

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
28/01/2025	1554/25	<p>Dail Question No: 260</p> <p>To ask the Minister for Transport if the phase 3 design and preliminary business case for the M20 Cork to Limerick motorway has been submitted; and the timeframe for the assessment of the preliminary business case.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that the preliminary business case for the M20 Cork to Limerick project has not yet been submitted to my Department.</p> <p>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.</p>	N/M20 Cork to Limerick Project	John Connolly T.D.	<p>Dear Deputy Connolly,</p> <p>I refer to your recent parliamentary question, Ref. No. 1554/25, to Mr Eamon Ryan TD, Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The proposed N/M20 Cork to Limerick Project is being developed by Limerick City and County Council, in partnership with Cork County Council, Cork City Council and Transport Infrastructure Ireland. The Project is currently being progressed through Phase 3 'Design and Environmental Evaluation', in accordance with the processes and procedures required for delivery of major national road projects (see Major Roads and Greenways Projects Active List (page 7) for details of scheme lifecycle phases). The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report for subsequent submission to An Bord Pleanála.</p> <p>The Phase 3 deliverables are anticipated later in 2025, subject to funding, allowing the Project to progress in accordance with the Infrastructure Guidelines.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
28/01/2025	46816/24	<p>Dail Question No: 199</p> <p>To ask the Minister for Transport for an update on the M20.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €4,040,000 was allocated for the M20 Cork to Limerick project in 2024. As with all national roads projects in the NDP, the delivery programme for the project will be kept under review for 2025 and considered in terms of the overall funding</p>	N/M20 Cork to Limerick Project	Thomas Gould T.D.	<p>Dear Deputy Gould,</p> <p>I refer to your recent parliamentary question, Ref. No. 46816/24, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The proposed N/M20 Cork to Limerick Project is being developed by Limerick City and County Council, in partnership with Cork County Council, Cork City Council and Transport Infrastructure Ireland. The Project is currently being progressed through Phase 3 'Design and Environmental Evaluation', in accordance with the processes and procedures required for delivery of major national road projects (see Major Roads and Greenways Projects Active List (page 7) for details of scheme lifecycle phases). The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report for subsequent submission to An Bord Pleanála.</p> <p>The Phase 3 deliverables are anticipated later in 2025, subject to funding, allowing the Project to progress in accordance with the Infrastructure Guidelines.</p>

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		envelope available to TII. The allocations for 2025 will be announced in the coming weeks. Noting the above position, I have referred your question to TII for a direct reply on this project. 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
28/01/2025	46591/24 46631/24	<p>Dail Question No: 177</p> <p>To ask the Minister for Transport if an independent road maintenance crew can be provided for the Ring of Kerry N70 route, given its importance to Ireland's and Kerry's tourism industry; if he will give a commitment that all hedges, trees and bushes will be cut on an annual basis; and if he will make a statement on the matter.</p> <p>Dail Question No: 179</p> <p>To ask the Minister for Transport to direct Transport Infrastructure Ireland to invest finances and resources to correct the horrendous state of roads and footpaths in key towns such as Cahersiveen and Killorglin on the N70 Ring of Kerry; and if he will make a statement on the matter.</p> <p>Dail Question No: 181</p> <p>To ask the Minister for Transport if he will provide a significant increase in funding for the Ring of Kerry N70 road, given its importance to Ireland's and Kerry's tourism industry, as 70% of this national secondary road is substandard; and if he will make a statement on the matter.</p> <p>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. 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.</p> <p>Dail Question No: 183 (PQ 46631/24)</p>	N70 Ring of Kerry and Condition of footpaths and streets in Cahersiveen town	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary questions, Ref. No. 46631/24 and 46591/24 (Dáil Question No.s 177, 179 & 181) to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>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 local authorities is allocated having regard to the level of funding available to TII for roads generally and the many competing demands for these resources.</p> <p>The planning, operation, and prioritisation of activities, including hedge cutting and tree trimming and the prioritisation of footpath repairs and pavement schemes, is a function of the road authority which in this case is Kerry County Council as the road authority for the area.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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		<p>To ask the Minister for Transport to address the dangerous condition of footpaths and streets in Cahersiveen town; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the N70 in Cahersiveen.</p> <p>Noting the above position, in relation to the N70 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.</p> <p>Investment in Active Travel infrastructure, including footpaths, has increased significantly in recent years, with around €290 million allocated to the National Transport Authority (NTA) for such projects last year alone. While the majority of this funding is dedicated to the development and construction of new walking and cycling Active Travel infrastructure, just under €40 million was earmarked last year for protection and renewal of existing Active Travel footpaths and cycle lanes. The 2025 allocations to each local authority, including Kerry County Council, are due to be announced in the coming weeks.</p> <p>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.</p> <p>The Department's grant funding for the maintenance of regional and local roads is allocated to local authorities on a pro-rata basis, determined mainly by the length of the regional and local road network in a local authority functional area. The main focus of the grants continues to be the protection and renewal of the regional and local road network.</p> <p>This approach also means that, while central Government is supplying significant funding, we are acknowledging that local authorities themselves are best placed to make determinations in their own areas for maximum delivery of results. Indeed, the initial selection and prioritisation of maintenance and renewal works is a</p>			

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		<p>matter for each local authority. There is flexibility within the State grant programme for Councils to direct resources to address particular problems identified on their networks as they see fit. 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 area, it is open to local authorities to prioritise investment on regional and local roads.</p> <p>Grant allocations for 2025 for regional and local roads will be notified to local authorities in the coming weeks.</p>			
28/01/2025	46644/24	<p>Dail Question No: 184</p> <p>To ask the Minister for Transport if he will significantly increase funding for the N86 Tralee, Camp, Annascaul, Lispole to Dingle road in 2025 and bring this important national secondary route in County Kerry that caters for large volumes of local and tourist traffic up to modern health and safety standards; and if he will make a statement on the matter.</p> <p>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 this project.</p> <p>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.</p>	N86 Tralee, Camp, Annascaul, Lispole to Dingle road	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary questions, Ref. No. PQ 46644/24 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) provided funding of c.€390,000 to Kerry County Council in 2024 to complete the construction of the Ballinclare to Annascaul section of the N86 Tralee to An Daingean scheme. Additional funding of over €247,000 was provided to Kerry County Council in 2024 to progress planning and design works for the remaining sections of the scheme.</p> <p>Grant funding in relation to road projects for 2025 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.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
28/01/2025	46706/24	<p>Dail Question No: 188</p> <p>To ask the Minister for Transport the progress that has been made on a suggested bypass of Killorglin, County Kerry, including an additional bridge crossing over the River Laune; if plans are in place to ease the daily traffic gridlock in this busy town on the N70 Ring of Kerry route; and if he will make a statement on the matter.</p> <p>Answer</p>	Bypass of Killorglin, County Kerry	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question, Ref. No. PQ 46706/24 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The National Development Plan (NDP) has been developed by Government to underpin the implementation of the National Planning Framework and provides the strategic framework for Transport Infrastructure Ireland's (TII's) national roads programme for the period from 2021 to 2030. The focus of TII's national road</p>

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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 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. 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.			<p>activities over the coming years is, accordingly, being directed towards the national road improvement schemes that are included in the NDP. TII notes that a bypass of Killorglin is not included in the current NDP and nor has funding been made available to TII for a bypass of Killorglin.</p> <p>TII understands that the NDP is due to be revised this year and the outcome of this review will inform TII on the schemes to be progressed over the coming years, pending the availability of sufficient funding.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
	46707/24 46594/24	<p>Dail Question No: 189</p> <p>To ask the Minister for Transport if the design of the proposed Killarney to Farranfore bypass will include the re-location of the Iarnród Éireann railway station in Farranfore, closer to Kerry Airport, presently 1.4km apart, to facilitate ease of transfer of passengers who wish to use both facilities; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning 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 latest status of this project.</p> <p>TII are best placed to provide you with a detailed response regarding engagement with other stakeholders in respect of this project, including with Iarnród Éireann.</p> <p>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.</p> <p>Dail Question No: 178 (46594/24)</p>	N22 Killarney to Farranfore bypass	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary questions, Ref. No. 46594/24 & 46707/24, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>The N22 Farranfore to Killarney project is currently at Phase 2 Options Selection (see Major Roads and Greenways Projects Active List (page 7 & 16) for details of processes and procedures required for delivery of major national road projects). Kerry County Council presented the Preferred Transport Solution for the N22 Farranfore to Killarney scheme to the general public as part of Public Consultation No. 2 held on the 11th and 12th November 2024. The consultation period ran for four weeks ending 06 December 2024.</p> <p>Transport Infrastructure Ireland (TII) provided funding of €640,000 to Kerry County Council in 2024 to progress the N22 Farranfore to Killarney project. Grant funding in relation to road projects for 2025 is currently under consideration and is expected to be finalised in the coming weeks. TII will give consideration to the funding of the N22 Farranfore to Killarney project, taking cognisance of the funding available to TII generally and the many competing demands for such funding.</p> <p>Notwithstanding the above, it is noted the proposed N22 Farranfore to Killarney scheme will only form a part of an overall transport solution that will be required to relieve traffic congestion in Killarney. TII understands that the National Transport Authority (NTA), in conjunction with Kerry County Council, is currently undertaking an Area-Based Transport Assessment (ABTA) for Killarney. The primary objective of an ABTA is to make sure that movement and accessibility of all forms, across all modes of transport, are taken into consideration in transport schemes. Following the completion of the ABTA, a Local Transport Plan (LTP) will then be prepared</p>

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		<p>To ask the Minister for Transport if the Killarney to Farranfore bypass can now be expedited due to the chronic traffic situation in Killarney; and if he will make a statement on the matter.</p> <p>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 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 latest status of this project.</p> <p>A public consultation on the Preferred Transport Solution (including the preferred route corridor) for the project has concluded in recent weeks. As with all national roads projects in the NDP, the delivery programme for the N22 Killarney to Farranfore project will be kept under review in future years and considered in terms of the overall funding envelope available to TII. Allocations for 2025 are expected to be announced in the coming weeks.</p> <p>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.</p>			<p>setting out the outcomes of the ABTA and providing details of the recommended transport measures for the Killarney area.</p> <p>Finally, the design for the N22 Farranfore to Killarney project does not involve any proposed alterations to the railway station in Farranfore. Any proposal for the relocation of the Farranfore railway station would be a matter for Iarnród Éireann.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
29/01/2025	1020/25	<p>Dail Question No: 209 To ask the Minister for Transport to provide a full detailed update on the current status of the Ardee bypass project; and if he will make a statement on the matter.</p> <p>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 Public Spending Code and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>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.</p>	Status of N52 Ardee bypass	Paula Butterly T.D.	<p>Dear Deputy Butterly,</p> <p>I refer to your recent parliamentary question, Ref. No. PQ 1020/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The N52 Ardee Bypass has been subject to a High Court Judicial Review challenge in respect of Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) screening decisions made by An Bord Pleanála. The judgment, delivered on 14 May 2024, was in favour of An Bord Pleanála but was subsequently subject to an application for leave to appeal. The application to the Court of Appeal was refused by the High Court on 5 November 2024. An application for leave to appeal has, however, now been lodged to the Supreme Court.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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30/01/2025	1591/25	<p>Dail Question No: 267</p> <p>To ask the Minister for Transport if his Department and agencies under the aegis of his Department have policies on the use of artificial intelligence (AI) within the Department and those agencies; whether training has been provided to staff on the use of AI; if his Department has used AI, including large language models, in the preparation of legislation or statutory instruments; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i></p> <p>Answer My Department is awaiting the publication of updated guidelines on the use of AI from the Department of Public Expenditure, NDP Delivery and Reform, which are due in the near future and these will inform any internal policy that is subsequently developed. In the interim, some departmental staff have attended events and training relating to the capabilities and potential applications of AI. Use cases and possible "proof of concepts" are being explored. However, my Department has not used AI in the preparation of legislation or statutory instruments, nor has the Department deployed any AI tools on citizen facing services. I have referred the Deputy's questions to the Department's agencies for direct, detailed reply as regards their actions in this area. Please contact my private office if a response is not received within ten days.</p>	Policies on the use of artificial intelligence (AI)	Malcolm Byrne T.D.	<p>Dear Deputy Byrne,</p> <p>I refer to your recent parliamentary question, Ref. No. PQ 1591/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) is at an early stage in its consideration of the possible applications of Artificial Intelligence (AI) across its various work activities. I can advise that a number of TII's staff members have attended information events on the potential applications of AI and a briefing on AI Policy and Governance is planned to issue to staff in the near future.</p> <p>TII's policy on AI will have regard to any forthcoming Government guidance on the application of AI in the Public Sector.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
30/01/2025	1539/25	<p>Dail Question No: 259</p> <p>To ask the Minister for Transport if adequate additional resources will be provided to local authorities to enable them carry out essential road gritting works on all local and national routes during extreme weather conditions as experienced recently (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: the importance that all roads are included in the Council's Winter Maintenance Plan Salting route, especially in extreme weather conditions to enable people leave their properties in order to carry out essential daily tasks, or attend medical and dental appointments where necessary; and also to avoid elderly and vulnerable people being confined to their homes for days at a time during these conditions</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme.</p>	Resources required for essential road gritting works	John Connolly T.D.	<p>Dear Deputy Connolly,</p> <p>I refer to your recent parliamentary question, Ref. No. 1539/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) is responsible for managing the central purchase of salt stocks for use on national, regional and local roads in Ireland. With regards to winter maintenance activities on national roads, TII published a winter service manual in August 2022 which details the requirements with respect to the delivery of winter maintenance operations by local authorities on national roads.</p> <p>In addition to the central purchase of salt for all roads and the publication of the winter service manual, TII also:</p> <ul style="list-style-type: none"> • provides an annual grant to each local authority to cover the full cost of winter maintenance operations on national roads within their administrative area; • on application, provides specific capital funding for the purchase of winter maintenance salt spreaders, salt barn construction, salt brine saturators and associated infrastructure for national road winter operations;

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30/01/2025	46219/24	<p>Dail Question No: 140</p> <p>To ask the Minister for Transport the number of vacancies, by month and by grade, in his Department, and in agencies under the aegis of his Department, in 2023 and 2024; and if he will make a statement on the matter.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Answer</p> <p>The number of vacancies in my department in 2023 and 2024 are outlined below by month and by grade. It should be noted that vacancies in the Department are filled in accordance with DPENDPR rules on liabilities to various recruitment streams, both internal and external.</p>	Vacancies, by month and by grade in 2023 and 2024	Michael Fitzmaurice T.D.	<p>Dear Deputy Fitzmaurice,</p> <p>I refer to your recent parliamentary question, Ref. No. PQ 46219/24, to the Minister for Transport. The position in relation to your enquiry is as follows. Please find attached details of the number of vacancies in Transport Infrastructure Ireland (TII) in 2023 and 2024 by month and by grade. Staff vacancies in TII are filled in accordance with public sector policy and best practice.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p> <p>Attachment:</p>

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If you do not hear back from the Agencies within 10 working days, please contact my office.</p>	January 2023	4	11	10	3	6	2	3	8	February 2023	3	5	5	11	6	2	1	10	March 2023	4	5	10	18	6	3	1	10	April 2023	3	5	10	18	6	3	1	9	May 2023	3	5	10	15	7	2	1	6	June 2023	8	4	5	11	4	2	1	6	July 2023	6	4	8	9	4	2	1	5	August 2023	6	4	7	7	4	2	1	5	September 2023	6	5	12	10	4	2	1	7	October 2023	6	6	11	10	4	1	1	7	November 2023	5	5	7	8	3	2	1	7	December 2023	6	6	9	10	6	2	1	9	January 2024	6	5	11	11	6	2	1	8	February 2024	6	5	10	12	6	2	1	7	March 2024	5	5	10	10	5	2	1	3	April 2024	5	5	8	9	5	2	1	1	May 2024	6	5	11	6	5	2	1	0	June 2024	5	5	5	5	4	2	1	0	July 2024	6	4	5	5	3	0	1	1	August 2024	1	3	2	2	2	0	2	1	September 2024	1	3	2	2	3	0	2	1	October 2024	3	4	4	2	4	1	2	1	November 2024	3	4	4	2	5	1	2	1	December 2024	3	2	7	4	6	2	2	2			Transport Infrastructure Ireland Number of vacancies, by month and by grade in 2023 and 2024 PQ 46219/24 - Dail Question No: 140 <table><tr><th></th><th>Clerical Officer</th><th>Executive Officer</th><th>Higher Executive Officer</th><th>Assistant Principal</th><th>Assistant Principal Higher</th><th>Engineer Grade 3</th><th>Engineer Grade 2</th><th>Engineer Grade 1</th><th>Technician Grades</th><th>Senior Advisor Level 1</th><th>Principal Officer</th><th>Principal Advisor Higher</th><th>Deputy Secretary</th><th>Project Director</th></tr><tr><td>Jan-23</td><td>1</td><td>2</td><td>1</td><td>0</td><td>0</td><td>1</td><td>2</td><td>6</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Feb-23</td><td>1</td><td>2</td><td>1</td><td>0</td><td>0</td><td>1</td><td>2</td><td>6</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Mar-23</td><td>1</td><td>2</td><td>1</td><td>0</td><td>0</td><td>1</td><td>2</td><td>6</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Apr-23</td><td>0</td><td>3</td><td>1</td><td>0</td><td>0</td><td>1</td><td>2</td><td>7</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>May-23</td><td>0</td><td>3</td><td>1</td><td>0</td><td>0</td><td>1</td><td>2</td><td>7</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Jun-23</td><td>0</td><td>3</td><td>1</td><td>0</td><td>0</td><td>1</td><td>2</td><td>7</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Jul-23</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>2</td><td>6</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Aug-23</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>2</td><td>6</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Sep-23</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>2</td><td>6</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Oct-23</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>1</td><td>3</td><td>8</td><td>1</td><td>0</td><td>2</td><td>0</td><td>1</td><td>1</td></tr><tr><td>Nov-23</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>1</td><td>3</td><td>8</td><td>1</td><td>0</td><td>2</td><td>0</td><td>1</td><td>1</td></tr><tr><td>Dec-23</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>1</td><td>3</td><td>8</td><td>1</td><td>0</td><td>2</td><td>0</td><td>1</td><td>1</td></tr><tr><td>Jan-24</td><td>0</td><td>0</td><td>1</td><td>1</td><td>1</td><td>0</td><td>6</td><td>13</td><td>0</td><td>3</td><td>0</td><td>1</td><td>1</td><td>1</td></tr><tr><td>Feb-24</td><td>0</td><td>0</td><td>1</td><td>1</td><td>1</td><td>0</td><td>6</td><td>13</td><td>0</td><td>3</td><td>0</td><td>1</td><td>1</td><td>1</td></tr><tr><td>Mar-24</td><td>0</td><td>0</td><td>1</td><td>1</td><td>1</td><td>0</td><td>6</td><td>13</td><td>0</td><td>3</td><td>0</td><td>1</td><td>1</td><td>1</td></tr><tr><td>Apr-24</td><td>0</td><td>1</td><td>1</td><td>1</td><td>1</td><td>0</td><td>6</td><td>16</td><td>0</td><td>1</td><td>0</td><td>1</td><td>1</td><td>1</td></tr><tr><td>May-24</td><td>0</td><td>1</td><td>1</td><td>1</td><td>1</td><td>0</td><td>6</td><td>16</td><td>0</td><td>1</td><td>0</td><td>1</td><td>1</td><td>1</td></tr><tr><td>Jun-24</td><td>0</td><td>1</td><td>1</td><td>1</td><td>1</td><td>0</td><td>6</td><td>16</td><td>0</td><td>1</td><td>0</td><td>1</td><td>1</td><td>1</td></tr><tr><td>Jul-24</td><td>0</td><td>0</td><td>1</td><td>1</td><td>1</td><td>1</td><td>3</td><td>12</td><td>0</td><td>1</td><td>0</td><td>1</td><td>1</td><td>1</td></tr><tr><td>Aug-24</td><td>0</td><td>0</td><td>1</td><td>1</td><td>1</td><td>1</td><td>3</td><td>12</td><td>0</td><td>1</td><td>0</td><td>1</td><td>1</td><td>1</td></tr><tr><td>Sep-24</td><td>0</td><td>0</td><td>2</td><td>1</td><td>1</td><td>1</td><td>3</td><td>12</td><td>0</td><td>1</td><td>0</td><td>1</td><td>1</td><td>0</td></tr><tr><td>Oct-24</td><td>0</td><td>0</td><td>1</td><td>1</td><td>1</td><td>1</td><td>2</td><td>8</td><td>0</td><td>1</td><td>1</td><td>1</td><td>1</td><td>0</td></tr><tr><td>Nov-24</td><td>0</td><td>0</td><td>1</td><td>1</td><td>1</td><td>1</td><td>2</td><td>8</td><td>0</td><td>1</td><td>1</td><td>1</td><td>1</td><td>0</td></tr><tr><td>Dec-24</td><td>0</td><td>0</td><td>1</td><td>1</td><td>1</td><td>1</td><td>2</td><td>8</td><td>0</td><td>1</td><td>1</td><td>1</td><td>1</td><td>0</td></tr></table>		Clerical 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04/02/2025	46201/24	Dail Question No: 139 To ask the Minister for Transport the number of civil servants in his Department, and in agencies under the aegis of his Department, who were on career break in 2023 or 2024, by month and grade, and by length of career break; the number of civil servants in his Department and in agencies under the aegis of his Department who were on career break for longer than five years or longer than six years in 2023 or 2024, by month, grade, and length of career break, in tabular form; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer There were 15 civil servants in my Department who were on a career break in 2023 or 2024, outlined below by month and by grade.	Details of staff on career breaks	Michael Fitzmaurice T.D.	Dear Deputy Fitzmaurice, I refer to your recent parliamentary question, Ref. No. PQ 46201/24, to the Minister for Transport. The position in relation to your enquiry is as follows. Please see below details of the 5 members of staff of Transport Infrastructure Ireland (TII) that were on career breaks in in 2023 and 2024. <table><tr><th>Grade</th><th>Start date of career break</th><th>End date of career break</th><th>Duration</th></tr><tr><td>Engineer Grade 3</td><td>29/11/2022</td><td>28/05/2023</td><td>6 months</td></tr><tr><td>Engineer Grade 3</td><td>01/11/2022</td><td>31/10/2023</td><td>1 year</td></tr><tr><td>Engineer Grade 1</td><td>17/09/2018</td><td>07/07/2023</td><td>4 years, 10 months</td></tr><tr><td>Principal Advisor Higher</td><td>28/04/2023</td><td>27/04/2025</td><td>2 years</td></tr><tr><td>Higher Executive Officer</td><td>05/08/2021</td><td>10/09/2023</td><td>2 years, 1 month</td></tr></table> There were no TII staff members on a career break of more than five years in 2023 or 2024 I hope that this information is of assistance to you. Yours sincerely,	Grade	Start date of career break	End date of career break	Duration	Engineer Grade 3	29/11/2022	28/05/2023	6 months	Engineer Grade 3	01/11/2022	31/10/2023	1 year	Engineer Grade 1	17/09/2018	07/07/2023	4 years, 10 months	Principal Advisor Higher	28/04/2023	27/04/2025	2 years	Higher Executive Officer	05/08/2021	10/09/2023	2 years, 1 month																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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05/02/2025	1667/25	<p>Dail Question No: 274</p> <p>To ask the Minister for Transport if he will engage with TII regarding the Dunkettle interchange upgrade; if metrics are available to ascertain whether the upgrade has reduced travel time and whether the number of accidents has been reduced; and if he will make a statement on the matter.</p> <p>Dail Question No: 275</p> <p>To ask the Minister for Transport if TII is continually monitoring traffic times at the Dunkettle interchange; the number of incidents or accidents in or around the interchange over the past 12 months; if TII has any other assessment tool for assessing traffic safety and efficiency; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you.</p>	Dunkettle Interchange	Pádraig O'Sullivan T.D.	<p>Dear Deputy O’Sullivan,</p> <p>I refer to your recent parliamentary question, Ref. No. 1667/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>It is standard practice for Transport Infrastructure Ireland (TII) to undertake an evaluation of scheme impacts one year after the completion of a major project. The evaluation of the Dunkettle Interchange Upgrade Scheme is currently underway and the Evaluation Report is anticipated to be completed in the first quarter of this year.</p> <p>An interim comparison of journey times through the Interchange from 2019 to May 2024 was conducted during 2024. Preliminary results indicate the following journey time reductions during the peak traffic hours of 07:30 to 08:30 and 16:30 to 17:30:</p> <ul style="list-style-type: none">During the morning peak, travelling from the M8 via the interchange through the Jack Lynch Tunnel to the Kinsale Road on the N40, or to the City Centre on the N8 (Lower Glanmire Road), there is a saving of 14 to 16 minutes (over 50%) of journey time, in comparison to before the upgrade.During the morning and evening peaks, travelling from the N40 through the tunnel and the interchange to the N8, M8, or N25, there is now a saving of 9 to 13 minutes (between 40% and 60%) of the journey time.In comparison to before the upgrade, there are savings of 8 to 9 minutes (over 50%) of the journey time during the morning peak, travelling from																																																																

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		Noting the above position, I have referred your question regarding the Dunkettle Interchange to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			<p>the N25 via the interchange, through the Jack Lynch Tunnel to the Kinsale Road. Journey time reductions on the same route during the evening peak are more modest, at approximately 3 minutes (25%) of the journey time.</p> <p>In addition to the reduction in journey times at peak hours, there has also been a reduction in the duration of peak times. Preliminary analysis by TII suggests that the duration of the 'Morning Peak' (period when journey times are more than 30% above freeflow journey times) has reduced from over two hours in 2019 to approximately one hour in 2024. The 'Evening Peak' shows a similar reduction in duration from approximately two and a half hours to one and a half hours. It is worth noting, considering Ireland's Climate Action Plan and carbon reduction target commitments, these journey time savings represent a major reduction in emissions from stationary traffic, with positive impacts on the local environment, as well as on greenhouse gas emissions.</p> <p>The number of 'incidents' (collisions, breakdowns, etc.) recorded on the newly upgraded interchange between 12 February 2024 (date of opening of the last link road) and 31 December 2024 was 31. By way of comparison, the equivalent number for the period from 12 February 2019 to 31 December 2019 (pre-Covid) was 81. It is important to note in this context, however, that given the Dunkettle Interchange links so many major routes, traffic incidents downstream of Dunkettle on the N8, M8, N25 and N40, can lead to tailbacks extending back through the interchange, resulting in queues on the interchange approaches.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
05/02/2025	1539/25	<p>Dail Question No: 259</p> <p>To ask the Minister for Transport if adequate additional resources will be provided to local authorities to enable them carry out essential road gritting works on all local and national routes during extreme weather conditions as experienced recently (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: the importance that all roads are included in the Council's Winter Maintenance Plan Salting route, especially in extreme weather conditions to enable people leave their properties in order to carry out essential daily tasks, or attend medical and dental appointments where necessary; and also to avoid elderly and</p>	Resources required for essential road gritting works	John Connolly T.D.	<p>Dear Deputy Connolly,</p> <p>I refer to your recent parliamentary question, Ref. No. 1539/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) is responsible for managing the central purchase of salt stocks for use on national, regional and local roads in Ireland. With regards to winter maintenance activities on national roads, TII published a winter service manual in August 2022 which details the requirements with respect to the delivery of winter maintenance operations by local authorities on national roads.</p> <p>In addition to the central purchase of salt for all roads and the publication of the winter service manual, TII also:</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>vulnerable people being confined to their homes for days at a time during these conditions</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>Exchequer funding is allocated to local authorities through TII on an annual basis for the maintenance of the existing national road network, including winter maintenance. The allocations for 2025 will be announced in the near future.</p> <p>With regards to Regional and Local roads, under the Department's Discretionary Grant, Councils have the discretion to use grant funding for eligible winter maintenance works. In this context it is a matter for each Council to determine its winter road treatment programme including the prioritisation of routes for salting/gritting.</p>			<ul style="list-style-type: none"> • provides an annual grant to each local authority to cover the full cost of winter maintenance operations on national roads within their administrative area; • on application, provides specific capital funding for the purchase of winter maintenance salt spreaders, salt barn construction, salt brine saturators and associated infrastructure for national road winter operations; • provides a Road Weather Information System for use by local authority winter operations decision makers, and • provides a forecasting service (through arrangement with Met Eireann) so that local authority decision makers can plan and deliver operations throughout the winter season. <p>The full cost of the treatment carried out by local authorities on national roads within their administrative area is funded by TII. Details of TII's annual grant allocations including allocations for winter maintenance to local authorities are outlined in the 'Grant Allocations to Local Authorities for National Roads, Active Travel and Greenways' allocations booklet, which is published annually on TII's website.</p> <p>Local authority arrangements for the treatment of the urban, local and regional roads within each local authority's administrative area are a matter for the relevant local authority.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
06/02/2025	46605/24, 46630/34 & 46710/24	<p>Dail Question No: 191 (46710/24)</p> <p>To ask the Minister for Transport if further resources can be provided to Kerry County Council to help expedite the long awaited Bealach UÃ-bh RÃ;thaigh/south Kerry greenway project; and if he will make a statement on the matter.</p> <p>Dail Question No: 182 (46630/24)</p> <p>To ask the Minister for Transport if he will expedite the south Kerry greenway (details supplied); if it is not opened in the near future, if he will speed up any outstanding payments and accommodation works for adjoining farmers/landowners; and if he will make a statement on the matter.</p> <p>Dail Question No: 180 (46605/24)</p>	South Kerry Greenway	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary questions, Ref. No. 46605/24, 46630/24 and 46710/24 to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>The South Kerry Greenway is approximately 31km long and is divided into two projects. The South Kerry Greenway currently underway is 27km in length 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.</p> <p>Funding for the Greenways programme is reviewed on an annual basis by the Department of Transport. In 2024, Kerry County Council received €8,000,000 in funding for the section from Glenbeigh to Cahersiveen and €400,000 for the section from Cahersiveen to Renard Point. The funding amount for this year will be</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>To ask the Minister for Transport if there are plans by the Government to extend the South Kerry Greenway through Killorglin to Farranfore and on to both Killarney and Tralee and at the other end to connect Cahersiveen/Renard with the Skellig Ring, Valentia Island, Portmagee, Ballinskelligs, Waterville and onto Kenmare, Killarney and so connect all of the Kerry Greenways; and if he will make a statement on the matter</p> <p>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 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.</p>			<p>confirmed together with all other projects in the "2025 Grant Allocations to Local Authorities for National Roads, Active Travel and Greenways" as soon as it becomes available.</p> <p>The South Kerry Greenway is being constructed using a procurement strategy to best meet the nature of the works along the route and 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. It is hoped that the first section could be opened for use late in 2025. This will deliver a valuable facility for cyclists and pedestrians in this area, where the N70 is narrow and busy. Kerry County Council and TII are also examining sections starting at Cloghanelinaghan, Cahersiveen and heading east along the route, that could be built and opened thereafter that could provide a local cycling and walking facility for recreation, and to/from local businesses and schools.</p> <p>In 2024, Transport Infrastructure Ireland (TII) allocated funding to Kerry County Council for the purposes of progressing seven different greenway projects of varying scale and stages of development. This included funding to look at the potential for a greenway to connect the South Kerry Greenway at Glenbeigh to the North Kerry Greenway at Tralee. The study area of the associated Strategic Assessment Report includes Killorglin and Farranfore. Progression of this project to the next phase of development is dependent on available resources and funding availability.</p> <p>Kerry County Council is proceeding with completing the statutory requirements on securing the necessary lands for the Greenway and engaging with landowners on accommodation works. To date, agreement has been reached with many directly impacted landowners. Upon receipt of a signed Landowner Agreement, the associated payments are to be made promptly upon completion of the conveyancing process. Kerry County Council is continuing to engage with landowners to expedite landowner agreements where possible.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
06/02/2025	1394/25	<p>Dail Question No: 241</p> <p>To ask the Minister for Transport if he is aware of the number of landowners nationwide who have trees which are non-commercial plantations impacted by ash dieback adjacent to public roads; if he has assessed the associated potential risk to road safety; if he will consider a scheme to help landowners with the cost of removal of these impacted trees; and if he will make a statement on the matter.</p> <p><i>Identical Question(s): AG</i></p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>Section 70 of the Roads Act 1993 sets out the responsibility of landowners to take all reasonable steps to ensure that trees, hedges and other vegetation growing on their land are not, or could not become, a danger to people using a public road or interfere with the safe use of a public road or the maintenance of a public road. This responsibility includes the 'the preservation, felling, cutting, lopping, trimming or removal of such tree, shrub, hedge or other vegetation' in question.</p> <p>As such, the implementation of the legislation and the management of hedge cutting operations is a matter for local authorities and landowners. My Department has no plans to grant-aid the cutting or removal of trees infected with ash dieback.</p>	Landowners impacted by ash dieback adjacent to public roads	Niall Collins T.D.	<p>Dear Minister,</p> <p>I refer to your recent parliamentary question, Ref. No. PQ 1394/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Under the Roads Acts 1993 to 2015, local authorities are the road authorities for national, regional and local roads within their respective administrative boundaries. The national road network, which constitutes roads with an 'M' or 'N' designation, has a length of 5,293 km and accounts for approximately 5 per cent of the country's public road network. Transport Infrastructure Ireland (TII) provides for the operation and maintenance of the motorway and high-speed dual carriageway sections (comprising c.1,350km of national roads) through service contracts, i.e., the Motorway Maintenance and Renewals Contracts (MMaRC) and the Public Private Partnership (PPP) contracts. Local authorities are responsible for carrying out maintenance works on non-motorway / high-speed dual carriageway sections of the national road network which is funded through annual grant allocations provided by TII to local authorities.</p> <p>It is typically the case that the adjacent landowner is the responsible party for trees affected by ash die back on their lands. The exception to this is where lands were acquired for road schemes through the Compulsory Purchase Order process in which case responsibility rests with the relevant Local Authority.</p> <p>TII, through undertaking periodic road safety inspections, assesses trees adjacent to the national road network though this process does not take into account monitoring of ash dieback. TII has no remit in relation to regional and local roads.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
07/02/2025	3109/25	<p>Dail Question No: 213</p> <p>To ask the Minister for Transport for an update as of January 2025 on the Cork-Limerick N/M20; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure</p>	Status of Cork-Limerick N/M20	Eoghan Kenny T.D.	<p>Dear Deputy Kenny,</p> <p>I refer to your recent parliamentary question, Ref. No. 3109/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The proposed N/M20 Cork to Limerick Project is being developed by Limerick City and County Council, in partnership with Cork County Council, Cork City Council and Transport Infrastructure Ireland. The Project is currently being progressed through Phase 3 'Design and Environmental Evaluation', in accordance with the processes and procedures required for delivery of major national road projects (see Major Roads & Greenways Projects Active List (page 7) for details of scheme lifecycle</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>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</p>			<p>phases). The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report for subsequent submission to An Bord Pleanála.</p> <p>Subject to funding, the Phase 3 deliverables are anticipated later in 2025, allowing the Project to progress in accordance with the Infrastructure Guidelines.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
07/02/2025	2085/25	<p>Dail Question No: 306</p> <p>To ask the Minister for Transport to provide a breakdown of the annual allocation of capital and current spend and the annual drawdown of capital and current spend by each local authority for each of the years from 2020 to 2024, in tabular form.</p> <p>Answer</p> <p>There are four main programmes supported by my Department which provide funding to local authorities -</p> <ul style="list-style-type: none"> • Active Travel: my Department funds the National Transport Authority (NTA) which in turn allocates funding to individual local authorities. Details of those allocations are published by the NTA: https://www.nationaltransport.ie/planning-and-investment/transport-investment/active-travel-investment-programme/active-travel-publications/ • Greenways: my Department funds Transport Infrastructure Ireland (TII) which in turn allocates funding to individual local authorities. Details of those allocations are published by TII: https://www.tii.ie/en/news/press-releases/ • National Roads: my Department funds Transport Infrastructure Ireland (TII) which in turn allocates funding to individual local authorities. Details of those allocations are published by TII: https://www.tii.ie/en/news/press-releases/ • Regional & Local Roads: my Department funds local authorities directly in relation to the regional and local roads programme and a detailed breakdown of funding for each local authority per grant type (of which there are currently 17 types) per year (including outturn) is outlined 	Allocation and drawdown of capital and current spend by LA	Rose Conway-Walsh T.D.	<p>Dear Deputy Conway-Walsh,</p> <p>I refer to your recent parliamentary question, Ref. No. 2085/25 to Mr Eamon Ryan TD, Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) allocates funding on an annual basis to the various Local Authorities. Information on the 2020, 2021, 2022, 2023 and 2024 Grant Allocations to Local Authorities for National Roads, Active Travel and Greenways can be found on our website.</p> <p>The attached spreadsheet lists the grant allocation amounts paid to local authorities in each of the years 2020 – 2024.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>in the regional and local road allocations and payments booklets which are available on the Oireachtas Digital Library.</p> <p>I have also forwarded your question to both NTA (active travel) and TII (greenways and national roads) for further detailed reply, please contact my Office if you do not receive such a reply within 10 working days.</p>			
07/02/202	1558/25	<p>Dail Question No: 263 To ask the Minister for Transport the status of the progression of Claregalway traffic calming and pavement restoration works in County Galway.</p> <p>Dail Question No: 264 To ask the Minister for Transport the status of the progression of the phase 0 strategic assessment report for the development of a relief road in Claregalway, County Galway.</p> <p>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. Noting the above position, I have referred your question to TII for a direct reply regarding the N83 at Claregalway. Please advise my private office if you do not receive a reply within 10 working days.</p>	Claregalway traffic calming and pavement restoration	John Connolly T.D.	<p>Dear Deputy Connolly,</p> <p>I refer to your recent parliamentary question, Ref. No. 1558/25, Dáil Question No.s 263 & 264 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Galway County Council is currently working on finalising the detailed design and preparing the tender documentation for the N83 Claregalway Traffic Calming and Pavement Restoration Scheme. The scheme will then progress to tender and construction as soon as funding is available for the scheme.</p> <p>In relation to the N83 Baile Chláir (Claregalway) Relief Road, Galway County Council in the first instance is required to produce and submit a Phase 0 Project Outline Document as specified by the Infrastructure Guidelines. This document will set out the issues and identify a range of potential solutions in line with the National Investment Framework for Transport in Ireland (NIFTI) and government policy.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
07/02/2025	1556/25	<p>Dail Question No: 262 To ask the Minister for Transport if the improvement works on the N84 Galway to Curraghmore have progressed to phase 2 options - John Connolly.</p> <p>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</p>	N84 Galway to Curraghmore	John Connolly T.D.	<p>Dear Deputy Connolly,</p> <p>I refer to your recent parliamentary question, Ref. No. 1556/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Galway County Council has submitted the draft Feasibility Report for N84 Galway to Curraghmore Study.</p> <p>The Report is currently being reviewed by Transport Infrastructure Ireland (TII). The progression of the scheme to Phase 2 is subject to the outcome of the review of the findings of the Feasibility Report on the scheme and the availability of funding.</p> <p>I hope that this information is of assistance to you.</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		statutory approvals. In this context, TII is best placed to advise you regarding the N84. 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
10/02/2025	1241/25	Dail Question No: 231 To ask the Minister for Transport if a roundabout will be installed at a location (details supplied); and if he will make a statement on the matter. Details Supplied: I ask that a roundabout be provided at Shinnagh Junction, Rathmore, Co. Kerry where 5 roads meet to make it safe as it is one of the most dangerous junctionss on the N22, several motions have been raised at Kerry Co Council meetings about this which were mostly proposed by Cllr. Maura Healy Rae 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. Noting the above position, I have referred your question to TII for a direct reply regarding this junction. Please advise my private office if you do not receive a reply within 10 working days	N22 Rathmore, Co Kerry - Safety	Danny Healy-Rae T.D.	Dear Deputy Healy-Rae, I refer to your recent parliamentary question, Ref. No. PQ 1241/25 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 with high collision concentrations. This analysis has not identified Shinnagh Junction, Rathmore as a high collision location. Notwithstanding the foregoing, the absence of sites from the locations identified in the analysis exercise does not preclude a road authority from submitting a feasibility report to TII for safety improvement works at other locations on the national road 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 consider any such proposals relating to national roads, the road authority is required to carry out an analysis of the collision history at the 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. In the circumstances, you may wish to contact Kerry County Council, which is the road authority for the area, at info@kerrycoco.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
11/02/2025	2213/25	Dail Question No: 143 To ask the Minister for Transport the timeline for the construction of the proposed motorway between Limerick and Cork; the projected date it will be open; and if he will make a statement on the matter.	N/M20 motorway between Limerick and Cork	Willie O'Dea T.D.	Dear Deputy O'Dea, I refer to your recent parliamentary question, Ref. No. 2213/25, to the Minister for Transport. The position in relation to your enquiry is as follows.

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of the Cork to Limerick project. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>The proposed N/M20 Cork to Limerick Project is being developed by Limerick City and County Council, in partnership with Cork County Council, Cork City Council and Transport Infrastructure Ireland. The Project is currently being progressed through Phase 3 'Design and Environmental Evaluation', in accordance with the processes and procedures required for delivery of major national road projects (see Major Roads & Greenways Projects Active List (page 7) for details of scheme lifecycle phases). The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report for subsequent submission to An Bord Pleanála.</p> <p>The Phase 3 deliverables are anticipated later in 2025, subject to funding, allowing the Project to progress in accordance with the Infrastructure Guidelines.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
11/02/2025	3105/25	<p>Dail Question No: 211</p> <p>To ask the Minister for Transport to make sure that funding is finally provided for the construction of the long-awaited relief road (N80) for Mountmellick town; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to any plans or works in the Mountmellick area. If you do not receive a reply within 10 working days, please contact my private office.</p>	Funding for N80 Mountmellick Relief Road	Brian Stanley T.D.	<p>Dear Deputy Stanley,</p> <p>I refer to your recent parliamentary question, Ref. No. 3105/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, as set out in the National Development Plan (NDP), the National Planning Framework, the National Investment Framework for Transport in Ireland and the Climate Action Plan.</p> <p>A proposed bypass of Mountmellick is not included amongst the projects identified for development during the period of the current NDP and accordingly there has been no advancement of the proposed Scheme. As you will be aware, a review of the NDP is currently being undertaken and the outcome of this review will inform TII on the schemes to be progressed over the coming years, pending the availability of sufficient funding.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
11/02/2025	2265/25	<p>Dail Question No: 148 To ask the Minister for Transport to clarify the Transport Infrastructure Ireland policy of functioning of lights on the M1 motorway; and the rationale for having so many lights turned off in the dark considering the need to improve road safety.</p> <p>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. Noting the above position, I have referred your question to TII for a direct reply regarding lighting on the M1. Please advise my private office if you do not receive a reply within 10 working days.</p>	Motorway Lighting Policy	Erin McGreehan T.D.	<p>Dear Deputy McGreehan,</p> <p>I refer to your recent parliamentary question, Ref. No. PQ 2265/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) can confirm that some lighting between Junction 3 (Swords) and Junction 17 (Castleblayney) inclusive along the M1 motorway has been switched off, with the exception of the Broadmeadows estuary bridge where there is a reduced hard shoulder.</p> <p>Review of Route Lighting:</p> <p>TII has undertaken a review of route lighting requirements in recent years. These initiatives form part of a broader suite of energy usage reduction measures that commenced in 2017, which includes the removal of lighting that is surplus to what is required under modern road design standards, the dimming of existing lights where feasible, and the installation of LED light fittings. In tandem with the switch-off of the surplus lighting, columns which are no longer required are removed for safety reasons.</p> <p>These initiatives stem from evolving national policy on energy usage (described below) which places a duty on all public sector bodies to secure energy reduction in their operations. TII can also confirm that a safety review of the performance of the locations where surplus lighting has been switched off across the entire motorway network has found no adverse impacts in terms of road safety.</p> <p>TII's strategy on surplus lighting is linked to the significant changes in road lighting design standards and practices since 2007. These changes have identified a greatly reduced requirement for the 'lit area' at motorway junctions, in effect removing the requirement for lighting on the mainline through motorway junctions. Application of these new standards led to the identification of a significant amount of surplus lighting along sections of legacy motorways constructed prior to 2007. A study of the collision rate at locations where lighting was provided in accordance with standards applicable since 2007 (i.e., where lighting was not provided on the mainline) concluded that there has been no implication for road safety due to these changes in lighting standards. On this basis, TII commenced a programme to progressively switch off and remove surplus lighting in 2017 and this has been implemented at 58 locations across the motorway network to date.</p> <p>The following measures were completed in advance of any lighting switch-off:</p> <ul style="list-style-type: none"> • Refreshing of road markings, • Installation of reflective road studs on the merge/diverge lanes, • Reflectors on the safety barriers on the merge/diverge lanes. <p>National Policy – Energy Reduction:</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
					<p>While more recent Europe-wide energy security concerns and rising energy costs have placed a sharper focus on energy consumption, TII's energy reduction initiatives, including on-road lighting, arose from Ireland's National Energy Efficiency Action Plan which was launched in 2009 and set out several objectives to improve Ireland's energy efficiency by the year 2020. A national improvement target of 20% was set, with a higher target of 33% improvement for the public sector. The Public Sector Energy Efficiency Strategy published in 2020 credits road lighting improvements as having played a significant role in the achievement of these targets.</p> <p>For the next decade, there will be more demanding targets in the European, national, and public sectors relating to energy and emissions. The Climate Action and Low Carbon Development (Amendment) Act establishes a legally binding framework with clear targets and commitments set in law and ensures the necessary structures and processes to allow the achievement of our national, EU and international climate goals and obligations in the near and long term. These commitments include emission reductions of 7% per annum, 51% by 2030 and a net zero goal by 2050. More recently, the national Climate Action Plan (first issued in 2021, updated in 2023), the Public Sector Climate Action Mandate and the Public Sector Climate Action Strategy 2023-2025 also place specific obligations on public sector bodies, such as TII, to continue to become more energy efficient and also reduce absolute emissions by 51% by 2030.</p> <p>To date, these surplus lighting measures have resulted in carbon reductions of c.2,000 tonnes per annum. Reducing route lighting electricity consumption will continue to play a significant role in TII achieving its climate goals.</p> <p>In summary, TII's strategy for removing surplus lighting, reducing lighting levels (dimming) where feasible and replacing older SON (sodium lamps) fittings with LED is contributing to our energy reduction objectives while having no implications for road safety.</p> <p>Further information in relation to TII policy and strategy on-route lighting is available here.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
11/02/2025	2130/25	<p>Dail Question No: 315</p> <p>To ask the Minister for Transport if he can arrange to have an urgent safety audit carried out at the junction of the M9/M7 motorway in County Kildare, in both directions, given the recent serious and recurring incidents there; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of 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. Noting the above position, I have referred your question to TII for a direct reply regarding the M7/M9 junction. Please advise my private office if you do not receive a reply within 10 working days.</p>	Safety Audit - junction of the M9/M7 motorway	Mark Wall T.D.	<p>Dear Deputy Wall,</p> <p>I refer to your recent parliamentary question, Ref. No. PQ 2130/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>I can confirm that Transport Infrastructure Ireland will undertake a review of the M7/ M9 junction and determine what measures can be implemented to improve road safety at this junction.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
11/02/2025	1790/25	<p>Dail Question No: 277</p> <p>To ask the Minister for Transport for a full update on the M28 Road project, Rochestown to Ringaskiddy motorway; the estimated timeline for the appointment of the main contractor; and the commencement of work and anticipated completion date of the overall project.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning 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 latest status of this project.</p> <p>Appointment of the main contractor and commencement of work is subject to Government Consent to award the contract under the Infrastructure Guidelines. In that regard, the final business case was submitted to the Department of Transport on December 20th. Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of the project. Please advise my private office if you do not receive a reply within 10 working days.</p>	M28 Road project - Cork to Ringaskiddy	Séamus McGrath T.D.	<p>Dear Deputy McGrath,</p> <p>I refer to your recent parliamentary question, Ref. No. 1790/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Extensive advance works have been completed for the M28 project, including major utility diversions, and the import and placement of large volumes of earthworks. Construction work on the 1.5 kilometre single-carriageway section of the route has also started and is on programme for completion in early 2026.</p> <p>Cork County Council has completed the tender process for the award of the main construction contract, i.e., the 10-kilometre motorway section of the scheme, and identified the most economically advantageous tender received. The appointment of the recommended main contractor is subject to Government approval as is provided for in the Infrastructure Guidelines. In that regard, the Final Business Case was submitted to the Department of Transport on 20 December 2024. The Department of Transport has raised a number of queries on the Business Case and responses to the Department's queries are currently being prepared by Cork County Council and are planned to be submitted to the Department by Friday 14 February 2025. Subject to the Department of Transport's approval of the Business Case, it is then a matter for the Minister for Transport to request Government's approval to proceed with the award of the Contract.</p> <p>As regards the completion date of the project, the period allowed in the contract is 36 months from the date of contract award.</p> <p>I hope that this information is of assistance to you.</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
					<p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
11/02/2025	46532/24	<p>Dail Question No: 172</p> <p>To ask the Minister for Transport for an update on the progress of the Mallow relief road; the plans for funding from Transport Infrastructure Ireland to progress the project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €300,000 was initially allocated for the Mallow Relief Road project in 2024. This was subsequently increased to €800,000 to enable the completion of the environmental impact assessment report. As with all national roads projects in the NDP, the delivery programme for the project will be kept under review for 2025 and considered in terms of the overall funding envelope available to TII. The allocations for 2025 are expected to be announced in the coming weeks.</p> <p>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</p>	Status of Mallow Relief Road	Eoghan Kenny T.D.	<p>Dear Deputy Kenny,</p> <p>I refer to your recent parliamentary question, Ref. No. 46532/24, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road, is currently preparing an Environmental Impact Assessment Report (EIAR). It is anticipated, subject to funding, that the EIAR will be submitted to An Bord Pleanála in the second half of 2025.</p> <p>In addition, the Council is also currently preparing the scheme Business Case for review and approval by Transport Infrastructure Ireland (TII).</p> <p>With regard to the level of funding that can be made available for the N72/N73 Mallow Relief Road, the process of allocating funding for 2025 will be based on prioritisation of schemes, within the limits of the funding made available by the Department of Transport. This process is currently ongoing, and it is expected that the allocations will be confirmed to the Local Authorities in late February or early March.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
11/02/2025	46246/24	<p>Dail Question No: 148</p> <p>To ask the Minister for Transport to provide a timeline for the completion of the Castlemartyr bypass; and if additional resources will be allocated to accelerate this critical project.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of</p>	N25 Midleton to Youghal - Castlemartyr	Pat Buckley T.D.	<p>Dear Deputy Buckley,</p> <p>I refer to your parliamentary question, Ref. No. 46246/24, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) provided funding to Cork County Council to advance the 'N25 Midleton to Youghal' Project in 2023 and 2024. The process of delivering road infrastructure projects on national roads in Ireland, including the required phases, is set out in the published TII Project Management Guidelines (PMGs) and the TII Project Appraisal Guidelines (PAGs). These Guidelines provide</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €450,000 was allocated in 2024 for the N25 Midleton to Youghal scheme, which includes bypasses of the village of Castlemartyr. As with all national roads projects in the NDP, the delivery programme for this project will be kept under review for 2025 and considered in terms of the overall funding envelope available to TII. The allocations for 2025 will be announced in the coming months.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the status of this project. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>guidance for local authorities in delivering National Road schemes in accordance with the Government's Infrastructure Guidelines, and Transport Appraisal Framework (TAF).</p> <p>Cork County Council has now completed Phase 0 (Scope and Strategic Assessment) and Phase 1 (Concept and Feasibility) of the Scheme and is currently preparing tender documents 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).</p> <p>Please note, while the Feasible Options to be assessed in Phase 2 (Options Selection) include a bypass of Castlemartyr, the preferred option will not be identified until this Phase 2 is completed.</p> <p>It is not possible to provide a timeline for the project at this time, given the extent and complexity of the preferred option is as yet known. As such, it is not known if the statutory process required will consist of a Part 8 planning process or if an Environmental Impact Assessment and submission to An Bord Pleanála (ABP) will be required.</p> <p>The process of allocating funding for schemes in 2025 will be based on prioritisation of schemes within the limits of the funding made available by the Department of Transport. This process is currently ongoing, and it is expected that the allocations will be confirmed to the Local Authorities in late February or early March.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
13/02/2025	2470/25	<p>Dail Question No: 165</p> <p>To ask the Minister for Transport to prioritise the N17 upgrade between Collooney and Knock as a matter of urgency; when it is expected that the complete N17 upgrade project will commence; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure</p>	N17 upgrade between Collooney and Knock	Eamon Scanlon T.D.	<p>Dear Deputy Scanlon,</p> <p>I refer to your recent parliamentary question, Ref. No. PQ 2470/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The N17 Knock to Collooney project is being progressed by the Sligo Regional Design Office, on behalf of Mayo County Council and Sligo County Council, the road authorities for their respective counties. The Project is currently in Phase 3: 'Design and Environmental Evaluation' (see Major Roads & Greenways Projects Active List (page 7) for details of scheme lifecycle phases).</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of the N17 Knock to Collooney project. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>Phase 3 is currently estimated to be completed in late 2026 or early 2027. The scheme is due to progress Topographical and Environmental Surveys as well as Geotechnical Investigations this year subject to funding availability.</p> <p>The process of allocating funding for schemes in 2025 will be based on prioritisation of schemes within the limits of the funding made available by the Department of Transport. This process is currently ongoing, and it is expected that the allocations will be confirmed to the Local Authorities in late February or early March.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
13/02/2025	3550/25	<p>Dail Question No: 242</p> <p>To ask the Minister for Transport to report on the consultation on the N22 Farranfore to Killarney Project; if this project will go ahead; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning 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 latest status of this project.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding the N22 Farranfore to Killarney Project. Please advise my private office if you do not receive a reply within 10 working days.</p>	N22 Farranfore to Killarney Project - Public Consultation	Pa Daly T.D.	<p>Dear Deputy Daly,</p> <p>I refer to your recent parliamentary question, Ref. No. 3550/25, to Mr Eamon Ryan TD, Minister for Transport. The position in relation to the above is as follows.</p> <p>The N22 Farranfore to Killarney project is currently at Phase 2 Options Selection (see Major Roads and Greenways Projects Active List (page 7 & 16) for details of phases and decision gates required for delivery of major national road projects). Kerry County Council presented the Preferred Transport Solution for the N22 Farranfore to Killarney scheme to the general public as part of Public Consultation No. 2 held on 11 and 12 November 2024. The consultation period ran for four weeks ending 6 December 2024.</p> <p>Transport Infrastructure Ireland (TII) provided funding of €640,000 to Kerry County Council in 2024 to progress the N22 Farranfore to Killarney project. Grant funding in relation to road projects for 2025 is currently under consideration and is expected to be finalised in the coming weeks. TII will give consideration to the funding of the N22 Farranfore to Killarney project in 2025, taking cognisance of the overall funding available to TII generally and the many competing demands for such funding.</p> <p>Finally, it is noted that the proposed N22 Farranfore to Killarney scheme will only form a part of an overall transport solution that will be required to relieve traffic congestion in Killarney. TII understands that the National Transport Authority (NTA), in conjunction with Kerry County Council, is currently undertaking an Area-Based Transport Assessment (ABTA) for Killarney. The primary objective of an ABTA is to make sure that movement and accessibility of all forms, across all modes of transport, are taken into consideration in transport schemes. Following the completion of the ABTA, a Local Transport Plan (LTP) will then be prepared setting</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
					<p>out the outcomes of the ABTA and providing details of the recommended transport measures for the Killarney area.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
18/02/2025	3733/25	<p>QUESTION</p> <p>To ask the Minister for Transport the number of vacant properties owned by bodies under his Department's aegis; the number of derelict properties owned by bodies under his Department's aegis; and if he will make a statement on the need to return them to use or dispose of them.</p> <p>REPLY</p> <p>All office and other accommodation occupied by the Department of Transport is provided by the Office of Public Works (OPW) which is responsible for the procurement of office and other accommodation required for Government Departments.</p> <p>My Department currently owns one vacant property, the Dun Laoghaire rocket house, which is registered as being owned by the Irish Coast Guard (IRCG). It is a small stone built structure in Dun Laoghaire Harbour area that can only be accessed via an adjacent property. The building was condemned in 2012 and is not fit for habitation. IRCG is currently seeking advice regarding disposal of this site.</p>	TII owned Vacant and derelict properties	Ivana Bacik T.D.	<p>Dear Deputy Bacik,</p> <p>I refer to your recent parliamentary question, Ref. No. 3733/25, to Mr Darragh O'Brien TD, Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) carries out its functions under the Roads Acts, 1993 to 2023, and the Transport (Railway Infrastructure) Act 2001. Land and/or property required for national road projects is normally acquired by the relevant local authority and registered in the relevant local authority's name. Should acquired land and/or property be surplus to the requirements of a particular scheme, the disposal of such surplus assets is also carried out by the relevant local authority, in consultation with TII.</p> <p>TII can directly acquire land and/or property for operational purposes to fulfil its functions and for Luas light rail projects. Any surplus land and/or property acquired for such projects is disposed of by either sale or rental.</p> <p>TII currently owns two vacant properties. One of the properties is the subject of a Railway Order currently under consideration by An Bord Pleanála and is also partly the subject of a Compulsory Purchase Order. It is currently not suitable for use. The second property was acquired by TII in December 2024 to meet operational requirements and a process is currently underway to bring it into use. I trust that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
18/02/2025	2149/25	<p>Dail Question No: 135</p> <p>To ask the Minister for Transport if a review into the road safety along Luffany/Slieverue/Rhu Glenn has taken place, due to the high number of road traffic fatalities on this stretch of road; if a review</p>	N25 road safety along Luffany/Slieverue/Rhu Glenn	Natasha Newsome Drennan T.D.	<p>Dear Deputy Newsome Drennan,</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>has not been conducted, whether he will instruct Transport Infrastructure Ireland to carry out a road safety review to assess the measures that can be put in place to improve road safety along this section of the N25; and if he will make a statement on the matter.</p> <p>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 maintenance of 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. Noting the above position, I have referred your question to TII for a direct reply regarding this section of the N25. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>I refer to your recent parliamentary question, Ref. No. 2149/25, to the Minister for Transport and your separate representation to Transport Infrastructure Ireland (TII) regarding the above. The position in relation to your enquiry is as follows.</p> <p>TII undertook safety improvements on the N25 just north of the Rhu Glenn at Curraghmore in 2020. Three ghost island junctions were introduced, and continuous hatching was provided between the junctions, in an effort to regulate speed and illegal overtaking. There was an improvement in road safety following the implementation of the Scheme.</p> <p>The N25 Waterford to Glenmore Scheme, which is a more comprehensive road improvement scheme for this section of the N25, has been proposed in the current National Development Plan. This scheme progressed to the end of Phase 2 (Options Selection), with a Public Display of the Preferred Option in May/June 2021. However, due to funding constraints, the Scheme has not progressed to Phase 3 (Design and Environmental Evaluation). TII fully supports the advancement of this scheme and remains committed to supporting the progression of all the major schemes listed in the NDP subject to funding from the Government.</p> <p>Notwithstanding the above, and by way of information, proposals regarding safety improvement works are matters which are normally developed in the first instance by the relevant road authority, in this case Kilkenny County Council. In order for TII to fully consider any such proposals relating to national roads, the road authority is required to carry out an analysis of the collision history at the location, design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme, prepare a feasibility report on the scheme and prioritise the scheme in relation to other works being proposed by the road authority. TII's Road Safety Engineer will discuss the issues which you have raised with Kilkenny County Council.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
18/02/2025	2492/25	<p>Dail Question No: 168 To ask the Minister for Transport his plans to encourage and provide dedicated parking at motor way junctions along the M9 and M7 in County Kildare to allow commuters park their cars in safety, share a lift to work and reduce the amount of cars on the road; and if he will make a statement on the matter.</p> <p>Answer</p>	M7/M9 Park n Ride Car Park	Mark Wall T.D.	<p>Dear Deputy Wall,</p> <p>I refer to your recent parliamentary question, Ref. No. 2492/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland is currently working with Kildare, Carlow and Kilkenny County Councils regarding the development of Park and Shares sites at</p>

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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 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 Park & Share facilities at motorway junctions. 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.			<p>junctions on the M9. A report, considering relevant issues, was recently completed and is currently being considered.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
18/02/2025	2667/25	<p>Dail Question No: 184</p> <p>To ask the Minister for Transport if a special allocation of funding could be made for the N72 Rathmore-to-Mallow road due to the deleterious condition of the road arising from recent adverse weather events; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply regarding the N72. Please advise my private office if you do not receive a reply within 10 working days.</p>	N72 Rathmore-to-Mallow	Eoghan Kenny T.D.	<p>Dear Deputy Kenny,</p> <p>I refer to your recent parliamentary question, Ref. No. 2667/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) can confirm that pavement renewal contracts have been funded on the N72 between Mallow and Rathmore in 2024 at Lyradown while another scheme is currently ongoing at Meenskeha. Funding constraints have unfortunately not allowed further schemes to be delivered.</p> <p>The process of allocating funding for schemes in 2025 will be based on prioritisation of schemes within the limits of the funding made available by the Department of Transport. This process is currently ongoing, and it is expected that the national roads allocations for 2025 will be confirmed to the Local Authorities in late February or early March.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
18/02/2025	3225/25	<p>Dail Question No: 217</p> <p>To ask the Minister for Transport if his Department, or any body under its aegis, currently outsources cleaning services and/or service officer/security officer roles to private companies; the value and length of any related contract, by body, in tabular form; and if he will make a statement on the matter.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Dail Question No: 218</p> <p>To ask the Minister for Transport if his Department, or any body under its aegis, currently directly employs cleaners and/or service</p>	Outsourcing of Cleaning_Security Services	Denise Mitchell T.D.	<p>Dear Deputy Mitchell,</p> <p>I refer to your recent parliamentary question, Ref. No. 3207/25 Dail Question No.s 217 and 218, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Details of the cleaning and security services contracts held by Transport Infrastructure Ireland (TII) are set out in the table below.</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response																																																									
		<p>officers; if so, the number of staff employed in each role; the value and length of any related contract, by body, in tabular form; and if he will make a statement on the matter.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Answer</p> <p>My Department directly employs 7 Service Officers across two locations, the main offices in Leeson Dublin has 5 and 2 are situated in the Department offices in Shannon.</p> <p>The Department also has a number of services for cleaning and security services contracts across a number of its other locations and the information sought is provided below.</p> <table><tr><th>Contractors (Cleaners)</th><th>Contract Expiry</th><th>Amount Paid 2024</th><th>No. of Locations</th></tr><tr><td>Alpro</td><td>2025</td><td>€151,930.83</td><td>6</td></tr><tr><td>David Norman</td><td>2025</td><td>€4,438.90</td><td>1</td></tr><tr><td>Daniel Healy</td><td>2025</td><td>€38,438.00</td><td>1</td></tr><tr><td>Shared Office Managed by RSA</td><td></td><td>€13,161.03</td><td>Loughrea - 1</td></tr></table> <p>Contract (Security) Contract Expiry Amount Paid 2024 No of Locations</p> <table><tr><th>Contractors</th><th>Contract Expiry</th><th>Amount Paid 2024</th><th>No. of Locations</th><th>Service Provided</th></tr><tr><td>Keyguard</td><td>2026</td><td>€68,921.44</td><td>1</td><td>Opening, closing & Static Guard</td></tr><tr><td>Keyguard</td><td>2026</td><td>€1,291.50</td><td>3</td><td>Key-Holding & Alarm Activation Callsouts</td></tr><tr><td>Top Security</td><td></td><td>€335.89</td><td>1</td><td>Alarm Activation call outs</td></tr><tr><td>N/A</td><td></td><td>€93.71</td><td>Loughrea</td><td>Shared building managed by RSA, Dept pays pro rata, for Key Holding</td></tr></table> <p>I have asked the Agencies under my aegis to provide the information directly to the Deputy. If you do not hear back from the Agencies within 10 working days please contact my office.</p>	Contractors (Cleaners)	Contract Expiry	Amount Paid 2024	No. of Locations	Alpro	2025	€151,930.83	6	David Norman	2025	€4,438.90	1	Daniel Healy	2025	€38,438.00	1	Shared Office Managed by RSA		€13,161.03	Loughrea - 1	Contractors	Contract Expiry	Amount Paid 2024	No. of Locations	Service Provided	Keyguard	2026	€68,921.44	1	Opening, closing & Static Guard	Keyguard	2026	€1,291.50	3	Key-Holding & Alarm Activation Callsouts	Top Security		€335.89	1	Alarm Activation call outs	N/A		€93.71	Loughrea	Shared building managed by RSA, Dept pays pro rata, for Key Holding			<table><tr><th>Service</th><th>Contractors</th><th>Contract Expiry</th><th>Amount Paid 2024 (excl. VAT)</th></tr><tr><td>Cleaning</td><td>Precision Group</td><td>2024</td><td>€60,505.40</td></tr><tr><td>Security</td><td>Synergy Security Solutions Ltd</td><td>2026</td><td>€7,612.20</td></tr></table> <p>TII does not directly employ cleaning or security staff.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>	Service	Contractors	Contract Expiry	Amount Paid 2024 (excl. VAT)	Cleaning	Precision Group	2024	€60,505.40	Security	Synergy Security Solutions Ltd	2026	€7,612.20
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Service	Contractors	Contract Expiry	Amount Paid 2024 (excl. VAT)																																																											
Cleaning	Precision Group	2024	€60,505.40																																																											
Security	Synergy Security Solutions Ltd	2026	€7,612.20																																																											
19/02/2025	4352/25	<p>Dail Question No: 144</p> <p>To ask the Minister for Transport for an update on the twelve-month review due in relation to the performance of the new Dunkettle Interchange; what plans are in place for the Dunkettle park-and-ride facility at North Esk; the progress that has been made to date; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for 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 with regard to the Dunkettle Interchange.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding the Dunkettle Interchange. Please advise my private office if you do not receive a reply within 10 working days.</p>	Dunkettle Interchange	Pádraig O'Sullivan T.D.	<p>Dear Deputy O’Sullivan,</p> <p>I refer to your recent parliamentary question, Ref. No. 4352/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Further to Transport Infrastructure Ireland’s (TII) response to your recent parliamentary question, Ref. No. 1667/25. I can confirm that an evaluation of the Dunkettle Interchange Upgrade Scheme is currently underway and the Evaluation Report is anticipated to be completed in the first quarter of this year.</p> <p>With regard to a potential Park and Ride facility at North Esk, the National Transport Authority (NTA) has the lead role in the development of Strategic Park and Ride sites. TII is supportive of the development of a multi-modal transport hub or Park and Ride at this location.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>																																																									

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		Regarding the Dunkettle park-and-ride facility, as Minister for Transport I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) is leading the development and rollout of strategic park and ride sites nationwide through the Park and Ride Development Office. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
19/02/2025	2380/25 2382/25 4357/25	<p>Dail Question No: 157 (2380/25) To ask the Minister for Transport for an update on the progress of the Mallow Relief Road; and if he will make a statement on the matter.</p> <p>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 as to the latest status of the Mallow Relief Road. Please advise my private office if you do not receive a reply within 10 working days</p> <p>Dail Question No: 159 (2382/25) To ask the Minister for Transport for an update on the progress of the Northern Ring Road; and if he will make a statement on the matter.</p> <p>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 the question to TII for a direct reply updating you as to the latest status of the Cork City</p>	<p>Progress of the Mallow Relief Road</p> <p>Northern Ring Road Cork City</p> <p>Infrastructural projects in Cork city and county.</p>	Pádraig O'Sullivan T.D.	<p>Dear Deputy O'Sullivan,</p> <p>I refer to your recent parliamentary questions, Ref. No. 2380, 2382 & 4357/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>The proposed N/M20 Cork to Limerick Project is being developed by Limerick City and County Council, in partnership with Cork County Council, Cork City Council and Transport Infrastructure Ireland (TII). The Project is currently being progressed through Phase 3 'Design and Environmental Evaluation', in accordance with the processes and procedures required for delivery of major national road projects (see Major Roads and Greenways Projects Active List (page 7 & 16) for details of phases and decision gates required for delivery of major national road projects). The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report for subsequent submission to An Bord Pleanála. Subject to funding, the Phase 3 deliverables are anticipated later in 2025, allowing the Project to progress in accordance with the Infrastructure Guidelines.</p> <p>In relation to the Mallow Relief Road, Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road, is currently preparing an Environmental Impact Assessment Report (EIAR). It is anticipated, subject to funding, that the EIAR will be submitted to An Bord Pleanála in the second half of 2025. In addition, the Council is also currently preparing the scheme Business Case for review and approval by TII.</p> <p>The Cork City Northern Transport Project (CCNTP), formerly known as the Cork Northern Ring Road, aims to develop a new National Road to the north of the city to connect the N22, N20 and M8. It has not been possible to progress this project in 2023 or 2024 due to constraints on funding.</p> <p>The process of allocating funding for schemes in 2025 will be based on prioritisation of schemes within the limits of the funding made available by the Department of Transport. This process is currently ongoing, and it is expected that the 2025 allocations will be confirmed to the Local Authorities in late February or early March.</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>Northern Transport Project (formally the Cork Northern Ring Road). Please advise my private office if you do not receive a reply within 10 working days.</p> <p>Dail Question No: 148 (4357/25)</p> <p>To ask the Minister for Transport if he will provide an update on major infrastructural projects in Cork city and county, including the Cork to Limerick motorway project, the northern distributor road, and the Mallow relief road; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of these projects.</p> <p>The N/M20 Cork to Limerick Project and Mallow Relief Road are among those national roads projects included in the current NDP, and are at various stages in the project development pipeline. The NDP earmarked approximately €5.1 billion for new national roads projects, the majority of which is in the second half of the decade. The N/M20 Cork to Limerick Project was allocated €4,040,000 in 2024. It is anticipated that the Design and Evaluation phase will be completed later this year, and a Preliminary Business Case will then be submitted to the Department of Transport. Subject to Government approval, the submission of statutory documents for the project to An Bord Pleanála will follow thereafter. The Mallow Relief Road was allocated €300,000 in 2024, and is currently in the Design and Evaluation Phase.</p> <p>National Road allocations for 2025 will be announced in the coming weeks.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you on the major national roads projects in Cork City and County. Please advise my private office if you do not receive a reply within 10 working days</p> <p>The Northern Distributor Road was established in the Cork Metropolitan Area Transport Strategy. It is intended that the Northern Distributor Road will include both traffic and bus lanes as well as cycling and pedestrian facilities.</p>			<p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>In December of 2023, the National Transport Authority (NTA) approved a Strategic Assessment Report (SAR) for the project. The approval of the SAR authorised Cork City Council to proceed with the next stage of the project, namely the route selection stage.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The NTA has responsibility for the planning and development of public transport infrastructure, including the Cork Northern Distributor project.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>			
19/02/2025	3795/25 3903/25	<p>Dail Question No: 34 (3795/25)</p> <p>To ask the Minister for Transport for an update on the progress of four major infrastructure projects: the Northern Distributor Road, Cork to Limerick Road, Mallow Relief Road, and the Northern Ring Road; the current phases of planning and implementation for each project, including projected timelines for completion, any preliminary and ongoing works, and the expected start dates; and if he will address matters (details supplied).</p> <p>Details Supplied: **In relation to the Cork to Limerick Road, could the Minister elaborate on how this project is anticipated to enhance connectivity between the western cities and the Port of Cork? What strategic advantages does the government foresee in terms of facilitating trade, transport efficiencies, and economic growth for businesses in the southern and southwestern regions of Ireland? **What specific commitments has the Department of Transport made regarding funding and resource allocation for these critical infrastructure initiatives? In conjunction with the Government's Vision 2040 initiative, how does the Department prioritize these projects, and what measures are in place to ensure they align with long-term regional development objectives? **Has the Minister allocated a definitive budget for each of these projects? If so, could the Minister provide detailed budgetary breakdowns and forecasts, including short-term and long-term financial planning? Additionally, how does the Minister intend to secure ongoing funding to ensure these projects are delivered as scheduled? **Finally, can the Minister provide assurances that these projects will be realized within the current administration's timeframe? What commitments are in place to guarantee their delivery by the proposed completion dates, and how does the Minister plan to monitor and report on progress? ** I appreciate the Minister's attention to these significant infrastructure developments, which are imperative for the growth, connectivity, and competitiveness of Cork City and County.</p>	<p>Status of Cork Limerick Road, Mallow Relief Road, Northern Ring Road</p> <p>NM20 motorway between Limerick and Cork</p>	Ken O'Flynn T.D.	<p>Dear Deputy O'Flynn,</p> <p>I refer to your recent parliamentary questions, Ref. No. 3795/25 & 3903/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>The proposed N/M20 Cork to Limerick Project is being developed by Limerick City and County Council, in partnership with Cork County Council, Cork City Council and Transport Infrastructure Ireland (TII). The Project is currently being progressed through Phase 3 'Design and Environmental Evaluation', in accordance with the processes and procedures required for delivery of major national road projects (see Major Roads & Greenways Projects Active List (page 7 & 16) for details of scheme lifecycle phases). The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report for subsequent submission to An Bord Pleanála. Subject to funding, the Phase 3 deliverables are anticipated later in 2025, allowing the Project to progress in accordance with the Infrastructure Guidelines.</p> <p>In relation to the Mallow Relief Road, Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road, is currently preparing an Environmental Impact Assessment Report (EIAR). It is anticipated, subject to funding, that the EIAR will be submitted to An Bord Pleanála in the second half of 2025. In addition, the Council is also currently preparing the scheme Business Case for review and approval by TII. Progression of the Scheme will be dependent on allocating funding for 2025 which will be based on prioritisation of schemes, within the limits of the funding made available by the Department of Transport.</p> <p>The Cork City Northern Transport Project (CCNTP), formerly known as the Cork Northern Ring Road, aims to develop a new National Road to the north of the city to connect the N22, N20 and M8. It has not been possible to progress this project in 2023 or 2024 due to constraints on funding.</p> <p>The process of allocating funding for schemes in 2025 will be based on prioritisation of schemes within the limits of the funding made available by the Department of Transport. This process is currently ongoing, and it is expected that</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>The N/M20 Cork to Limerick Project, Mallow Relief Road, and the Cork City Northern Transport Project are among those national roads projects included in the current NDP, and are at various stages in the project development pipeline. The NDP earmarked approximately €5.1 billion for new national roads projects, the majority of which is in the second half of the decade.</p> <p>The N/M20 Cork to Limerick Project was allocated €4,040,000 in 2024. It is anticipated that the Design and Evaluation phase will be completed in later this year, and a Preliminary Business Case will then be submitted to the Department of Transport. Subject to Government approval, the submission of statutory documents for the project to An Bord Pleanála will follow thereafter.</p> <p>The Mallow Relief Road was allocated €300,000 in 2024, and is currently in the Design and Evaluation Phase. It was not possible to provide the Cork City Northern Transport Project with an allocation in 2024, but it remains part of the NDP and will be considered for funding in future years. Allocations for 2025 will be announced in the coming weeks.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days</p> <p>The Northern Distributor Road was established in the Cork Metropolitan Area Transport Strategy. It is intended that the Northern Distributor Road will include both traffic and bus lanes as well as cycling and pedestrian facilities.</p> <p>In December of 2023, the National Transport Authority (NTA) approved a Strategic Assessment Report (SAR) for the project. The approval of the SAR authorised Cork City Council to proceed with the next stage of the project, namely the route selection stage.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The NTA has responsibility for the planning and development of public transport infrastructure, including the Cork Northern Distributor project.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>			<p>the 2025 allocations will be confirmed to the Local Authorities in late February or early March.</p> <p>Finally, TII's publication Major Roads and Greenways Projects Active List provides a high-level overview of how road projects are assessed and prioritised as well as summary information on current national roads projects.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>Dail Question No: 42 (3903/25) To ask the Minister for Transport for an update on the progress of a road project in Cork (details supplied); and the measures being taken to ensure that the project remains on track moving forward.</p> <p>Details Supplied: I wish to raise a matter of significant concern on behalf of my constituents in Cork City regarding the progress of the N/M20 project. The last update provided by the project team was in June 2024, and it was my understanding that the project was slated to move into the planning phase by this point. Given that it has now been five years since the project's inception, I would like to request a comprehensive progress report from the N/M20 project team. Could the Minister provide an update on the current status of the N/M20 project, including any reasons for potential delays and the anticipated timeline for its completion?</p> <p>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. Please advise my private office if you do not receive a reply within 10 working days</p>			
19/02/2025	3108/25	<p>Dail Question No: 212 To ask the Minister for Transport for an update as of January 2025 on the Mallow-to-Dungarvan Greenway; and if he will make a statement on the matter.</p> <p>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 projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals.</p>	Status of Mallow-to-Dungarvan Greenway	Eoghan Kenny T.D.	<p>Dear Deputy Kenny,</p> <p>I refer to your recent parliamentary question, Ref. No. 3108/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Cork County Council and Waterford City & County Council in partnership with Transport Infrastructure Ireland (TII), are currently 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.</p> <p>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. Following extensive work to identify a preferred route</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		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.			<p>corridor, the decision was taken to broaden the study area and the assessment of feasible options between Dungarvan and Mallow, as well as examine the potential to deliver the scheme on a phased basis. A report has been prepared and is currently with TII for consideration of the next steps, subject to funding.</p> <p>Funding for the Greenway's programme is reviewed on an annual basis in conjunction with the Department of Transport. The process of allocating funding for schemes in 2025 is currently ongoing, and it is expected that the 2025 allocations will be confirmed to the Local Authorities in late February or early March.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
19/02/2025	3155/25	<p>Dail Question No: 215</p> <p>To ask the Minister for Transport for an update on the progress of the Northern Ring Road in Cork city, and the funding that would be forthcoming; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>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 North Ring Road). Please advise my private office if you do not receive a reply within 10 working days.</p>	Status of Northern Ring Road in Cork city	Eoghan Kenny T.D.	<p>Dear Deputy Kenny,</p> <p>I refer to your recent parliamentary question, Ref. No. 3155/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The Cork City Northern Transport Project (CCNTP), formerly known as the Cork Northern Ring Road, aims to develop a new National Road to the north of the city to connect the N22, N20 and M8. The project is at an early stage of planning, i.e., Phase 1: Concept & Feasibility, but it has not been possible to progress this project in 2023 or 2024 due to constraints on funding.</p> <p>The process of allocating funding for schemes in 2025 will be based on prioritisation of schemes within the limits of the funding made available by the Department of Transport. This process is currently ongoing, and it is expected that the 2025 allocations will be confirmed to the Local Authorities in late February or early March.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

19/02/2025	3482/25	<p>Dail Question No: 237</p> <p>To ask the Minister for Transport if he will advocate for urgent safety upgrades to the N25, including works to improve dangerous junctions and accident blackspots across County Waterford.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding the N25. Please advise my private office if you do not receive a reply within 10 working days.</p>	N25 Safety Upgrades	Conor D. McGuinness T.D.	<p>Dear Deputy McGuinness,</p> <p>I refer to your recent parliamentary question, Ref. No. 3482/25, to the Minister for Transport. The position in relation to the above is as follows.</p> <p>Proposals regarding safety improvement works are matters which are normally developed in the first instance by the relevant road authority, in this case Waterford County Council. In order for Transport Infrastructure Ireland (TII) to fully consider any such proposals relating to national roads, the road authority is required to carry out an analysis of the collision history at the location, design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme, prepare a feasibility report on the scheme and prioritise the scheme about other works being proposed by the road authority.</p> <p>Notwithstanding the above, following this process, TII is currently working with Waterford County Council on a number of schemes at various phases of development as follows:</p> <ul style="list-style-type: none"> • The N25 Lemybrien scheme • N25 Cushcam • N25 Carrick Road Roundabout • Ballyduff East and West - Vulnerable Road User provision • Section between Youghal bridge and Rincrew roundabout • Youghal to Dungarvan cycleway scheme • Grange junction • Ardmore junction <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
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PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
20/02/2025	2339/25	<p>Dail Question No: 153</p> <p>To ask the Minister for Transport to provide additional funding to Kerry County Council to assist with the unusually high volume of road repairs needed after the snow and Ice damage; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants.</p> <p>In line with established practice, local authorities are advised by my Department that a contingency provision should be reserved from the overall resources available to each authority for regional and local roads so as to deal with damage caused by severe weather conditions.</p> <p>In addition, local authorities may carry out repairs from the regional and local road grants available to them and from their own resources and in this context, it is open to each Council to determine and reprioritise its work programme following severe weather events.</p> <p>Grant allocations for 2025 will be notified to local authorities in the coming weeks.</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you.</p> <p>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.</p>	Additional Maintenance Funding for Kerry County Council	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question, Ref. No. 2339/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>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 each local authority and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey.</p> <p>The process of allocating funding for road maintenance and road pavement schemes in 2025 will be based on prioritisation of schemes within the limits of the funding made available by the Department of Transport. This process is currently ongoing, and it is expected that the 2025 allocations will be confirmed to Kerry County Council in late February or early March.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
21/02/2025	3662/25	<p>Dail Question No: 26</p> <p>To ask the Minister for Transport if he will reconsider how national funding on roads is distributed on a yearly basis; if his Department</p>	Distribution of national road grant funding	James O'Connor T.D.	Dear Deputy O'Connor,

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>will review the method on how this is done, considering that Cork county has the longest road network across the State; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>The 2025 allocations for national roads will be announced in the coming weeks.</p> <p>Noting the above position, I have referred the question to TII for a direct reply regarding the allocation of funding for national roads. Please advise my private office if you do not receive a reply within 10 working days.</p> <p>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.</p> <p>The three most significant grants for Councils in terms of monies and in terms of maintaining the road network in a serviceable condition are Restoration Maintenance, Restoration Improvement and Discretionary Grant. The amount that each local authority receives under these three grant programmes is based on the regional and local road length in each county or city area (taken as a proportion of the total road length and multiplied by the amount available for that programme) with some account taken of traffic. Cork County Council's allocation for regional and local roads is, therefore, consistent with other local authorities' allocations. It is envisaged that grants will continue to be made available on that basis.</p>			<p>I refer to your recent parliamentary question, Ref. No. 3662/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) allocates funding in line with Government policy and as directed by the Minister for Transport where such a direction is received. Funding for Major Roads is allocated to the projects set out in the National Development Plan (NDP). The focus of TII's national road activities over the coming years is, accordingly, being directed towards the national road improvement schemes that are included in the NDP.</p> <p>Funding under other programmes, such as the pavement programme or safety scheme programme is allocated on the basis of established internal processes and procedures. For example, under the pavement improvement programme, the national road network is surveyed on an annual basis by TII and funding is allocated on a prioritised needs basis set in consultation between each local authority and TII.</p> <p>In relation to road safety schemes, TII periodically carries out a collision analysis of the entire national road network as well as 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. The subsequent process to devise proposals to identify road safety interventions is the responsibility of the relevant local authority, as the road authority for the area in the first instance with funding allocated to local authorities based on the prioritised intervention needs.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>There are some factors that affect each local authority's Discretionary Grant allocation. The cost of salt for the previous winter, which is purchased centrally, is subtracted from the gross Discretionary Grant allocation to each authority to recoup the cost of salt used by each authority in the previous winter. In addition, Cork County Council is required to self-fund a portion of its roads programme due to the Council's Local Property Tax receipts. This is also subtracted from the Council's gross Discretionary Grant allocation.</p> <p>Where projects are being implemented under the Specific or Strategic Grant Programmes, this can result in significant variances between the total amount of funding provided to local authorities with similar networks and this affects total grant per kilometre comparisons between different local authorities. In 2024, Cork County Council were allocated €83,199,560 under the Regional and Local Road Grant Programme. In 2023, Cork County Council were allocated €71.3m for the maintenance and improvement of their regional and local roads network; the 2024 allocation represents a 16.62% increase on this figure.</p> <p>It should be noted that Exchequer funding for regional and local roads is intended to supplement realistic contributions from local authorities' own resources. As the statutory road authorities for their areas, it is open to local authorities to prioritise investment on regional and local roads.</p> <p><i>Grant allocations for 2025 will be notified to local authorities in the coming weeks.</i></p>			
21/02/2025	2523/25	<p>Dail Question No: 173</p> <p>To ask the Minister for Transport if there is a coordinated plan to oversee the building of road projects such as the Adare and Macroom bypasses, to ensure adjacent county projects are proceeded with in alignment and when Adare is completed; if there are plans for Newcastle West and Abbeyfeale and on into Kerry; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of</p>	Adare and Macroom bypasses - Newcastle West and Abbeyfeale	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question, Ref. No. 2523/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The National Development Plan (NDP) has been developed by Government to underpin the implementation of the National Planning Framework and provides the strategic framework for Transport Infrastructure Ireland's (TII's) national roads programme for the period from 2021 to 2030. The focus of TII's national road activities over the coming years is, accordingly, being directed towards the national road improvement schemes that are included in the NDP. The Current NDP includes the Foynes to Limerick Project (including the Adare Bypass) and Newcastle West and Abbeyfeale bypasses.</p>

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		<p>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.</p> <p>TII delivers the National Roads Programme in line with Project Ireland 2040, the National Planning Framework and the NDP. The projects referred to are among those new roads projects contained in the current NDP. The Macroom Bypass was opened in 2022 as part of the wider N22 Ballyvourney to Macroom project. The Adare Bypass is at construction, and bypasses of Abbeyfeale and Newcastle West are at the design phase.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of the Adare, Newcastle West and Abbeyfeale Projects. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>While the Adare bypass is progressing to construction, advance work is underway on the remainder of the Foynes to Limerick Project and it is planned to deliver the remainder of the project under a number of construction contracts. Planning and design works are underway on both Newcastle West and Abbeyfeale bypasses with a view to advancing these projects through the planning approval process.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
25/02/2025	5228/25	<p>Dail Question No: 130</p> <p>To ask the Minister for Transport for an update from TII on a project in Tipperary (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Location: Killough Bridge, Templemore, Co. Tipperary; Road: N62; Further detail: Work was carried out approximately 7-8 years ago on this bridge. Land was bought as part of the project but work on it never commenced. A local farmer is enquiring about this project as since this it commenced, he's having serious difficulties exiting his farm onto the N62. I'm told this issue should be resolved once they complete work on the land purchased.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of these projects.</p>	N62 Killough Bridge, Templemore, Co. Tipperary	Ryan O'Meara T.D.	<p>Dear Deputy O'Meara,</p> <p>I refer to your recent parliamentary question, Ref. No. 5228/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>I am advised that work was done to Killough Bridge in 2013 and there are no plans to do any further works to the bridge in the short term.</p> <p>With regard to the matter of land having been acquired to undertake works, the Roads Acts 1993 to 2015 provides that local authorities are the road authorities for national, regional and local roads within their respective administrative boundaries. In respect of national road projects, the required land is normally acquired by the relevant local authority and registered in the relevant local authority's name.</p> <p>As such, you may wish to contact Tipperary County Council, which is the road authority for the area, at customerservices@tipperarycoco.ie, in relation to the adjacent landowner's access issues raised in your enquiry.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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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.			
28/02/2025	7156/25	<p>Dail Question No: 237</p> <p>To ask the Minister for Transport if he plans to advance the N2 Kilmoon Cross to Rath roundabout project given that funding was paused under the previous Minister; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Once funding arrangements have been put in place with Transport Infrastructure Ireland (TII), 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 TII, in conjunction with the local authorities concerned. TII ultimately delivers the National Roads Programme in line with Project Ireland 2040, the National Planning Framework and the NDP.</p> <p>Funding allocations for national roads in 2025 will be announced in the coming weeks.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of this project. Please advise my private office if you do not receive a reply within 10 working days.</p>	N2 Kilmoon Cross to Rath roundabout	Darren O'Rourke T.D.	<p>Dear Deputy O'Rourke,</p> <p>I refer to your recent parliamentary question, Ref. No. 7156/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) can confirm that the N2 Rath Roundabout to Kilmoon Cross Scheme is included among a number of major national road schemes that are identified for development during the period of the National Development Plan (NDP) 2021 to 2030. Planning and design work on the scheme is being progressed by Meath County Council, in partnership with Fingal County Council.</p> <p>The project team recently concluded Phase 2: Options Selection of the TII Project Management Guidelines (see Major Roads & Greenways Projects Active List (page 7 & 16) for details of scheme lifecycle phases).</p> <p>The process of allocating funding for schemes in 2025 will be based on prioritisation of schemes within the limits of the funding made available by the Department of Transport. This process is currently ongoing, and it is expected that the allocations will be confirmed to the Local Authorities shortly.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
05/03/2025	8749/25	<p>Dail Question No: 179</p> <p>To ask the Minister for Transport for an update on the roll-out of speed camera warning signs for the new static speed cameras that have been installed, particularly on the N17 and the N14; and if he will make a statement on the matter.</p>	Speed camera warning signs for the new static speed cameras N14 - N17	Louis O'Hara T.D.	<p>Dear Deputy O'Hara,</p> <p>I refer to your recent parliamentary question, Ref. No. 8749/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) can confirm that speed camera warning signage has been installed in advance of both the N13 and N17 Static Speed Camera sites. By way of information, the original proposal to locate a Static Speed Camera on the N14 was revised and a camera has instead been installed on the N13.</p> <p>I hope that this information is of assistance to you.</p>

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					<p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
03/03/2025	7986/25	<p>Dail Question No: 282</p> <p>To ask the Minister for Transport the cause of the delays in the construction of the Athlone-to-Galway greenway; whether a consultant has been appointed to oversee the project; if not, when is a consultant expected to be appointed; and if he will make a statement on the matter.</p>		Albert Dolan T.D.	<p>Dear Deputy Dolan,</p> <p>I refer to your recent parliamentary question, Ref. No. 7986/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>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 to Athlone that provides for active travel, a recreational experience for people of all ages and abilities, as well as local and international tourism.</p> <p>Following extensive work to identify a preferred route corridor, the decision was taken to review the preferred route due to recent policy changes, and emerging environmental and engineering constraints. Consultants have been appointed to undertake a review of the preferred route which is likely to be completed in Q2 2025. A consultant's framework for the further advancement of the scheme is in place subject to the outcome of the review of the preferred route.</p> <p>Funding for the Greenway's programme is reviewed on an annual basis in conjunction with the Department of Transport. The process of allocating funding for schemes in 2025 is currently ongoing, and it is expected that the 2025 allocations will be confirmed to the Local Authorities shortly.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
06/03/2025	6193/25	<p>Dail Question No: 238</p> <p>To ask the Minister for Transport the current status of and the planned schedule for the commencement and completion of the Virginia, County Cavan bypass; and if he will make a statement on the matter.</p>		Johnny Guirke T.D.	<p>Dear Deputy Guirke,</p> <p>I refer to your recent parliamentary question, Ref. No. 6193/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p>

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		<p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N3 Virginia Bypass project.</p> <p>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.</p>			<p>The Planning and Design of the proposed N3 Virginia Bypass Scheme commenced in January 2018. The Scheme is currently progressing through Phase 3: 'Design and Environmental Evaluation', of Transport Infrastructure Ireland's (TII's) Project Management Guidelines. It is anticipated that Cavan County Council will complete the Phase 3 deliverables and proceed to Phase 4: 'Statutory Process', in 2026, contingent upon funding availability.</p> <p>Cavan County Council envisage submission of the Scheme to An Bord Pleanála for planning approval in 2026, subject to the successful completion of the Infrastructure Guidelines gateway approval processes.</p> <p>Additional information on the project is available from the Scheme's website at www.n3virginiabypass.ie.</p> <p>Grant funding in relation to road projects for 2025 is currently being finalised and will be notified to local authorities later this month. Full details of the 2025 grant allocations to each local authority will also be published on TII's website.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
06/03/2025	6456/25	<p>Dail Question No: 36</p> <p>To ask the Minister for Transport if he will instruct the NTA to increase the number of Luas trams on the Saggart line to the city at peak times; his plans to increase the number of trams along this route; and if he will make a statement on the matter.</p> <p>Answer</p> <p>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.</p> <p>The question raised by the Deputy is an operational matter for Transport Infrastructure Ireland (TII) in conjunction with the Luas</p>		Mark Ward T.D.	<p>Dear Deputy Ward,</p> <p>I refer to your recent parliamentary question, Ref. No. PQ 6456/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>At the outset, I can advise that Luas carried an estimated 54 million passenger journeys in 2024, an increase of over 40% since 2018. The service, like other forms of public transport in Dublin, is heavily subscribed and generally very busy.</p> <p>TII have been working with the Luas Operator, Transdev Dublin Light Rail, to increase Luas capacity to meet this growing demand. The main mechanism to increase Red Line capacity is via a timetable change, with the next major change to come into effect on 1 June 2025, which is intended to address two issues:</p> <ol style="list-style-type: none"> 1. Giving trams a longer time to travel from origin to destination. 2. Running additional services to deal with demand.

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		<p>operator Transdev Ireland, and I have therefore forwarded the Deputy's question to the TII for direct reply.</p> <p>Please advise my private office if you do not receive a response within ten working days.</p>			<p>The new timetable will permit Red Line trams a longer duration of about 4 minutes to complete each trip. This will in turn require additional trams to maintain existing headways. The need for this additional time for each trip is due to high boarding and dwell times and delays arising relating to road traffic.</p> <p>As well as granting a longer period for a tram to complete a trip, the timetable change will provide for an increase in the number of trams each day. These additional trips will be targeted at peak periods as well as weekday evenings and will also see service improvements on Saturdays and Sundays. Transdev is currently recruiting staff to put in place this new timetable.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
06/03/2025	6605/25	<p>Dail Question No: 49</p> <p>To ask the Minister for Transport if there are plans to increase the current Luas Red Line operations during peak hours, as constituents cannot guarantee public transport space each morning; and if he will make a statement on the matter.</p> <p>Answer</p> <p>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.</p> <p>The question raised by the Deputy is an operational matter for Transport Infrastructure Ireland (TII), as the National Transport Authority has assigned the day-to-day management of the Luas operating contract to TII. in conjunction with the Luas operator</p>		Paul Nicholas Gogarty T.D.	<p>Dear Deputy Gogarty,</p> <p>I refer to your recent parliamentary question, Ref. No. 6605/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Public transport generally, and Luas in particular, has seen large increases in patronage in recent years, with 12% growth in Luas patronage year on year, and over 40% growth since 2018. Transport Infrastructure Ireland (TII) has, over the last number of months, been working on the introduction of a new timetable for Luas Red Line services. The new timetable will see the number of trams servicing the weekday am/pm peak hour increase from 27 to 29 and 26 to 29 respectively. Weekend timetable changes will also be made which will increase peak hour services on Saturday and Sunday from 21 to 25 and 17 to 22 trams respectively. The new Luas Red Line timetable will be operational in June 2025.</p> <p>The additional services outlined above will go a considerable way towards addressing the concerns being expressed by Luas Red Line Customers. TII will continue to work with our partners to maximise Luas Red Line services and meet</p>

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		<p>Transdev Ireland, and I have therefore forwarded the Deputy's question to TII for direct reply.</p> <p>Please advise my private office if you do not receive a response within ten working days.</p>			<p>growing demand but guaranteeing public transport space each morning on a heavily subscribed open transport system like Luas is not always possible.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
06/03/2025	8843/25	<p>Dail Question No: 193</p> <p>To ask the Minister for Transport his plans to encourage and provide dedicated parking at motorway junctions along the M9 in counties Kilkenny and Carlow to allow commuters to park their cars in safety, share a lift to work and reduce the number of cars on the road; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding Park & Share facilities at motorway junctions.</p> <p>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.</p>	Parking at motorway junctions along the M9 in counties Kilkenny and Carlow	Peter 'Chap' Cleere T.D.	<p>Dear Deputy Cleere,</p> <p>I refer to your recent parliamentary question, Ref. No. 8843/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) has undertaken a review of the M9 Junctions for the purpose of providing Park and Share facilities.</p> <p>Following this analysis, Kilkenny County Council prepared a Feasibility and Options Report on a Park and Share facility at Junction 9 on the M9 and has requested funding to develop this proposal. Subject to available funding, TII will approve the development of this proposal in 2025.</p> <p>Currently Carlow and Kildare County Councils are preparing Feasibility and Options Reports on Park and Share facilities at other locations along the M9. Once received, these proposals will also be considered by TII for funding, having regard to the level of funding available to TII for national roads generally and the many competing demands for these resources.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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06/03/2025	8873/25	<p>Dail Question No: 196</p> <p>To ask the Minister for Transport to proceed with the footpath and road realignment project on the N70 Ring of Kerry road from Laune Bridge out to the new hub (details supplied) on the Killorglin/Killarney road; and if he will make a statement on the matter.</p> <p>Details Supplied: FEXCO IRD Hub; County Kerry and take into consideration that the residents are waiting for this particular project to progress with well over 40 years and acknowledge that this is one of the most dangerous sections of National Secondary road in the entire country where residents are living in fear 24/7 on Health and Safety grounds</p>	Footpath and road realignment project on the N70 Ring of Kerry road from Laune Bridge	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question, Ref. No. 8873/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>Kerry County Council, in partnership with Transport Infrastructure Ireland (TII), is currently progressing the N72 Killorglin Approaches active travel scheme between Laune Bridge and the FEXCO RDI hub.</p> <p>The project aims to provide a shared-use walking and cycling facility, deliver a safe off-road facility for vulnerable road users who currently walk and cycle on the N72, and upgrade the existing road pavement over approximately 2.4km.</p> <p>In 2022, Kerry County Council appointed technical advisors to advance the project through route options assessment and the statutory consent processes. A public information day for the project was undertaken in December 2024 and the project team is currently preparing to make an application to An Bord Pleanála in Q2 2025. Progression of the scheme to detailed design, tender and construction remains subject to statutory approval, as well as continued funding availability.</p> <p>I hope this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
06/03/2025	8614/25	<p>Dail Question No: 89</p> <p>To ask the Minister for Transport when a project (details supplied) will progress to the next stage; the proposed preparatory work to be carried out on this project in 2025; and if he will make a statement on the matter.</p> <p>Details Supplied: N3 Virginia ByPass, Co Cavan</p>	N3 Virginia ByPass, Co Cavan	Brendan Smith T.D.	<p>Dear Deputy Smith</p> <p>I refer to your recent parliamentary question, Ref. No. 8614/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The Planning and Design of the proposed N3 Virginia Bypass Scheme is currently progressing through Phase 3: 'Design and Environmental Evaluation', of Transport Infrastructure Ireland's (TII's) Project Management Guidelines. It is anticipated that Cavan County Council will complete the Phase 3 deliverables and proceed to Phase 4: 'Statutory Process', in 2026, contingent upon funding availability.</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N3 Virginia Bypass project.</p> <p>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.</p>			<p>Cavan County Council envisage submission of the Scheme to An Bord Pleanála for planning approval in 2026, subject to the successful completion of the Infrastructure Guidelines gateway approval processes.</p> <p>Additional information on the project is available from the Scheme's website at www.n3virginiabypass.ie.</p> <p>Grant funding in relation to road projects for 2025 is currently being finalised and will be notified to local authorities later this month. Full details of the 2025 grant allocations to each local authority will also be published on TII's website.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
06/03/2025	7987/25	<p>Dail Question No: 283</p> <p>To ask the Minister for Transport the rationale behind Transport Infrastructure Ireland objecting to one-off dwellings that apply for planning permission with a shared entrance on national routes; if he can issue a directive to prevent this from continuing; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>The relevant planning guidelines are included in the Spatial Planning and National Road Guidelines which were published by the Department of Housing, Local Government and Heritage. TII implements these Guidelines in relation to national roads, and provides input as a statutory consultee under planning legislation.</p>	Objections to planning applications – national roads	Albert Dolan T.D.	<p>Dear Deputy Dolan,</p> <p>I refer to your recent parliamentary question, Ref. No. 7987/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>There are 5,306 kilometres of national road network in Ireland, which represents approximately 5% of the entire road network. National routes are a vital contributor to the effective running of businesses, industries and communities throughout Ireland. These roads aim to safely connect communities to critical services, employment, education and to ensure goods reach domestic and international markets. National roads carry approximately 45% of all road traffic in Ireland and over 50% of those travelling by public transport. The importance of the national road network is underpinned by a statutory obligation on the Government, local authorities and TII to protect and maintain the national road network asset and to ensure its safe and efficient operation.</p> <p>TII (known previously as the NRA) has responsibility to secure the provision of a safe and efficient network of national roads under the Roads Act 1993. Since the establishment of the NRA in 1994, there has been significant Exchequer investment in the motorway and national road network, in addition to increased recognition of the need to manage this network safely and efficiently for all sectors of society. Development proposals for land use, ranging from industrial developments to service areas to individual houses, can, if not managed appropriately, adversely</p>

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		<p>Local authorities also consider these when drafting County Development Plans.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the application of these guidelines on national roads. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>impact not only the efficiency of the journeys made on these roads, but also the safety of road users.</p> <p>Taking account of this, two specific Planning and Development Act measures were established by the Minister of Housing, Local Government and Heritage.</p> <ol style="list-style-type: none"> 1. The designation of a National Roads Authority, i.e. TII, as a prescribed body/statutory consultee under certain defined circumstances, which gives rise to TII being referred certain development planning documentation and planning applications, for comment, and 2. To assist the decision making of local authorities, An Bord Pleanála and the development community, the then Minister of the Environment, Community and Local Government, prepared and issued the Section 28 Ministerial Guidelines, ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ (DoECLG, 2012), which were endorsed by the Department of Transport, Tourism & Sport. <p>TII is not a planning authority, but a statutory consultee under planning legislation. On referral of planning applications by local authorities, TII makes observations, if any, as part of the established development management planning process. The approach adopted by TII in making such observations seeks to uphold official policy and guidelines, as outlined in the Section 28 Ministerial Guidelines, ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ (DoECLG, 2012). It is expected that the Local Authorities concerned will similarly abide by the provisions of official policy. Decisions in relation to planning are matters for the relevant Council and, in the event of an appeal, An Bord Pleanála.</p> <p>Having regard to the above, any proposals on planning policy matters related to shared access on national roads, and TII’s role as a statutory consultee under the Planning Regulations, would be more appropriately directed to the Minister of Housing, Local Government and Heritage.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
06/03/2025	9434/25	<p>Dail Question No: 112</p> <p>To ask the Minister for Transport if he will urgently bring the N86 Tralee to Camp to Dingle national secondary road up to an acceptable standard (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: will the Minister accept that that this heavily trafficked road is now in a dangerous condition</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N86 road.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to any works planned for the N86 between Tralee and Dingle. Please advise my private office if you do not receive a reply within 10 working days.</p>	N86 Tralee to Camp to Dingle	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question, Ref. No. 9434/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>Transport Infrastructure Ireland (TII) provided funding of c.€390,000 to Kerry County Council in 2024 to complete the construction of the Ballinclare to Annascaul section of the N86 Tralee to An Daingean scheme. Additional funding of over €247,000 was provided to Kerry County Council in 2024 to progress planning and design works for the remaining sections of the scheme.</p> <p>Grant funding in relation to road projects for 2025 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.</p> <p>I hope this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
07/03/2025	6621/25	<p>Dail Question No: 50</p> <p>To ask the Minister for Transport the reason for the disparity in Luas service frequency on two adjoining routes (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Luas routes Dublin city centre to Tallaght and Dublin city centre to Saggart. Constituents report trams to Saggart run every 5–10 minutes, while those to Tallaght may have wait times of 30 minutes or more.</p> <p>Answer</p>		John Lahart T.D.	<p>Dear Deputy Lahart,</p> <p>I refer to your recent parliamentary question, Ref. No. 6621/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Public transport generally, and Luas in particular, has seen large increases in patronage in recent years, with 12% growth in Luas patronage year on year, and over 40% growth since 2018. TII has, over the last number of months, been working on the introduction of a new timetable for Luas Red Line services. The new timetable will see the number of trams servicing the weekday am/pm peak hour increase from 27 to 29 and 26 to 29 respectively. Weekend timetable changes will also be made which will increase peak hour services on Saturday and Sunday from 21 to 25 and 17 to 22 trams respectively.</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>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.</p> <p>The question raised by the Deputy is an operational matter for Transport Infrastructure Ireland (TII) in conjunction with the Luas operator Transdev Ireland, and I have therefore forwarded the Deputy's question to the TII for direct reply.</p> <p>Please advise my private office if you do not receive a response within ten working days.</p>			<p>The new Luas Red Line timetable will be operational in June 2025 and the additional services outlined above will go a considerable way towards addressing the concerns being expressed by Luas Red Line Customers.</p> <p>Regarding current services, I can advise that there is an equivalent number of City Centre departures with a destination of Tallaght compared to Saggart. In terms of tram frequency, between 7am and 8pm on weekdays, the longest scheduled gap is 12 minutes for services terminating at Tallaght. As such, an extended wait between tram services would only occur during service disruptions such as road traffic related delays or an illness or other emergency event on board a tram.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
07/03/2025	6875/25	<p>Dail Question No: 153</p> <p>To ask the Minister for Transport if he will give consideration to concerns regarding the new proposed layout for the N72/L4040 junction at Gap Cross, Killarney (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: details sent to dept 14:31 01/02/2025</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you.</p>		Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question, Ref. No. 6875/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>The traffic calming scheme currently under construction has been designed to reduce speed throughout its length, including through the L4040 junction. Carriageway narrowing and the removal of the diverge lanes are both essential elements in achieving the required speed reduction.</p> <p>I hope this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question 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.			
07/03/2025	6918/25	<p>Dail Question No: 155</p> <p>To ask the Minister for Transport if he will support the allocation of €800,000 requested by Cork County Council to advance the development of the Mallow Relief Road (details supplied).</p> <p>Details Supplied: As a representative of this constituency and a long-standing resident of Mallow for the past 19 years, I can attest to the critical need for this project, not only for the town itself but for the broader economic and social well-being of the region. Mallow serves as a major economic and transport hub within County Cork, strategically positioned between Cork City and Limerick. However, the town has long struggled with severe traffic congestion, particularly along the N20, which is a key artery linking the two cities. The persistent traffic bottlenecks have stifled economic growth, negatively impacted local businesses, and diminished the quality of life for residents. Without urgent intervention, these challenges will continue to escalate, further hindering Mallow's ability to attract investment, support local commerce, and accommodate its growing population. The Mallow Relief Road represents a long-term, sustainable solution to these issues. By diverting heavy traffic away from the town center, this project will</p> <p>Stimulate Economic Growth: Improved traffic flow will make Mallow a more attractive location for businesses, investors, and industries looking to establish or expand their presence in the region. Enhance Social and Community Development: Reduced congestion will improve accessibility, making it easier for residents to commute, access essential services, and engage in local activities without excessive delays. Support Housing and Urban Expansion: The ability to develop new housing is intrinsically linked to modern infrastructure. A well-planned relief road will unlock new areas for residential development, addressing the growing demand for housing in the region. Improve Road Safety and Environmental Sustainability: Reduced traffic congestion will lower accident risks, alleviate pollution levels, and contribute to a more pedestrian-friendly and environmentally sustainable town. The funding requested by Cork County Council of €800,000 euros is a relatively</p>		Ken O'Flynn T.D.	<p>Dear Deputy O'Flynn,</p> <p>I refer to your recent parliamentary question, Ref. No.6918/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road, is currently preparing an Environmental Impact Assessment Report (EIAR). It is anticipated, subject to funding, that the EIAR will be submitted to An Bord Pleanála in the second half of 2025.</p> <p>In addition, the Council is also currently preparing the scheme Business Case for review and approval by Transport Infrastructure Ireland (TII).</p> <p>With regard to the level of funding that can be made available for the N72/N73 Mallow Relief Road, the process of allocating funding for 2025 will be based on prioritisation of schemes, within the limits of the funding made available by the Department of Transport. Grant funding in relation to road projects for 2025 is currently being finalised and will be notified to local authorities later this month. Full details of the 2025 grant allocations to each local authority will also be published on TII's website.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>modest sum compared to the immense long-term benefits this project will deliver. This investment is not just about road infrastructure; it is about future-proofing Mallow and ensuring its viability as a key economic and social center in Munster. Furthermore, the urgency of this matter cannot be overstated. Mallow has reached a critical juncture where infrastructural delays will only compound existing issues, making future solutions more costly and complex. With national priorities increasingly focused on regional development and balanced economic growth outside of major urban centers, now is the time to act. I respectfully urge you to prioritize this funding request and provide the necessary resources to Cork County Council without delay. I would welcome the opportunity to discuss this matter further at your earliest convenience and look forward to your positive response. I trust that you will recognize the significance of this project and its importance to my constituents, to the people of Mallow, and to the broader development objectives of County Cork and the region.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €300,000 was initially allocated for the Mallow Relief Road project in 2024. This was subsequently increased to €800,000 to enable the completion of the environmental impact assessment report. The allocations for 2025 will be announced in the coming weeks.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of this project. Please advise my private office if you do not receive a reply within 10 working days</p>			

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
10/03/2025	6567/25	<p>Dail Question No: 44</p> <p>To ask the Minister for Transport the current earliest start and completion dates regarding the N2 Clontibret to the Border and N2 Ardee to Castleblayney Road projects; and if he will make a statement on the matter.</p> <p>Dail Question No: 45</p> <p>To ask the Minister for Transport his views on whether planned upgrades to the N2 Clontibret to the Border and N2 Ardee to Castleblayney Roads would enhance road safety; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the N2 Clontibret to the Border and Ardee to Castleblayney Road projects.</p> <p>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.</p>	N2 Clontibret to the Border and N2 Ardee to Castleblayney Road projects	Matt Carthy T.D.	<p>Dear Deputy Carthy,</p> <p>I refer to your recent parliamentary question, Ref. No. 6567/25, Dáil Question No.s 44 & 45, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>The N2 Ardee to South of Castleblaney Bypass and the N2 Clontibret to N.I. Border Road schemes are currently in 'Phase 3 Design and Environmental Evaluation' phase of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 7 & page 16) published on the TII website for details of scheme phases).</p> <p>The latest programme for the N2 Clontibret to N.I. Border scheme indicates that this scheme could be open to traffic in 2033 subject to funding and securing the necessary statutory and gateway approvals in accordance with the Infrastructure Guidelines.</p> <p>It is not possible to provide a timeline for the delivery of the N2 Ardee to the South of the Castleblaney Bypass scheme as the planning and design phase of this scheme is currently suspended.</p> <p>On the matter of road safety, the Clontibret to the Border and Ardee to Castleblayney sections of the existing N2 face several road safety issues, including infrastructure deficits, inadequate Level of Service (LOS), numerous direct accesses, and inconsistent cross-section. A Road Safety Impact Assessment (RSIA), prepared in accordance with TII publication PE-MG-02001 indicates that both the Do Minimum and Do Something options, when compared with the Do Nothing, would enhance road safety and reduce collisions on these sections of the N2. The proposed works aim to improve the cross-section, rationalise accesses, and reduce roadside hazards, aligning with the Road Safety Strategy 2021-2030.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
13/03/2025	9518/25	Dail Question No: 267	Mallow relief road project	Colm Burke T.D.	Dear Deputy Burke,

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>To ask the Minister for Transport the action his Department is taking to progress the Mallow relief road project; the level of funding that will be allocated for 2025, given â‚¬300,000 was allocated in 2024; and if he will make a statement on the matter</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N72 Mallow relief Road project. The allocations for 2025 are expected to be announced in the near future.</p> <p>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.</p>			<p>I refer to your recent parliamentary question, Ref. No. 9518/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road, is currently preparing an Environmental Impact Assessment Report (EIAR). It is anticipated, subject to funding, that the EIAR will be submitted to An Bord Pleanála in the second half of 2025.</p> <p>In addition, the Council is also currently preparing the Scheme's Business Case, for review and approval by Transport Infrastructure Ireland (TII).</p> <p>With regard to the level of funding that can be made available for the N72/N73 Mallow Relief Road, the process of allocating funding for 2025 will be based on prioritisation of schemes, within the limits of the funding made available by the Department of Transport. This process is currently ongoing, and it is anticipated that the allocations will be confirmed to the Local Authorities in the coming weeks.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
13/03/2025	8164/25	<p>Dail Question No: 162</p> <p>To ask the Minister for Transport if he will confirm that the Galway Roads Project Office, consisting of Transport Infrastructure Ireland, Galway County Council and Galway City Council, will lodge the updated information to An Bord Pleanála for the reassessment of the Galway city ring road project prior to the April 2025 deadline; if the project continues to enjoy the support of the Government; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure</p>	Galway city ring road	John Connolly T.D.	<p>Dear Deputy Connolly,</p> <p>I refer to your recent parliamentary question, Ref. No 8164/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) remains committed to the delivery of the Galway City Ring Road subject to the requirements of the Infrastructure Guidelines and securing of the necessary statutory approvals. Galway County Council, and their technical advisors, are currently finalising the documents required for the further information response requested by An Bord Pleanála. TII understands that the submission is on schedule to be delivered before the deadline.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>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 Galway City Ring Road project.</p> <p>In 2024, €3 million was allocated for the Galway City Ring Road project. Allocations for national road projects in 2025 will be announced in the near future.</p> <p>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.</p>			<p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
13/03/2025	8006/25	<p>Dail Question No: 286</p> <p>To ask the Minister for Transport to allocate additional funding to a local authority (details supplied) to repair roads across the county have been severely damaged due to the level of rainfall, snow and freezing temperatures following the recent severe weather event. <i>Identical Question(s): Housing 8005/25</i></p> <p>Details Supplied: Cork County Council</p> <p>Answer</p> <p>The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources, which are supplemented by State grants for regional and local roads. The Department of Transport also emphasises to local authorities the importance of setting aside a contingency fund to manage unforeseen events such as severe flooding.</p> <p>As outlined in the 2025 Regional and Local Roads programme which I released on the 14th of February this year, the Government is strongly committed to protecting the existing regional and local road network. This network is fundamental in connecting people and places across the country.</p> <p>In line with established practice, local authorities are advised by my Department that a contingency provision should be reserved from</p>	Storm damage repair funding	Pat Buckley T.D.	<p>Dear Deputy Buckley,</p> <p>I refer to your recent parliamentary question, Ref. No. 8006/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) has been working with local authorities across the country in the weeks since the recent storms, to identify related repair and maintenance funding requirements. A number of counties, including Cork, have submitted claims which are currently being reviewed. Once the claims are reviewed and costs established, TII will liaise with the Department of Transport with a view to securing the relevant funding to issue to local authorities.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>the overall resources available to each authority for regional and local roads so as to deal with damage caused by severe weather conditions.</p> <p>In addition, local authorities may carry out repairs from the regional and local road grants available to them and from their own resources and in this context, it is open to each Council to determine and reprioritise its work programme following severe weather events.</p> <p>As part of the 2023–24 European windstorm season, Ireland experienced several severe weather events, most noticeably Storm Babet, causing considerable damage to the regional and local road network.</p> <p>Funding of over €25 million has been provided to Cork County Council in 2024 for emergency repairs on the regional and local road network. The Department continues to engage with Cork County Council, and in 2025 the Council has been allocated €6.8 million for severe weather repairs.</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to additional funding for Cork County Council.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of the National Roads projects. Please advise my private office if you do not receive a reply within 10 working days.</p>			
13/03/2025	8753/25	<p>Dail Question No: 126</p> <p>To ask the Minister for Transport if he will deliver funding for the N24 and N25 upgrades; and if he will make a statement on the matter.</p> <p>Answer</p>	Funding for the N24 and N25 upgrades	David Cullinane T.D.	<p>Dear Deputy Cullinane,</p> <p>I refer to your recent parliamentary question, Ref. No. 8753/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The Preferred Option for the N25 Waterford to Glenmore Scheme was selected in Q2 2021. The Scheme then progressed to the end of Phase 2: 'Options Selection',</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the N24 and N25 upgrades.</p> <p>The allocations for 2025 are expected to be announced in the near future.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of the N24 Waterford to Cahir and N25 Waterford to Glenmore projects. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>however, the scheme did not receive a grant allocation in 2022, 2023 or 2024 and, therefore, has not progressed to Phase 3: 'Design and Environmental Evaluation'. Please see Major Roads and Greenways Projects Active List (page 7 & page 16) for details of scheme phases.</p> <p>The N24 Waterford to Cahir Scheme is currently nearing the end of Phase 2: 'Options Selection' and the Preferred Transport Solution for this Scheme was identified in 2024. Progression of the N24 Waterford to Cahir Scheme to Phase 3: 'Design and Environmental Evaluation', is subject to the availability of funding.</p> <p>Grant funding in relation to road schemes for 2025 is currently being finalised and it is anticipated that the allocations will be notified to local authorities shortly. Full details of the 2025 grant allocations to each local authority will also be published on TII's website.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
13/03/2025	7349/25	<p>Dail Question No: 252</p> <p>To ask the Minister for Transport if a detailed report will be provided in relation to the overdue lighting up of Laune Bridge, Killorglin, County Kerry; when this work will commence; the length of time it will take to complete; the exact details of the work; the total cost of the work; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This</p>	N70 Laune Bridge Lighting		<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question, Ref. No. 7349/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>At the outset, I can advise that Munster Bridge Management has been undertaking rehabilitation works on the Laune masonry arch bridge in Killorglin, County Kerry. As part of these works, Transport Infrastructure Ireland (TII) facilitated Kerry County Council in the provision and installation of architectural lighting for the bridge. The current status of this architectural lighting is as follows:</p> <ul style="list-style-type: none"> • Testing of the architectural lighting commenced on Tuesday, 4 March. • Once testing is complete, the contractor will start fixing the lights in place. • Assuming there are no issues or snags, it is expected that the bridge lighting works will be fully operational by the end of this week.

PQ Response Date	PQ No.	Dail Question 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. Noting the above position, I have referred your question to TII for a direct reply regarding the N70 bridge at Killorglin. Please advise my private office if you do not receive a reply within 10 working days.			<p>I hope this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
13/03/2025	8789/25	<p>Dail Question No: 139</p> <p>To ask the Minister for Transport if capital works for the Mountmellick inner relief road will be approved; and if he will make a statement on the matter.</p> <p>Dail Question No: 157</p> <p>To ask the Minister for Transport the steps taken in conjunction with Transport Infrastructure Ireland to include the Mountmellick relief road in the National Development Plan funding envelope; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you.</p> <p>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.</p>	Mountmellick inner relief road	Brian Stanley T.D.	<p>Dear Deputy Stanley,</p> <p>I refer to your recent parliamentary question, Ref. No. 8789/25 No.s 139 & 157, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, as set out in the National Development Plan (NDP), the National Planning Framework, the National Investment Framework for Transport in Ireland and the Climate Action Plan.</p> <p>A proposed bypass of Mountmellick is not included amongst the projects identified for development during the period of the current NDP and, accordingly, there has been no advancement of the proposed Scheme. As you may be aware, a review of the NDP is currently taking place and the outcome of this review will inform TII on the schemes to be progressed over the coming years, pending the availability of sufficient funding.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
13/03/2025	9476/25	<p>Dail Question No: 137</p> <p>To ask the Minister for Transport for an update on funding for the N72 Cullen, Clonbanin road, which is in bad condition; and if he will make a statement on the matter.</p> <p>Dail Question No: 165</p>	Funding for the N72 Cullen/Clonbanin road and Mallow Relief road	John Paul O'Shea T.D.	<p>Dear Deputy O'Shea,</p> <p>I refer to your recent parliamentary question, Ref. No. 9476/25, Dail Question No.s 137 & 165, to the Minister for Transport. The position in relation to your enquiry is as follows.</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>To ask the Minister for Transport for an update on the Mallow relief road; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you.</p> <p>Noting the above position, I have referred your question to TII for a direct reply concerning the N72. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>Transport Infrastructure Ireland (TII) approved funding for 3km pavement overlay scheme on the N72 in Meenskeha (East) which is currently being progressed by Cork County Council. The Council has also submitted a proposal for funding in relation to works on the N72 from Cloonbannin West to the Sandpit junction and is preparing tender contract documents for the next stage in Meenskeha (West).</p> <p>In relation to the Mallow Relief Road, Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road, is currently preparing an Environmental Impact Assessment Report (EIAR). It is anticipated, subject to funding, that the EIAR will be submitted to An Bord Pleanála in the second half of 2025. In addition, the Council is also currently preparing the scheme Business Case for review and approval by TII.</p> <p>With regard to the level of funding that can be made available for the N72/N73 Mallow Relief Road and the N72 pavement schemes referred to above, the process of allocating funding for 2025 will be based on prioritisation of schemes, within the limits of the funding made available by the Department of Transport. Grant funding in relation to road projects for 2025 is currently being finalised and will be notified to local authorities shortly. Full details of the 2025 grant allocations to each local authority will also be available on TII's website.</p> <p>I trust that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
13/03/2025	9289/25	<p>Dail Question No: 159</p> <p>To ask the Minister for Transport the current position regarding the TEN-Ts in Donegal; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the latest status of the TEN-Ts in Donegal.</p>	Status of TEN-Ts in Donegal	Pat the Cope Gallagher T.D.	<p>Dear Deputy Gallagher,</p> <p>I refer to your recent parliamentary question, Ref. No. 9289/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) can advise that the TEN-T Scheme in Donegal is currently at Phase 3: 'Design and Environmental Evaluation', of TII's Project Management Guidelines (see TII's Major Roads and Greenways Projects Active List (page 7) for details of scheme phases).</p> <p>Government Consent at Approval Gate 1 was granted in July 2024 in accordance with the Infrastructure Guidelines. This will allow the Scheme to commence Phase 4: 'Statutory Processes', of TII's Project Management Guidelines, when the remaining Phase 3 deliverables are ready for publication, which anticipated later in 2025.</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>However, I can confirm that approval-in-principal was given by Government to the Donegal TEN-T Project last year, and it will now proceed through the necessary statutory processes and planning.</p> <p>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.</p>			<p>2025 road project grant funding is currently being finalised and it is anticipated that this will be notified to local authorities shortly. Full details of the 2025 grant allocations to each local authority will also be published on TII's website.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
13/03/2025	9290/25	<p>Dail Question No: 130</p> <p>To ask the Minister for Transport the current position regarding the proposed new N2/A5 Western Corridor - Pat the Cope Gallagher.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning 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 N2.</p> <p>Noting the above position, I have referred your question to TII for a direct update as to the projects on the N2. Please advise my private office if you do not receive a reply within 10 working days.</p> <p>The funding arrangements in relation to the A5 were governed by the 2014 Stormont House Agreement and Implementation Plan - A Fresh Start, and under this Agreement the Government had previously committed to provide funding of £75 million towards the cost of the A5 upgrade scheme once the statutory planning process in Northern Ireland was concluded. It was announced on February 20th 2024 that as part of Government funding commitments for Shared Island projects, €600 million was being committed for the progression of the A5 project.</p> <p>The planning and implementation of the A5 upgrade project is the responsibility of the authorities in Northern Ireland. As such, the</p>	N2 Corridor	Pat the Cope Gallagher T.D.	<p>Dear Deputy Gallagher,</p> <p>I refer to your recent parliamentary question, Ref. No. 9290/25, to the Minister for Transport. The position in relation to the above is as follows.</p> <p>The N2 Ardee to South of Castleblaney Bypass and the N2 Clontibret to N.I. Border Road schemes are currently in 'Phase 3 Design and Environmental Evaluation' phase of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 7) for details of scheme phases).</p> <p>The latest programme for the N2 Clontibret to N.I. Border scheme indicates that this scheme could be open to traffic in 2033 subject to funding and securing the necessary statutory approvals and gateway approvals in accordance with the Infrastructure Guidelines.</p> <p>It is not possible to provide a timeline for the delivery of N2 Ardee to the South of the Castleblaney Bypass scheme as the planning and design phase of this scheme is currently suspended.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>matter of the overall cost of the project is for the Department for Infrastructure in Northern Ireland. It estimates the total scheme cost for the A5 project is £1.6 billion, with completion expected by 2032/2033 and the largest funding demands over the 2025 to 2028 period. I can confirm that my Department regularly engages with colleagues in the Department for Infrastructure in Northern Ireland. These engagements consider a range of North/South transport proposals, including the A5.</p> <p>The A5 project has been approved by the Northern Ireland Executive on October 2nd last year. This will mean that 55km of the project can proceed to construction, subject to the agreement of terms with the appointed contractor and the conclusion of any legal challenges</p>			
13/03/2025	10359/25	<p>Dail Question No: 217</p> <p>To ask the Minister for Transport if sufficient funding is in place to now complete the road project from Tahilla to Kenmare in County Kerry; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N70 road between Tahilla and Kenmare.</p> <p>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.</p>	N70 Tahilla to Kenmare in County Kerry	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question, Ref. No. 10359/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>Transport Infrastructure Ireland (TII) provided Kerry County Council €217,000 in 2024 to progress the N70 Sneem to Blackwater scheme. The scheme involves road improvement works to a 4.53km stretch of the N70 National Secondary Road between Sneem and Blackwater Bridge (Ankail to Doon), Co. Kerry. Further details on the scheme are available on Kerry County Council's website.</p> <p>Grant funding in relation to road projects for 2025 is currently being finalised and will be notified to local authorities shortly. TII will give consideration to funding national secondary improvement schemes throughout the country, including the N70 in Co. Kerry, taking cognisance of the limited funding available to TII generally and the many competing demands for such funding.</p> <p>I hope this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
14/03/2025	9846/25	<p>Dail Question No: 21</p> <p>To ask the Minister for Transport when the contract agreed between the State and a company (details supplied) in relation to the operation and maintenance of the Fermoy and Rathcormac bypass, and the associated toll plazas at Condonstown, Watergrasshill and</p>	Fermoy Rathcormac Bypass PPP	Mattie McGrath T.D.	<p>Dear Deputy McGrath,</p> <p>I refer to your recent parliamentary question, Ref. No. 9846/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>Ballyoran Fermoy, is due to expire; if there is a buy out or release clause for the State in that contract before it is due to expire; and if he will make a statement on the matter.</p> <p>Details Supplied: Direct Route</p> <p>Answer</p> <p>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.</p> <p>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.</p> <p>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.</p>			<p>Transport Infrastructure Ireland (TII) has not received any indication of an intention on the part of the Government to pursue a policy of seeking to buy out in part or in whole the remaining term of the M8 Rathcormac to Fermoy Public Private Partnership (PPP) contract, which is due to expire on 11 June 2034. In the event such a government policy was to be pursued, the overall cost to the State would be dependent on a number of variables including the mechanism by which such PPP company non-default terminations would occur along with the cost to the State of the subsequent ongoing operation, maintenance and life cycle renewal of the roads.</p> <p>I hope this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
14/03/2025	8785/25	<p>Dail Question No: 183</p> <p>To ask the Minister for Transport if he will engage with the Transport Infrastructure Ireland and if he will furnish information about the number of accidents at the Kinsale Road Roundabout, the Jack Lynch Tunnel, the Dunkettle Interchange and the Bloomfield Interchange, in tabular form for each of the months in 2024; and if he will make a statement on the matter.</p>	Accidents at the Kinsale Road Roundabout, the Jack Lynch Tunnel, the Dunkettle Interchange and the Bloomfield Interchange	Pádraig O'Sullivan T.D.	<p>Dear Deputy O'Sullivan,</p> <p>I refer to your recent parliamentary question, Ref. No. 8785/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Data on reported collisions at the locations requested is provided in the attached file.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response																					
14/03/2025	6866/25	<p>Dail Question No: 152</p> <p>To ask the Minister for Transport to provide a breakdown of all measures in relation to roads in Kerry contained within the revised National Development Plan; to provide a breakdown whether they are complete, in progress or yet to begin, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for 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 National Roads projects in Kerry.</p> <p>Funding allocations for national roads in 2025 will be announced in the coming weeks.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of the National Roads projects. Please advise my private office if you do not receive a reply within 10 working days</p> <p>In relation to 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. 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.</p> <p>On 14th February I announced an Exchequer investment of €713 million in our regional and local roads across the State which represents an overall increase of over 8% in funding this year. Details of the 2025 regional and local grant allocations are available at</p>	Schemes in Co. Kerry	Pa Daly T.D.	<p>Dear Deputy Daly,</p> <p>I refer to your recent parliamentary question, Ref. No. 6866/25, to the Minister for Transport. The position in relation to the above is as follows.</p> <p>The ‘National Roads: New Infrastructure’ schemes identified in the National Development Plan in Co. Kerry were the N69 Listowel Bypass which opened to traffic in 2024 and the N22 Farranfore to Killarney Road Improvement Scheme.</p> <p>The N22 Farranfore to Killarney project is currently at Phase 2 Options Selection (see Major Roads and Greenways Projects Active List (page 7 & 16) for details of phases and decision gates required for delivery of major national road projects). Kerry County Council presented the Preferred Transport Solution for the N22 Farranfore to Killarney scheme to the general public as part of Public Consultation No. 2 held on 11 and 12 November 2024. The consultation period ran for four weeks ending 6 December 2024.</p> <p>The table below provides details regarding Active Travel schemes in Co. Kerry.</p> <table><tr><th>Schemes</th><th>Status</th><th>Construction Timeframe</th></tr><tr><td>N70 Tinnahaly - Killorglin</td><td>Phase 2 Options Selection</td><td>Gate 1 Approval in Principle</td></tr><tr><td>N70 Parknasilla to Sneem</td><td>Phase 2 Options Selection</td><td>Gate 1 Approval in Principle</td></tr><tr><td>N71 Dinis to Torc</td><td>Phase 4 Statutory Process</td><td>Gate 2 Pre-Tender Approval</td></tr><tr><td>N71 Torc to Muckross</td><td>Phase 2 Options Selection</td><td>Gate 1 Approval in Principle</td></tr><tr><td>N72 Fossa Killarney</td><td>Phase 6 Construction & Implementation</td><td>Construction to be Completed in 2025</td></tr><tr><td>N72 Killorglin Approaches (Anglont)</td><td>Phase 3 Design & Environmental Evaluation</td><td>Gate 1 Approval in Principle</td></tr></table> <p>Finally, further information regarding TII’s Major Roads, Active Travel and Greenways Projects can be found on the TII website.</p> <p>I hope that this information is of assistance to you.</p>	Schemes	Status	Construction Timeframe	N70 Tinnahaly - Killorglin	Phase 2 Options Selection	Gate 1 Approval in Principle	N70 Parknasilla to Sneem	Phase 2 Options Selection	Gate 1 Approval in Principle	N71 Dinis to Torc	Phase 4 Statutory Process	Gate 2 Pre-Tender Approval	N71 Torc to Muckross	Phase 2 Options Selection	Gate 1 Approval in Principle	N72 Fossa Killarney	Phase 6 Construction & Implementation	Construction to be Completed in 2025	N72 Killorglin Approaches (Anglont)	Phase 3 Design & Environmental Evaluation	Gate 1 Approval in Principle
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		<p>https://www.gov.ie/en/press-release/df86e-ministers-announce-713-million-for-regional-and-local-roads/.</p> <p>The primary focus for capital investment under the National Development Plan continues to be the protection and renewal of the network with some limited investment in road improvement schemes.</p> <p>In 2025, Kerry County Council were allocated €33,360,450 for the maintenance and improvement of their regional and local roads network of which over €28m was allocated to road protection and renewal. Over €5 million has been allocated for the progression of three Strategic Regional and Local Roads Schemes and seven Specific Improvement Grant Schemes.</p> <p>In addition to maintaining the road network, targeted improvements are also prioritised, including 12 strategic schemes identified in the National Development Plan. The Tralee Northern Relief Road and the Dingle Relief Road Phase 4 are two of those schemes.</p> <p>The table below sets out the status of each scheme.</p> <table><thead><tr><th>Name of Project</th><th>Current Status of Project</th></tr></thead><tbody><tr><td>Dingle Relief Road Phase 4</td><td>Completed 2019</td></tr><tr><td>Tralee Northern Relief Road</td><td>Phase 1 at construction stage</td></tr></tbody></table>	Name of Project	Current Status of Project	Dingle Relief Road Phase 4	Completed 2019	Tralee Northern Relief Road	Phase 1 at construction stage			<p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
Name of Project	Current Status of Project										
Dingle Relief Road Phase 4	Completed 2019										
Tralee Northern Relief Road	Phase 1 at construction stage										
14/03/2025	9409/25	<p>Dail Question No: 268</p> <p>To ask the Minister for Transport if he will outline his plans for investment in the N24 and N25 in Kilkenny.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This</p>	Road investment in the N24 and N25 in Kilkenny	Peter ‘Chap’ Cleere T.D.	<p>Dear Deputy Cleere,</p> <p>I refer to your recent parliamentary question, Ref. No. 9409/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The Preferred Option for the N25 Waterford to Glenmore Scheme was selected in Q2 2021. The Scheme then progressed to the end of Phase 2: ‘Options Selection’, however, the scheme did not receive a grant allocation in 2022, 2023 or 2024 and, therefore, has not progressed to Phase 3: ‘Design and Environmental Evaluation’. Please see Major Roads and Greenways Projects Active List (page 7 & page 16) for details of scheme phases.</p>						

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on planned works on the N24 and N25 in Kilkenny.</p> <p>The national roads allocations for 2025 will be announced in the near future.</p> <p>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.</p>			<p>The N24 Waterford to Cahir Scheme is currently nearing the end of Phase 2: 'Options Selection' and the Preferred Transport Solution for this Scheme was identified in 2024. Progression of the N24 Waterford to Cahir Scheme to Phase 3: 'Design and Environmental Evaluation', is subject to the availability of funding.</p> <p>Grant funding in relation to road schemes for 2025 is currently being finalised and it is anticipated that the allocations will be notified to local authorities shortly. Full details of the 2025 grant allocations to each local authority will also be published on TII's website.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
18/03/2025	8786/25	<p>Dail Question No: 184</p> <p>To ask the Minister for Transport if he will give consideration to establishing a fund specifically aimed at noise mitigation/sound barriers to mitigate the impact of major motorway construction projects on local residents; and if he will make a statement on the matter.</p>	Fund specifically aimed at noise mitigation/sound barriers to mitigate the impact of major motorway construction projects	Pádraig O'Sullivan T.D.	<p>Dear Deputy O'Sullivan,</p> <p>I refer to your recent parliamentary question, Ref. No. 8786/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) provides for the funding of noise mitigation measures where such measures are provided for as part of a scheme's environmental impact assessment/scheme orders. TII also funds the ongoing upkeep and maintenance of such noise mitigation measures provided for at the time of construction in accordance with the scheme orders.</p> <p>In respect of the provision of any proposed noise mitigation measures subsequent to the completion of a scheme, Local Authorities, in their role as designated Action Planning Authorities, are responsible for making and approving noise actions plans as provided for in the European Communities (Environmental Noise Regulations) 2018 (S.I. No. 549). The finalised action plan is the responsibility of the respective local authority. TII has no role in the implementation of such plans under the Regulations.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
					Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
19/03/2025	8226/25	Dail Question No: 78 To ask the Minister for Transport if he will ensure Transport Infrastructure Ireland carry out urgent safety improvement works on the N55 at Tang, County Westmeath, in conjunction with Westmeath County Council; and if he will ensure any works planned incorporate footpath improvement/widening works.	Safety improvement works on the N55 at Tang, County Westmeath	Robert Troy T.D.	<p>Dear Deputy Troy,</p> <p>I refer to your recent parliamentary question, Ref. No. 8226/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>At the outset, I can advise that Transport Infrastructure Ireland (TII) conducts regular road safety analysis of the national road network in accordance with TII Standard GE STY 01022. The purpose of this exercise is to identify locations that have high concentrations of collisions. The section of the N55, through Tang, has not been identified as an area of concern in the latest round of analysis.</p> <p>In the past, TII's Road Safety programme has funded safety improvements at the junction of L5473 and St Mary's National School. TII Road Safety engineers meet regularly with Westmeath County Council and safety issues regarding this location have not been raised, nor has TII received a funding request for safety improvements for this location.</p> <p>Notwithstanding the above, proposals to improve road safety can be brought to TII for funding consideration. In order for TII to fully consider any such proposals relating to national roads, the road authority is required to carry out an analysis of the collision history at the location, design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme, prepare a feasibility report on the scheme and prioritise the scheme in relation to other works being proposed by the road authority.</p> <p>Any such proposals that are submitted to TII are carefully considered, having regard to the level of funding available for national roads generally and the many competing demands for these resources.</p> <p>In the circumstances, you may wish to contact Westmeath County Council in relation to any specific safety concerns you may have.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
					Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland
19/03/2025	9344/25	Dail Question No: 257 To ask the Minister for Transport his plans to improve traffic flow where the M50 meets with the M11; 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. 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.	Traffic flow M50/M11	Malcolm Byrne T.D.	Dear Deputy Byrne, I refer to your recent parliamentary question, Ref. No. PQ 9344/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) has been implementing measures on the M50, collectively referred to as the ' enhancing Motorway Operation Services (eMOS) programme ', part of which involves the phased introduction of variable speed limits and lane control signalling (Red X) on the M50. The eMOS initiative allows motorway control room operators to set the speed limits most appropriate to the prevailing traffic conditions, using illuminated speed limit signs displayed on gantries over each traffic lane. The speed limits indicated on the signs are currently cautionary, however, legislation is being progressed and once complete these cautionary speeds will become regulatory speed limits. The variable speed limits will support traffic management by optimising the movement/speed of traffic on the M50, including the M11/M50 merge, with regard to the prevailing traffic conditions and assist in reducing the number of incidents occurring daily, which can impact on M11 / M50 journey times. In relation to other measures to address traffic congestion, the National Transport Authority (NTA) is currently examining a demand management scheme for the Greater Dublin Area, the basis for which is set out in the NTA's Greater Dublin Area Transport Strategy, 2022-2042 . The strategy calls for additional demand management measures to be introduced in order to meet the 2030 carbon emissions reduction target set for the transport sector. In addition, the Department of Transport (DoT) is overseeing the development of a Strategy and Implementation Plan aimed at making the transport system more efficient and to alleviate the impacts of car-dependency and congestion on the economy. Further details on this initiative are available from Moving Together: A Strategic Approach to the Improved Efficiency of the Transport System in Ireland . I hope that this information is of assistance to you. Yours sincerely,

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
					Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
20/03/2025	8615/25	Dail Question No:90 To ask the Minister for Transport the progress to date in developing a strategy in relation to the provision of new facilities (details supplied); and if he will make a statement on the matter. Details Supplied: the development of a Park and Ride/Share facility on the N3 Meath/Cavan border adjacent to Whitegate, Co Cavan	Park and Ride/Share facility on the N3 Meath/Cavan border	Brendan Smith T.D.	Dear Deputy Smith, I refer to your recent parliamentary question, Ref. No. PQ 8615/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The Feasibility and Options Report for the proposed N3 Park and Ride/Share facility is currently being progressed by the Road Authority, in this instance Cavan County Council, in conjunction with Meath County Council. This report, once finalised, will be submitted for approval to Transport Infrastructure Ireland in accordance with GE-STY-01037, 'Road Safety Improvement Scheme Approval Procedure'. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
25/03/2025	8423/25	Dail Question No: 86 To ask the Minister for Transport the traffic management arrangements agreed with the National Transport Authority in the event of a planned or unplanned closure to the Dublin Port Tunnel.	Traffic management arrangements agreed with NTA in the event of closure to the Dublin Tunnel	Marie Sherlock T.D.	Dear Deputy Sherlock, I refer to your recent parliamentary question, Ref. No. PQ 8423/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) communicates with the National Transport Authority (NTA) on an ongoing basis regarding various matters, including in relation to Dublin Tunnel closures. I can confirm that all planned tunnel closures are communicated via the Dublin Tunnel website and in addition, TII and its tunnel operator, Egis Road and Tunnel Operations (ERTO), engage with individual public transport service companies and direct them to the Dublin Tunnel website for details of all planned closures. The recent increase in the frequency of tunnel closures has been prompted by the fact that the tunnel is approaching 20 years in operation. Many of the tunnel's infrastructure elements and systems, including tolling, lighting, public address, CCTV, fire safety systems and SCADA (Supervisory Control and Data Acquisition)

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
					<p>have reached their end of life and as a consequence need to be replaced. All of the various tunnel systems are essential for the safe and legal operation of the tunnel and failure must be avoided. Were there to be a failure of any of these systems, this would necessitate a mandatory closure of the tunnel until the issue is rectified. The consequence of such a closure would be traffic gridlock in the port area and its approaches for the duration of the tunnel closure.</p> <p>Unfortunately, infrastructure and system installation and upgrade works cannot take place during day-time hours when traffic is at its heaviest. Consequently, closure of the tunnel during night-time hours is unavoidable, if these essential works are to be undertaken. Where we can, we always endeavour to ensure that the works referenced above are undertaken in tandem with routine maintenance activities. However, given the scope, volume and extent of these works it has been necessary to implement more frequent closures of the tunnel than is normally the case.</p> <p>The major works programme currently being undertaken is nearing completion and it is anticipated that by the end of March there will be a significant reduction in the number of night-time closures. There will, however, continue to be the need to close the tunnel for routine and corrective maintenance activities and emergency exercises as has always been the case and which is a requirement of all road tunnels worldwide.</p> <p>TII acknowledges the disruption caused to residents in the vicinity of Dublin Tunnel by HGVs and buses not using the correct diversionary routes despite the clear signage, social media communications and website information. TII has engaged with the NTA on this matter and also with bus operators to remind them of their obligation to use the correct roads when the tunnel is not available.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
25/03/2025	10289/25	Dail Question No: 215 To ask the Minister for Transport when Transport Infrastructure Ireland will release funding for the completion of the trailhead at the	Trailhead at the MacCurtainstown car park in Youghal _	Liam Quaide T.D.	Dear Deputy Quaide, I refer to your recent parliamentary question, Ref. No. 10289/25, to the Minister for Transport. The position in relation to your enquiry is as follows.

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>MacCurtainstown car park in Youghal, along the Midleton to Youghal greenway; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to 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 projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals.</p> <p>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.</p>	Midleton to Youghal Greenway;		<p>Details of the 2025 Grant Allocations to Local Authorities for Greenways and Active Travel are available on Transport Infrastructure Ireland's website. Cork County Council has been allocated €500,000 for the Midleton to Youghal Greenway project this year. This allocation is primarily provided to cover the cost of finishing works associated with the route, which opened to the public in December 2024. These works include the 23km cycle and walking path, as well as trailheads at Midleton, Roxborough, Mogeely, Killeagh and Youghal. No funding has been provided in 2025 for an additional trailhead.</p> <p>In order for TII to consider funding for the development of a further trailhead at McCurtainstown, Youghal, Cork County Council would have to, in the first instance, submit details of the proposed design to TII in addition to the expected cost of same. These proposals would then be assessed together with all other funding requests for Greenway schemes and the level of funding available to TII. Funding for Greenways is reviewed on an annual basis together with the Department of Transport.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
25/03/2025	6766/25	<p>Dail Question No: 122</p> <p>To ask the Minister for Transport if the entire Irish motorway network is in line with EU regulations, which proposes a maximum distance of 60 kilometres between service areas on a motorway; if not, when the gaps in the motorway service stations will be filled, especially given the shift towards fully electric vehicles; and whether all service stations in the network will be required to have a minimum number of super-fast charging points.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure</p>	Motorway Service Stations _ EV chargers	Aengus Ó'Snodaigh	<p>Dear Deputy Ó Snodaigh,</p> <p>I refer to your recent parliamentary question, Ref. No. PQ 6766/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) published its updated service area policy for the motorway and dual carriageway network in December 2023. The updated policy proposes a maximum distance between service areas on the motorway and type 1 dual carriageway networks (including both the TEN-T core and comprehensive sections) of 60km, in line with EU regulations. This maximum distance is achieved on all motorways except for the M18 corridor and M3. The policy states that in the event that the private sector fails to achieve planning consent and delivery of facilities adjacent to the M3 and M18 by the end of 2028, TII will commence a planning process for service areas to fill the gap in service area provision.</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>TII produced an update Motorway Service Area Policy in 2023 which reflects current transport policy direction and considerations on road safety, refuelling and recharging requirements. tii-msa-policy-2023.pdf</p> <p>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.</p>			<p>Since the publication of TII's policy, planning permission has been granted by Clare County Council for an offline service area at M18 Junction 12. TII understands that the applicant intends to commence construction of this service area in 2025 in which case the remaining gap in service area provision will be on the M3 corridor.</p> <p>As provided for in the Road Traffic and Roads (Amendment) Act 2023, TII is supporting the provision of a safe and efficient network of recharging and refuelling infrastructure for zero to low-emission vehicles. This work supports Ireland in meeting its commitments under the Regulation for the Deployment of Alternative Fuels Infrastructure (AFIR) as set out by the European Union. TII is delivering the ZEV-fundeed EV Recharging Infrastructure Light Duty Vehicle (LDV) National Road Grant Schemes which aims to incentivise the delivery of high-power recharging facilities on the national road network.</p> <p>The recharging facilities envisaged by the ZEV TII LDV National Road Grant Schemes are designed to deliver EV recharging infrastructure based on the targets set by ZEV in the National Road Network EV Charging Plan 2024-2030. The AFIR Regulation provides that recharging stations should be located on the TEN-T road network or within 3 km driving distance from the nearest exit of a TEN-T road, and typically at maximum distances of 60km apart.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
25/03/2025	13288/25	<p>Dail Question No: 241</p> <p>To ask the Minister for Transport if his Department, or any agency under his Department's remit, have, since 1 November 2024, entered any contract in respect of a hotel (details supplied) or have had any discussions, or received any offers, in respect of using this premises for any reason; the details of same; and if he will make a statement on the matter.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Details Supplied: the Glencarn Hotel, Castleblayney, Co. Monaghan</p>	Glencarn Hotel, Castleblayney, Co. Monaghan	Matt Carthy T.D.	<p>Dear Deputy Carthy,</p> <p>I refer to your recent parliamentary question, Ref. No. 13288/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>I can confirm that Transport Infrastructure Ireland has not had any engagement with any party regarding the Glencarn Hotel, Castleblayney, Co. Monaghan.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>Answer</p> <p>Following consultation with my officials, I wish to confirm for the Deputy that my Department has had no engagement with the Hotel referred to in his question during the time period specified.</p> <p>Noting the relevance of the Deputy's question to the Agencies under the remit of my Department, I have referred his question to them for a direct reply. Please advise my private office if you do not receive a response within 10 working days.</p>			<p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
25/03/2025	12451/25	<p>Dail Question No: 362</p> <p>To ask the Minister for Transport to list the functions, roles and services that were carried out and delivered by civil service or State agency workers; the cost to the State of each contract since the implementation of the Building Momentum public service agreement, in tabular form; and if he will make a statement on the matter.</p> <p><i>Identical Question(s): · PER/ DCEDIY/ Education/Housing/DECC/Transport</i></p> <p>Answer</p> <p>I note from the Deputy's clarification that his question refers to "the functions, roles and services that were previously carried out and delivered by Civil Service or State agency workers that have been contracted out to the private sector since the implementation of the <i>Building Momentum</i> public service agreement", and the costs of same.</p> <p>I wish to confirm for the Deputy, following consultation with my officials, that no such functions, roles or services have been contracted out from the Department of Transport since the implementation of the aforementioned agreement.</p> <p>Noting the relevance of the Deputy's question to the Agencies of my Department, I have referred this question to them for a direct reply. If do not receive a reply within 10 working days, please advise my private office.</p>	Building Momentum public service agreement	Ciaran Ahern T.D.	<p>Dear Deputy Ahern,</p> <p>I refer to your recent parliamentary question, Ref. No. 12451/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>I can confirm that that no functions, roles or services previously carried out by Transport Infrastructure Ireland have been contracted out to the private sector since the implementation of the Building Momentum public service agreement.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
25/03/2025	11094/25	<p>Dail Question No: 299</p> <p>To ask the Minister for Transport if all persons that are recruited to work in his Department and all the related agencies of his</p>	Vetting of Employees	Alan Kelly T.D.	<p>Dear Deputy Kelly,</p> <p>I refer to your recent parliamentary question, Ref. No. 11094/25, to Mr. Eamon Ryan, T.D., Minister for Transport. Transport Infrastructure Ireland's (TII's) position in relation to your enquiry is as follows.</p>

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		<p>Department are fully vetted before they are employed by his Department and or said agencies.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Answer All staff recruited through the Public Appointments Service for the Department of Transport undergo Garda Vetting prior to assignment as part of the recruitment & selection processes. Where the Department recruits directly, all applicants are vetted before assignment.</p>			<p>All persons recruited to work in TII are vetted before assignment as part of TII's recruitment & selection processes.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
25/03/2025	9433/25	<p>Dail Question No: 164</p> <p>To ask the Minister for Transport if the N70 national secondary ring road of Kerry can urgently be brought up to an acceptable standard (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: This road is supposedly Ireland's Premier Tourist route and yet it is up to 70% substandard, with substantial sections of the Wild Atlantic Ways majestic views completely cut off due to overgrown trees, bushes and hedges.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on N70 Ring of Kerry road.</p> <p>Noting the above position, I have referred your question to TII for a direct reply concerning the N70. Please advise my private office if you do not receive a reply within 10 working days.</p>	N70 national secondary Ring Road of Kerry	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question, Ref. No. 9433/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>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.</p> <p>The planning, operation, and prioritisation of maintenance activities, including hedge cutting and tree trimming and the prioritisation of footpath and pavement schemes, is a function of the road authority which in this case is Kerry County Council as the road authority for the area.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
26/03/2025	11883/25	Dail Question No: 334	Schemes submitted by Dublin City Council	Paul McAuliffe T.D.	Dear Deputy McAuliffe,

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		<p>To ask the Minister for Transport for a breakdown of the schemes submitted by Dublin City Council to the Greenways and National Roads Active Travel Infrastructure fund for the most recent round of allocations.</p> <p>Answer</p> <p>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.</p> <p>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.</p>	to the Greenways and National Roads Active Travel for funding		<p>I refer to your recent parliamentary question, Ref. No. 11883/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Dublin City Council has not made any applications to Transport Infrastructure Ireland (TII) for funding of Greenways or Active Travel Schemes for 2025. TII understands that any active Greenway or Active Travel Schemes currently being progressed by Dublin City Council are funded by either the National Transport Authority (NTA) or Dublin City Council itself.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
26/03/2025	11748/25	<p>Dail Question No: 331</p> <p>To ask the Minister for Transport if he will expedite as a matter of extreme urgency the N22 Killarney-to-Farranfore bypass and take into consideration that the town of Killarney is choked with traffic almost on a daily basis, causing frustration for residents, local businesses and visitors alike; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning 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 latest status of this project.</p> <p>As with all national roads projects in the NDP, the delivery programme for the N22 Killarney to Farranfore project will be kept under review and considered in terms of the overall funding envelope available to TII. Allocations for 2025 are expected to be announced in the near future.</p>	N22 Killarney-to-Farranfore bypass	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary questions, Ref. No. 11748/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>The N22 Farranfore to Killarney project is currently at Phase 2 Options Selection (see Major Roads and Greenways Projects Active List (page 7 & 16) for details of processes and procedures required for delivery of major national road projects). Kerry County Council presented the Preferred Transport Solution for the N22 Farranfore to Killarney scheme to the general public as part of Public Consultation No. 2 held on 11 and 12 November 2024. The consultation period ran for four weeks ending 06 December 2024.</p> <p>Transport Infrastructure Ireland (TII) provided funding of €640,000 to Kerry County Council in 2024 to progress the N22 Farranfore to Killarney project. Grant funding in relation to road projects for 2025 is currently under consideration and is expected to be finalised shortly. TII will give consideration to the funding of the N22 Farranfore to Killarney project, taking cognisance of the overall funding that will be made available to TII by the Department and the many competing demands for such funding.</p> <p>Notwithstanding the above, it is noted the proposed N22 Farranfore to Killarney scheme will only form a part of an overall transport solution that will be required to relieve traffic congestion in Killarney. TII understands that the National Transport</p>

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		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.			<p>Authority (NTA), in conjunction with Kerry County Council, is currently undertaking an Area-Based Transport Assessment (ABTA) for Killarney. The primary objective of an ABTA is to make sure that movement and accessibility of all forms, across all modes of transport, are taken into consideration in transport schemes. Following the completion of the ABTA, a Local Transport Plan (LTP) will then be prepared setting out the outcomes of the ABTA and providing details of the recommended transport measures for the Killarney area.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
26/03/2025	10873/25	<p>Dail Question No: 290</p> <p>To ask the Minister for Transport for an update on the transport projects planned for Cork north central over the coming years; and if he will make a statement on the matter.</p> <p>Answer</p> <p>I wish to advise the Deputy that, as Minister for Transport, I am fully committed to progressing key projects across Ireland, including in Cork North Central, working with the relevant agencies under my remit and other partners to achieve their delivery. The Deputy may wish to note that Government has committed to prioritising an early review of the National Development Plan 2021-2030, which underpins the delivery of a range of transport projects, to be completed in July 2025. Preparatory work is underway within my Department to contribute to this planned review, and I will work closely with fellow Ministers involved in the review to ensure that the revised NDP underpins the development of a strategic, robust and resilient transport network.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. Within this policy framework, the Cork Metropolitan Area Transport Strategy (CMATS) 2040 has been developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland, Cork City Council and Cork County Council. A key principle for CMATS is to reduce dependency on the private car within the Cork commuter area, while</p>	Transport projects planned for Cork north central	Padraig O Sullivan T.D.	<p>Dear Deputy O'Sullivan,</p> <p>I refer to your recent parliamentary question, Ref. No. 10873/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The National Development Plan (NDP) has been developed by Government to underpin the implementation of the National Planning Framework and provides the strategic framework for TII's national roads programme for the period from 2021 to 2030. The focus of Transport Infrastructure Ireland's (TII's) national road activities over the coming years is, accordingly, being directed towards the national road improvement schemes that are included in the NDP.</p> <p>A review of the NDP is anticipated in the coming months. Following this review, TII will continue to prioritise those schemes that are identified in any revision of the Plan, subject to available funding.</p> <p>Details in relation to current major national road and greenway projects in Cork are included in TII's 'Major Roads and Greenways Projects Active List', issued in December 2024, available via this link.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

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		<p>increasing the appeal of sustainable transport options, such as Cork Area Commuter Rail and BusConnects Cork.</p> <p>With regard specifically to BusConnects Cork, the NTA submitted the Preliminary Business Case for the programme to my Department in January 2025. Officials in my Department are currently reviewing this business case. In line with the Infrastructure Guidelines, the business case will also go through an external assurance process and be reviewed by the Department of Public Expenditure, NDP Delivery and Reform's <i>Major Projects Advisory Group</i> before being submitted to Cabinet for consideration. If approved by Cabinet at Approval Gate 1 of the Infrastructure Guidelines, this will allow the programme to enter the planning process.</p> <p>The Cork Area Commuter Rail Programme represents the largest investment in the rail network in Cork undertaken by the State. Phase 1 of the Cork Area Commuter Rail Programme, largely funded through the EU's National Recovery and Resilience Plan, aims to provide a new 'through' platform at Kent Station, re-signalling of the network, and double-tracking from Glounthaune to Midleton, by Quarter 3 of 2026. The new platform at Kent station is now almost complete and should enter use this year. In 2024, Iarnród Éireann awarded a contract for the design of Phase 2 of the Programme. This Phase provides for eight new stations, a new fleet maintenance depot, electrification of the network and upgrades to existing commuter stations. Phase 2 will be progressed following the completion of Phase 1, subject to funding and relevant approvals.</p> <p>As Minister for Transport, I also have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP) 2021-2030, the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of such Road projects.</p> <p>The N/M20 Cork to Limerick Project, Mallow Relief Road, and the Cork City Northern Transport Project are among those national roads projects included in the current NDP, and are at various stages in the project development pipeline. The NDP 2021-2030 earmarked approximately €5.1 billion for new national roads projects, the majority of which is in the second half of the decade.</p> <p>The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with</p>			<p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Question No.	PQ Description	Representative Name	PQ Response
		<p>the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources, which are supplemented by State grants for regional and local roads. The initial selection and prioritisation of works to be funded is a matter for the local authority. The 2025 regional and local road grants were notified to local authorities in February this year. Cork City Council received an allocation of €11,762,000, and Cork County Council received an allocation of €82,838,900 for the maintenance and improvement of their regional and local roads network, and progression strategic regional and local projects such as the Great Island Connectivity Scheme (R624 Cobh Road) and Clontarf Bridge Upgrade. The details of the 2025 regional and local road allocations by local authority can be found at:</p> <p>www.gov.ie/pdf/?file=https://assets.gov.ie/319199/4f12c3fa-1687-48aa-8074-abf1c6974953.pdf#page=null</p> <p>In addition to the updates provide above, noting the role of TII and the NTA in these matters, I have referred the Deputy's question to these bodies for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days</p>			
26/03/2025	9478/25	<p>Dail Question No: 173</p> <p>To ask the Minister for Transport to provide an update on plans for the further development of the N72 road in County Cork; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N72 road.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to any works planned for the N72. Please advise my private office if you do not receive a reply within 10 working days.</p>	Development of the N72 road in County Cork	Noel McCarthy T.D.	<p>Dear Deputy McCarthy,</p> <p>I refer to your recent parliamentary question, Ref. No. 9478/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road, is currently preparing an Environmental Impact Assessment Report (EIAR). It is anticipated, subject to funding, that the EIAR will be submitted to An Bord Pleanála in the second half of 2025. In addition, the Council is also currently preparing the Scheme's Business Case, for review and approval by Transport Infrastructure Ireland (TII).</p> <p>Cork County Council has also requested funding for the examination in 2025 of a potential local realignment of the N72 at Kilcanway/Ballygriffin, between Oliver's cross and Castletownroche.</p> <p>With regard to the level of funding that can be made available for either of these schemes, the process of allocating funding for 2025 will be based on prioritisation of schemes, within the limits of the funding made available by the Department of Transport. Grant funding in relation to road projects for 2025 is currently being finalised and will be notified to local authorities shortly. Full details of the 2025 grant allocations to each local authority, once announced, will be made available on TII's website.</p> <p>I hope that this information is of assistance to you.</p>

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					<p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
27/03/2025	13584/25	<p>Dail Question No: 241</p> <p>To ask the Minister for Transport to provide a list of regulatory, appeal or other bodies, either funded by or under the remit of his Department, which are quasi-judicial in nature.</p> <p>Answer</p> <p>While there are no single-function, quasi-judicial bodies under the remit of my Department as Minister for Transport, certain bodies under my remit have a statutory role for hearing appeals/hearing of complaints functions.</p> <p>For example, the Commission for Railway Regulation (CRR), as regulatory body of the rail market, has a function to hear appeals under regulation 30 of European Union (Regulation of Railways) Regulations 2015-2020, from an applicant who believes they have been unfairly treated, discriminated against, or is in any other way aggrieved by a decision of the Essential Function Body, the infrastructure manager or, where appropriate, the railway undertaking or the operator of a service facility.</p> <p>Under regulation 31, the CRR, as regulatory body, can decide complaints lodged by any railway undertaking or interested party if that railway undertaking, or interested party, believes that it has been treated unjustly, or treated in a non-equitable or discriminatory manner with regard to access or any other matters relevant to these Regulations. The CRR also has a function to hear an appeal from its own decision under the national transposition of the EU Cableways Regulations.</p> <p>Equally, the National Transport Authority (NTA) has a statutory function under the national transpositions of the EU Passenger Rights regulations (rail, bus or sea passengers) under certain circumstances to handle complaints, including complaints (disputes)</p>	Bodies, either funded by or under the remit of the Department, which are quasi-judicial in nature	Roderic O’Gorman T.D.	<p>Dear Deputy O’Gorman,</p> <p>I refer to your recent parliamentary question, Ref. No. 13584/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>I can confirm that Transport Infrastructure Ireland is not a quasi-judicial body.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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		<p>where the passenger is not satisfied with the manner in which the transport service provider dealt with their complaint in the first instance.</p> <p>Noting the relevance of this question to the agencies of my Department, I have referred the Deputy's question to them for a more detailed reply. Please advise my Private Office if you do not receive a reply within 10 working days.</p>			