 are expected to be confirmed shortly and will be available on TII's website when announced. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		National Training Group (LASNTG) have developed a training course for technical staff in local authorities to allow them to correctly evaluate the road conditions within their road authority area. All of the above measures allow the road authority to make a proper determination of the road condition and enables the road authority to prioritise the selection of roads for maintenance and rehabilitation whilst applying the most appropriate intervention. In respect of national roads As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to provide you with information on criteria on which National Roads are prioritised for repair and resurfacing. 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.			
13/02/2026	7993/26	Dail Question No: 299 To ask the Minister for Transport the position regarding a project (details supplied) as of January 2026; and if he will make a statement on the matter. Details Supplied: Mallow Relief Road project 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 on the status of the Mallow Relief Road project.	Status of the Mallow relief road project	Kenny Eoghan T.D.	Dear Deputy Kenny, I refer to your recent parliamentary question, Ref. No. 7993/26, to the Minister for Transport. The position in relation to your enquiry is as follows. With regard to the current status of the N72/N73 Mallow Relief Road Project, the Strategic Assessment, Feasibility, and Option Selection reports have all been completed as required by the Infrastructure Guidelines and the Transport Appraisal Framework. Cork County Council, as the Sponsoring Agency for the, is currently progressing the Project through Phase 3, 'Design and Environmental Evaluation'. The next steps to be completed by Cork County Council are the submission of the Preliminary Business Case, which is planned for Quarter 2, 2026, and subject to approval of the Preliminary Business Case by TII, the submission of the planning application for the scheme to An Coimisiún Pleanála (ACP). Please see TII's Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme lifecycle phases and decision gates. I hope that this information is of assistance to you. Yours sincerely,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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.			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/02/2026	7939/26 7957/26	7939/26 Dail Question No: 262 To ask the Minister for Transport whether his Department or any body under its remit has any contracts with an organisation (details supplied); or has contracted work from that organisation within the past two years. <i>Identical Question(s): to all Depts.</i> Details Supplied: Covalen Answer I wish to advise the Deputy that my Department has not used the services of Covalen in the past two years With regard to the agencies under my aegis, this is a matter for the agencies themselves. I have referred these questions to those agencies for further reply. If the Deputy has not received a reply within ten working days please contact my private office. 7957/26 Dail Question No: 263 To ask the Minister for Transport whether his Department or any body under its remit has any contracts with an organisation (details supplied); or has contracted work from that organisation within the past two years. <i>Identical Question(s): to all Depts.</i> Details Supplied: CPL Resources Answer I wish to advise the Deputy that my Department has not used the services of CPL Resources in the past two years With regard to the agencies under my aegis, this is a matter for the agencies themselves. I have referred these questions to those agencies for further reply. If the Deputy has not received a reply within ten working days please contact my private office.	CPL Resources /Contracts with Covalen	Richard Boyd-Barrett	Dear Deputy Boyd Barrett, I refer to your Parliamentary Questions, Ref. No. 7939/26 and 7957/26, to the Minister for Transport. The position in relation to your enquiries is as follows. I can confirm that Transport Infrastructure Ireland (TII) has not used the services of either CPL Resources or Covalen in the past two years. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
17/02/2026	2977/26 2978/26 9018/26	2977/26 Dail Question No: 260	Update on the Galway-Athlone	Louis O'Hara T.D.	Dear Deputy O'Hara,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		To ask the Minister for Transport to provide an update on the Galway-Athlone greenway project; the amount that has been spent on the project to date; and if he will make a statement on the matter. 2978/26 Dail Question No: 261 To ask the Minister for Transport to provide a full breakdown of the projected overall cost including the projected carbon cost of the Galway-Athlone greenway project; and if he will make a statement on the matter. 9018/26 Dail Question No: 168 To ask the Minister for Transport to provide an update on the Athlone-Galway greenway; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding 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. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. 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	greenway _ expenditure		I refer to your recent parliamentary questions, Ref. Nos. 2977/26, 2978/26 & 9018/26, to the Minister for Transport. The position in relation to your enquiries is as follows. Westmeath County Council and Galway County Council, in partnership with Transport Infrastructure Ireland (TII), are currently progressing the Galway to Athlone Greenway, with the objective of creating a walking and cycling path between Galway and Athlone that provides for active travel, a recreational experience for people of all ages and abilities, as well as local and international tourism. Following extensive work to identify a preferred route corridor as part of Phase 2, the decision was taken to review the preferred route due to recent policy changes and emerging environmental and engineering constraints. Consultants were appointed to undertake a review of the preferred route and to capture any recent developments in relation to policy and the delivery of greenway projects. TII and the relevant local authorities are currently considering the next steps to support the progression of the scheme. Local authorities are currently carrying out an assessment on the scope for delivery of the scheme on a phased basis. The outcome of this assessment is expected to be finalised in the coming months. The project is currently in Phase 3 of Transport Infrastructure Ireland's Project Management Guidelines (Design & Environmental Evaluation). The total expenditure on the project from 2020 to date has been €5.1 million. The costs incurred related to planning and design, topographical and environmental surveys, land and property-associated costs, public consultation and staff-related costs. The project was allocated €400,000 as part of the 2026 Grant Allocations to Local Authorities for Greenways and National Roads Active Travel, with €150,000 allocated to Galway County Council and €250,000 to Westmeath County Council. In addition to project allocations, funding allocations were also made for local authority staff costs as set out in the 2026 Grant Allocations to Local Authorities for Greenways and National Roads Active Travel booklet. Finally, the TII Carbon Assessment Tool was used to provide an evaluation of the lifetime carbon footprint of each corridor option identified during Phase 2, Option Selection. The projected carbon emissions for the emerging preferred route corridor were estimated to be in the order of 22,000 carbon tonnes. It should, however, be noted that this was a preliminary estimate and does not account for any carbon saving opportunities that may occur in the detailed design phase of the scheme. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
17/02/2026	7284/26	Dail Question No: 195 To ask the Minister for Transport to provide an update on planned measures to alleviate traffic congestion at the merging of the M11/M50 roads. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to	Traffic congestion on the M11/N11	Malcolm Byrne T.D.	Dear Deputy Byrne, I refer to your recent parliamentary question Ref. No. 7284/26 to the Minister for Transport. The position in relation to your enquiry is as follows. The N11/M11 Junction 4 to Junction 14 Improvement Scheme is aimed at alleviating congestion, improving safety and optimising the efficiency and function of the N11/M11 as a transport corridor. Arising from funding constraints, the planning and design of the scheme has been suspended since 2022, when the

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to traffic congestion at the merging of the M11/M50 roads. 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.			scheme was at the Option Selection Report stage. The National Development Plan review (Sectoral Investment Plan) published by Government on 26 November 2025 included the N11/M11 Junction 4 to Junction 14 Improvement Scheme in the listing of 'Road projects to be advanced for future construction'. Progression of those projects identified in the Plan will be subject to the availability of funding. The 2026 Grant Allocations to Local Authorities for National Roads (available here) provides for a funding allocation of €500,000 for the scheme. The N11/M11 Bus Priority Interim Scheme has received approval to progress with Phase 3: Design and Environmental Evaluation of TII's Project Management Guidelines. Following the publication of the Option Selection Report and submissions received objecting to elements of the proposals, Wicklow County Council has committed to retaining the direct access of Herbert Road to the N11. The scheme will be designed with the scope modified to exclude southbound bus priority between Junctions 6 and 7. A significant upgrade of Junction 7 Bray South will greatly reduce congestion on this section of the N11. Wicklow County Council has appointed Technical Advisor Services for the next phases of this project. Further information on both of the above projects is available here. This scheme has received a 2026 funding allocation of €1 million. Finally, Transport Infrastructure Ireland (TII), through its contractors, currently provides a peak-hour vehicle recovery service on the section of the N/M11 from the M50/M11 merge to M11 Junction 7 (Bray South). Beyond M11 Junction 7, a 24/7/365 incident response service is provided. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland
17/02/2026	8088/26	Dail Question No: 334 To ask the Minister for Transport the agencies under his remit which regularly use a social media platform (details supplied) for communicating with the public. Details Supplied: X (formerly Twitter) Answer I have referred your question to the relevant agencies for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Social media platform used by TII	Roderic O'Gorman T.D.	Dear Deputy O'Gorman, I refer to your recent parliamentary question, Ref. No. 8088/26, to the Minister for Transport. The position in relation to your enquiry is as follows. TII has an account on X for the purposes of providing real time live public service and safety updates regarding the motorway network and tunnel traffic information. This service is used by members of the public as well as emergency services. TII continue to monitor the X platform and be informed by Government guidance on this matter. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
17/02/2026	8033/26	Dail Question No: 329 To ask the Minister for Transport for an update as of January 2026 on the Mallow-to-Dungarvan Greenway; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. I note that Cork County Council have been allocated €1,875,000 in 2026, with €20,000 allocated to the Mallow to Dungarvan scheme. Under 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.	Status of the Mallow to Dungarvan greenway	Eoghan Kenny T.D.	Dear Deputy Kenny, I refer to your parliamentary question Ref. No. 8033/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council and Waterford City and County Council, in partnership with Transport Infrastructure Ireland (TII), are looking at progressing the Dungarvan to Mallow Greenway, with the objective of creating a walking and cycling path between Dungarvan and Mallow that provides for active travel, a recreational experience for people of all ages and abilities, as well as local and international tourism. In 2021, Cork County Council appointed technical advisors to advance the initial phases of the Project, comprising of strategic assessment, concept, feasibility, and route options assessment. Given the challenges identified during the work completed to date, and considering developing policy, the decision was taken to broaden the study area and the assessment of all feasible options between Dungarvan and Mallow, as well as examining the potential to deliver the Project on a phased basis. TII has allocated €20,000 to Cork County Council to progress this scheme in 2026. Funding for the Greenway and Active Travel programme is reviewed on an annual basis, in conjunction with the Department of Transport. Full details of the 2026 Greenways and Active Travel grant allocations to each local authority are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
17/02/2026	8029/26	Dail Question No: 325 To ask the Minister for Transport for an update as of January 2026 on the repair works on the N72 Mallow to Killarney Road; when works will be concluded; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N72 Mallow to Killarney Road.	Status of the works of the N72 Mallow to Killarney road	Eoghan Kenny T.D.	Dear Deputy Kenny, I refer to your recent parliamentary question, Ref. No. 8029/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) acknowledge that significant pavement repair and renewal works are required on extensive sections of the N72 in County Cork. TII provides funding to local authorities, as road authorities for their areas, to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the Road Authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between each local authority and TII, with schemes prioritised having regard to the annual National Roads Pavement Condition Survey. The process of allocating funding for road maintenance and road pavement schemes in 2026 will be based on prioritisation of schemes, within the limits of the funding made available to TII by the Department of Transport. With regard to the resurfacing works on the N72 in County Cork, TII can confirm that the following resurfacing works have been carried out, or are ongoing: - N72 Meenskeha Phase 1, 3 kilometres, completed in 2025 - N72 Meenskeha Phase 2, 2.5 kilometres, currently ongoing on site.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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.			N72 Clonbannin resurfacing, 2 kilometres, currently ongoing on site. With regard to further planned works, it is anticipated that repair works at Ballymaquirk will be carried out in 2026, contingent on the level of funding made available to TII by the Department of Transport. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
17/02/2026	9808/26	Dail Question No: 360 To ask the Minister for Transport whether the speed limit for a junction will be reduced (details supplied); and if he will make a statement on the matter. Details Supplied: We have been contacted regarding the Cloughanover junction (just above The Trading Post Filling Station, Headford, Co.Galway), which is approximately fifteen kilometres from Galway on the N84. The route is a busy one, and the speed limit is one hundred kilometres per hour, which makes it virtually impossible for a pedestrian to cross the road. A bend in the road just above the junction adds to the difficulties pedestrians experience when crossing, as it is not possible to assess the distance of approaching cars. It is an extremely busy road with shops, a community centre and a school. I have recently met with local residents at the junction and saw how busy this route is, and I completely understand their concerns. It is clear that the speed limit of one hundred kilometres per hour is too high. Local residents are urging that the speed limit of this route is reduced. I support of this, and I am asking could this please be considered, along with other traffic calming measures. It is a serious road safety concern. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in	Speed limit Cloughanover Junction Headford Galway	Louis O'Hara T.D.	Dear Deputy O'Hara, I refer to your parliamentary question Ref. No. 9808/26 to the Minister for Transport. The position in relation to your enquiry is as follows. As provided for in the Road Traffic Act, it is the Local Authority, in this case Galway County Council, that has responsibility for speed limits within its administrative area. In relation to national roads, any proposed changes to speed limits must have the written consent of TII, prior to the byelaws being brought before the Council for adoption. Transport Infrastructure Ireland (TII) can advise that Galway County Council has indicated that they may be in a position to address a number of Road Safety Inspection items concerning signing and lining along this section of the N84 later this year, subject to resourcing capacity and completion of other safety scheme works. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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 this junction. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.			
17/02/2026	10193/26	Dail Question No: 378 To ask the Minister for Transport the current situation with respect to the toll contract for the Rathcormac-Fermoy Bypass on the M8 in County Cork; when it is expected that this contract will end; the plans to renew this contract or to tender for a new operator; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Tolling contract on the M8 Rathcormac-Fermoy Cork	Noel McCarthy T.D.	Dear Deputy McCarthy, I refer to your recent parliamentary question, Ref. No. 10193/26, to the Minister for Transport. The position in relation to your enquiry is as follows. The M8 Rathcormac-Fermoy PPP Contract was awarded to the Direct Route (Fermoy) Ltd. consortium in June 2004 with a concession period of 30 years. The PPP Contract involved the design, construction and ongoing operation and maintenance of approximately 17.5 km of motorway. The Scheme includes three grade separated interchanges at Rathcormac South, Corrin, and Moorepark and a 450m long viaduct spanning the Blackwater Valley. Details of PPP contract periods for national road schemes are available from Transport Infrastructure Ireland's (TII) website. To date, no engagement has taken place in relation to plans for renewing this contract or to tender for a new operator for the M8 Rathcormac-Fermoy toll road post expiry of the current PPP Contract in 2034. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
17/02/2026	10554/26	Dail Question No: 18 To ask the Minister for Transport if his Department will provide a timeline of when the new bus corridor on the M4 will be deemed road safe and be used; and if he will make a statement on the matter.	Status of the M4 Bus corridor	Joe Neville T.D.	Dear Deputy Neville, I refer to your parliamentary question Ref. No. 10554/26 to the Minister for Transport. The position in relation to your enquiry is as follows.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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 on the status of this project on the M4. 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.			The civils works on the eastbound M4 Bus Priority Measures pilot scheme between Junction 6 and Junction 5, including the laying of stone mastic asphalt (SMA) is complete and the Intelligent Transport System (ITS) works are nearing completion. Transport Infrastructure Ireland (TII) is liaising with the Department of Transport in relation to providing for the legislative requirements required to allow for the opening of the Bus Priority Lane on completion of the works. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
17/02/2026	11238/26	Dail Question No: 267 To ask the Minister for Transport when repair works on the N65 near Heathlawn will commence; when the temporary stop-go light system will be removed; and if he will make a statement on the matter.	Road maintenance - N65 Heathlawn Galway	Louis O'Hara T.D.	Dear Deputy O'Hara, I refer to your parliamentary question Ref. No. 11238/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) understands that Galway County Council is currently tendering for a technical consultant to progress the planning and design of works on the N65 near Heathlawn, Co. Galway. Following the appointment of a technical consultant, a timeline for completion of these works and the reopening of the road to two-way traffic will be prepared. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
20/02/2026	68400/25	Dail Question No: 194 To ask the Minister for Transport when funding will be announced for the N11/M11 Junction 4 to Junction 14 improvement scheme; and if he will make a statement on the matter.	Funding N11/M11 Junction 4 to Junction 14 improvement scheme	Fionntan O' Suilleabhain T.D.	Dear Deputy Ó Súilleabháin, I refer to your parliamentary question, Ref. No. 68400/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The N11/M11 Junction 4 to Junction 14 Improvement Scheme has concluded Phase 2; Option Selection. Transport Infrastructure Ireland (TII) is providing an allocation of €500,000 to Wicklow County Council in 2026

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N11/M11 project. 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.			to provide for outstanding costs associated with the design development. The N11/M11 Bus Priority Interim Scheme will now be progressed in 2026 as the priority section of the overall project. TII is providing an allocation of €1,000,000 in 2026 to Wicklow County Council to progress the N11/M11 Bus Priority Interim Scheme, which is at Phase 3: Design and Environmental Evaluation, stage of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 7 & page 16) for details of road scheme phases and indicative phase timelines). This scheme is aimed at supporting the transition to sustainable transport modes and a reduction in carbon emissions by removing dependence on private cars through the introduction of priority measures for public transport, an upgrade of Junction 7 (Bray South) and parallel link and service roads. Planning approval for this project will be sought in 2027. Full details of the 2026 National Roads, as well as the Greenways and Active Travel grant allocations to Wicklow County Council, are available on TII's website. I hope this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
20/02/2026	10895/26	Dail Question No: 44 To ask the Minister for Transport to replace the low level bridge at Mountain Stage, Glenbeigh, on the N70 Ring of Kerry road, as a matter of urgency, this will keep heavy vehicles off a section of the South Kerry Greenway; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. I note that there has been significant investment in Greenway schemes in County Kerry, with €9,950,000 allocated in 2026 alone. Under 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.	Replace the bridge at Glenbeigh N70 Kerry	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 10895/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) can advise that the Mountain Stage Bridge (KY-N70-023.00) is to be replaced as part of the South Kerry Greenway project, Stages 2 & 3, Glenbeigh to Cahersiveen. It is anticipated that this package will go to tender in 2026. TII has allocated €9.95 million of funding for Greenway and Active Travel projects in County Kerry this year. Full details of the 2026 National Roads, as well as the Greenways and Active Travel grant allocations to Kerry County Council, are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
20/02/2026	10550/26	Dail Question No: 17	Accidents on the M50	Mark Ward T.D.	Dear Deputy Ward,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																																																			
		To ask the Minister for Transport the number of accidents recorded at each junction of the M50, northbound and southbound in 2025; and if he will make a statement on the matter. 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 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 accident statistics on the M50. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.			I refer to your parliamentary question, Ref. No. PQ 10550/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Please see below the number of accidents by direction recorded at each junction (from junction 2 to junction 17) of the M50 in 2025. <table><tr><th>Junction Number</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th><th>9</th><th>10</th><th>11</th><th>12</th><th>13</th><th>14</th><th>15</th><th>16</th><th>17</th><th>TOTAL</th></tr><tr><td>Northbound</td><td>4</td><td>14</td><td>6</td><td>3</td><td>12</td><td>1</td><td>3</td><td>2</td><td>1</td><td>5</td><td>6</td><td>2</td><td>3</td><td>6</td><td>0</td><td>68</td></tr><tr><td>Southbound</td><td>7</td><td>5</td><td>7</td><td>0</td><td>1</td><td>6</td><td>5</td><td>2</td><td>6</td><td>2</td><td>5</td><td>5</td><td>8</td><td>2</td><td>3</td><td>64</td></tr></table> The junction locations are listed below; the southern portal of the Dublin Tunnel at Dublin Port is Junction 1. This has not been included in the table above as it is not a grade separated interchange junction. ● J2: Coolock ● J3: M1 (Dublin Airport, City Centre, Belfast) ● J4: Ballymun, Naul (R108) ● J5: Finglas, N2 ● J6: N3 (Blanchardstown) ● J7: N4 (Lucan, Palmerstown) ● J9: N7 (Red Cow, Cork, Limerick, Waterford) ● J10: Ballymount ● J11: Tallaght (N81) ● J12: Scholarstown ● J13: Ballinteer, Sandyford, Dundrum ● J14: Sandyford, Leopardstown ● J15: Carrickmines ● J16: Cherrywood ● J17: M11 (Bray, Wexford) I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	Junction Number	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	TOTAL	Northbound	4	14	6	3	12	1	3	2	1	5	6	2	3	6	0	68	Southbound	7	5	7	0	1	6	5	2	6	2	5	5	8	2	3	64
Junction Number	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	TOTAL																																								
Northbound	4	14	6	3	12	1	3	2	1	5	6	2	3	6	0	68																																								
Southbound	7	5	7	0	1	6	5	2	6	2	5	5	8	2	3	64																																								
25/02/2026	9470/26	Dail Question No: 345 To ask the Minister for Transport the action he is taking to ensure that the effective closure of the M11 at Kilmacanogue as witnessed on 28 January 2026 does not happen again; if there are realistic	Closure of the M11, Kilmacanogue	Malcolm Byrne T.D.	Dear Deputy Byrne, I refer to your recent parliamentary question Ref. No. 9470/26 to the Minister for Transport. The position in relation to your enquiry is as follows.																																																			

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		alternatives for those travelling between counties Wicklow and Wexford, and Dublin. 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 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 any measures in relation to flooding on the N11 at Kilmacanogue. 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.			The flooding incident on the M11 at Kilmacanogue on 28 January 2026 was due to a period of intense rainfall with a local stream/river on the nearby R755 regional road, outside of the motorway boundary, being unable to manage the volume of water which resulted in additional outfall on to the M11. Transport Infrastructure Ireland (TII) can confirm that the M11 motorway drainage performed as expected but was never designed to carry outfall from the R755 road. TII has raised the drainage issue on the R755 regional road with Wicklow County Council, as the road authority for the area. In terms of responding to the flooding incident, TII's motorway maintenance contractors were onsite on the 27/28 January with suction tankers, pumps, road sweepers etc., in an effort to relieve this excessive inflow of surface water that effected the M11 mainline at Kilmacanogue. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland
26/02/2026	8014/26	Dail Question No: 318 To ask the Minister for Transport for an update as of January 2026, on repair and resurfacing works for the N20 between Mallow and Charleville; and if he will make a statement on the matter. 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 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 on the status of repair and resurfacing works on the N20. 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.	Status of the N20 Mallow and Charleville	Kenny Eoghan T.D.	Dear Deputy Kenny, I refer to your parliamentary question Ref. No. 8014/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Road pavement improvement works on national roads are prioritised on the basis of condition surveys that are undertaken on the entire network and the availability of funding. Having regard to the overall level of funding made available to Transport Infrastructure Ireland (TII), and the many competing demands for this funding, the N20 between Mallow and Charleville did not receive a grant allocation this year for resurfacing works. Notwithstanding the above, TII does provide annual maintenance allocations to Cork County Council to upkeep the national roads within its administrative area. Full details of the 2026 National Roads, as well as the Greenways and Active Travel grant allocations are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
26/02/2026	9722/26	Dail Question No: 357 To ask the Minister for Transport if he will request TII to provide E150,000 to allow Kerry County Council to submit a planning application (details supplied) to Coimisi�n Plean�ila as a matter of priority; and if he will make a statement on the matter. Details Supplied: to support and allow the vital and long overdue project from the FEXCO RDI Hub at Anglont to Killorglin town, on the N70, Ring of Kerry road to proceed 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N72 FEXCO IRD Hub at Anglont to Killorglin town, as well as the N70 Ring of Kerry Road. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. The National Roads allocations for 2026 will be announced in the near future. Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of this project. Please advise my private office if you do not receive a reply within 10 working days.	N72 Killorglin Approaches (Anglont)	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 9722/26, to the Minister for Transport. The position in relation to your enquiry is as follows. The N72 Killorglin Approaches (Anglont) Active Travel Scheme is currently at Phase 3 of the Transport Infrastructure Ireland (TII) Project Management Guidelines. Please see TII's Major Roads and Greenways Projects Active List (page 7 & page 16) for details of project lifecycle phases. However, having regard to the overall level of funding made available to TII and the many competing demands for this funding, the N72 Killorglin Approaches (Anglont) Active Travel Scheme did not receive a grant allocation in 2026. Funding for the Greenways and Active Travel programme is reviewed on an annual basis by the Department of Transport. For 2026, TII allocated �9.95 million of funding for Greenway and Active Travel projects in County Kerry. Full details of the 2026 Greenways and Active Travel grant allocations to Kerry County Council, are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
26/02/2026	10117/26	Dail Question No: 373 To ask the Minister for Transport if it can be ensured proper skirting and drainage works takes place on our primary, secondary, tertiary and local roads to ensure the safety of motorists, pedestrians, cyclists and all who use these roads. 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	Work on primary/seco ndary roads - Drainage systems	Danny Healy-Rae T.D.	Dear Deputy Healy-Rae, I refer to your recent parliamentary question, Ref. No. 10117/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) has published guidance on the selection of the types of surface and sub-surface drainage arrangements to be used for National Roads projects. This guidance is publicly available on TII's website at https://www.tiipublications.ie/. Among the guidance documents relating to drainage are: DN-DNG-03022 Drainage Systems for National Roads, and DN-DNG-03062 Edge of Pavement Details

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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 ensuring proper skirting and drainage works take place on national roads. 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. The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources, which are supplemented by State grants for regional and local roads. This responsibility includes the provision and maintenance of drainage systems. In 2022, the Department of Transport published the Guidelines for Road Drainage, Second Edition. This document supersedes the "Guidelines for Road Drainage" published by the (then) Department of the Environment, Heritage, and Local Government in 2004. This document is to provide guidance to all Local Authorities (LA) Engineers, Supervisors and other relevant bodies on the current best practice guidance in respect of Road Drainage. The purpose of the document is to: - Provide means of standardising the practices used in the maintenance of the road drainage network; - Provide a consistent and uniform approach to the construction methods associated with road drainage; - Provide robust guidance to future proof the road drainage network to cater for the effects of climate change. The Department provides funding for road drainage related works through a number of grant schemes including the Drainage Grant and Climate Change Adaptation and Resilience Grant. Drainage works can also be carried out as part of Restoration Improvement Grant works and under the Discretionary Grant. It is the responsibility of each Local Authority to prioritise works within its administrative area.			Through the publication of these guidelines, this allows for consistency of approach to the construction methods associated with road drainage on national roads. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
26/02/2026	10043/26	Dail Question No: 371 To ask the Minister for Transport the total allocation made by his Department and Transport Infrastructure Ireland for works in respect of the N72 in 2026; if he will provide details of each individual allocation, including scope, amount and location, in tabular form; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N72. National roads allocations for 2026 will be announced in the near future. 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.	Funding for the N72 in 2026	Conor D McGuinness T.D.	Dear Deputy McGuinness, I refer to your recent parliamentary question, Ref. No. 10043/26, to the Minister for Transport. The position in relation to your enquiry is as follows. The following 2026 allocations have been provided by Transport Infrastructure Ireland (TII) to Waterford City and County Council for works on the N72 in County Waterford: - N72 Tallow Hill Bend, €20,000 Road Safety Improvement Scheme. - N72 Lismore Traffic Calming Phase 1, €275,000 Pavement Renewal. The following 2026 allocations have been provided by TII to Cork County Council for works on the N72 in County Cork: - N72 Ballymaquirk East, €1,500,000 pavement renewal. - N72 Cloonbannin, €3,500,000 pavement renewal. - N72 Kilmagner to Littlegrace, €2,600,000 pavement renewal. - N72 Meenskeha Phase 2, €1,900,000 pavement renewal. - N72 Ballyhooly Pedestrian Crossing, €100,000. - N72 Fermoy Patrick Street Pedestrian Crossing, €70,000. - N72 Grange Fermoy, €30,000. -N72 Kilcanway to Ballygriffin, €100,000 The following 2026 allocations have been provided by TII to Kerry County Council for works on the N72 in County Kerry: - N72 Fossa Village Safety Scheme - €1,500,000 - N72 Ardteegalvan Junction Safety Scheme - €20,000 - N72 Pavement Repairs - €600,000 Further details of the 2026 National Roads grant allocations are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
26/02/2026	12542/26	PQ 12542/26 To ask the Minister for Transport if preparatory work on a project (details supplied) can be progressed without delay; and if he will make a statement on the matter. Details Supplied: the need for TII to progress at the	Status of the N3 Virginia By-pass	Brendan Smith T.D.	Dear Deputy Smith, I refer to your parliamentary question Ref. No. 12542/26 to the Minister for Transport. The position in relation to your enquiry is as follows. The National Development Plan review (Sectoral Investment Plan) was published by Government on the 26 November 2025. The N3 Virginia Bypass Scheme has been identified in the Sectoral Investment Plan as scheduled to commence construction/procurement by 2030.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		earliest possible date the Business Case for the Virginia N3 By-Pass Co Cavan) 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 on the status of this project. Noting the above position, I have referred your question to TII for a direct reply updating you on the preparation of the Preliminary Business Case for the Virginia Bypass. Please advise my private office if you do not receive a reply within 10 working days.			In relation to the current status of the Scheme, the Planning and Design of the proposed N3 Virginia Bypass Scheme is currently advancing through Phase 3: 'Design and Environmental Evaluation', in accordance with TII's Project Management Guidelines. Please see Transport Infrastructure Ireland's (TII) Major Roads & Greenways Projects Active List (pages 7 & 16), for details of road scheme phases and indicative timelines. Further information about the Scheme is available on the Scheme's website www.n3virginiabypass.ie. It is anticipated that the Preliminary Business Case will be submitted to TII for review in the latter part of 2026, by Cavan County Council, the Sponsoring Agency for the Scheme. In line with the Infrastructure Guidelines, the Preliminary Business Case will then be submitted to the Department of Transport for Approval Gate 1. TII has allocated €1,300,000 to Cavan County Council to progress the N3 Virginia Bypass scheme in 2026. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
27/02/2026	2456/26	Dail Question No: 808 To ask the Minister for Transport to detail the annual spend on external consultants by his Department and its agencies in each of the past three years; the number of consultancy contracts, the largest individual consultancy engagements by value, and whether internal capacity-building or cost-benefit assessments were undertaken prior to engaging external consultants; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer My Department regularly reviews its resourcing requirements and will, where appropriate, build additional capacity into its structure, such as expanding its strategic research capabilities and its ICT project management through dedicated divisions and appointing specialist staff, to ensure that it maintains and develops appropriate in-house expertise. Department external consultancy information for 2023: • Spend: €4,979,189.82 • Contracts: 52	Annual spend on external consultants etc.	John Clendennen T.D.	Dear Deputy Clendennen, I refer to your parliamentary question Ref. No. 2456/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland's (TII) annual Financial Statements discloses details of legal costs and consultancy costs in accordance with the requirements of the Code of Practice for the Governance of State Bodies. Details of such costs for the years 2023 to 2025 is as follows: External consultancy information for 2023: • Spend: €2,101,296 • Contracts: 6 • Largest individual contract: -Legal Services Framework Agreement €1,646,082 External consultancy information for 2024: • Spend: €2,813,045 • Contracts: 8 • Largest individual contract: Legal Services Framework Agreement €2,388,541 External consultancy information for 2025 (draft subject to audit) • Spend €3,603,217 • Contracts: 9 • Largest individual contract: Legal Services Framework Agreement €2,810,608

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		• Largest individual contract: Development of an IT Operating Model and Governance Model - €1,248,280.97 Department external consultancy information for 2024 • Spend: €2,405,755 • Contracts: 40 • Largest individual contract: Project management support (Via TII Task Order) - €533,198.85 Department external consultancy information for 2025 • Spend: €1,018,610 • Contract: 25 • Largest individual contract: Provision of Services to revise the Transport Climate Change Adaptation Plan - €285,000 (Over 2 years, 2024/25 and paid in 2025) The above are, in some cases, indicative costs as each contract is subject to different terms depending on supplier, their location and other payment adjustments, such as Professional Services Withholding Tax and variable application of VAT and other taxes by both exclusion and using varied rates. A small number of consultancies where the Department was reimbursed its costs are not included in the value or contract count. With regard to expenditure on external consultants by agencies, I have referred your question to the agencies under the Department's aegis to answer on behalf of their organisations. If you do not receive a reply within 10 working days, please contact my private office.			While the above costs are classified as legal and consultancy costs, contracts procured by TII, can cover many services in addition to the afore-mentioned services. TII publishes details of payments made for goods and services with a value greater than or equal to €20,000 - https://www.tii.ie/compliance/. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
27/02/2026	8386/26	Dail Question No: 352 To ask the Minister for Transport to provide a breakdown of the funding allocated to each county council in each of the years 2020 to date for roads, broken down by scheme, in tabular form; and if he will make a statement on the matter. Dail Question No: 353 To ask the Minister for Transport to provide a breakdown of the funding drawn down to each county council in each of the years 2020 to date for roads, broken down by scheme, in tabular form; and if he will make a statement on the matter.	Funding to each County Council	Pa Daly T.D.	Dear Deputy Daly, I refer to your parliamentary question, Ref. No. 8386/26, (Dáil Question No.s 352 & 353) to the Minister for Transport. The position in relation to your enquiry is as follows. Please see attached spreadsheets which list the original National Road and Greenway and Active Travel grant allocation amounts notified by Transport Infrastructure Ireland (TII), along with the grant amounts paid by TII to local authorities in each of the years 2020 to 2025. I hope that this information is of assistance to you. Yours sincerely,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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 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. National roads allocations for years 2020 -2024 are available at: https://www.tii.ie/en/tii-library/reports-accounts/. Full details of national roads allocations for 2025 are available on the TII website: tii local-authorities 2025-road-grant-allocation.pdf . Allocations for 2026 will be announced in the coming days. 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. The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority. As regards the funding allocated to and drawn down by each local authority for the maintenance and improvement of regional and local roads in 2020 to date, details of the regional and local road allocations and payments to local authorities are outlined in the regional and local road allocations and payments booklets which are available on the Oireachtas Digital Library. The 2025 payments booklet will be lodged shortly. Regional and local road grant allocations for 2026 will be notified to local authorities in the coming days.			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [Attachments]
27/02/2026	10900/26	Dail Question No: 49 To ask the Minister for Transport to provide funding to upgrade the N71 Muckcross road in County Kerry as a matter of priority; and if he will make a statement on the matter.	Funding for the N71 Muckcross road Kerry	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 10900/26, to the Minister for Transport. The position in relation to your enquiry is as follows.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N71. 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.			Transport Infrastructure Ireland (TII) provides funding to local authorities to carry out maintenance works on national roads. The planning, operation, and prioritisation of maintenance activities is a function of the road authority concerned. In the case of pavement improvement/resurfacing schemes, priorities are set in consultation between the local authority and TII, with schemes prioritised having regard to the annual national road pavement condition survey and the overall level of funding made available to TII. Further details on the Pavement Condition Surveys undertaken by TII are available on TII's website. Kerry County Council has been allocated €2,100,000 for pavement works on the N71 at Muckross. Further details of the 2026 Grant Allocations to Local Authorities for National Roads are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
27/02/2026	10899/26	Dail Question No: 48 To ask the Minister for Transport to provide funding for the N71 Kenmare to Bonane road in County Kerry as a matter of priority; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N71 Kenmare to Bonane road in County Kerry. 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.	Funding for the N71 Kenmare to Bonane road Kerry	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 10899/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities to carry out maintenance works on national roads. The planning, operation, and prioritisation of maintenance activities is a function of the road authority concerned. In the case of pavement improvement/resurfacing schemes, priorities are set in consultation between the local authority and TII, with schemes prioritised having regard to the annual national road pavement condition survey and the overall level of funding made available to TII. Further details on the Pavement Condition Surveys undertaken by TII are available on TII's website. Kerry County Council has been allocated €2,500,000 for N71 Kenmare to Bonane Phase 2 Pavement works. Further details of the 2026 Grant Allocations to Local Authorities for National Roads are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
27/02/2026	10896/26	Dail Question No: 45 To ask the Minister for Transport to provide funding as a matter of priority for the N70 Ring of Kerry road, from Cahersiveen to Oghermong; and if he will make a statement on the matter. Dail Question No: 46	Funding for the N70 Ring of Kerry	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 10896/26 (Dáil Question No's 45, 46, 47 & 51), to the Minister for Transport. The position in relation to your enquiries is as follows.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		To ask the Minister for Transport to provide emergency funding to address the road and footpaths in Cahersiveen town on the N70 Ring of Kerry road; and if he will make a statement on the matter. Dail Question No: 47 To ask the Minister for Transport to provide a significant increase in funding for the N70 Ring of Kerry that is 70% substandard; and if he will make a statement on the matter. Dail Question No: 51 To ask the Minister for Transport to provide funding to commence the long overdue road realignment and footpath project from Laune Bridge in Killorglin, County Kerry to (details supplied); and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70. 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.			Transport Infrastructure Ireland (TII) provides funding to local authorities to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between the local authority and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey and the overall level of funding made available to TII. It is acknowledged that TII's budget allocations for pavement renewal works have been underfunded over a number of years, and, accordingly, the extent of pavement renewal works in any given year is limited by the level of funding made available to TII. TII road pavement surveys have identified the need for pavement improvements at Cahersiveen, as well as other locations in Co. Kerry. With regard to Cahersiveen, Kerry County Council was proposing to undertake the required road pavement works in tandem with a large Rural Regeneration and Development Fund (RRDF) scheme that is planned for Cahersiveen. However, TII has been advised by Kerry County Council that the timeframe for the commencement of the public realm scheme will be longer than was initially thought. Following on from recent meetings with Kerry County Council, TII is providing funding in 2026 to undertake targeted interventions at Cahersiveen and for the commencement of design work to progress a tender competition for a full pavement overlay in 2027. The 2026 funding allocation for the N70 Cahersiveen to Oghermong is €1,050,000, with an additional €500,000 allocated to N70 Cahersiveen Town Phase 1 while €1,400,000 was also allocated for pavement repairs on the N70 Ring of Kerry. The N72 Killorglin Approaches (Anglont) Active Travel Scheme did not receive a grant allocation in 2026. Full details of the 2026 Grant Allocations to Local Authorities for National Roads as well as the Greenways and Active Travel grant allocations to Kerry County Council, are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
27/02/2026	11146/26	Dail Question No: 259 To ask the Minister for Transport if he will consider additional signage and advertising to inform better driver behaviour on motorways; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in	Signage for driver behaviour	Mark Wall T.D.	Dear Deputy Wall, I refer to your parliamentary question Ref. No. 11146/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) has no responsibility for running road safety campaigns in Ireland, as this is a function primarily undertaken by the Road Safety Authority (RSA), though it is managed through a 'Safe Systems' approach, involving multiple government bodies and stakeholders. As the lead state agency under the Department of Transport, the RSA is responsible for road safety promotion, education, and national awareness campaigns. By way of information, in accordance with TII's VMS Messaging Guidelines (2025) and subject to appropriate authorisation by TII, Variable Message Signage may be used to display campaign messages by An Garda

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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 proposed signage and advertising on motorways. 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.			Síochána, the Road Safety Authority (RSA), the National Emergency Co-ordination Group or the Department of Transport. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
27/02/2026	13986/26	Dail Question No: 255 To ask the Minister for Transport when the contract agreed between the State and direct route, in relation to the operation and maintenance of the Fermoy/Rathcormac bypass in County Cork and the associated Toll plazas at Condonstown, Watergrasshill and Ballyoran Fermoy is due to expire; if there is a buyout/ release clause for the State in that contract before the contract is due to expire; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	M8 Fermoy/Rathcormac Cork PPP Toll	Peadar Toibin T.D.	Dear Deputy Tóibín, I refer to your parliamentary question Ref. No. 13986/26 to the Minister for Transport. The position in relation to your enquiry is as follows. The M8 Rathcormac/Fermoy contract was awarded to the Direct Route (Fermoy) Ltd. consortium in June 2004 with a 30-year concession period. The PPP Contract involved the design, construction, operation and maintenance of approximately 17.5 km of motorway. The Scheme includes three grade separated interchanges at Rathcormac South, Corrin, and Moorepark and a 450m long viaduct spanning the Blackwater Valley. Transport Infrastructure Ireland (TII) has not received any indication of an intention on the part of government to pursue a policy of seeking to 'buy out' in part or in whole the remaining term of the M8 PPP contract, which is due to expire in June 2034. Further details all PPP contract periods for national road schemes are available from TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
27/02/2026	13807/26	Dail Question No: 243 To ask the Minister for Transport to make emergency funding available to Kerry County Council to address bridges that have been undermined/damaged, which	Funding for damaged bridges in Kerry	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 13807/26, to the Minister for Transport. The position in relation to your enquiry is as follows.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		have been reported several times during the past number of years, that require emergency works; and if he will make a statement on the matter. 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 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 funding for bridge repairs where the bridge is on the National Road Network. Earlier this week I announced funding of over €1.5 billion for national, regional and local roads for 2026. This includes an allocation through TII of almost €659 million in exchequer capital funding for national roads for both Protection and Renewal and New Roads. A further €33million in current funding was allocated to local authorities for their regular maintenance activities on the National Road Network. Noting the above position, I have referred your question to TII for a direct reply in relation to funding for bridge repairs on the National Road network. Please advise my private office if you do not receive a reply within 10 working days. In accordance with the provisions of Section 13 of the Roads Act 1993, each local authority has statutory responsibility for the improvement and maintenance of their regional and local roads. Works on those roads are funded from local authorities' own resources and are supplemented by State Road grants. Of these grants, the vast majority (approximately 90%) are targeted at the maintenance and renewal of the network with c. 10% of the remaining funding invested in new roads/bridges or for road realignments. My Department provides grant assistance to local authorities under the Regional and Local Road Grant Programme for a number of targeted programmes, including the Bridge Rehabilitation Programme. Applications are sought each year from local			Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The funding provided by TII to each local authority is allocated having regard to the level of funding made available to TII by the Department of Transport for roads generally and the many competing demands for these resources. In the case of bridge repair schemes, priorities are set in consultation between Kerry County Council and TII, with schemes prioritised having regard to the principal inspection of each structure and, as stated above, the overall level of funding made available to TII. In 2026, Kerry County Council were allocated €850,000 under the Kerry Bridge Rehabilitation programme. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		authorities under this programme for consideration for funding in the subsequent year. Councils are made aware of this and are asked to submit applications in order of priority. This scheme covers projects costing up to €200,000. Larger bridge rehabilitation projects are considered on a case-by-case basis under the Specific Improvement Grant Programme. In 2026, Kerry County Council were allocated €900,000 under the Bridge Rehabilitation Programme as well as €30,000 under the Specific Improvement Grant Programme for the Gap of Dunloe Bridge.			
27/02/2026	13528/26	Dail Question No: 234 To ask the Minister for Transport the cost to date of the installation of cycle lanes and active transport throughout the State in the past ten years. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area. In addition, Transport Infrastructure Ireland (TII) also develop some active travel infrastructure as part of national roads projects. Noting the role of the NTA and TII in the matter, I have referred your question to those agencies for a more detailed answer. It is also worth noting that some walking and cycling infrastructure is also developed through schemes which fall under the remit of other Departments, including, but not limited to, the Urban Regeneration and Development Fund (URDF) under the Department of Housing, Local Government and Heritage and the Rural Regeneration and Development Fund (RRDF) under the Department of Rural and Community Development and the Gaeltacht.	Cost of cycle lanes and active transport	Pat Buckley T.D.	Dear Deputy Buckley, I refer to your recent parliamentary question, Ref. No. 13528/26, to the Minister for Transport. The position in relation to your enquiry is as follows. A total expenditure of €271,692,633 has been recorded on Transport Infrastructure Ireland's (TII) financial systems for expenditure on greenways and active travel projects from 2016 to date. This includes expenditure incurred by the Department of Transport, prior to September 2021 when TII became the approving authority for greenways on behalf of the Department of Transport. The expenditure above does not include costs for active travel infrastructure provided as part of national road upgrade schemes, where the cost of the active travel infrastructure is embedded into the overall cost of the road upgrade scheme and cannot be separately identified. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
03/03/2026	75223/25 11369/25	Dail Question No: 630 To ask the Minister for Transport the amount expended on advertising and promotion in his Department, and within each agency for which he is responsible, for 2022 to 2024, by year and budgeted for 2026; and if he will make a statement on the matter.	Amount expended on advertising and promotion	Matt Carthy T.D.	Dear Deputy Carthy, I refer to your recent parliamentary questions, Ref. No. 75223/25, & 11369/25 to the Minister for Transport. The position in relation to your enquiries is as follows.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																																										
		<i>Identical Question(s): to all Depts.</i> Answer The Department of Transport uses advertising to engage with the public on a range of matters, including highlighting public consultations, encouraging sustainable travel choices, and promoting recruitment opportunities. In 2023, my Department launched its flagship Your Journey Counts emissions-reduction campaign to encourage people to walk, cycle, and take public transport where they can, in line with our Climate Action Plan goals to reduce transport-related carbon emissions. This TV-led, integrated campaign was the first of its kind undertaken by my Department and relates to the increase on advertising expenditure by my Department in recent years. The Your Journey Counts campaign will continue in 2026 along with other campaigns promoting and encouraging a modal shift to active travel, public transport and electric vehicle adoption. Details relating to budgetary spend across such campaigns is to be finalised. These campaigns will feature across a range of platforms as required, including TV, out-of-home/outdoor, national and local print, national and local radio, digital, social media, search engine optimisation (SEO), video on demand, digital audio and streaming and paid partnerships. The figures for my Department’s total advertising spend for the years 2022, 2023 and 2024 are given in the table below and the information requested by the Deputy in relation to agencies has been referred to them for direct reply. Please advise my private office if you do not receive a reply within 10 working days. <table><tr><td>Year</td><td>2022</td><td>2023</td><td>2024</td><td>2026</td></tr><tr><td>Total Advertising Spend</td><td>€121,006.40</td><td>€1,990,373.15</td><td>€648,587.00</td><td></td></tr><tr><td>Budgeted</td><td></td><td></td><td>TBC</td><td></td></tr></table> 11360/26 Dail Question No: 276 To ask the Minister for Transport the amount expended by his Department and by each agency for which he is responsible on advertising, promotion, advertising companies and external communications	Year	2022	2023	2024	2026	Total Advertising Spend	€121,006.40	€1,990,373.15	€648,587.00		Budgeted			TBC			Please see below tables setting out the Public Information/Promotional costs incurred by Transport Infrastructure Ireland (TII) for the years 2022 to 2025 and budgeted for 2026 across TII’s Corporate, eFlow and Luas activities. Table 1: Spend on TII Public Information/Promotions <table><tr><th>Description</th><th></th><th>2026 (Budgeted)</th><th>2025</th><th>2024</th><th>2023</th><th>2022</th></tr><tr><td>Eolas</td><td>Participation/sponsorship in Eolas Transport Ireland Conference including exhibition stand and articles in the Eolas Magazine.</td><td>€20,990</td><td>€33,133</td><td>€19,070</td><td>€3,995</td><td>€3,995</td></tr><tr><td>TII Sponsorship</td><td>TII sponsorships of conferences, award categories, publications (e.g. Engineers Ireland STEPS programme, Stripe Young Scientist Competition eFlow sponsorship and Institute of Archaeologist of Ireland).</td><td>€73,208</td><td>€81,658</td><td>€71,683</td><td>€67,200</td><td>€54,400</td></tr><tr><td>Additional Sponsorships or Partnerships</td><td>Additional budget to support additional sectoral opportunities (e.g. EV Summit, CIF Conference, LAMA Awards etc).</td><td>€16,000</td><td>€9,685</td><td>N/A</td><td>N/A</td><td>N/A</td></tr></table>	Description		2026 (Budgeted)	2025	2024	2023	2022	Eolas	Participation/sponsorship in Eolas Transport Ireland Conference including exhibition stand and articles in the Eolas Magazine.	€20,990	€33,133	€19,070	€3,995	€3,995	TII Sponsorship	TII sponsorships of conferences, award categories, publications (e.g. Engineers Ireland STEPS programme, Stripe Young Scientist Competition eFlow sponsorship and Institute of Archaeologist of Ireland).	€73,208	€81,658	€71,683	€67,200	€54,400	Additional Sponsorships or Partnerships	Additional budget to support additional sectoral opportunities (e.g. EV Summit, CIF Conference, LAMA Awards etc).	€16,000	€9,685	N/A	N/A	N/A
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																																			
		companies or consultants in 2025 and the expected costs for 2026, in tabular form; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer The Department of Transport uses paid media advertising to engage with the public on a range of matters, including encouraging sustainable travel choices in line with our Climate Action Plan targets for emissions reduction; informing the public about road safety measures such as speed limit reduction; and the promotion of public consultations etc. My Department places advertising across a range of platforms as required, including TV, out-of-home/outdoor, national and local print, national and local radio, digital, social media, search engine optimisation, video on demand, digital audio and streaming, and paid partnerships. All forms of advertising are monitored in terms of performance along key metrics, with post-campaign analyses undertaken per campaign to measure effectiveness, value for money, reach and engagement, in order to ensure return on investment for all campaigns, with these insights used to inform future campaign iterations. In 2025, my Department spent €1,451,462 on advertising promotion services, whereby media space is delivered by a media buying agency contracted on a Government of Ireland procurement framework. In 2026, it is expected that my Department will continue the Your Journey Counts carbon emissions reduction campaign, along with other campaigns promoting and encouraging a modal shift to active travel on our Greenways, promotion of electric vehicle uptake via State grants and support schemes, improvements in digital driver and vehicle services, public transport passenger safety, etc. It is not possible to provide a specific forecast of this planned activity at this time as budget allocations are being agreed. The information requested by the Deputy in relation to agencies has been referred to them for direct reply. Please advise my private office if you do not receive a reply within 10 working days.			<table><tr><td>Miscellaneous</td><td>Procurement of TII branded materials including pens, notebooks, pull-up banners etc.</td><td>€3,000</td><td>€5,261</td><td>N/A</td><td>N/A</td><td>0</td></tr><tr><td>Social Media Promotion</td><td>With TII's growing presence on LinkedIn, the website, and All Aboard Accessibility Podcast a discretionary budget to promote key TII posts / material.</td><td>€8,000</td><td>0</td><td>0</td><td>€2,200</td><td>0</td></tr><tr><td>Video Production</td><td>Budget to produce corporate videos for TII for use on social media and external events.</td><td>€8,000</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>2024, Transport Research Arena</td><td>Stand (exhibition space only 6m×6m), stand design and fit out, TII/CEDR promotion video and Industry Engagement Session at TRA</td><td>N/A</td><td>N/A</td><td>€51,491</td><td>€13,320</td><td></td></tr><tr><td>Total</td><td></td><td>€129,198</td><td>€129,737</td><td>€142,244</td><td>€86,715</td><td>€58,395</td></tr></table>	Miscellaneous	Procurement of TII branded materials including pens, notebooks, pull-up banners etc.	€3,000	€5,261	N/A	N/A	0	Social Media Promotion	With TII's growing presence on LinkedIn, the website, and All Aboard Accessibility Podcast a discretionary budget to promote key TII posts / material.	€8,000	0	0	€2,200	0	Video Production	Budget to produce corporate videos for TII for use on social media and external events.	€8,000	0	0	0	0	2024, Transport Research Arena	Stand (exhibition space only 6m×6m), stand design and fit out, TII/CEDR promotion video and Industry Engagement Session at TRA	N/A	N/A	€51,491	€13,320		Total		€129,198	€129,737	€142,244	€86,715	€58,395
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Total		€129,198	€129,737	€142,244	€86,715	€58,395																																		
Table 2: Spend on eFlow Public Information/Promotions <table><tr><th>YEAR</th><th>EXPENDITURE</th></tr><tr><td>2022</td><td>€940,512</td></tr><tr><td>2023</td><td>€1,096,627</td></tr><tr><td>2024</td><td>€1,099,625</td></tr><tr><td>2025</td><td>€1,096,629</td></tr><tr><td>2026</td><td>€1,100,000 (Budgeted)</td></tr></table> The eFlow toll operator, a service provider to TII, uses promotional information to inform road users on the following: ● To raise awareness of the M50 barrier-free toll system ● Inform users of the tolls and their obligation to pay their toll by 8pm the following day ● Inform on the various methods of payment available ● Inform on the consequences of non-payment Table 3: Spend on Luas Public Information/Promotions												YEAR	EXPENDITURE	2022	€940,512	2023	€1,096,627	2024	€1,099,625	2025	€1,096,629	2026	€1,100,000 (Budgeted)																	
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response												
					<table><tr><th>YEAR</th><th>EXPENDITURE</th></tr><tr><td>2022</td><td>€3,815</td></tr><tr><td>2023</td><td>€16,664</td></tr><tr><td>2024</td><td>€57,940</td></tr><tr><td>2025</td><td>€14,113</td></tr><tr><td>2026</td><td>€20,000 (Budgeted)</td></tr></table> In addition, in 2025, costs of €4,020 were incurred in respect of Metrolink branded items. Finally, I can also advise that there are instances where service providers to TII engage communications companies or consultants to assist with the public consultation process in the delivery of major transport schemes. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	YEAR	EXPENDITURE	2022	€3,815	2023	€16,664	2024	€57,940	2025	€14,113	2026	€20,000 (Budgeted)
YEAR	EXPENDITURE																
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2025	€14,113																
2026	€20,000 (Budgeted)																
03/03/2026	6505/26	Ref No: 6505/26 To ask the Minister for Transport if his Department has data on traffic congestion in Dublin; and if car journeys in Dublin are taking longer when compared to the past five years. As Minister for Transport, I acknowledge that Dublin is facing congestion challenges. I also recognise the impact of congestion on socio-economic factors as well as personal health and well-being. Encouraging a shift from private cars to public transport is a core priority under the Programme for Government. The funding provided in the NDP Sectoral Implementation Plan will see significant advancements in public transport projects in Dublin as well as across Ireland, which will help tackle congestion by making public transport more accessible, reliable, and affordable. The Review of the National Development Plan (NDP) published in July 2025 allocated €22.3 billion in Exchequer resources to the transport sector from 2026 to 2030, with an additional allocation of €2 billion from the Infrastructure, Climate and Nature Fund to support the development of MetroLink. This is an unprecedented level of investment in the	Traffic congestion in Dublin	Maeve O’Connell T.D.	Dear Deputy O’Connell, I refer to your recent parliamentary question, Ref. No. 6505/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland’s (TII) remit is limited to the national road network, i.e., roads with an ‘N’ or ‘M’ designation, and the provision of light rail infrastructure throughout Ireland such as the Luas network. TII has no remit in relation to the regional or local road network, which falls under the sole remit of the relevant road authority for the area. TII acknowledges the ongoing growth in traffic volumes across the national road network. In 2025, analysis of motorway/high-speed dual carriageway traffic data in the Greater Dublin Area (GDA) shows a 2% year on year increase in traffic on the M50 and the radial approaches to the M50. Since 2019, traffic levels on the M50 have grown by approximately 11%, equating to circa 50,000 extra trips per day. Further information on national road traffic growth and network performance is available in TII’s most recent network indicators report, TII National Road & Greenway Network Indicators 2024, which provides performance information such as service levels by hour for a typical weekday, for both the M50 and Dublin radial routes. These increased levels of traffic are contributing to congestion and increased collisions on these routes, which can impact journey times for those using the network, with even minor disturbances having major impacts on traffic flows. The current levels of traffic congestion were foreseen in a report commissioned by TII in 2013, which detailed the measures necessary to manage traffic demand on the M50. The study identified that the continuing growth in traffic volumes on the M50 would give rise to congestion issues within 10 years. The report identified the various measures necessary to enable the M50 to operate uncongested, which included fiscal measures, Intelligent Transport Systems/Traffic Control, and real-time traffic information. In particular, the study concluded that the single point tolling system should be replaced with a distance-based system comprising approximately 4 or 5 toll points.												

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		transport sector and represents an almost 87% increase as compared to the last five-year period under the previous National Development Plan. The Sectoral Plan provides for the further implementation of the BusConnects Dublin Programme. The major infrastructure element of BusConnects Dublin is the construction of Core Bus Corridors. An Coimisiún Pleanála has approved planning permission for all 12 Core Bus Corridor Schemes. The first of these, the Liffey Valley to City Centre scheme, entered construction in 2025 and is due to be completed in 2028. The second scheme, Ballymun-Finglas to City Centre, was approved by Government in late 2025 and will enter construction in the coming months. The Sectoral Investment Plan will support the construction of these and at least two additional schemes between 2026 and 2030. In addition, funding provided in the Sectoral Investment Plan will support the ongoing electrification of bus depots and the purchase of further zero emissions electric buses. In relation to MetroLink, An Coimisiún Pleanála published its decision to grant the MetroLink Railway Order in October 2025. This decision was subsequently subject to legal challenge, which has now been withdrawn. I warmly welcome the decision to withdraw the legal challenge, as we now have full planning permission and funding in place to move MetroLink forward towards procurement and construction. An Coimisiún Pleanála also granted the Railway Order for the Luas Finglas extension, with conditions, in October 2025. Regarding the current status, I can advise that three separate judicial review applications have been submitted on the project and this is under examination. Similarly, funding secured under the new NDP will see construction start before 2030 on the DART+ programme, beginning with DART+ West, which is the crucial enabler of the rest of the programme. Funding in the Sectoral Plan will also allow the CPO processes for South-West to commence this year and aspects of the procurement framework put in place for DART+ West will be available for use on South-West when its main construction works commence, which I hope to accelerate through the additional NDP funding made available in 2028 onwards.			More recently, in 2024 the Department of Transport (DoT) published a national demand management strategy for Public Consultation: Moving Together: A Strategic Approach to the Improved Efficiency of the Transport System in Ireland. This strategy requires that measures be brought forward to the Government by the DoT and Department of Finance to further integrate a ‘User & Polluter’ pays approach into taxation on transport. This approach is a more holistic and equitable taxation and road user charging system that accurately captures the costs and externalities of private car use. Aligned with the ‘Moving Together’ strategy, the National Transport Authority (NTA) is preparing a GDA Area demand management strategy as required under the GDA Transport Strategy 2022-2024. The primary objective of this scheme will be the realisation of the 50% CO2 emissions reduction target in full for the GDA. TII is supporting the DoT and NTA in relation to demand management on national roads and, in particular, the M50 and its arterial motorway network in the GDA. Regarding provision of active travel infrastructure in the Dublin area, TII in partnership with South Dublin County Council opened the Hazelhatch to Lucan Greenway in late 2024. The opening of this section of Grand Canal greenway completes a fully segregated travel corridor between Sallins and Dublin City Centre. There was no traffic displaced by provision of this infrastructure. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		The Department of Transport will continue to explore opportunities for additional funding, including through funding streams such as the European Union Connecting Europe Facility (CEF), to complement national Exchequer funding which may allow some projects to proceed to construction earlier than currently anticipated. In terms of public transport services, the 2026 PSO funding allocation of €940 million represents a significant 43% uplift in the allocation from 2025. This reflects the Government's commitment to ensuring that public transport services can continue to operate reliably and sustainably in the face of growing passenger demand and increased operational costs. The National Transport Authority (NTA) plays a central role in achieving this, as they have statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. The NTA, in conjunction with transport operators, continuously monitors key performance indicators, including punctuality, reliability, demand, and passenger feedback. Where necessary and feasible, routes and timetables are adjusted to help address issues like congestion and improve service performance. Recent announcements for changes to routes introduced under Phase 7 of BusConnects demonstrates the NTA's commitment to ongoing monitoring and responsive service adjustments. Crucially the PSO funding allocation for 2026 will also allow for the continued delivery of targeted fare initiatives, including the recently introduced free travel for all children up to the age of 9, and the Young Adult Card for those aged 19-25, as part of the NTA's National Fares Strategy. These measures help ensure effective and high-quality public transport service provision. Passenger numbers on public transport services have shown strong growth in recent years, with numbers trending at plus 9% in 2024 versus 2023. A significant milestone was reached in October 2024 when PSO services recorded one million journeys in a single day. It is too early in 2026 to provide a full report on 2025 usage; however, interim data indicates significant additional passenger growth. For example, Dublin Bus recorded 164 million journeys in 2025, an increase of 5 million on 2024 and the highest annual			

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		total on record. We remain fully committed to building on these positive changes and delivering a public transport system that is reliable, accessible, and affordable for everyone. As well as significant investment in public transport and other sustainable options, my Department is finalising a new national transport strategy, 'Moving Together'. One of the aims of this draft Strategy is to make our transport system more efficient and to facilitate greater network optimisation over time, thus helping to reduce the impacts of congestion on the economy, the environment, and public health. By reducing congestion in our cities and towns, we will also reduce harmful emissions, and improve the air quality, safety and liveability of our urban spaces. This Strategy, which I hope to bring to Government for consideration shortly, will help to reinforce the full potential of ongoing investment in sustainable mobility alternatives, and support local effort in addressing the challenges caused by high traffic areas in our cities, such as Dublin City Council's strides to reduce congestion as part of the Dublin City Transport Plan. Concerning road network data, as Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to traffic congestion levels in Dublin. Noting the above position, I have referred your question to TII for a direct reply on congestion levels. Please advise my private office if you do not receive a reply within 10 working days. Concerning Active Travel, the Department of Transport will allocate €360 million in 2026 alone to the development and delivery of high-quality active travel and greenway schemes across the country. The four local authorities in Dublin will collectively receive €97.65 million for walking and cycling projects to encourage a move away from private car use for journeys in the local authority area.			

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		This funding will support projects such as new cycling and walking infrastructure along North Circular Rd, the Firhouse Road Active Travel Improvement Scheme, the Broadmeadow Estuary Cycle & Pedestrian Bridge, as well as Dun Laoghaire Rathdown's Central Active Travel Scheme, alongside many others. Nationwide approximately 1,200 active travel and greenway schemes will be supported this year. The delivery of all these planned schemes should encourage people to leave the car behind, where possible, therefore decreasing congestion levels and improving journey times for commuters and visitors to the city centre. Additionally, projects implemented as part of the Dublin City Centre Transport Plan, such as the pedestrianisation of Parliament Street and Capel Street have successfully demonstrated the benefit of providing safe, segregated and aesthetically pleasing areas for people to walk and spend time in car free areas. The National Transport Authority (NTA) are responsible for the oversight of active travel projects delivered by local authorities. A key part of the planning of these projects is the implementation of traffic management measures, where possible, to minimise the disruption caused by construction works. For more information on the NTA's action to reduce disruption caused by construction works, I have referred the Deputy's question to the NTA for a more detailed response. Please contact my private office if you do not receive a response after 10 working days.			
03/03/2026	15718/26	Dail Question No: 246 To ask the Minister for Transport when the contract agreed between the State and a company (details supplied) is due to expire; if there is a buyout/ release clause for the State in that contract before the contract is due to expire; and if he will make a statement on the matter. Details Supplied: Direct Route Toll Plazas at Condonstown, Watergrasshill and Ballyoran Fermoy Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national	Direct Route Toll Plazas at Condonstown, Fermoy	Paul Lawless T.D.	Dear Deputy Lawless, I refer to your parliamentary question Ref. No. 15718/26 to the Minister for Transport. The position in relation to your enquiry is as follows. The M8 Rathcormac/Fermoy contract was awarded to the Direct Route (Fermoy) Ltd. consortium in June 2004 with a 30-year concession period. The PPP Contract involved the design, construction, operation and maintenance of approximately 17.5 km of motorway. The Scheme includes three grade separated interchanges at Rathcormac South, Corrin, and Moorepark and a 450m long viaduct spanning the Blackwater Valley. Transport Infrastructure Ireland (TII) has not received any indication of an intention on the part of government to pursue a policy of seeking to 'buy out' in part or in whole the remaining term of the M8 PPP contract, which is due to expire in June 2034.

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		roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Further details all PPP contract periods for national road schemes are available from TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
04/03/2026	8333/26	Dail Question No: 346 To ask the Minister for Transport when the roads budget 2026 will be announced; if he will provide additional funding for Counties Wicklow and Wexford, noting that these counties road conditions have deteriorated significantly; if he will allocate funding according to the condition of road rather than kilometre of road; and if he will make a statement on the matter. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources, which are supplemented by State grants for regional and local roads. As regards the basis for allocating grants, within the budget available for the regional and local road grant programme, the Department's grant funding for the maintenance of regional and local roads is allocated on as fair and equitable a basis as possible to eligible local authorities. In this context, grants in the main grant categories are allocated based on the length of the road network within a local authority's area of responsibility with some account taken of traffic. It is	Funding for Wicklow and Wexford	Fionntan Ó' Súilleabháin T.D.	Dear Deputy Ó' Súilleabháin, I refer to your recent parliamentary question, Ref. No. 8333/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Full details of the 2026 National Roads, as well as the Greenways and Active Travel grant allocations to Wicklow County Council and Wexford County Council are available on Transport Infrastructure Ireland's (TII) website. The national road allocations relate to (i) Capital Investment - Protection & Renewal, (ii) Construction of New Roads, and (iii) Current Maintenance - Protection & Renewal. The planning, operation, and prioritisation of maintenance activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between the local authority and TII, with schemes prioritised having regard to the annual National Roads Pavement Condition Survey and the overall level of funding made available to TII. Further details on the Pavement Condition Surveys undertaken by TII are available on TII's website. The extent of pavement renewal works that can be undertaken in any given year is limited by the level of funding made available to TII. I hope this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		envisaged that grants will continue to be made available on that basis. Basing regional and local roads grant allocations on road conditions could result in an unequitable distribution of Exchequer funding. For example, local authorities that allocate higher levels of own resources funding to regional and local roads will have a larger proportion of roads with a higher condition rating than those with lower levels of own resources funding. Basing allocations on road condition could therefore disincentivise local authorities from allocating own resources funding to roads maintenance. The Department appreciates that, within the overall parameters set for the grant programme, local authorities might need to target funding at particular problem areas and there is sufficient flexibility in the structure of the grant programme to allow for this. It is also open to each local authority to allocate its own resources to priority areas. It should be noted that Exchequer funding for regional and local roads is intended to supplement realistic contributions from local authorities' own resources. As the statutory road authorities for their areas, it is open to local authorities to prioritise investment on regional and local roads. Regional and local road grant allocations for 2026 will be notified to local authorities in the coming weeks. As Minister for Transport I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. National roads allocations for 2026 will be announced in the near future. 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.			

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04/03/2026	12231/26	To ask the Minister for Transport the actions he will take, in light of a Garda analysis (details supplied) to address serious safety issues on the N68 in the Darragh area of County Clare; and if he will make a statement on the matter. Details Supplied: Forwarded email to Dep of Transport on 10 Feb 26 at 16.26 KG 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 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 on matters, including road safety, in relation to the N68 in Darragh, Co. Clare. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.	Collision data on the N68 Deragh, Co. Clare	Donna McGettigan T.D.	Dear Deputy McGettigan, I refer to your parliamentary question Ref. No. 12231/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) notes the planning history of the subject site and the extended nature and increased range of uses that have been permitted by Clare County Council at this location. The permitted developments have resulted in the intensification of access to the National Road, increased turning movements onto and off the national road, and increased vehicular conflicts arising that should be addressed by the Council, as Planning and Road Authority for the area, in accordance with the provisions of official policy. TII is not responsible for funding capacity or safety improvements required to facilitate the private development proposals permitted by Clare County Council. Consistent with the provisions outlined in the Department of the Environment, Community and Local Government (DoECLG) Guidelines, 'Spatial Planning and National Roads Guidelines for Planning Authorities' (2012), such funding requirements are a matter for the Council to address. In the circumstances, you may wish to contact Clare County Council, at customerservices@clarecoco.ie, in relation to this matter. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
05/03/2026	10131/26	Dail Question No: 374 To ask the Minister for Transport if plans are in place to develop a motorway and a rail service between Dún na nGall agus Gaillimh (details supplied); and if he will make a statement on the matter. Details Supplied: This would be of great Economic and Social benefit to all on the western corridor, This would open up more education opportunities and a economic benefit, it would also connect all well established relationships between An Ghaeltacht in all the Ghaeltacht counties. Answer As the Deputy may be aware, the Department of Transport, together with the Department for Infrastructure in Northern Ireland, published the Rail Project Prioritisation Strategy in December 2025. This	Motorway/rail service between Dún na nGall agus Gaillimh	Paul Murphy T.D.	Dear Deputy Murphy, I refer to your recent parliamentary questions, Ref. Nos. 10131/26 and 11563/26, to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, as set out in the National Development Plan (NDP) and updated by the NDP review (Sectoral Investment Plan), which was published by Government on 26 November 2025. Strengthening regional accessibility is emphasised in the current Programme for Government 2025, particularly improved connectivity to the North-West. The NDP provides for planned improvements along the N2 and the N17 corridors. In addition, the Donegal TEN-T Route improvements will deliver improvements to the N13/N14/N15/N56 corridors in Donegal. The Government has also previously committed €600 million to support the A5 North-West transport corridor which is being delivered by the Northern Ireland Department for Infrastructure (project currently subject to legal proceedings). The NDP Sectoral Implementation Plan identifies national roads projects greater than €200 million that are (i) scheduled to commence construction or procurement by 2030, and (ii) those projects that are to be

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		Strategy outlines how to best sequence and optimise the recommendations of the All-Island Strategic Rail Review, which was published in July 2024. The Strategy identifies Major Projects to be progressed, involving intercity electrification and significant capacity upgrades on the rail network. This includes the reinstatement of lines including the Western Rail Corridor between Claremorris to Athenry. The National Development Plan (NDP) Sectoral Investment Plan involves funding to commence this reinstatement project. Modelling undertaken, as part of the Rail Review, found that investments on the disused rail line between Claremorris and Sligo and onwards to Donegal, would result in very low demand for passenger rail services on this route and that building a railway would have a significant adverse impact on the environment. For these reasons the project was not included in the recommendations of the Rail Review, and hence it was not identified as a Major Project to be progressed in the Rail Project Prioritisation Strategy. The Rail Review will be reviewed and updated once a decade. This review will provide the opportunity to re-consider a potential extension of the Western Rail Corridor further north, taking account of the latest policies and developments, for example if there is increased passenger demand as a result of the restatement of the line between Claremorris and Athenry. In relation to a motorway, 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 NDP, the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on any plans to develop a motorway between Donegal and Galway. It is important to point out that it is for the local authority, in the first instance, to engage with TII regarding the progression of any proposed national road project. All projects, including those listed in the NDP, require statutory approval and compliance with the Infrastructure Guidelines.			advanced for future construction, subject to compliance with the Infrastructure Guidelines, statutory planning and procurement requirements, as relevant. The table below lists a number of the major projects aimed at improving connectivity to the North-West along with the 2026 funding allocations provided for the projects. <table><tr><th>Scheme</th><th>Local Authority</th><th>Allocation</th><th>Construction Timeline as per NDP Sectoral Implementation Plan</th></tr><tr><td>Donegal TEN-T Project</td><td>Donegal County Council</td><td>€2,300,000</td><td>Commence by 2028</td></tr><tr><td>N2 Slane Bypass and Public Realm Enhancement Scheme</td><td>Meath County Council</td><td>€400,000</td><td>Commence by 2028</td></tr><tr><td>N2 Ardee to South of Castleblaney Bypass</td><td>Monaghan County Council</td><td>€500,000</td><td>2030+</td></tr><tr><td>N2 Clontibret to the NI Border</td><td>Monaghan County Council</td><td>€1,200,000</td><td>Commence by 2030</td></tr><tr><td>N3 Virginia Bypass</td><td>Cavan County Council</td><td>€1,300,000</td><td>Commence by 2029</td></tr><tr><td>N17 Knock to Collooney</td><td>Sligo County Council</td><td>€1,000,000</td><td>2030+</td></tr></table> I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	Scheme	Local Authority	Allocation	Construction Timeline as per NDP Sectoral Implementation Plan	Donegal TEN-T Project	Donegal County Council	€2,300,000	Commence by 2028	N2 Slane Bypass and Public Realm Enhancement Scheme	Meath County Council	€400,000	Commence by 2028	N2 Ardee to South of Castleblaney Bypass	Monaghan County Council	€500,000	2030+	N2 Clontibret to the NI Border	Monaghan County Council	€1,200,000	Commence by 2030	N3 Virginia Bypass	Cavan County Council	€1,300,000	Commence by 2029	N17 Knock to Collooney	Sligo County Council	€1,000,000	2030+
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05/03/2026	11563/26	Dail Question No: 279 To ask the Minister for Transport the assessment that has been made on the impact of the withdrawal of the midday Dublin-Donegal flight, in particular for cancer patients; and when significant investment in transport infrastructure to connect Donegal to other major cities such as Dublin and Galway will be made. Answer I can assure the Deputy that this Government is committed to maintaining connectivity to the North-West by continuing to provide Exchequer funded Public Service Obligation (PSO) air services between Dublin and Donegal. To ensure continuity of services on this route when the current contract ends on 25 February, my Department conducted a public procurement process, in line with the requirements of EU Regulation 1008/2008. This regulation allows Governments to provide PSO air services to airports serving peripheral or less-developed regions. I wish to assure the Deputy that the new contract meets the minimum requirements as set out in the Request for Tenders (RfT) which was published by my Department following consultation with Donegal Airport. Donegal Airport considered that the early morning departure from Donegal and the late return from Dublin, facilitating a same day return, was optimum to meet the market demand for business, healthcare and educational travel and that there was more flexibility with regard to the second rotation. Under the new contract, the early morning flight departing from Donegal and the evening return flight from Dublin, which is relied on by many, including critical care patients, to ensure a daily round trip to Dublin, will continue to be facilitated. I understand, however, the disappointment that has been articulated by those who rely on the current midday service. I have listened to the concerns conveyed to me by Deputy Gallagher last week and those raised at the meeting on 11 February attended by my senior officials, the Donegal Cancer Flights & Services Group and Donegal Deputies. I am considering what more might be possible to meet the	Transportation from Donegal to Dublin & Galway	Paul Murphy T.D.	Dear Deputy Murphy, I refer to your recent parliamentary questions, Ref. Nos. 10131/26 and 11563/26, to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, as set out in the National Development Plan (NDP) and updated by the NDP review (Sectoral Investment Plan), which was published by Government on 26 November 2025. Strengthening regional accessibility is emphasised in the current Programme for Government 2025, particularly improved connectivity to the North-West. The NDP provides for planned improvements along the N2 and the N17 corridors. In addition, the Donegal TEN-T Route improvements will deliver improvements to the N13/N14/N15/N56 corridors in Donegal. The Government has also previously committed €600 million to support the A5 North-West transport corridor which is being delivered by the Northern Ireland Department for Infrastructure (project currently subject to legal proceedings). The NDP Sectoral Implementation Plan identifies national roads projects greater than €200 million that are (i) scheduled to commence construction or procurement by 2030, and (ii) those projects that are to be advanced for future construction, subject to compliance with the Infrastructure Guidelines, statutory planning and procurement requirements, as relevant. The table below lists a number of the major projects aimed at improving connectivity to the North-West along with the 2026 funding allocations provided for the projects. <table><tr><th>Scheme</th><th>Local Authority</th><th>Allocation</th><th>Construction Timeline as per NDP Sectoral Implementation Plan</th></tr><tr><td>Donegal TEN-T Project</td><td>Donegal County Council</td><td>€2,300,000</td><td>Commence by 2028</td></tr><tr><td>N2 Slane Bypass and Public Realm Enhancement Scheme</td><td>Meath County Council</td><td>€400,000</td><td>Commence by 2028</td></tr><tr><td>N2 Ardee to South of Castleblaney Bypass</td><td>Monaghan County Council</td><td>€500,000</td><td>2030+</td></tr><tr><td>N2 Clontibret to the NI Border</td><td>Monaghan County Council</td><td>€1,200,000</td><td>Commence by 2030</td></tr><tr><td>N3 Virginia Bypass</td><td>Cavan County Council</td><td>€1,300,000</td><td>Commence by 2029</td></tr><tr><td>N17 Knock to Collooney</td><td>Sligo County Council</td><td>€1,000,000</td><td>2030+</td></tr></table> I hope that this information is of assistance to you. 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		needs of the users of this air service while ensuring the continuity of this vital air service between Donegal and Dublin Airports. In respect of the broader transport infrastructure, the Department of Transport, together with the Department for Infrastructure in Northern Ireland, published the Rail Project Prioritisation Strategy in December 2025. This Strategy outlines how to best sequence and optimise the recommendations of the All-Island Strategic Rail Review, which was published in July 2024. The Rail Strategy identifies major projects to be progress which includes reinstatement of lines including the Western Rail Corridor between Claremorris to Athenry as well as lines between Portadown, Armagh and Derry to Letterkenny in County Donegal. In addition, 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. It is important to point out that it is for the local authority, in the first instance, to engage with TII regarding the progression of any proposed national road project. Noting the above position, I have referred part of your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
06/03/2026	10901/26	Dail Question No: 50 To ask the Minister for Transport to provide urgent funding to upgrade the N86 Tralee to Camp to Dingle road in County Kerry, and take into consideration that this road is substandard for a very busy tourist route; and if he will make a statement on the matter. 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	Funding for the N86 - Camp to Dingle Kerry	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 10901/26, to the Minister for Transport. The position in relation to your enquiry is as follows. The 2026 national road grant allocations to Kerry County Council in respect of the N86 are as follows: • €6,100,000 has been allocated to the N86 Ballynasare and Ballygarret scheme with the contract for advanced site clearance and fencing works having been awarded and the tender documents for Phase 2B of the scheme nearing completion. • €3,000,000 has been allocated to the N86 Contract 3-5 Advanced Fencing scheme which is planned to go to tender later this year. • €700,000 has been allocated for pavement repairs between Tralee and Camp. In addition, funding has also been allocated for two road safety schemes. Further details of the 2026 Grant Allocations to Local Authorities for National Roads are available on TII's website.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																																																
		is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N86. Noting the above position, I have referred your question to TII for a direct reply regarding works on this road. Please advise my private office if you do not receive a reply within 10 working days.			I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland																																																
06/03/2026	13095/26	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. <i>Identical Question(s): to all Depts.</i> Answer The information requested by the Deputy is set out in the following table: <table><tr><td>Non-Governmental Organisations</td><td>2,025</td></tr><tr><td>Variety Ireland – relates to their Recycle Mobility Programme</td><td>€ 150,000</td></tr><tr><td>An Taisce (funded through NTA) - relates to Green Schools Travel and Safe Routes to School Programme</td><td>€ 2,367,970</td></tr><tr><td>Mountain Rescue/Community Rescue Boats Maintenance Grants</td><td></td></tr><tr><td>Donegal Mountain Rescue</td><td>€ 22,210</td></tr><tr><td>Dublin & Wicklow Mountain Rescue</td><td>€ 32,155</td></tr><tr><td>Galway Mountain Rescue</td><td>€ 18,130</td></tr><tr><td>Glen of Imnel Mountain Rescue</td><td>€ 32,410</td></tr><tr><td>Irish Cave Rescue Organisation</td><td>€ 20,000</td></tr><tr><td>Kerry Mountain Rescue</td><td>€ 21,700</td></tr><tr><td>Mayo Mountain Rescue</td><td>€ 25,525</td></tr><tr><td>Search and Rescue Dog Association</td><td>€ 19,405</td></tr><tr><td>Sligo & Leitrim Mountain Rescue</td><td>€ 17,620</td></tr><tr><td>South Eastern Mountain Rescue Association</td><td>€ 20,935</td></tr><tr><td>Mountain Rescue Ireland</td><td>€ 127,426</td></tr><tr><td>Mountain Rescue Ireland (Development grant)</td><td>€ 20,000</td></tr><tr><td>Bellinskella Inshore Rescue</td><td>€ 5,075</td></tr><tr><td>Ballybunion Sea Rescue</td><td>€ 5,075</td></tr><tr><td>Banna Rescue</td><td>€ 5,075</td></tr><tr><td>Bantry Inshore Search and Rescue</td><td>€ 5,075</td></tr><tr><td>Bannabon Community Rescue Boats</td><td>€ 5,075</td></tr><tr><td>Corrib Mask Search and Rescue</td><td>€ 5,075</td></tr><tr><td>Derrynane Inshore Rescue</td><td>€ 5,075</td></tr><tr><td>Limerick Marine Search and Rescue</td><td>€ 5,075</td></tr></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 Imnel 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)	€ 20,000	Bellinskella Inshore Rescue	€ 5,075	Ballybunion Sea Rescue	€ 5,075	Banna Rescue	€ 5,075	Bantry Inshore Search and Rescue	€ 5,075	Bannabon Community Rescue Boats	€ 5,075	Corrib Mask Search and Rescue	€ 5,075	Derrynane Inshore Rescue	€ 5,075	Limerick Marine Search and Rescue	€ 5,075	Funding for non-governmental organisations (NGO)	Sean Fleming T.D.	Dear Deputy Fleming, I refer to your recent parliamentary question, Ref. No. 13095/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII), through it service provider, eflow, provided sponsorship of €30,000 for Coill na nÓg’s 2025 Biodiversity in Schools programme. Further details on this programme is available on Coill na nÓg’s website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Tramore Sea Rescue Association € 5,075 Waterford City River Rescue € 5,075 Community Rescue Boats Ballycoshelliga One Off € 3,965 Community Rescue Boats Corrib Mask One Off € 3,965 Community Rescue Boats Waterford One Off € 3,965 CALSTART ing - 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.			
06/03/2026	13987/26	Dail Question No: 256 To ask the Minister for Transport further to previous requests, to ask a company (details supplied) to update data in regard to directing unsuitable traffic onto minor roads hence, causing major disruption, danger, panic and delays; and if he will make a statement on the matter. Details Supplied: Details forwarded to Dept. @ 13:10 16/02/2026 HG Answer As Minister for Transport, I have no role in the provision of directional data from private providers such as Google, TomTom etc. These devices use traffic flow data from mobile devices located within the vehicles. There are also no specific regulations around algorithms used by satnav software, which tend to be proprietary materials to a company and furthermore satnav apps such as Google Maps are not necessarily aware of the vehicle type and hence may not identify the vehicle is permitted on particular routes. However, the use of Cooperative Intelligent Transport Systems (C-ITS), such as the one being pilot tested by TII, presents an alternative way to communicate road restrictions and information electronically in real time to road users. This project is in its early stages and TII would be best placed to provide you with further information on this project.	Directing traffic onto minor roads	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 13987/26, to the Minister for Transport. The position in relation to your enquiry is as follows. At the outset, I can advise that Transport Infrastructure Ireland (TII) has no role in the provision of data by private companies related to directing traffic onto minor roads. Regarding Cooperative-ITS, TII has piloted the use of this technology, which was completed in December 2024. Further details on the pilot can be found here. This pilot was funded by the EU and implemented as part of C-Roads, a pan-European programme to establish a harmonised approach to connected vehicle technology. TII is currently embarking on a follow-up project to expand the pilot to interact with privately-owned vehicles. This project is scheduled to be completed in 2028 and is also funded by the EU through the VERKKO programme. Finally, it is worth noting that C-ITS is in the piloting stages and is therefore not an immediate solution to the issue highlighted, i.e., appropriate routing of traffic. I trust this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.			
06/03/2026	14400/26	Dail Question No: 299 To ask the Minister for Transport to provide a list of all State agencies within his Department that allocate programme and project funding to section 39, section 56 and section 10 organisations; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer Confirming participation of organisations in programmes and projects managed by State Agencies is best answered by those agencies. I have therefore referred this question to those agencies for direct reply to the Deputy. If you do not receive a response, please contact my private office.	Funding of S. 10, 39 & 56 organisations	Marie Sherlock T.D.	Dear Deputy Sherlock, I refer to your recent parliamentary question, Ref. No. 14400/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) does not allocate programme or project funding to Section 10, Section 39 or Section 56 organisations. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
06/03/2026	15763/26 15764/26	15763/26 Dail Question No: 250 To ask the Minister for Transport in respect of the 2026 funding allocation of €500,000 towards the N2 Ardee to South of Castleblaney Bypass, for 2026, the stage that this will bring the project to; the further stages to be completed; the current estimated date for final completion of this scheme; and if he will make a statement on the matter. 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 on the status of the N2 Ardee to south of Castleblaney Bypass scheme.	Funding for the N2 Clontibret to the Border road scheme	Matt Carthy T.D.	Dear Deputy Carthy, I refer to your recent parliamentary questions, Ref. Nos. 15763/26 & 15764/26 to the Minister for Transport. The position in relation to your enquiries is as follows. The N2 Clontibret to Border Road scheme and the N2 Ardee to South of Castleblaney Bypass scheme are currently in 'Phase 3 Design and Environmental Evaluation' phase of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads & Greenways Projects Active List (page 7 & page 16) for details of road scheme phases and indicative timelines). An allocation of €1,200,000 was made to The N2 Clontibret to Border Road scheme in 2026 to progress 'Phase 3 Design and Environmental Evaluation' and provide the deliverables necessary to obtain Approval Gate 1 (Approval in Principle) in accordance with Infrastructure Guidelines. An allocation of €500,000 was made to N2 Ardee to South of Castleblaney Bypass scheme in 2026 to progress 'Phase 3 Design and Environmental Evaluation'. The National Development Plan review (Sectoral Investment Plan) published by Government on 26 November 2025 sets out capital ceilings for transport to 2030. Both the N2 Clontibret to Border Road project and the N2 Ardee to South of Castleblaney Bypass project have been identified in the Sectoral Investment Plan. The timeline for these road projects is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and availability of funding. I hope that this information is of assistance to you.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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. <u>15764/26</u> Dail Question No: 251 To ask the Minister for Transport in respect of the 2026 funding allocation of €1,200,000 towards the N2 Clontibret to the Border road scheme, the stage that this will bring the project to; the further stages to be completed; the current estimated date for final completion of this scheme; and if he will make a statement on the matter. 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 on the status of the N2 Clontibret to the NI Border scheme. 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.			Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
06/03/2026	15558/26	Dail Question No: 128 To ask the Minister for Transport the efforts his Department is making to improve the country's road network. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority.	Improvements to the road network	Willie O'Dea T.D.	Dear Deputy O'Dea, I refer to your parliamentary question Ref. No. 15558/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, which is set out in the National Development Plan (NDP), as updated by the NDP review (Sectoral Investment Plan for Transport), the National Planning Framework, the National Investment Framework for Transport in Ireland and the Climate Action Plan. The N5 Ballaghderreen/Scramoge Project, the Adare Bypass section of Limerick/Foynes Project and the M28 Cork/Ringaskiddy Project are all currently at construction stage. Details of current and planned major national road projects can be found in the Major Roads & Greenways Projects Active List. The timeline for the

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		As outlined in the 2026 Regional and Local Roads Grant Programme which I announced on the 17th of February this year, the Government is strongly committed to protecting the existing regional and local road network. This network is fundamental in maintaining social and economic connectivity, linking people and places across the country. Ireland's regional and local road network spans over 96,000kms. The network requires significant funding to ensure it remains fit for purpose, safe and resilient. As such, €718 million has been allocated to regional and local road grants in 2026, with approximately 90% of this funding being directed towards maintenance and renewal works. This will facilitate an increase in funding allocation of €26 million this year for road protection and renewal works. This funding will support local authorities in carrying out an extensive 2026 programme of maintenance and restoration works. Funding also supports various safety improvement works, bridge rehabilitation schemes, drainage works, climate adaptation measures and community involvement projects. In addition to maintenance, targeted improvements are a priority. In 2026, €50 million is being invested in developing and upgrading this infrastructure through vital strategic projects which are continuing to be progressed. These include projects identified for development under the National Development Plan such as the Tralee Northern Relief Road, the Coonagh to Knockalisheen Distributor Road and the R498 Nenagh/Thurles (Latteragh) Upgrade. Furthermore, €20 million is also being provided for smaller-scale road improvements under the Specific Grant category. It should be noted that Exchequer funding is intended to supplement realistic contributions from local authorities' own resources. As the statutory road authorities, it is open to local authorities to prioritise investment on regional and local roads. Full details of the 2026 regional and local grant 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/. As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads			progression of projects in the planning phase is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals, and the availability of funding. Full details of the 2026 Grant Allocations to Local Authorities for National Roads are available on Transport Infrastructure Ireland's (TII) website. The national road grant allocations relate to (i) Capital Investment - Protection & Renewal, (ii) Construction of New Roads, and (iii) Current Maintenance - Protection & Renewal. With regard to road maintenance, the planning, operation, and prioritisation of maintenance activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between the local authority and TII, with schemes prioritised having regard to the annual National Roads Pavement Condition Survey and the overall level of funding made available to TII. Further details on the Pavement Condition Surveys undertaken by TII are available on TII's website. The extent of pavement renewal works that can be undertaken in any given year is limited by the level of funding made available to TII. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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 this. 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.			
06/03/2026	15541/26	Dail Question No: 175 To ask the Minister for Transport for an update on the safety and upgrades works to the N81 road; and if he will make a statement on the matter. 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 on the status of safety and upgrade works on the N81 road. Noting the above position, I have referred the question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Upgrade works on the N81	Jennifer Whitmore T.D.	Dear Deputy Whitmore, I refer to your parliamentary question Ref. No. 15541/26 to the Minister for Transport. The position in relation to your enquiry is as follows. The following works are currently in the planning or delivery phases for the N81 national secondary road: N81 Whitestown Lower, Hangmans Bend and Tuckmill Project: In 2026, Transport Infrastructure Ireland (TII) provided funding of €300,000 to Wicklow County Council to progress the N81 Whitestown Lower, Hangmans Bend and Tuckmill Project to Phase 2 Option Selection phase of TII's Project Management Guidelines. This is a minor scheme investigating realignment options at these locations to address road safety, provide safe overtaking opportunities and improve junction visibility. N81 Hollywood Cross Rural Traffic Calming Road Safety Improvement Scheme: This safety scheme is to improve the area around the bus stop and provide traffic calming measures to the N81 adjacent to Hollywood Village. Works are anticipated to conclude by end of Q1 2026. N81 Blessington South Road Safety Improvement Scheme: The purpose of this scheme is to address road safety issues identified on the southern approach to Blessington. Wicklow County Council is currently preparing a feasibility report. N81 Baltinglass Southern Approach Road Safety Improvement Scheme: The purpose of this scheme is to address road safety issues identified on the southern approach to Baltinglass. Wicklow County Council is currently preparing a feasibility report. Pavement Renewals: Wicklow County Council is procuring contractors to undertake localised resurfacing of sections of the N81 to address poor road surfaces or areas of substandard skidding resistance. Status of N81 Tallaght to Hollywood Cross scheme: The proposed N81 Tallaght to Hollywood Cross scheme is not included amongst the projects identified in the review of the National Development Plan, and accordingly, the advancement of this scheme cannot be accommodated in the national roads programme at present.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																									
					Full details of the 2026 National Roads, as well as the Greenways and Active Travel grant allocations to local authorities are available on TII’s website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland																									
06/03/2026	15162/26	Dail Question No: 134 To ask the Minister for Transport to outline the 2026 grant allocations to local authorities for roads; and if he will make a statement on the matter. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority. As outlined in the 2026 Regional and Local Roads Grant Programme which I announced on the 17th of February this year, the Government is strongly committed to protecting the existing regional and local road network. This network is fundamental in maintaining social and economic connectivity, linking people and places across the country. Irelands regional and local road network spans over 96,000kms. The network requires significant funding to ensure it remains fit for purpose, safe and resilient. As such, €718 million has been allocated to regional and local road grants in 2026, with approximately 90% of this funding being directed towards maintenance and renewal works. This will facilitate an increase in funding allocation of €26 million this year for road protection and renewal works. This funding will support local authorities in carrying out an extensive 2026 programme of maintenance and restoration works. Funding also supports various safety improvement works, bridge rehabilitation schemes, drainage works, climate adaptation measures and community involvement projects.	2026 grant allocations to local authorities for roads	Louis O’Hara T.D.	Dear Deputy O’Hara, I refer to your parliamentary question Ref. No. 15162/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Full details of the 2026 Grant Allocations to Local Authorities for National Roads are available on Transport Infrastructure Ireland’s (TII) website. The N5 Ballaghderreen/Scramoge Project, the Adare Bypass section of Limerick/Foynes Project and the M28 Cork/Ringaskiddy Project are all currently at construction stage while details of current and planned major national road projects are available in TII’s Major Roads & Greenways Projects Active List. The timeline for the progression of projects in the planning phase is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals, and the availability of funding. With regard to road maintenance, the planning, operation, and prioritisation of maintenance activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between the local authority and TII, with schemes prioritised having regard to the annual National Roads Pavement Condition Survey and the overall level of funding made available to TII. Further details on the Pavement Condition Surveys undertaken by TII are available on TII’s website. The extent of pavement renewal works that can be undertaken in any given year is limited by the level of funding made available to TII. The below table summarises the 2026 grant allocations to each local authority by budget classification. <table><tr><th>Payee</th><th>Capital Investment – Protection & Renewal</th><th>Construction of New Roads</th><th>Current Maintenance – Protection & Renewal</th><th>Total</th></tr><tr><td>Carlow County Council</td><td>1,680,000</td><td>N/A</td><td>227,146</td><td>1,907,146</td></tr><tr><td>Cavan County Council</td><td>3,660,000</td><td>1,625,000</td><td>527,489</td><td>5,812,489</td></tr><tr><td>Clare County Council</td><td>5,910,000</td><td>N/A</td><td>671,824</td><td>6,581,824</td></tr><tr><td>Cork City Council</td><td>4,790,000</td><td>400,000</td><td>682,152</td><td>5,872,152</td></tr></table>	Payee	Capital Investment – Protection & Renewal	Construction of New Roads	Current Maintenance – Protection & Renewal	Total	Carlow County Council	1,680,000	N/A	227,146	1,907,146	Cavan County Council	3,660,000	1,625,000	527,489	5,812,489	Clare County Council	5,910,000	N/A	671,824	6,581,824	Cork City Council	4,790,000	400,000	682,152	5,872,152
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		In addition to maintenance, targeted improvements are a priority. In 2026, €50 million is being invested in developing and upgrading this infrastructure through vital strategic projects which are continuing to be progressed. These include projects identified for development under the National Development Plan such as the Tralee Northern Relief Road, the Coonagh to Knockalisheen Distributor Road and the R498 Nenagh/Thurles (Latteragh) Upgrade. Furthermore, €20 million is also being provided for smaller-scale road improvements under the Specific Grant category. It should be noted that Exchequer funding is intended to supplement realistic contributions from local authorities' own resources. As the statutory road authorities, it is open to local authorities to prioritise investment on regional and local roads. Full details of the 2026 regional and local grant 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/. 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. 2026 TII Allocations can be located on the TII website in order to find the allocation for a particular project for inclusion <i>above</i> 2026-tii-la-national-roads-allocations-booklet.pdf. 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.			<table><tr><td>Cork County Council</td><td>21,545,000</td><td>115,450,000</td><td>1,666,389</td><td>138,661,389</td></tr><tr><td>Donegal County Council</td><td>19,297,000</td><td>2,550,000</td><td>1,245,382</td><td>23,092,382</td></tr><tr><td>Dun Laoghaire Rathdown County Council</td><td>350,000</td><td>N/A</td><td>591,069</td><td>941,069</td></tr><tr><td>Fingal County Council</td><td>500,000</td><td>N/A</td><td>617,081</td><td>1,117,081</td></tr><tr><td>Galway City Council</td><td>1,455,000</td><td>N/A</td><td>283,075</td><td>1,738,075</td></tr><tr><td>Galway County Council</td><td>11,377,500</td><td>4,710,000</td><td>1,204,872</td><td>17,292,372</td></tr><tr><td>Kerry County Council</td><td>29,515,000</td><td>3,000,000</td><td>1,175,825</td><td>33,690,825</td></tr><tr><td>Kildare County Council</td><td>4,995,000</td><td>N/A</td><td>730,199</td><td>5,725,199</td></tr><tr><td>Kilkenny County Council</td><td>5,905,000</td><td>1,200,000</td><td>663,216</td><td>7,768,216</td></tr><tr><td>Laois County Council</td><td>2,717,500</td><td>N/A</td><td>527,841</td><td>3,245,341</td></tr><tr><td>Leitrim County Council</td><td>1,948,000</td><td>800,000</td><td>355,219</td><td>3,103,219</td></tr><tr><td>Limerick City and County Council</td><td>7,145,000</td><td>125,500,000</td><td>722,965</td><td>133,367,965</td></tr><tr><td>Longford County Council</td><td>2,683,000</td><td>N/A</td><td>439,573</td><td>3,122,573</td></tr><tr><td>Louth County Council</td><td>11,278,000</td><td>75,000</td><td>292,442</td><td>11,645,442</td></tr><tr><td>Mayo County Council</td><td>21,704,000</td><td>5,090,000</td><td>1,386,201</td><td>28,180,201</td></tr><tr><td>Meath County Council</td><td>7,332,500</td><td>900,000</td><td>583,744</td><td>8,816,244</td></tr><tr><td>Monaghan County Council</td><td>7,867,650</td><td>1,700,000</td><td>574,163</td><td>10,141,813</td></tr><tr><td>Offaly County Council</td><td>337,500</td><td>500,000</td><td>472,245</td><td>1,309,745</td></tr><tr><td>Roscommon County Council</td><td>3,806,045</td><td>90,000,000</td><td>841,085</td><td>94,647,130</td></tr><tr><td>Sligo County Council</td><td>4,228,000</td><td>3,200,000</td><td>808,358</td><td>8,236,358</td></tr><tr><td>South Dublin County Council</td><td>170,000</td><td>N/A</td><td>795,183</td><td>965,183</td></tr><tr><td>Tipperary County Council</td><td>4,550,000</td><td>2,750,000</td><td>1,060,343</td><td>8,360,343</td></tr><tr><td>Waterford City and County Council</td><td>7,202,500</td><td>N/A</td><td>423,138</td><td>7,625,638</td></tr></table>	Cork County Council	21,545,000	115,450,000	1,666,389	138,661,389	Donegal County Council	19,297,000	2,550,000	1,245,382	23,092,382	Dun Laoghaire Rathdown County Council	350,000	N/A	591,069	941,069	Fingal County Council	500,000	N/A	617,081	1,117,081	Galway City Council	1,455,000	N/A	283,075	1,738,075	Galway County Council	11,377,500	4,710,000	1,204,872	17,292,372	Kerry County Council	29,515,000	3,000,000	1,175,825	33,690,825	Kildare County Council	4,995,000	N/A	730,199	5,725,199	Kilkenny County Council	5,905,000	1,200,000	663,216	7,768,216	Laois County Council	2,717,500	N/A	527,841	3,245,341	Leitrim County Council	1,948,000	800,000	355,219	3,103,219	Limerick City and County Council	7,145,000	125,500,000	722,965	133,367,965	Longford County Council	2,683,000	N/A	439,573	3,122,573	Louth County Council	11,278,000	75,000	292,442	11,645,442	Mayo County Council	21,704,000	5,090,000	1,386,201	28,180,201	Meath County Council	7,332,500	900,000	583,744	8,816,244	Monaghan County Council	7,867,650	1,700,000	574,163	10,141,813	Offaly County Council	337,500	500,000	472,245	1,309,745	Roscommon County Council	3,806,045	90,000,000	841,085	94,647,130	Sligo County Council	4,228,000	3,200,000	808,358	8,236,358	South Dublin County Council	170,000	N/A	795,183	965,183	Tipperary County Council	4,550,000	2,750,000	1,060,343	8,360,343	Waterford City and County Council	7,202,500	N/A	423,138	7,625,638
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10/03/2026	12250/26	Dail Question No: 398 To ask the Minister for Transport if he will give urgent attention to the serious concerns regarding the NCN pilot scheme on the R448, raised in correspondence (details supplied); and if he will make a statement on the matter. Details Supplied: Details RE:NCN Pilot Scheme at Moone/Timolin R448 - forwarded on 10/02/2026 at 16.28 - LD. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Cycle Network (NCN), while Transport Infrastructure Ireland (TII) manage the delivery of NCN projects. The NCN Plan, published in 2024, identifies various infrastructure types which are suitable for use on the cycle network. There is a clear emphasis on physical segregation between cyclists and vehicular traffic on busier roads and shared space between cyclists and vehicular traffic on low trafficked roads (so called quiet roads). 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.	NCN pilot scheme on the R448	Seán Ó Fearghail T.D.	Dear Deputy Ó Fearghail, I refer to your parliamentary question Ref. No. 12250/25 to the Minister for Transport. The position in relation to your enquiry is as follows. The National Cycle Network (NCN) Plan, published in 2024, identified core cycling corridors around the country which, when delivered, will help increase cycling rates amongst residents, leisure users, and tourists alike. The ambition of the NCN is significant; it is composed of 85 corridors connecting to over 200 settlements, with a combined population of over 2.8 million people. It will provide an excellent level of connectivity nationally and help support Ireland’s commitment to reduce transport emissions by 50% by the end of the decade. For road safety reasons and cyclist comfort and confidence, the NCN plan emphasises the importance of physical segregation between cyclists and motorists on busier roads. The reallocation of road space on inter-city and inter-town roads for segregated cycle facilities is a relatively novel concept in an Irish context; for this reason, it is prudent to pilot and assess various segregation techniques, in situ, to inform potential use in future projects. The Moone to Timolin scheme is such a pilot. The objective of this pilot is to evaluate the effectiveness of various segregation options, based on those used on rural roads in other countries, for potential rollout across the wider NCN. Concerns from the local community were raised during construction and representatives from Kildare County Council and TII met with residents, hauliers, and the farming community in early September 2025 to hear their feedback. Arising from this meeting, certain amendments were made to the scheme, where it was feasible to do so. Changes included adjusting road markings to provide better guidance, amending the transition points between separation treatments to increase visibility, as well as making greater provision for pedestrian use on a short section of the route. This engagement signalled a genuine commitment by the whole project team to working with the local community in delivering a safer environment for vulnerable road users. Construction works on the pilot concluded in December and following construction, and in accordance with good practice, last December an independent Stage 3 Road Safety Audit was conducted on the R448 Moone Timolin Pilot Roadspace Reallocation Project. The purpose of such a Road Safety Audit is to identify any																				

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					features of a project that could be removed or modified to improve safety. It is important to note, however, that the identification by an audit of specific matters, does not mean that a project, as constructed, is unsafe. The Road Safety Audit highlighted 22 features that should be changed to improve the safety of the Project and minimise accident occurrence. Of these, 6 related to pre-existing matters that were outside the original scope of the Project, such as unclear existing signage and vegetation obscuring lighting and depositing leaves on the road. The Project Team has accepted responsibility for these pre-existing issues and will carry out the relevant maintenance and other work to address these issues. A further 8 of the 22 features related to works that either had not fully been completed by the time of the Audit or were minor issues that the Auditors considered should be adjusted to avoid the potential for user confusion. Of the remaining 8 features, 2 relate to the width of the carriageway and the gateway, which, following representations from the Community, was widened from 3.5m to 4.0m, during the construction works. In all cases, the findings from the Road Safety Audit will form part of the ongoing evaluation and learning that is a core part of this Pilot Project and all of the agreed actions arising from the Audit will be implemented. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
10/03/2026	14703/26	Dail Question No: 326 To ask the Minister for Transport the criteria that are applied in the selection and progression of Greenway routes; whether these criteria are publicly available; and the measures in place to ensure transparency and accountability in route selection decisions. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. Under 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.	Selection and progression of greenways	Michael Murphy T.D.	Dear Deputy Murphy, I refer to your parliamentary question, Ref. No. 14703/26, to the Minister for Transport. The position in relation to your enquiry is as follows. The criteria applied in the selection and progression of greenway routes are those set out in the Transport Appraisal Framework published by the Department of Transport, which is mandatory for the appraisal of all transport projects. The selection criteria are: • Transport User Benefits and Other Economic Impacts • Accessibility Impacts • Social Impacts • Land Use Impacts • Safety Impacts, Climate Change Impacts, and • Local Environment Impacts Additional criteria taken into account specifically for greenways are the "5S" criteria specified in the Strategy for the Future Development of National and Regional Greenways, as also published by the Department of Transport. The 5S criteria are: • Sustainable • Substantially Segregated • Strategic • Scenic, and

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					• Offer lots to See and do All of these criteria and details of what underpins them are available on the Department of Transport website. Further information is available from Transport Infrastructure Ireland (TII) publications, including the TII Project Managers Manual for Greenways, available on the TII Publications website. Transparency and accountability are key aspects of the delivery of all TII-funded projects. All projects have governance structures as required by the TII's Project Management Guidelines, which provide for the review and consideration of key project decisions, including those that feed into the determination of a greenway route. Finally, the route selection process is subject to peer review by an independent team. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
10/03/2026	14700/26	Dail Question No: 323 To ask the Minister for Transport the oversight his Department exercises in respect of local authority engagement with landowners affected by proposed Greenway developments; whether he is satisfied that meaningful consultation and transparency are being applied consistently across counties; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. Under 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.	Local authority engagement with landowners on greenways	Michael Murphy T.D.	Dear Deputy Murphy, I refer to your recent parliamentary question, Ref. No. 14700/26, to the Minister for Transport. The position in relation to your enquiry is as follows. The process for local authority engagement with landowners affected by proposed greenway developments is set out in the Code of Best Practice for National and Regional Greenways published by the Department of Transport. The Code mandates landowner engagement at 4 stages in the project, namely: • Scheme Study Area Public Consultation • Route Corridor Options Public Consultation • Preferred Route Corridor Public Consultation, and • Preferred Route Consultations with individual landowners It is only at the final stage, when the route is identified, that the affected landowners can be confirmed, and focused engagement can then take place. Engagement at earlier stages is by necessity broader as it involves engaging with all landowners in a large study area or those impacted by a large number of route options. Implementation of the Code is mandated by Transport Infrastructure Ireland (TII) on all relevant greenway projects and, as with all aspects of the project, is overseen by the project governance structures set out in TII's Project Management Guidelines. I hope that this information is of assistance to you. Yours sincerely,

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					Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
10/03/2026	14418/26	Dail Question No: 300 To ask the Minister for Transport the State agencies within his Department that have made provision for the pension auto enrolment payment as part of their allocation to funded organisations; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer As this question relates to agencies under the remit of the Department of Transport, I have referred the question to these agencies to reply to the Deputy directly. If the Deputy does not receive a response within ten working days, please contact my Private Office.	Provisions for the pension auto enrolment payment	Marie Sherlock T.D.	Dear Deputy Sherlock, I refer to your recent parliamentary question, Ref. No. 14418/26, to the Minister for Transport. The position in relation to your enquiry is as follows. The matter of pension auto enrolment payment of funded organisations does not apply to Transport Infrastructure Ireland (TII) as TII does not allocate programme or project funding to organisations. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
11/03/2026	11145/26	Dail Question No: 258 To ask the Minister for Transport his views on the report prepared by TII regarding the M7/M9 junction; the actions recommended in the report; the timelines involved; if the report will be published; and if he will make a statement on the matter. 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 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. I understand that the final report on the M7/M9 junction has not yet been received by TII but it is expected that this will be completed in the near future. In this context, TII is best placed to advise you in relation to the M7/M9 junction. 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.	M7/M9 junction	Mark Wall T.D.	Dear Deputy Wall, I refer to your parliamentary questions Ref. No. 11145/26 & 16205/26 to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) can advise that a report on the M7/M9 junction has recently been completed. The assessment indicates that congestion is the primary issue influencing collision risk at this location, rather than any deficiency in the geometric layout or alignment of the merge itself. The traffic incidents occurring at this location were found to reflect traffic conditions, particularly during periods of high traffic volumes when slow moving traffic / queuing occurs. Based on the report, the installation of additional advance-warning signage on the M7 mainline is proposed in order to provide earlier and clearer notice of merging traffic, improving overall driver awareness and to help in reducing the extent of abrupt braking and lane-changing behaviour in the vicinity of the M7/M9 motorway merge. In addition to supplementary advance warning signage on the M7 mainline, the report recommended that vegetation within and around the nosing area be selectively removed or trimmed to improve intervisibility between merging and mainline traffic. In line with this recommendation, TII's Motorway Maintenance contractor has completed vegetation clearance work at this location in the past fortnight. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
11/03/2026	14673/26	Dail Question No: 312 To ask the Minister for Transport the current status of the N20 Cork to Limerick road improvement scheme; the stage the project has reached under the Transport Infrastructure Ireland project lifecycle; the total estimated capital cost as most recently assessed; the amount of funding allocated to the scheme in 2026 and projected for 2027 and 2028 under the National Development Plan; the anticipated timeline for completion of route selection, statutory approvals and land acquisition; the projected commencement date for construction; and whether the project remains designated as a strategic inter-urban priority within national transport policy. 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 on the N/M20 Cork to Limerick project. I can confirm that an allocation of €3,500,000 was made to the N/M20 Cork to Limerick project in 2026. 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.	Status of the N20 Cork to Limerick road	Ken O'Flynn T.D.	Dear Deputy O'Flynn, I refer to your recent parliamentary question, Ref. No. 14673/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick Project, on behalf of Cork County Council and Cork City Council. The National Development Plan review (Sectoral Investment Plan), which was published by Government on the 26 November 2025, identifies the N/M20 Cork to Limerick Project as one of the major national roads projects scheduled to commence construction/procurement by 2030, subject to compliance with the Infrastructure Guidelines, and statutory planning and procurement requirements, as relevant. The Project is currently in Phase 3 (Design and Environmental Evaluation) of Transport Infrastructure Ireland's (TII's) Project Management Guidelines. Please see TII's Major Roads & Greenways Projects Active List (pages 7 & 16), for details of road scheme phases and indicative timelines. The current phase provides for the further development of the Project design, identifying the land take required and will require the preparation of an Environmental Impact Assessment Report. The key project appraisal deliverable required for this phase is the Preliminary Business Case. Upon completion of the Phase 3 deliverables, the Project will be submitted to the Department of Transport for review, and this is expected to be progressed in late 2026. Subject to receipt of the requisite approvals and subject to funding, Limerick City and County Council would then submit a planning application to An Coimisiún Pleanála. The timeline for the statutory process will depend on a number of factors, including potential for an oral hearing and judicial reviews. It is hoped that the statutory process could be concluded by 2028. Should the Project successfully obtain planning approval, the Project would, subject to funding and further Approving Authority approvals, proceed through Phase 5 (Enabling and Procurement), before entering the construction stage. The acquisition of lands can be progressed during Phase 5 following issuance of Notice to Treat, as part of a compulsory acquisition process. The timeline for construction of the Project will be informed by a procurement strategy to be prepared in Phase 5. As noted in the Sectoral Investment Plan, the scheme cost is expected to be in the €1 billion + range. The Scheme Budget will be reviewed following completion of further work being undertaken in Phase 3, as outlined above. The 2026 funding allocated to the Project is €3,500,000. It is anticipated that a similar level of funding will be required in both 2027 and 2028, however the exact funding requirements will be determined at a future date and will be subject to the level of funding allocated by the Department of Transport to TII. Further information about the Project is available on the Project's website. I hope that this information is of assistance to you. Yours sincerely,

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					Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
11/03/2026	15226/26	Dail Question No: 28 To ask the Minister for Transport the funding assigned to the M20 project in 2026. Dail Question No: 29 To ask the Minister for Transport the updated timeline for the completion of the M20 project; the current status of the project; and when it entered this status. 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 on the N/M20 Cork to Limerick project.	Status of the M20 Cork to Limerick	Thomas Gould T.D.	Dear Deputy Gould, I refer to your recent parliamentary question, Ref. No. 15225/26 (Dáil Question No's 28 & 29), to the Minister for Transport. The position in relation to your enquiry is as follows. Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick Project. The Project is currently in Phase 3 (Design and Environmental Evaluation) of Transport Infrastructure Ireland's (TII's) Project Management Guidelines. Please see TII's Major Roads & Greenways Projects Active List (pages 7 & 16), for details of road scheme phases and indicative timelines. A project update to inform the public and stakeholders on the developing design, was provided in June 2025. This included provision of an indicative development boundary. Further information is available on the Project's website . The Project's current phase (Phase 3 - Design and Environmental Evaluation) includes the development of the Project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report. The key project appraisal deliverable required for this phase is the Preliminary Business Case. Upon completion of the Phase 3 deliverables, the Project will be submitted to the Department of Transport for review, and this is expected to be undertaken in late 2026. Additionally, TII can advise that the 2026 funding allocated to the project is €3,500,000. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
11/03/2026	11089/26	Dail Question No: 75 To ask the Minister for Transport the expected delivery schedule for the Blacksod Bay Loop active travel scheme in County Mayo, including design, procurement and construction stages; whether additional capital support will be provided to expedite works under the 2026 Active Travel and Greenways investment programme; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. I note that the Blacksod Bay Loop Greenway scheme in County Mayo has received an allocation of €1,900,000 in 2026.	Status of the Blacksod Bay Loop active travel scheme Mayo	Paul Lawless T.D.	Dear Deputy Lawless, I refer to your parliamentary question Ref. No. 11089/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Phase 1 of Blacksod Bay Loop Scheme – Binghamstown to Cross Lake, which is a 5.4 km section is anticipated to be completed in April 2026 while a contractor has been appointed for the 3km Phase 2 section – Doohoma, and works are expected to commence on site very shortly, with an anticipated three-month construction period. Transport Infrastructure Ireland (TII), together with Mayo County Council, plan on the progressing the future development of the overall scheme on a sectional basis with the scheme having a total length of approximately 70 km. The Project has been allocated €1.9 million in 2026 under the National Active Travel and Greenways Programme. Allocations for Active Travel and Greenway projects are based on a prioritisation of schemes within the limits of the funding available each year. This year, Mayo County Council has been allocated €7.785 million in funding dedicated to greenways and active travel infrastructure on national roads. This funding is supporting

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		Under 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.			several significant projects, including the Blacksod Bay Loop Scheme, the N60 Castlebar to Breaffy Active Travel Scheme and the active travel element of the N59 Newport to Derrada Realignment. The progression of future phases of the Blacksod Bay Loop Scheme is subject to the funding made available to TII by the Department of Transport. Funding is reviewed on an annual basis in conjunction with the Department and, in that regard, funding for progression of other phases of the Project, will be reviewed against future funding availability. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
11/03/2026	11088/26	Dail Question No: 76 To ask the Minister for Transport when funding will be released and construction timelines confirmed for the active travel cycleway along the N60 between Castlebar and Breaffy in County Mayo, as referenced in the 2026 Active Travel and Greenways capital allocation; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. I note that the active travel cycleway along the N60 (Breaffy to Castlebar) in County Mayo has received an allocation of €3,120,000 in 2026. Under 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.	Funding for the cycleway on the N60	Paul Lawless T.D.	Dear Deputy Lawless, I refer to your parliamentary question Ref. No. 11088/26 to the Minister for Transport. The position in relation to your enquiry is as follows. The N60 Castlebar to Breaffy Active Travel scheme has been allocated €3.12 million for 2026, under the National Active Travel and Greenways Programme. Construction commenced in November 2025, following the signing of contracts with Jons Civil Engineering Ltd, and the works are being delivered over an 18-month construction period, with completion anticipated in mid-2027. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
11/03/2026	15462/26	Dail Question No: 194 To ask the Minister for Transport to provide an update on the progress to date in relation to the N/M20 Limerick to Cork motorway project; and if he will make a statement on the matter.	N/M20 Limerick to Cork motorway project	Colm Burke T.D.	Dear Deputy Burke, I refer to your recent parliamentary question, Ref. No. 15462/26, to the Minister for Transport. The position in relation to your enquiry is as follows.

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		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 on the status of this project. The allocations for National Roads for 2026 were announced on 17 February. I can confirm that €3.5 million has been allocated to the N/M20 Limerick to Cork project for 2026. Noting the above position, I have referred the question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick Project. The Project is currently in Phase 3 (Design and Environmental Evaluation) of Transport Infrastructure Ireland's (TII's) Project Management Guidelines. Please see TII's Major Roads & Greenways Projects Active List (pages 7 & 16), for details of road scheme phases and indicative timelines. A project update to inform the public and stakeholders on the developing design, was provided in June 2025. This included provision of an indicative development boundary. Further information is available on the Project's website. The Project's current phase (Phase 3 - Design and Environmental Evaluation) includes the development of the Project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report. The key project appraisal deliverable required for this phase is the Preliminary Business Case. Upon completion of the Phase 3 deliverables, the Project will be submitted to the Department of Transport for review, and this is expected to be undertaken in late 2026. Additionally, TII can advise that the 2026 funding allocated to the project is €3,500,000. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
11/03/2026	15359/26	Dail Question No: 182 To ask the Minister for Transport his plans for the pilot cycle lane between Moone and Timolin; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Cycle Network (NCN), while Transport Infrastructure Ireland (TII) manage the delivery of NCN projects. The NCN Plan, published in 2024, identifies various infrastructure types which are suitable for use on the cycle network. There is a clear emphasis on physical segregation between cyclists and vehicular traffic on busier roads and shared space between cyclists and vehicular traffic on low trafficked roads (so called quiet roads). 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.	Cycle lane between Moone and Timolin	Shonagh Ni Raghallaigh T.D.	Dear Deputy Ní Raghallaigh, I refer to your parliamentary question Ref. No. 15359/26 to the Minister for Transport. The position in relation to your enquiry is as follows. The National Cycle Network (NCN) Plan, published in 2024, identified core cycling corridors around the country which, when delivered, will help increase cycling rates amongst residents, leisure users, and tourists alike. The ambition of the NCN is significant; it is composed of 85 corridors connecting to over 200 settlements, with a combined population of over 2.8 million people. It will provide an excellent level of connectivity nationally and help support Ireland's commitment to reduce transport emissions by 50% by the end of the decade. For road safety reasons and cyclist comfort and confidence, the NCN plan emphasises the importance of physical segregation between cyclists and motorists on busier roads. The reallocation of road space on inter-city and inter-town roads for segregated cycle facilities is a relatively novel concept in an Irish context; for this reason, it is prudent to pilot and assess various segregation techniques, in situ, to inform potential use in future projects. The Moone to Timolin scheme is such a pilot. The objective of this pilot is to evaluate the effectiveness of various segregation options, based on those used on rural roads in other countries, for potential rollout across the wider NCN. Concerns from the local community were raised during construction and representatives from Kildare County Council and TII met with residents, hauliers, and the farming community in early September 2025 to hear their feedback. Arising from this meeting, certain amendments were made to the scheme, where it was feasible to do so. Changes included adjusting road markings to provide better guidance, amending the transition points between separation treatments to increase visibility, as well as making greater provision for

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					pedestrian use on a short section of the route. This engagement signalled a genuine commitment by the whole project team to working with the local community in delivering a safer environment for vulnerable road users. Construction works on the pilot concluded in December and following construction, and in accordance with good practice, last December an independent Stage 3 Road Safety Audit was conducted on the R448 Moone Timolin Pilot Roadspace Reallocation Project. The purpose of such a Road Safety Audit is to identify any features of a project that could be removed or modified to improve safety. It is important to note, however, that the identification by an audit of specific matters, does not mean that a project, as constructed, is unsafe. The Road Safety Audit highlighted 22 features that should be changed to improve the safety of the Project and minimise accident occurrence. Of these, 6 related to pre-existing matters that were outside the original scope of the Project, such as unclear existing signage and vegetation obscuring lighting and depositing leaves on the road. The Project Team has accepted responsibility for these pre-existing issues and will carry out the relevant maintenance and other work to address these issues. A further 8 of the 22 features related to works that either had not fully been completed by the time of the Audit or were minor issues that the Auditors considered should be adjusted to avoid the potential for user confusion. Of the remaining 8 features, 2 relate to the width of the carriageway and the gateway, which, following representations from the Community, was widened from 3.5m to 4.0m, during the construction works. In all cases, the findings from the Road Safety Audit will form part of the ongoing evaluation and learning that is a core part of this Pilot Project and all of the agreed actions arising from the Audit will be implemented. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
11/03/2026	16205/26	Dail Question No: 280 To ask the Minister for Transport if he will provide an update on the publication of the review report on the M9/M7 merges; and if he will make a statement on the matter. 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 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	Update on the M9/M7 merges	Mark Wall T.D.	Dear Deputy Wall, I refer to your parliamentary questions Ref. No. 11145/26 & 16205/26 to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) can advise that a report on the M7/M9 junction has recently been completed. The assessment indicates that congestion is the primary issue influencing collision risk at this location, rather than any deficiency in the geometric layout or alignment of the merge itself. The traffic incidents occurring at this location were found to reflect traffic conditions, particularly during periods of high traffic volumes when slow moving traffic / queuing occurs. Based on the report, the installation of additional advance-warning signage on the M7 mainline is proposed in order to provide earlier and clearer notice of merging traffic, improving overall driver awareness and to help in reducing the extent of abrupt braking and lane-changing behaviour in the vicinity of the M7/M9 motorway merge.

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		the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the publication of the review report on the M7/M9 junction. 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.			In addition to supplementary advance warning signage on the M7 mainline, the report recommended that vegetation within and around the nosing area be selectively removed or trimmed to improve intervisibility between merging and mainline traffic. In line with this recommendation, TII's Motorway Maintenance contractor has completed vegetation clearance work at this location in the past fortnight. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/03/2026	12348/26	Dail Question No: 414 To ask the Minister for Transport to outline the 13 high collision locations recently identified for County Galway in TII's national collision analysis; and if he will make a statement on the matter. 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 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 this. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. 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.	Collision locations for Galway	Louis O'Hara T.D.	Dear Deputy O'Hara, I refer to your recent parliamentary question, Ref. No. 12348/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) periodically carries out a collision analysis of the entire National Road Network, as required by the TII standard 'Network Safety Analysis'. The purpose of this analysis is to identify both locations that have high concentrations of collisions and/or potential collisions. It does not, however, include the subsequent process to devise proposals to identify road safety interventions, which, in the first instance, is the responsibility of the relevant local authority, as the road authority for their area. In order for TII to provide funding for safety improvement schemes, the Road Authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme and prioritise the scheme in relation to other works being proposed by the Road Authority. The latest data on high collision locations was published and disseminated to local authorities in January 2026 and is also available on: Transport Infrastructure Ireland - Data Portal. I have attached a map and listing of the 13 identified high collision locations in Co. Galway. I can advise that Galway County Council is currently progressing seven TII funded road safety improvements schemes, on the N59, N65, N83 and N84. Please see the 2026 Grant Allocations to Local Authorities for National Roads booklet for further information. Further information on TII's Network Safety Analysis Process and Road Safety Improvement Schemes Approval Process is available here. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [Attachment]

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13/03/2026	13664/26	Dail Question No: 239 To ask the Minister for Transport where the funding announced in July 2025 for the National Development Programme currently is; if this funding can be released; if so, when; if specific funding from this allocation can be made available for works on the N25; and if he will make a statement on the matter. 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 on the N25 road projects. The National Development Plan Review was published in July last year and announced a provision of €22.33 billion for Transport for the years 2026-2030. The National Development Plan Review 2025 Sectoral Investment Plan for Transport was subsequently published on 26 November 2025 and outlines the pathway for future investment in Ireland's transport system from 2026 to 2030. The Sectoral Investment Plan sets out indicative funding for Road Networks and Road Safety of €9.7 billion for road networks and road safety between 2026 and 2030, subject to the annual Estimates process. The National Roads allocations for 2026 were announced this week, with €659m exchequer capital funds provided for National Roads for both Protection and Renewal and New Roads. Noting the above position, I have referred the question to TII for a direct reply providing a status update on projects on the N25. Please advise my private office if you do not receive a reply within 10 working days.	Funding for the National Development Programme	Fionntán Ó Súilleabháin T.D.	Dear Deputy Ó Súilleabháin, I refer to your parliamentary question Ref. No. 13664/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, which is set out in the National Development Plan (NDP), as updated by the NDP review (Sectoral Investment Plan for Transport), the National Planning Framework, the National Investment Framework for Transport in Ireland and the Climate Action Plan. TII can advise that, in 2026, the N25 Waterford to Glenmore received an allocation of €700,000 and the N11/N25 Oilgate to Rosslare received an allocation of €2,250,000. Details of current and planned major national road projects can be found in the Major Roads & Greenways Projects Active List. The timeline for the progression of projects in the planning phase is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals, and the availability of future funding. Full details of the 2026 Grant Allocations to Local Authorities for National Roads are available on TII's website. The national road grant allocations relate to (i) Capital Investment - Protection & Renewal, (ii) Construction of New Roads, and (iii) Current Maintenance - Protection & Renewal. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/03/2026	14512/26	Dail Question No: 306 To ask the Minister for Transport if the recent funding allocation of â,-2.5 million for the Drumeen East to Derragh section of the N68 in County Clare includes funding for traffic calming and other required measures to tackle the long-standing safety issues; if	Funding for Drumeen East to Derragh N68 Clare	Donna McGettigan T.D.	Dear Deputy McGettigan, I refer to your parliamentary question Ref. No. 14512/26 to the Minister for Transport. The position in relation to your enquiry is as follows.

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		not, the measures that will be introduced and when funding will be made available; and if he will make a statement on the matter. 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 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. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. Noting the above position, I have referred your question to TII for a direct reply in relation to works on the N68. Please advise my private office if you do not receive a reply within 10 working days.			Clare County Council has been provided a funding allocation of €2,500,000 to undertake pavement rehabilitation works along this section of the N68, from Drumeen East to Derragh. The allocation does not include provision for traffic calming and related interventions. Proposals relating to road safety measures are developed by local authorities, as road authorities, in the first instance. In order for Transport Infrastructure Ireland (TII) to consider any such proposals relating to national roads, the local authority is required to carry out an independent analysis of the collision history at this location, design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal, fully cost the scheme and prioritise the scheme in relation to other works being proposed by the Road Authority. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/03/2026	13984/26	Dail Question No: 152 To ask the Minister for Transport when the funding to facilitate road safety measures on the N25 from Glenmore to Waterford will be released; and if he will make a statement on the matter. 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 on the status of any such measures. The allocations for National Roads for 2026 were announced on 17 February. I can confirm that €700,000 has been allocated by TII for the N25 Waterford to Glenmore project for 2026. In addition,	Road safety on the N25 from Glenmore to Waterford	George Lawlor T.D.	Dear Deputy Lawlor, I refer to your parliamentary question Ref. No. 13984/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland can advise that an allocation of €300,000 has been provided to Kilkenny County Council for N25 Safety Improvement Works, under the 2026 allocations. Kilkenny County Council will now proceed to prepare a Feasibility and Options Report in relation to the works to be completed. Details of the 2026 Grant Allocations to Local Authorities for National Roads are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		funding was provided for safety improvements on the existing N25. Noting the above position, I have referred the question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			
13/03/2026	15491/26	Dail Question No: 184 To ask the Minister for Transport to outline the funding allocation to Louth County Council for the roadworks programme this year; if it is anticipated that additional funding will be available later this year for roadworks; and if he will make a statement on the matter. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources, which are supplemented by State grants for regional and local roads. The initial selection and prioritisation of works to be funded is a matter for the local authority. On 17th February I announced an Exchequer investment of €718 million in our regional and local roads across the State. This will facilitate an increase in funding allocation of €26 million this year for road protection and renewal works. In 2026, Louth County Council has been allocated a total of €10,810,650. Of this, €10,040,650 has been allocated for the protection and renewal of Louth's regional and local roads. This funding will support Louth County Council in carrying out an extensive 2026 programme of maintenance and restoration works. Funding also supports various safety improvement works, bridge rehabilitation schemes, drainage works, climate adaptation measures and community involvement projects. Any new road projects that seek State funding are assessed by the Department on a case-by-case basis. All projects proposed by local authorities for consideration must comply with the requirements of the Infrastructure Guidelines and the Department's Transport Appraisal Framework. Given the limited	Funding for Louth County Council	Ruairí Ó Murchú T.D.	Dear Deputy Ó Murchú, I refer to your recent parliamentary question, Ref. No. 15491/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Louth County Council has been allocated a total of €11,645,442 in the 2026 Grant Allocations to Local Authorities for National Roads. Of this, a total of €11,278,000 has been allocated to Capital Investment - Protection and Renewal. This allocation includes a provision of €10,000,000 for the construction of the N53 Hackballscross to Rasan scheme which will commence this year. The allocation also includes €75,000 for the Ardee By-Pass (N52) and €850,000 for Pavement surfacing works on the N52 at Bothar na Mbó. Further details of the 2026 Grant Allocations to Local Authorities for National Roads are available on the Transport Infrastructure Ireland (TII) website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		funding available for regional and local road improvement works it is important for local authorities to prioritise projects within their overall area of responsibility with these requirements in mind. In this regard, Louth County Council has received an allocation of €770,000 in 2026 for one Specific Improvement Grant scheme; Transport Corridor from L-3161 Marlbog Roundabout to L7163 Chapel Road Roundabout and two Strategic Regional and Local Road schemes: Cavan - Dundalk Scheme RibGeom R178 Sections D6 & D7 and Port Access Northern Cross Route (Drogheda), Phase 3. Full details of the 2026 regional and local grant 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/. At present, all funding under the Regional and Local Road Programme has been allocated. As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on this. 2026 TII Allocations can be located on the TII website in order to find the allocation for a particular project for inclusion above 2026-tii-la-national-roads-allocations-booklet.pdf 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.			
13/03/2026	14755/26	Dail Question No: 172 To ask the Minister for Transport to provide a year-on-year update on roads improvement and maintenance funding for County Meath for 2023, 2024, 2025 and 2026; the measures he is taking to ensure adequate funding to address road deterioration in the wake of the recent harsh	Funding for County Meath	Darren O'Rourke T.D.	Dear Deputy O'Rourke, I refer to your recent parliamentary question, Ref. No. 14755/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Please see table below detailing National Road Grant Allocations paid to Meath County Council for the years 2023 to 2025 and the 2026 grant funding allocation.

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		weather; and if he will make a statement on the matter. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority and Exchequer funding is intended to supplement local authorities' own resources. On 17th February I announced an Exchequer investment of €718 million in our regional and local roads across the State. This will facilitate an increase in funding allocation of €26 million this year for road protection and renewal works. Within the budget available for the regional and local road grant programme, the objective is to allocate funding to eligible local authorities on as equitable a basis as possible taking the length of the road network into account. The main focus of the grants continues to be the protection and renewal of the regional and local road network. In 2026, Meath County Council received an allocation of €26,862,000 which is an increase of 7.5% when compared to 2022. Government is committed to assisting affected local authorities in the aftermath of Storm Chandra. My Department is liaising with affected counties, who are continuing to compile and assess damage on the ground to enable proper estimation of the total damage caused and the estimated cost of remediation. It should be noted that Exchequer funding for regional and local roads is intended to supplement realistic contributions from local authorities' own resources. Local authorities are also advised to set aside a contingency from Department allocations and own resources for severe weather events. As the statutory road authorities for their areas, it is also open to local authorities to prioritise investment on regional and local roads. As regards the total funding allocated to and drawn down by Meath County Council by grant type for the years 2023-2025, details of the regional and local road allocations and payments to local authorities are outlined in the regional and local road allocations and			Further details of the 2026, and prior years, Grant Allocations to Local Authorities for National Roads are available on TII's website. <table border="1"> <thead> <tr> <th>Payee</th><th>Allocation Paid</th><th>2023</th><th>2024</th><th>2025</th><th>2026 Allocation</th></tr> </thead> <tbody> <tr> <td>Meath County Council</td><td>B.1.1a - Capital Investment Protection & Renewal</td><td>7,000,063</td><td>8,691,910</td><td>3,387,850</td><td>7,332,500</td></tr> <tr> <td></td><td>B.1.1b - Construction of New Roads</td><td>1,230,536</td><td>1,050,573</td><td>742,131</td><td>900,000</td></tr> <tr> <td></td><td>B.1.2 - Current Maintenance</td><td>775,199</td><td>684,766</td><td>676,442</td><td>583,744</td></tr> <tr> <td>Meath County Council Total</td><td></td><td>9,005,798</td><td>10,427,249</td><td>4,806,423</td><td>8,816,244</td></tr> </tbody> </table> I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	Payee	Allocation Paid	2023	2024	2025	2026 Allocation	Meath County Council	B.1.1a - Capital Investment Protection & Renewal	7,000,063	8,691,910	3,387,850	7,332,500		B.1.1b - Construction of New Roads	1,230,536	1,050,573	742,131	900,000		B.1.2 - Current Maintenance	775,199	684,766	676,442	583,744	Meath County Council Total		9,005,798	10,427,249	4,806,423	8,816,244
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		payments booklets which are available on the Oireachtas Digital Library. The 2026 allocations booklet will be lodged shortly. Full details of the 2026 regional and local grant 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/. As Minister for Transport I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. National roads allocations for years 2023 -2025 are available at: https://www.tii.ie/en/tii-library/reports-accounts/. Full details of national roads allocations for 2026 are available on the TII website: 2026-tii-la-national-roads-allocations-booklet.pdf I have referred the question to TII for a direct reply regarding funding allocated to Meath County Council. Please advise my private office if you do not receive a reply within 10 working days.			
13/03/2026	14271/26	Dail Question No: 199 To ask the Minister for Transport for an update on the Northern Ring Road and his plans to reduce congestion in Cork city. 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	Update on the Northern Ring Road Cork	Thomas Gould	Dear Deputy Gould, I refer to your parliamentary question Ref. No. 14271/26 to the Minister for Transport. The position in relation to your enquiry is as follows. The Cork City Northern Transport Project (CCNTP) aims to develop a new National Road to the north of Cork City, to connect the N22, N20 and M8. This is distinct from the Cork Northern Distributor Road (NDR) Project, which is an urban route providing orbital movement within the north side of the City for bus, pedestrian, cycle and motor vehicles. The National Transport Authority, is the Approving Authority for the NDR Project. Prior to 2023, an engineering team working for Cork City Council on advancing the CCNTP, completed Phase 1 (Concept & Feasibility), identifying a number of strategic options. The next phase in the Project's development is for these Strategic Options to be assessed in Phase 2 (Options Selection). This will then be followed by design and environmental assessment of the preferred option, prior to an application for planning permission.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		is best placed to advise you on the status of this project. Noting the above position, I have referred the question to TII for a direct reply updating you as to the latest status of the Cork City Northern Transport Project (formally the Cork Northern Ring Road), and any developments in relation to the upgraded Dunkettle Interchange (which opened in February 2024). Please advise my private office if you do not receive a reply within 10 working days. BusConnects and Cork Area Commuter Rail would also reduce congestion in Cork city. As the Deputy may be aware, the Cork Area Commuter Rail Programme is a key project in the Cork Metropolitan Area Transport Strategy 2040. The Programme is being delivered on a phased basis and will involve a transformative investment, enhancing the heavy rail network across the region, connecting Mallow, Cork, Cobh and Midleton with increased train capacity. The Programme is managed by the National Transport Authority (NTA). 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 along the network. 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 NDP 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. Iarnród Éireann expects to lodge planning applications to Cork City Council later this year for the delivery of Blackpool and Dunkettle stations. Noting the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days BusConnects is the National Transport Authority's (NTA) program to greatly improve bus services in all			It had not been possible to progress the Project in recent years due to funding constraints but an allocation of €400,000 has been provided to Cork City Council for 2026 to progress the Project. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		our cities. It is a key part of the Government's policies to improve public transport and address climate change in five cities, including Cork. There are 11 Sustainable Transport Corridors, grouped into three schemes. Together, these proposed schemes will include approximately 90km of bus lane and bus priority measures to improve bus system efficiency, and 95km of cycle facilities (one direction), contributing to a significant expansion of Cork's cycling network. 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.			
13/03/2026	15465/26	Dail Question No: 143 To ask the Minister for Transport to provide an update on the proposed N25 Midleton to Youghal (Castlemartyr and Killeagh Bypasses) project; and if he will make a statement on the matter. 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 on the status of this project. The allocations for National Roads for 2026 were announced on 17 February. I can confirm that €1,000,000 has been allocated by TII to the N25 Midleton to Youghal project for 2026. Noting the above position, I have referred the question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Proposed N25 Midleton to Youghal project	Noel McCarthy	Dear Deputy McCarthy, I refer to your parliamentary question Ref. No. 15465/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Following completion of Phase 0 (Scope and Strategic Assessment) and Phase 1 (Concept and Feasibility) of the N25 Midleton to Youghal Bypass Scheme, Cork County Council held a tender competition in late 2025 for the appointment of Technical Advisors to take the Scheme through Phase 2 (Options Selection), Phase 3 (Design & Environmental Evaluation), and Phase 4 (Statutory Processes). The Technical Advisors have now been appointed and have commenced work on Phase 2, Options Selection, of TII's Project Management Guidelines. TII is providing an allocation of €1,000,000 in 2026 to Cork County Council to progress the planning and design phase of this scheme. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
13/03/2026	16834/26	Dail Question No: 322 To ask the Minister for Transport whether his Department holds the most recent estimated capital cost range for the N/M20 project; whether this estimate has been adjusted for construction inflation since 2022; and what total Exchequer commitment is anticipated over the lifetime of the scheme. Dail Question No: 323 To ask the Minister for Transport whether he will confirm the current phase of the N/M20 project within the Transport Infrastructure Ireland Project Management Guidelines lifecycle; the anticipated date for completion of route selection and statutory approval; and whether a projected construction commencement date has been approved at departmental level. 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 on the status of this project. I can confirm that €3,500,000 has been allocated for the N/M20 Cork to Limerick scheme in 2026. As with all national roads projects in the NDP, the delivery programme for the project will be kept under review for 2027 and considered in terms of the overall funding envelope available to TII. 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.	Status of the N/M20 Cork to Limerick project	Ken O'Flynn T.D.	Dear Deputy O'Flynn, I refer to your recent parliamentary question, Ref. No. 16834/26 (Dáil Question No's 322 & 323), to the Minister for Transport. The position in relation to your enquiry is as follows. Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick project. The National Development Plan review (Sectoral Investment Plan), which was published by Government on the 26 November 2025, identifies the N/M20 Cork to Limerick Project as one of the major national roads projects scheduled to commence construction/procurement by 2030, subject to compliance with the Infrastructure Guidelines, statutory planning and procurement requirements, as relevant. The Project is currently in Phase 3 (Design and Environmental Evaluation) of Transport Infrastructure Ireland's (TII's) Project Management Guidelines. Please see TII's Major Roads & Greenways Projects Active List (pages 7 & 16), for details of road scheme phases and indicative timelines. The current phase provides for the further development of the Project design, identifying the land take required and will require the preparation of an Environmental Impact Assessment Report. The key project appraisal deliverable required for this phase is the Preliminary Business Case. Upon completion of the Phase 3 deliverables, the Project will be submitted to the Department of Transport for review, and this is expected to be progressed in late 2026. Subject to receipt of the requisite approvals and subject to funding, the Project would then be submitted to An Coimisiún Pleanála. If the Project receives approval to proceed to planning, the timeline for the statutory process will depend on a number of factors, including potential for an oral hearing and judicial reviews. It is hoped that the statutory process could be concluded by 2028. Should the Project successfully obtain planning approval, the Project would, subject to funding and further Approving Authority approvals, proceed through Phase 5 (Enabling and Procurement), before entering the construction stage. The acquisition of lands can be progressed during Phase 5 following issuance of Notice to Treat, as part of a compulsory acquisition process. The timeline for construction of the Project will be informed by a procurement strategy to be prepared in Phase 5. It is not possible at this stage to inform of a Total Scheme Budget, until further work has been undertaken in Phase 3, as outlined above. The cost, risk and value management for TII funded national road schemes is undertaken in accordance with TII Publications Cost Management Manual. All pre-construction cost estimation remains a 'work in progress' and subject to change as the project scope and design information becomes more definitive. Formal preparation of base cost estimates, target cost and total scheme budget are prepared and updated during Phases 3 – 5 of the TII Project Management Guidelines. The first such formal costs estimate is prepared towards the end of Phase 3 (Design and Environmental Evaluation), after the completion of the preliminary design of the scheme. Estimated costs are utilised to undertake cost benefit analysis that feeds into the preparation of the Preliminary Business Case. The total scheme budget prepared at each of Phase 3-5 will take account of inflation and programme risk. It is expected that greater certainty of cost will be available as the Project progresses through the phases. Cost is also considered during earlier phases, however the values identified are indicative cost bands only. In Phase 2 (Option Selection), an Option Comparison Estimate (OCE) for each option is evaluated. OCEs developed in Phase 2 are determined elementally and on a unit rate basis, i.e. they are prepared prior to developing the preliminary design. Consequently, they are only suitable for use as comparators between options and should not be taken as formal cost estimates because of the high level of uncertainty associated

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					with them. As noted in the Sectoral Investment Plan, the scheme cost is expected to be in the €1 billion + range. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland																
13/03/2026	16649/26	Dail Question No: 310 To ask the Minister for Transport for the latest update on a project (details supplied); and if he will make a statement on the matter. Details Supplied: FCC TII active travel Liffey Crossing project at M50 bridge Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to active travel. Under the Roads Act 1993, the planning, design, and construction of individual Greenways or active travel on national roads 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.	Update on the active travel Liffey Crossing project at M50 bridge	Emer Currie	Dear Deputy Currie, I refer to your parliamentary question, Ref. No. 16649/26 to the Minister for Transport. The position in relation to your enquiry is as follows. In 2026, the Liffey Valley Active Travel project did not receive a capital funding allocation. As a result, the project is currently on hold. The proposed project remains under consideration, pending funding availability. Allocations for Active Travel and Greenway projects are based on a prioritisation of schemes within the limits of the funding available each year. Full details of the 2026 Greenways and Active Travel grant allocations are available on TII’s website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland																
13/03/2026	16560/26	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. <i>Identical Question(s): to all Depts.</i> Answer	List of funding programmes	Albert Dolan T.D.	Dear Deputy Dolan, I refer to your recent parliamentary question, Ref. No. 16560/26, to the Minister for Transport. The position in relation to your enquiry is as follows. As provided by the Department of Transport, details regarding grant schemes administered by Transport Infrastructure Ireland are as follows: <table><tr><th>Initiative Name</th><th>Type (Grants etc.)</th><th>Region Covered</th><th>Allocations/Awards Reported Online</th></tr><tr><td>ZEHDV Grant Scheme</td><td>Grant</td><td>All</td><td>No</td></tr><tr><td>LDV1</td><td>Grant</td><td>All</td><td>Yes</td></tr><tr><td>LDV2</td><td>Grant</td><td>All</td><td>Yes</td></tr></table>	Initiative Name	Type (Grants etc.)	Region Covered	Allocations/Awards Reported Online	ZEHDV Grant Scheme	Grant	All	No	LDV1	Grant	All	Yes	LDV2	Grant	All	Yes
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		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. <table><thead><tr><th>Initiative name</th><th>Type (Scheme etc)</th><th>Region (Region etc)</th><th>Allocation/Commitment requested (€m)</th></tr></thead><tbody><tr><td>Aviation Grant Scheme</td><td>Grant</td><td>All</td><td>Yes</td></tr><tr><td>Aviation Grant Scheme</td><td>Grant</td><td>All</td><td>Yes</td></tr><tr><td>Aviation Grant Scheme</td><td>Grant</td><td>All</td><td>Yes</td></tr><tr><td>Aviation Grant Scheme</td><td>Grant</td><td>All</td><td>Yes</td></tr><tr><td>Aviation Grant Scheme</td><td>Grant</td><td>All</td><td>Yes</td></tr><tr><td>Aviation Grant Scheme</td><td>Grant</td><td>All</td><td>Yes</td></tr><tr><td>Aviation Grant Scheme</td><td>Grant</td><td>All</td><td>Yes</td></tr><tr><td>Aviation Grant Scheme</td><td>Grant</td><td>All</td><td>Yes</td></tr><tr><td>Aviation Grant Scheme</td><td>Grant</td><td>All</td><td>Yes</td></tr><tr><td>Aviation Grant 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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response							
		provided for safety improvements on the existing N25. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. Noting the above position, I have referred the question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			<table><tr><td>N25 Waterford to Glenmore</td><td>Kilkenny County Council</td><td>€700,000</td><td>To be advanced for future construction</td></tr></table>	N25 Waterford to Glenmore	Kilkenny County Council	€700,000	To be advanced for future construction			
N25 Waterford to Glenmore	Kilkenny County Council	€700,000	To be advanced for future construction									
					In addition to the above, Wexford County Council is progressing the Rosslare Europort Access Road scheme, which received an allocation of €4,000,000 this year, and is planned to commence construction in 2026. TII is also provided funding for various protection and renewal schemes along the N25 in 2026, including road safety improvement schemes that support Ireland’s Government Road Safety Strategy 2021-2030. Further details of the 2026 National Roads grant allocations are available on TII’s website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland							
18/03/2026	17901/26	Dail Question No: 281 To ask the Minister for Transport the number and location of identified high-risk road routes, in tabular form; the measures he is taking to address safety on these high-risk routes; and if he will consider a rapid rollout of average speed cameras on these roads. 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 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 identified high collision locations on National Roads. 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. With regard to the Regional and Local Road network, collision data is analysed which allows the identification of high-risk road safety areas, called Locations of Interest (LOI), requiring remediation and road safety improvements. When these locations are identified through collision analysis, local authorities and Transport Infrastructure Ireland (TII) are	Location of high-risk road routes	Holly Cairns T.D.	Dear Deputy Cairns, I refer to your parliamentary question Ref. No. 17901/26 to the Minister for Transport. The position in relation to your enquiry is as follows. In compliance with the Road Infrastructure Safety Management Directive (Article 5) and the Irish Government’s Road Safety Strategy (Phase 1 Action Plan 2021 to 2024 – Action 1), Transport Infrastructure Ireland (TII) has undertaken a network-wide road safety assessment (NWA) for Irish national primary roads outside of urban areas. The purpose of NWA is to classify the National Road Network into safety levels. Those sections with poor safety ratings will be prioritised for targeted road safety inspections and, where necessary, suitable interventions. The TII NWA methodology complements existing safety management procedures and builds on TII’s established practices for network safety analysis and road safety inspections. It introduces a structured, data-driven classification, that integrates both historical collisions and infrastructure-based risk indicators. A link to the NWA classifications can be found here while a tabular breakdown of the number of high-collision locations by county is attached. The latest data on high collision locations was published and disseminated to local authorities in January 2026 and is also available on TII's Open Data Portal. Further information on TII’s Network Safety Analysis Process and Road Safety Improvement Schemes Approval Process is available here. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [Attachment]							

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		consulted regarding proposed road safety measures in the LOI areas. Since 2022, more than 400 locations of interest have been funded under low-cost safety schemes and local authorities continue to review and apply for funding to complete additional schemes each year. Locations of interest are officially notified by the Department to each local authority, and they are invited to submit applications for low-cost safety schemes in Quarter 3/4 of each year for funding and implementation in the following year. This ensures targeted investment for road safety to areas of the network where it is needed most. The increased deployment of safety cameras is a commitment under the programme for government and is also a primary action to be delivered under the Phase 2 Action Plan of the Road Safety Strategy. Work on the first National Safety Camera Strategy is progressing. The Department is working closely with all road safety stakeholders including the NTA, TII, RSA and An Garda Síochána on how best to implement the Strategy. 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. It is expected that the Strategy will be published shortly. Once this strategy is in place, it will provide the framework for increased deployment of cameras across the network, in both urban and rural locations, to assist with the enforcement of a wide range of road traffic offences. In addition, since 2024, An Garda Síochána has deployed 12 new speed cameras – 9 new static cameras and 3 new average speed cameras across the road network. There is now a total of 5 average speed cameras in place at the M50 (Dublin Port Tunnel), M7 (Nenagh Tipperary J26 – J27), N3 between Belturbet and Cavan Town, N5 at Swinford in Mayo, and N2 between Cullen and Ballymagarvey in Co.Meath. Also, the Deputy may wish to note that An Garda Síochána confirmed that as of 1 January 2026 390 new safety camera zones have become operational bringing the total number of safety camera zones nationwide to 1,901. Safety cameras operate in areas where there is a history of speed-related collisions known as speed enforcement zones.			

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		The ongoing measures above demonstrates the Government's commitment to reducing road deaths and creating safer roads for everyone in Ireland.			
20/03/2026	19390/26	Dail Question No: 294 To ask the Minister for Transport to provide funding for the M50 Liffey Crossing Active Travel Project; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to active travel. Under the Roads Act 1993, the planning, design, and construction of individual Greenways or active travel on national roads 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.	Funding for the M50 Liffey Crossing Active Travel Project	Emer Currie	Dear Deputy Currie, I refer to your parliamentary question, Ref. No. 19390/26 to the Minister for Transport. The position in relation to your enquiry is as follows. In 2026, the Liffey Valley Active Travel project did not receive a capital funding allocation. As a result, the project is currently on hold. The proposed project remains under consideration, pending funding availability. Allocations for Active Travel and Greenway projects are based on a prioritisation of schemes within the limits of the funding available each year. Full details of the 2026 Greenways and Active Travel grant allocations are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
20/03/2026	18529/26	Dail Question No: 220 To ask the Minister for Transport to ensure that Transport Infrastructure Ireland continue to employ a significant number of Kerry County Council general operatives, engineers and machine drivers on the South Kerry Greenway as this is a Kerry County Council led project and it is important for the local authority to continue to lead the way and retain as much employment as possible within the municipal district; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €9,950,000 allocated in 2026, with €9,200,000 allocated to the South Kerry Greenway project. 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	South Kerry Greenway	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 18529/26, to the Minister for Transport. The position in relation to your enquiry is as follows. In 2021, the Department of Transport assigned responsibilities in relation to certain greenway schemes to Transport Infrastructure Ireland (TII). In this role, TII: • Is responsible for the administration of grants to local authorities for greenways delivery, • Has the role of Approving Authority as provided for in the Infrastructure Guidelines; and, • Facilitates local authority teams delivering greenways projects having access to the expertise of the National Roads Offices (NRO). Accordingly, TII's role in relation to greenway projects is essentially supervisory as Approving Authority, with the relevant local authority, as the Sponsoring Agency for each greenway project, retaining responsibility for project delivery and all other responsibilities mentioned within the Infrastructure Guidelines. In that context, TII, as the Approving Authority, considers proposals for greenway projects and approves business cases. However, as set out in the Infrastructure Guidelines, the implementation of any greenway project, including matters relating to contract delivery, is the responsibility of the Sponsoring Agency, which, in relation to the South Kerry Greenway, is Kerry County Council. I hope that this information is of assistance to you.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response												
		concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. 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.			Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland												
24/03/2026	14029/26	Dail Question No: 284 To ask the Minister for Transport the total number of buildings leased by his Department, or bodies or agencies under its aegis, during 2025; the total cumulative sum paid under these leases; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer All office and other accommodation occupied by the Department of Transport is owned or leased by the Office of Public Works (OPW). The Department itself is primarily based across our three offices in Dublin, Shannon and Loughrea. It is also important to note that some of the bodies under the aegis of the Department may hold a large number of buildings spread out regionally such as offices, depots and workshops, while some others may operate and manage a single site with multiple distinct buildings upon it, such as the ports and airports, which also includes the possibility of co-location with non-state bodies such as service operators. In order to most accurately provide the information requested, I have referred this question to those organisations for direct reply.	Buildings leased by TII	Malcolm Byrne T.D.	Dear Deputy Byrne, I refer to your recent parliamentary question Ref. No. 14029/26 to the Minister for Transport. The position in relation to your enquiry is as follows. The table below lists the buildings leased by Transport Infrastructure Ireland during 2025 and the total cumulative sum paid in 2025 under these leases. <table><tr><th>Name</th><th>Description / Location</th></tr><tr><td>TII Head Offices</td><td>Blocks A, Parkgate Street Business Centre, Parkgate Street, Dublin 8</td></tr><tr><td>TII Head Offices</td><td>Blocks B, Parkgate Street Business Centre, Parkgate Street, Dublin 8</td></tr><tr><td>TII Head Offices</td><td>Block C, Parkgate Street Business Centre, Parkgate Street, Dublin 8</td></tr><tr><td>Driver Welfare Facility</td><td>Unit at Tallaght Cross West, Tallaght, Dublin 24</td></tr><tr><td>Total Cumulative sum paid</td><td>€1,844,170.50</td></tr></table> I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland	Name	Description / Location	TII Head Offices	Blocks A, Parkgate Street Business Centre, Parkgate Street, Dublin 8	TII Head Offices	Blocks B, Parkgate Street Business Centre, Parkgate Street, Dublin 8	TII Head Offices	Block C, Parkgate Street Business Centre, Parkgate Street, Dublin 8	Driver Welfare Facility	Unit at Tallaght Cross West, Tallaght, Dublin 24	Total Cumulative sum paid	€1,844,170.50
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24/03/2026	18068/26	Dail Question No: 288 To ask the Minister for Transport for an update on the proposed park and ride facilities to be developed in Galway on the N6 national primary road next to Junction 19, approximately 550 spaces and at the N83 national primary road, just north of Claregalway approximately 320 spaces; the status of the accompanying development of the bus priority	Park & ride facilities N6/N83 Galway	John Connolly T.D.	Dear Deputy Connolly, I refer to your recent parliamentary question, Ref. No. 18068/26, to the Minister for Transport. The position in relation to your enquiry is as follows. I can advise that the National Transport Authority (NTA) is the lead authority in relation to the proposed park and ride facilities to be developed in Galway on the N6 (Junction 19) and N83 (north of Claregalway) along with the accompanying development of the bus priority measures along both routes.												

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		measures along both the N6 and N83; and if he will make a statement on the matter. Answer As the Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) is leading the development and rollout of strategic park and ride sites nation-wide through the Park and Ride Development Office. The Park and Ride Development Office has developed a Park and Ride Strategy for Galway. The Park and Ride Strategy envisages the development of up to five bus-based strategic Park and Ride sites, three for initial development and two for future development, and the expansion of rail-based Park and Ride site at Oranmore station. With regards to roads, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Act 1993-2015 and in line with the National Development Plan, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the development of the bus priority measures along both the N6 and N83. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA and TII for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.			I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
24/03/2026	20179/26	Dail Question No: 374 To ask the Minister for Transport if he will consider providing additional markings on the M7/M8 diverge, to ensure it is sign posted well in advance to inform drivers earlier; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in	Provide additional markings on the M7/M8 diverge	Mark Wall T.D.	Dear Deputy Wall, I refer to your recent parliamentary question, Ref. No. 20179/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) can advise that this intersection is signed in accordance with the Department of Transport's Traffic Signs Manual, for this type of interchange. Notwithstanding the above and by way of information, the route currently has a 4km next exit sign for the M8, followed by a 2km next exit sign for the M8, a 1km Overhead Gantry Advanced Direction Sign warning of the diverge in routes, and a 500m Overhead Gantry Advanced Direction Sign. Additionally, the start of a Taper Verge Advanced Direction sign is provided, followed shortly by an overhead Lane Designation Gantry for 2 left lanes for the M8 and 2 right lanes for the M7, followed by 3 sets of evenly spaced Route Confirmatory markings in each lane before the split in routes. Finally, a Butterfly Overhead Direction sign confirming M8

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		conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the provision of additional markings on the M7/M8 diverge. 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.			left and M7 right of the chevron markings, is provided. In addition, both separate routes are provided with Route Confirmatory sign. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
24/03/2026	20818/26	Dail Question No: 397 To ask the Minister for Transport for an update on the Cork - Limerick motorway project; and if he will make a statement on the matter. 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 on the status of this project. I can confirm that €3,500,000 has been allocated for the M20 Cork to Limerick scheme in 2026. As with all national roads projects in the NDP, the delivery programme for the project will be kept under review for 2027 and considered in terms of the overall funding envelope available to TII. 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.	Cork-Limerick Motorway Project	Eoghan Kenny T.D.	Dear Deputy Kenny I refer to your parliamentary question Ref. No. 20818/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick Project. The Project is currently in Phase 3 (Design and Environmental Evaluation) of Transport Infrastructure Ireland's (TII's) Project Management Guidelines. Please see TII's Major Roads & Greenways Projects Active List (pages 7 & 16), for details of road scheme phases and indicative timelines. A project update to inform the public and stakeholders on the developing design, was provided in June 2025. This included provision of an indicative development boundary. Further information is available on the Project's website. The Project's current phase (Phase 3 - Design and Environmental Evaluation) includes the development of the Project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report. The key project appraisal deliverable required for this phase is the Preliminary Business Case. Upon completion of the Phase 3 deliverables, the Project will be submitted to the Department of Transport for review, and this is expected to be undertaken in late 2026. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
24/03/2026	19506/26	Dail Question No: 302 To ask the Minister for Transport if his Department or any body under it's aegis made a disclosure under Revenue's recent disclosure opportunity to regularise misclassification of self-employment; if so, to provide details of the numbers of workers affected and the	Disclosure of misclassification of self-employment	John Brady T.D.	Dear Deputy Brady, I refer to your recent parliamentary question Ref. No. 19506/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland did not make a disclosure under Revenue's recent disclosure opportunity to regularise misclassification of self-employment.

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		amount paid to Revenue; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer Deputy, My Department has made no disclosure under Revenue's recent disclosure opportunity to regularise misclassification of self-employment. As this question also relates to agencies under the remit of the Department of Transport, I have referred the question to these agencies to reply to you directly. If the Deputy does not receive a response within ten working days, please contact my Private Office.			I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland
31/03/2026	16127/26	Dail Question No: 280 To ask the Minister for Transport the total roads funding allocated to each county over the last ten years, broken down by funding category, by year, by county, the total funding by year and over ten years, in tabular form; and if he will make a statement on the matter. 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 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. National Roads allocations for years 2020 -2025 are available at: https://www.tii.ie/en/tii-library/reports-accounts/. Full details of national roads allocations for 2026 are available on the TII website: 2026-tii-la-national-roads-allocations-booklet.pdf However, for National Roads allocations prior to 2020, TII is best placed to advise you on this. 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. The improvement and maintenance of regional and local roads is the statutory responsibility of each local	Funding allocated to each county over the last ten years	David Cullinane T.D.	Dear Deputy Cullinane, I refer to your parliamentary question, Ref. No. 16127/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Please see attached spreadsheets which list the original National Road and Greenway and Active Travel grant allocation amounts notified by Transport Infrastructure Ireland (TII), along with the grant amounts paid by TII to local authorities in each of the years 2016 to 2025. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [Attachments]

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		authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on these roads are funded from Councils' own resources and supplemented by State Road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority. On 17th February I announced an Exchequer investment of €718 million in our regional and local roads across the State. This will facilitate an increase in funding allocation of €26 million this year for road protection and renewal works. As regards the funding allocated to and drawn down by local authorities by grant type over the last 10 years, details of the regional and local road allocations and payments to local authorities are outlined in the regional and local road allocations and payments booklets which are available on the Oireachtas Digital Library. The 2026 allocations booklet will be lodged shortly. Full details of the 2026 regional and local grant 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/.			
31/03/2026	16105/26	Dail Question No: 277 To ask the Minister for Transport the disciplinary procedures in place for senior management in State transport bodies (details supplied) in the event of failure of evidence-based forward planning of public transport infrastructure and services in settlements of population growth; and if he will make a statement on the matter. Details Supplied: National Transport Authority, Bus Éireann, Transport Infrastructure Ireland, Irish Rail & Dublin Airport Authority Answer I wish to advise the Deputy that daa's statutory mandate does not include the provision of public transport infrastructure. However, for the National Transport Authority, Bus Éireann, Transport Infrastructure Ireland and Irish Rail this is a HR matter for the companies involved. I have forwarded your question to the relevant for direct reply. If the Deputy	Senior management in State transport bodies	Gillian Toole T.D.	Dear Deputy Toole, I refer to your parliamentary question Ref. No. 16105/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, light rail infrastructure and the MetroLink scheme as set out in the National Development Plan (NDP), as updated by the NDP review (Sectoral Investment Plan for Transport), and having regard to the National Planning Framework, the National Investment Framework for Transport in Ireland and the Climate Action Plan. The timeline for the progression of projects is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals, and the availability of funding. In addition, the Transport Strategy for the Greater Dublin Area (GDA), 2022-2042, is prepared by the National Transport Authority (NTA) and was developed to be consistent with the spatial planning policies and objectives set out in the Regional Spatial and Economic Strategy (RSES) as adopted by the Eastern and Midland Regional Assembly. The Transport Strategy is also based on national policies on sustainability as set out in climate action and low carbon legislation, and in climate action plans. The report is available at this link. I hope that this information is of assistance to you. Yours sincerely,

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		does not receive a response within ten working days, please advise my Private Office.			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
31/03/2026	17359/26	Dail Question No: 47 To ask the Minister for Transport if he will provide additional finance to Meath County Council to re-surface the roads in exceptionally poor condition; and if he will make a statement on the matter. Dail Question No: 48 To ask the Minister for Transport to provide a breakdown of his Department funding allocated to, but not spent by Meath County Council, on road projects, for the years 2020 to 2025, in tabular form; and if he will make a statement on the matter. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources, which are supplemented by State grants for regional and local roads. The initial selection and prioritisation of works to be funded is a matter for the local authority. On 17th February I announced an Exchequer investment of €718 million in our regional and local roads across the State. This will facilitate an increase in funding allocation of €26 million this year for road protection and renewal works. Within the budget available for the regional and local road grant programme, the objective is to allocate funding to eligible local authorities on as equitable a basis as possible taking the length of the road network into account. The main focus of the grants continues to be the protection and renewal of the regional and local road network. In 2026, Meath County Council has been allocated a total of €26,862,000. Of this, €25,637,000 has been allocated for the protection and renewal of Meath's regional and local roads. This is an increase from the initial 2025 allocation of €25,367,800 for protection and renewal grants.	Re-surfacing roads in Meath	Johnny Guirke T.D.	Dear Deputy Guirke, I refer to your recent parliamentary question, Ref. No. 17359/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The funding provided by TII to each local authority is allocated having regard to the level of funding made available to TII by the Department of Transport for roads generally and the many competing demands for these resources. In the years 2020 - 2025, €53,485,937 was allocated to Meath County Council for both improvement works and maintenance works on the national road network. Allocations are however subject to adjustments during the course of each year dependant on the progress made across the entire portfolio of national road projects and in some instances, additional funding being made available by the Department. Over the period 2020 - 2025, Meath County Council expended €57,475,754 on national road schemes i.e., the outturn payments were approximately €4 million higher than the initial notified allocations. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		As regards the total funding allocated to and drawn down by Meath County Council by grant type for the years 2020-2025, details of the regional and local road allocations and payments to local authorities are outlined in the regional and local road allocations and payments booklets which are available on the Oireachtas Digital Library. It should be noted that Exchequer funding for regional and local roads is intended to supplement realistic contributions from local authorities' own resources. As the statutory road authorities for their areas, it is also open to local authorities to prioritise investment on regional and local roads. As Minister for Transport I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. National roads allocations for years 2020 -2026 are available at: https://www.tii.ie/en/tii-library/reports-accounts/. I have referred the question to TII for a direct reply regarding funding allocated to Meath County Council. Please advise my private office if you do not receive a reply within 10 working days.			
31/03/2026	14729/26 14730/26 14731/26 18048/26	Ref No: 14729/26 To ask the Minister for Transport to state, in respect of each major transport infrastructure project commenced in the past five years and requiring Environmental Impact Assessment, the date on which Environmental Impact Assessment scoping formally commenced, the date on which the Environmental Impact Assessment Report was finalised for submission to An Coimisiún Pleanála, and the total duration in months between those dates; and if he will make a statement on the matter.	Major transport infrastructure projects	Ken O'Flynn T.D.	Dear Deputy O'Flynn, I refer to your recent parliamentary questions, Ref. Nos. 18048/26 & 14729-31/26, to the Minister for Transport. The position in relation to your enquiry is as follows. The time frame around the preparation and evaluation of the environmental impact of a Major project (Project over €200m) is impacted by a number of factors, which often delay and extend the assessment period. Such factors include: • Uncertainty of scheme funding - Transport Infrastructure Ireland (TII) is funded on an annual budgetary basis rather than having a multi-annual budgetary allocation. This has resulted in the planning phase of projects being delayed or, in some cases, suspended due to insufficient funding. • The parallel requirements of Appraisal and the interaction between the various approval processes.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Ref No: 14730/26 To ask the Minister for Transport to state the average duration in months of Environmental Impact Assessment processes for major transport infrastructure projects commenced in each of the past five years, and to provide the equivalent average duration for Appropriate Assessment processes over the same period; and if he will make a statement on the matter. Ref No: 14731/26 To ask the Minister for Transport whether his Department has undertaken any internal review, audit, benchmarking exercise, or performance assessment of environmental assessment timelines for major transport infrastructure projects in the past five years; if so, to provide details of the findings; and if he will make a statement on the matter. <i>Deputy,</i> <i>Further to the deferred reply to Question 14729/26, Dáil question number 327 as deferred on 24/02/2026, I can now advise that such Environmental Impact Assessments and Appropriate Assessments regarding major transport projects, generally considered projects with a total cost of over €200m, are in fact carried out and managed directly by delivery agencies under the Department, most commonly TII and the NTA.</i> <i>Such projects are also subject to related controls such as approval via the Infrastructure Guidelines as well as the necessary statutory approvals.</i> <i>In order to provide you with the information required, I have referred your questions as a composite to TII and to the NTA to confirm:</i> <i>Projects over €200m in the past 5 years</i> <i>EIA commencement dates of those projects</i> <i>EIA completion dates</i>			- The Complexities of the environmental assessment requirements. As an example, in relation to the assessment of the impact on wintering birds requires surveys to be carried out over two seasons. - Projects paused or deferred following assessment/budgets/funding etc. - Repeating surveys and re-assessment following delays due to the above. - Changes in law, regulation and policy. Within this context, it is difficult to provide definitive time frames. TII delivers projects in line with TII's Project Management Guidelines (PMG), which set out the stages in project delivery. Projects commence at phase 0, the initial feasibility phase, and progress through planning and design to statutory approval (end of Stage 4 prior to Stage 5 commencing). The assessment of the environmental impact is part of the project development from the start, however for the purposes of this response, TII has taken the approach that the relevant time period is from the commencement of phase 2, which is the identification of the preferred route to the completion of Environmental Impact Assessment (EIA) /Environmental Impact Statement (EIS), Appropriate Assessment & Natura Impact Statement, where required, for submission for planning approval. On review of earlier projects that advanced to planning approval prior to 2020, these projects typically took 3 to 5 years from the start of Approval Gate 2 to the preparation and publication of the EIS. On average, it takes an estimated 6 to 9 years for a major national road to get from route selection to statutory process. Some specific examples of these time frames are provided below: - Donegal TEN-T will be submitted for planning approval in Q1 2026 and has taken 8.5 years from commencement. - N4 Carrick-on-Shannon Bypass and Traffic Management scheme commenced Q3 2020 with an estimated planning submission date of Quarter 2, 2027. - N4 Mullingar to Longford (Roosky) commenced Q2 2020 with an estimated planning submission date of Quarter 2, 2028. To monitor scheme progress, TII engages with our partners in the Local Authorities, monitors scheme progress, provides current guidance through published standards and carries out peer reviews. TII also contributed to the Government's task force work on Accelerating Infrastructure - Report and Action Plan. This plan aims to help drive efficient delivery of infrastructure. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		- Dates of submission for any EIAs referred to An Coimisiún Pleanála -- - The date any AAs commenced - The date any AAs were completed With reference to your question about reviews of the related processes that underpin EIAs and AAs, I cannot report that there have been any specific findings on EIAs or AAs to date from internal audits or reviews from within my department, but I'd like to assure you that, within the outlined legislative requirements for a thorough and effective review of any project which may have an impact on the environment, my Department will of course consider any efficiencies which can be brought forward concerning any aspect of rolling out major capital projects. As noted, I have referred your question to TII and to the NTA, please advise my private office if you do not receive a response in the next 10 working days.			
31/03/2026	20839/26	Dail Question No: 399 To ask the Minister for Transport the number of occasions in each of the past five years on which Luas services were delayed due to road traffic collisions or incidents involving other vehicles on sections of the network where the Luas operates on street with general traffic; the average duration of such delays; the locations where these incidents most frequently occur; the measures being taken by Transport Infrastructure Ireland and the operator to minimise disruption to Luas services arising from road traffic collisions; and whether consideration has been given to providing additional segregation or priority measures to prevent Luas trams being delayed by general traffic. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger	Luas delays due to collisions	Sorca Clarke T.D.	Dear Deputy Clarke, I refer to your recent parliamentary question, Ref. No. 20839/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Road traffic collisions between Luas and road vehicles occur most frequently on sections of the Red line between Heuston and Abbey Street, and Belgard and Fortunestown. Luas services are also impacted by road traffic collisions primarily in the city centre and which affect both lines but with a less clear distribution pattern. The metric used to measure the impact of incidents on Luas services is 'Lost Kilometres', which is the number of planned scheduled service kilometres that were not operated. The top five contributors to Lost Kilometres in the last 5 years, in order of impact on Luas services, are as follows: 1. Light rail vehicle maintenance issues, 2. Luas infrastructure maintenance issues or failures, 3. Severe weather events, 4. Illness on-board Luas trams affecting members of the public, and 5. Luas and non-Luas road traffic collisions. The primary cause of road traffic collisions affecting Luas services is red light running by road traffic. Junctions where Luas traffic collisions occur are reviewed and appropriate changes are made, including changes to road

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		transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. In relation to the number of occasions in the past five years on which Luas services were delayed, the duration of such delays, and the locations where these delays occur, I have forwarded the Deputy's question to the NTA for direct reply. The National Transport Authority has assigned the day-to-day management of the Luas operating contract to TII, in conjunction with the Luas operator Transdev Ireland. As such, I have also referred this question to TII for direct reply. Please advise my private office if you do not receive a response within ten working days from either agency.			traffic controller junction timing, works to ensure a clear line of sight is maintained and other location-specific initiatives. Segregation of Luas services in the affected areas mentioned above is not considered feasible given the limited road space available and the need to accommodate Luas, vehicular traffic, pedestrians and cyclists. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
31/03/2026	18439/26	Dail Question No: 211 To ask the Minister for Transport when improvement works including resurfacing of road, provision of footpaths, and so on, will be carried out on the N70 Ring of Kerry road in Cahersiveen town, the improvements that will be carried out in the current year; when these long overdue improvements will commence; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70 Ring of Kerry road in Cahersiveen town. 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.	N70 Ring of Kerry to Cahersiveen	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 18439/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between the local authority and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey and the overall level of funding made available to TII. It is acknowledged that TII's budget allocations for pavement renewal works have been underfunded over a number of years, and, accordingly, the extent of pavement renewal works in any given year is limited by the level of funding made available to TII. TII road pavement surveys have identified the need for pavement improvements at Cahersiveen, as well as other locations in Co. Kerry. With regard to Cahersiveen, Kerry County Council was proposing to undertake the required road pavement works in tandem with a large Rural Regeneration and Development Fund (RRDF) scheme that is planned for Cahersiveen. However, TII has been advised by Kerry County Council that the timeframe for the commencement of the public realm scheme will be longer than was initially thought. Following on from recent meetings with Kerry County Council, TII is providing funding in 2026 to undertake targeted interventions at Cahersiveen and for the commencement of design work to progress a tender competition for a full pavement overlay in 2027. The 2026 funding allocation for the N70 Cahersiveen to Oghermong is €1,050,000, with €500,000 allocated to the N70 Cahersiveen Town Phase 1 scheme. Full details of the 2026 Grant Allocations to Local Authorities for National Roads are available on TII's website. I hope that this information is of assistance to you. Yours sincerely,

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					Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
31/03/2026	18347/26	Dail Question No: 201 To ask the Minister for Transport to clarify when a new contract for Luas operations and maintenance will be put in place, in view of the urgency; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The Luas Contract is awarded jointly by the NTA and Transport Infrastructure Ireland (TII). The day-to-day operation of the Luas is a matter for Transport Infrastructure Ireland (TII). 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.	Contract for Luas operations and maintenance	Colm Burke T.D.	Dear Deputy Burke, I refer to your recent parliamentary question, Ref. No. 18347/26, to the Minister for Transport. The position in relation to your enquiry is as follows. I can advise Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA) have awarded the Luas Operations and Maintenance contract to the Keolis Amey joint venture. The contract was signed on 12 March 2026 and the operational commencement date for this contract is 1 September 2026. Further details on the contract award are available on TII's website . I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
31/03/2026	21336/26	Dail Question No: 208 To ask the Minister for Transport to allocate emergency funding for the N69 road from Listowel to Tarbert in County Kerry, where in particular the section at Cahirdown is in urgent need of upgrade/resurfacing works; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N69 road from Listowel to Tarbert. Noting the above position, I have referred your question to TII for a direct reply. Please advise my	Funding for the N69 road from Listowel to Tarbert	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 21336/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between each local authority and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey and the overall level of funding made available to TII. Further details on the Pavement Condition Surveys undertaken by TII are available on TII's website . Details of the 2026 Grant Allocations to Local Authorities for National Roads are also available on TII's website. Should circumstances arise that require emergency funding to be provided, it is a matter for Kerry County Council to make an application to TII for such additional funding. I hope that this information is of assistance to you. Yours sincerely,

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		private office if you do not receive a reply within 10 working days.			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
31/03/2026	18359/26	Dail Question No: 202 To ask the Minister for Transport to provide a list of maintenance contracts using public funds that his Department or his agencies has where a company (details supplied) carry out works; and if he will make a statement on the matter. <i>Identical Question(s): Justice, Housing, Transport, Health, Education</i> Details Supplied: Jones' Engineering Ltd. Blanket for Justice, Housing, Transport, Health, Education & Youth Answer The Department has no maintenance contracts with the aforementioned company. I have referred your PQ to the agencies for direct reply. If you do not hear from them within 10 working days, please contact my private office.	List of maintenance contracts using public funds	Ruth Coppinger T.D.	Dear Deputy Coppinger, I refer to your parliamentary question, Ref. No. 18359/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland has no maintenance contracts with Jones' Engineering Ltd. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
31/03/2026	21882/26	Dail Question No: 323 To ask the Minister for Transport to provide an update on the N6 Galway City Ring Road; the progress achieved to date; the forthcoming stages of 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 overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project. I can confirm that €4,450,000 has been allocated for the Galway City Ring Road scheme in 2026. As with all national roads projects in the NDP, the delivery	Update on the N6 Galway City Ring Road	John Connolly T.D.	Dear Deputy Connolly, I refer to your parliamentary question Ref. No. 21882/26 to the Minister for Transport. The position in relation to your enquiry is as follows. Further to the response to a Request for Information that was submitted by Galway County Council in April 2025, a decision on the N6 Galway City Ring Road is currently awaited from An Coimisiún Pleanála (ACP). Subject to a positive decision, availability of funding, and the potential for delays should any judicial reviews be made on the decision, it would be hoped that Phase 5 activities would commence within a short timeline of ACP's decision. This would involve procurement of technical advisors, land acquisition, and advance contracts such as Ground and Archaeological Investigations. The Scheme Budget would also be updated at this time in line with the requirements for a Detailed Business Case to be prepared. Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme lifecycle phases and decision gates. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		programme for the project will be kept under review for 2027 and considered in terms of the overall funding envelope available to TII. Noting the above position, I have referred your question to TII for a direct reply regarding the latest status of the project. Please advise my private office if you do not receive a reply within 10 working days.			
31/03/2026	21666/26	Dail Question No: 305 To ask the Minister for Transport to provide an update on the Dublin Outer Orbital Route (DOOR) project; and if he will make a statement on the matter. 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. The National Transport Authority's (NTA) Greater Dublin Area Strategy does not envisage the progression of a Dublin Outer Orbital Route in its original form. However, it proposed the provision of offline improvements in the existing road network to cater for orbital demand. It is important to point out that it is for the relevant local authorities, in the first instance, to engage with TII regarding the progression of any proposed national road project. All projects, including those listed in the NDP or any revision to the NDP, require statutory approval and compliance with the Infrastructure Guidelines. Noting the above position, I have referred your question to TII for a direct reply regarding the development of improvements to the national road network which may facilitate orbital traffic in the Greater Dublin Area. Please advise my private office if you do not receive a reply within 10 working days.	Update on the Dublin Outer Orbital Route	Grace Boland T.D.	Dear Deputy Boland, I refer to your recent parliamentary question, Ref. No. 21666/26 to the Minister for Transport. The position in relation to your enquiries is as follows. The Transport Strategy for the Greater Dublin Area (GDA), 2022-2042, is prepared by the National Transport Authority (NTA) and defines the future transport strategy for the GDA region. The report is available at this link. The Leinster Outer Orbital project is not included in the current GDA Transport Strategy and nor is it included in the Department of Transport's recently published Transport Sectoral Plan. There are no improvements to the national road network under consideration at this time to facilitate orbital traffic in the Greater Dublin Area. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
31/03/2026	21884/26	Dail Question No: 325 To ask the Minister for Transport to report on the Claregalway Bypass Relief Road Programme; the	Update on Claregalway Bypass Relief	John Connolly T.D.	Dear Deputy Connolly,

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		progress made to date; the next stages in the project lifecycle; the expected timelines for those stages; the estimated cost range; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and Exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project. I can confirm that €50,000 has been allocated for the N83 Claregalway Bypass scheme in 2026. Noting the above position, I have referred your question to TII for a direct reply updating you on the latest status of this project. Please advise my private office if you do not receive a reply within 10 working days.	Road Programme		I refer to your recent parliamentary question, Ref. No. 21884/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) can advise that Galway County Council has submitted a Project Outline Document for the Baile Chláir Congestion Relief Scheme, which has been approved. A Phase 0 Gate Review Statement has also been submitted, which is currently being reviewed. Galway County Council are currently preparing documents for the appointment of technical advisors to aid in the progression of the Phases 1 to 4 milestones, which will progress the Scheme up to statutory processes (Phase 4). At this early stage of development, it is not possible to estimate the Scheme's cost, nor project delivery timeline. On average, a scheme of this nature takes 10 to 15 years from Phase 0 to completion of construction. Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme lifecycle phases and decision gates and phase timelines. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
31/03/2026	21861/26	Dail Question No: 314 To ask the Minister for Transport if he is aware of the material, Elastomac, that can be used to increase the efficiency of minor road and pothole repairs; and if he will make a statement on the matter. 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 operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the use of Elastomac on national roads. Noting the above position, I have referred your question to TII for a direct reply. Please advise my	TII aware of Elastomac	Mairéad Farrell T.D.	Dear Deputy Farrell, I refer to your recent parliamentary question, Ref. No. 21861/26, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) can advise that bituminous materials used in road construction in Ireland are governed by the Construction Products Regulation (CPR), and the series of harmonised European Standards, IS EN 13108. In order to comply with CPR and IS EN 13108 for bituminous road construction products on the National Road Network, TII has established Specification CC-SPW-00900: Road Pavements – Bituminous Materials, which defines the requirements for such materials. Proprietary products or processes that are not covered by a harmonised technical specification, such as the product known as Elastomac, must undergo a formal assessment and approval process. This process is required to demonstrate that the product meets the necessary performance criteria, is suitable for use on the National Road Network, and will provide durability over its expected service life. To date, TII is not aware of Elastomac having been submitted for assessment under this process. While mastic asphalt is an approved and established material for use on the network, Elastomac has been described publicly as a 'rubber-modified mastic asphalt'. The incorporation of rubber additives within a bituminous mixture inhibits its reusability and recyclability at end of life. As such, its use may be inconsistent with TII's Circular Economy Policy, which requires that materials used on the National Road Network support recyclability and responsible resource use.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		private office if you do not receive a reply within 10 working days. The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from councils' own resources, which are supplemented by State grants for regional and local roads. The initial selection and prioritisation of works to be funded is a matter for the local authority.			I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
31/03/2026	23475/26	Dail Question No: 200 To ask the Minister for Transport to extend the South Kerry Greenway down to Rossbeigh Beach (details supplied); and if he will make a statement on the matter. Details Supplied: as a matter of priority, as car parking facilities are urgently required as the section commencing in Glenbeigh is due to open within the next couple of weeks Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway and Active Travel schemes in County Kerry with €9,950,000 allocated in 2026. 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. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. 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.	Request to extend the South Kerry Greenway	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 23475/26, to the Minister for Transport. The position in relation to your enquiry is as follows. At the outset, I can advise that Transport Infrastructure Ireland (TII) has not received any request for an allocation from Kerry County Council to extend the South Kerry Greenway to the location mentioned in your parliamentary question. Should a request for a funding allocation be received by TII for additional Greenway Projects, TII would consider such requests having regard to the overall Greenway Programme and taking cognisance of the limited funding available to TII generally and the competing demands for such funding. TII's report, Major Roads & Greenways Projects Active List, includes details of the current Greenway Programme. The funding for the Greenways programme is reviewed on an annual basis by the Department of Transport and in 2026, Transport Infrastructure Ireland (TII) allocated €9,950,000 of funding for Greenway and Active Travel projects in County Kerry. The South Kerry Greenway is approximately 31 km long and is divided into two projects. The section currently underway is 27km in length and runs from Glenbeigh to Cahersiveen. A further 4km section from Cahersiveen to Reenard Point was refused planning permission by An Bord Pleanála and will be subject to a separate planning application. Kerry County Council is constructing approximately 10km of the greenway by Kerry's direct labour teams at two locations near Glenbeigh and Mountain Stage, adjacent to the N70 National Road and the Ring of Kerry. The section of Greenway between Glenbeigh and the R564 at Drom West is expected to be open for use in early 2026, delivering a valuable facility for cyclists and pedestrians. Further sections of the South Kerry Greenway are likely to open in 2027 and 2028, subject to funding. The 2026 funding allocation for the section from Glenbeigh to Cahersiveen is €9,180,000 and €20,000 has been allocated for the section from Cahersiveen to Reenard Point. Should you require specific details on the delivery of Greenway projects in Co. Kerry, the Kerry National Roads Office would be best placed to provide such updates I hope that this information is of assistance to you. Yours sincerely,

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					Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland