

NTA Responses to Parliamentary Questions Report – Q1 & Q2 2024

Bulletin 1 – 2024

Prepared by the Public Affairs Unit



Introduction

This bulletin provides a report of the Parliamentary Question (PQ) responses issued by the NTA to members of Dáil Éireann during the relevant time period. The bulletin will be published on the NTA website on a quarterly basis.

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

PQ Date	PQ Number	PQ Reference	Parliamentary Question	NTA Response	Representative Name
11/09/2023	403	PQ Referred: 38928/23, for answer 11/09/2023, Written from - Martin Kenny	<p>PQ 38928/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 403 To ask the Minister for Transport the estimated cost of extending the current young adult Leap card to 13-15-year-olds.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>As the Deputy may be aware, participation in the YAC scheme was initially for 19 to 23 year olds inclusive, however, in October 2022 the YAC was further extended to include third levels students aged 16 to 18 years old. While 13-15 year olds can avail of child fares on PSO services, the age criteria for child fares on commercial services varies between operators.</p> <p>In light of the NTA's responsibility with regard to the</p>	<p>Dear Deputy,</p> <p>I refer to your Parliamentary Question No. 403 of 11 September 2023 last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The YASC (Young Adult Student Card) was extended to cover the ages of 19-25 year olds on the 11 January 2024. More information can be found below;</p> <p>https://about.leapcard.ie/young-adult-and-student-card-launch</p> <p>For 13-15 year olds the 5-15 Leap card is available.</p> <p>In most cases the fares for 5-15 are less than that of the YASC card.</p> <p>Where PSO (Public Service Obligation) services are delivered there is either no or a disadvantage for a 13-15 year old having a YASC card.</p> <p>For commercial operator services, some have adopted the same discount for YASC card holders as PSO (i.e. 50% from Adult), however child fares of equivalent value or greater levels of discount are also typically offered.</p> <p>The Authority has no statutory role in the setting of fares on commercially operated services. The introduction of a fares scheme similar to Young Adult & Student card for Child 13-15 on commercial operators would therefore be a matter for the department of transport.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Martin Kenny T.D

			<p>administration of Young Adult Card, I have forwarded the Deputy's question in relation to the cost of extending the current young adult Leap card to 13-15-year-olds to the Authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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20/09/2023	112	<p>PQ Referred: 40153/23, for answer 20/09/2023, Written from - Matt Carthy T.D</p>	<p>Details Supplied considering that this service has been replaced with the 170 service which does not leave Dundalk until 5.30pm, and is therefore unsuitable for school students, and considering that the local link 171 service will not accept student bus tickets for travel</p> <p>PQ 40153/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 112 To ask the Minister for Transport if he will engage with Bus Éireann to address the situation of children who availed of school transport via the 166 service from Dundalk to Inniskeen and Carrickmacross (details supplied); and if he will make a statement on the matter.</p> <p>Identical Question(s): 1175 Education</p> <p>Details Supplied: considering that this service has been replaced with the 170 service which does not leave Dundalk until 5.30pm, and is therefore unsuitable for school students, and considering that the local link 171 service will not accept student bus tickets for travel</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 112 of 20 September last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding.</p> <p>Please note that a week after the commencement of route 170, we introduced a revised route 171 service which provided a 16.10hrs ex Dundalk (Long Walk) which is 16.14hrs at said school in Dundalk to serve homebound children.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Matt Carthy T.D
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		<p>Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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20/09/2023	111	<p>PQ Referred: 40152/23, for answer 20/09/2023, Written from - Matt Carthy T.D</p>	<p>PQ 40152/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 111 To ask the Minister for Transport if there have been any meetings between his Department, the Department of Education, Bus Éireann and Local Link operators, or directly between any of those bodies, regarding the potential of the 171 Local Link service accepting school transport tickets; who was represented at any such meeting; which of these bodies is opposed to allowing school students to avail of this service; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, which includes ticketing services. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan. School Transport is under the remit of the Department of Education.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 111 of 20 September last, which has been referred to the National Transport Authority (NTA) for reply. Due to an administrative oversight, we neglected to issue a response before now. I apologise for the delay in responding.</p> <p>Bus Éireann School Transport tickets, including concessionary tickets, are not valid on TFI Local Link services. The Authority has no plans to permit this as we are standardising our methods of payment for transport across the network to be electronic.</p> <p>TFI Local Link services offer excellent value for money for all passengers with further reductions for those using TFI Go (mobile app) or Leap. On TFI Local Link Services, Young Adult/Child Fares start from 30 cent for single trips and from €2.25 for 7 day tickets bought using TFI Go or Leap.</p> <p>Details of all fares on TFI Local Link Regular Rural Services can be found here</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Matt Carthy T.D
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In light of the NTA's responsibilities, I have referred your questions to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.

20/09/2023	133	<p>PQ Referred: 40391/23, for answer 20/09/2023, Written from - Paul Donnelly</p>	<p>PQ 40391/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 133 To ask the Minister for Transport the amount that both Bus Éireann and the NTA will spend on refurbishment of Busáras station between now and the end of 2025; and the number of these refurbishment works that will be carried out during this period.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport and active travel. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the refurbishment of bus stations.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 133 of 20 September last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Bus Éireann is planning to undertake a refurbishment of Busáras over the coming years which is likely to be delivered in phases.</p> <p>These works are currently planned to be funded by Bus Éireann/Coran Iompair Éireann, and the amount of expenditure involved between now and the end of 2025 will be determined by the outcome of ongoing discussions between those two parties.</p> <p>Bus Éireann's intention is to go out to tender for some or all of the works involved during 2024.</p> <p>In parallel, the NTA is planning to provide up to €400k over three years to improve accessibility at Busáras (beginning with an allocation of €150k in 2024), provision of the remaining €250k being dependant on sufficient Government funding being made available to the NTA in 2025 and 2026.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Paul Donnelly, T.D.
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20/09/2023	137	<p>PQ Referred: 40585/23, for answer 20/09/2023, Written from - Richard Boyd Barrett</p>	<p>PQ 40585/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 137 To ask the Minister for Transport the estimated cost of introducing light rail transport systems in the cities of Cork, Limerick, Waterford and Galway; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has agreed responsibility for the implementation and development of public transport in our cities.</p> <p>Noting the NTA's responsibility in relation to this matter, I am forwarding your query to the NTA for direct reply in respect of the specific details of the delay. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 137 of 20 September last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The estimated cost of light rail transport systems in any urban area is dependent on a number of factors, such as, for example the type of light rail system, power and system requirements, built environment and operation and maintenance requirements. To develop a light rail transport system requires the development of a preferred route (PR) through the rigorous development of option selection and public consultation against project objectives. For the individual cities as noted, preferred routes have not been identified as part of any studies to date and therefore estimated costs have not been developed. An Emerging Preferred Route (EPR) for a Light Rail System in Cork is currently being developed and is expected to go for a non-statutory public consultation in the first half of 2024. Depending on the feedback a Preferred Route is then developed, and cost estimates will be developed at that time. In general, based on current prices, the provision of new light rail systems in Ireland is in the range of €70- 100m/km.</p> <p>I trust that the attached information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Richard Boyd Barrett, T.D.
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20/09/2023	106	<p>PQ Referred: 40143/23, for answer 20/09/2023, Written from - Thomas Gould</p>	<p>PQ 40143/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 106 To ask the Minister for Transport the funding stream under which the Cork robot trees initiative was funded; whether this funding stream requires feedback on success of projects; whether such feedback has been received on the robot trees initiative; and the criteria for inclusion in the stream.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel and related works. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Funding was allocated to Cork City Council in 2021 under the then Sustainable Transport Measures Grants (STMG) programme for the installation of five CityTrees in Cork city centre as part of wider public realm works. The purpose of this infrastructure was to contribute to a reduction in air pollution, creating a better environment for pedestrians, cyclists and others who visit or pass through the area.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question No. 108 of 20 September last, which was referred to the National Transport Authority (NTA) for reply.</p> <p>I can confirm that this initiative was funded through the July Stimulus Programme in 2020, when the NTA allocated €355k to Cork City Council for their purchase, transport/delivery and installation.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Thomas Gould T.D
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			<p>I can confirm that no report has been received to date by the Department of Transport into the efficacy of this initiative. Noting the role of the NTA in relation to the allocation of funding to this project, I have referred your questions to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>		
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21/09/2023	138	<p>PQ Referred: 40895/23, for answer 21/09/2023, Written from - Kathleen Funchion</p>	<p>Details Supplied it would also service a significant population base [Rathcrougue, Tinryland and Linkardstown]; connect with M9 and N80 a vital road link to Rosslare.</p> <p>PQ 40895/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 138 To ask the Minister for Transport if consideration will be given to extend the TFI Carlow Bus CW2 route to Circle K, Rathcrougue, County Carlow, to allow bus drivers to use services (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: it would also service a significant population base [Rathcrougue, Tinryland and Linkardstown]; connect with M9 and N80 a vital road link to Rosslare.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town</p>	<p>Dear Deputy,</p> <p>I refer to your Parliamentary Question No. 137 of the 21 September 2023 last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Carlow Town bus service (CW1 and CW2) is designed to meet local trip demand and provide a viable alternative to the private car for trips within the built up urban area of Carlow Town. By focussing resources on the urban area of the town, where demand is highest, it is possible to efficiently and effectively provide regular services throughout the day, including early morning and late evening services. The service started in August and the response to date has been very encouraging, now carrying up to 10,000 passengers per week.</p> <p>The distance between the current terminus at Wexford Road Business Park and the Circle K services at Junction 5, M9 is approximately 3km. A review of the alignment shows that there is limited development on either side of the road and limited potential to provide bus stops south of the Southcourt Roundabout. Whilst there is likely to be some demand between Carlow Town and the Service Station, particularly for workers at the station, the scale of demand would not warrant the level of service provided by the CW2. To extend some CW2 services to the Service Station would also present an operational challenge as the services are coordinated to provide an even headway and interchange opportunities on the shared section of the network through the town centre.</p> <p>It is estimated that to extend the service to the Service Station would cost in the order of €300,000 / annum and would require the provision of an additional bus. Whilst we will keep the suggested expansion under review, there are other areas within the town where the case for expansion is more compelling and should be prioritised over this particular suggestion.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Kathleen Funchion T.D
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			<p>Services.</p> <p>In light of the NTA's responsibilities for the rollout of new services, including in County Carlow, I have referred your questions to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>		
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26/09/2023	125	<p>PQ Referred: 41556/23, for answer 26/09/2023, Written from - Fergus O'Dowd</p>	<p>PQ 41556/23 has been referred to CIÉ; Bus Átha Cliath; Bus Éireann; Iarnród Éireann; daa plc; Irish Aviation Authority; Shannon Group; Dublin Port Company; Port of Cork Company; Port of Waterford Company; Shannon Foynes Port Company; Commission for Aviation Regulation; Medical Bureau of Road Safety; National Transport Authority; Commission for Railway Regulation; Road Safety Authority; Transport Infrastructure Ireland; Marine Casualty Investigation Board; GoAhead; AirNav by (Transport)</p> <p>Dail Question No: 125 To ask the Minister for Transport for a breakdown, figures and details of semi-State CEO remuneration and benefit details, broken down under five specific headings (details supplied) for each of the years 2020 to 2022 and to date in 2023, in tabular form.</p> <p>Details Supplied: · taxable benefits (these benefits should be broken down in detail), · car – OMV and total cost and car type and model details, · whether BIK is paid by CEO, and for what · grossing up arrangements, and details of what it relates to · any other perks or benefits (and figures and details that the figures and breakdown, are completed in tabular form in an excel spreadsheet under the specific headings for the years 2020, 2021, 2022 to 2023 to date.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 125 of 26 September last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>I can confirm that I receive a salary only with no other benefits.</p> <p>I trust that the above is of assistance.</p> <p>_____</p> <p>Anne Graham Chief Executive</p>	Fergus O'Dowd, T.D.
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			<p>Answer</p> <p>I refer the Deputy to my previous replies to him in July 2023, in relation to remuneration and benefits for CEOs of agencies under the aegis of the Department of Transport, where most of the information requested has already been provided.</p> <p>As the information requested by the Deputy is retained by the agencies, for completeness I have referred your question to them for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>		
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03/10/2023	195	<p>PQ Referred: 42385/23, for answer 03/10/2023, Written from - Catherine Murphy</p>	<p>PQ 42385/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 195 To ask the Minister for Transport the estimated costs to introduce a light rail transport system in Limerick, Galway and Cork.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including light rail.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 195 of 03 October last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The estimated cost of light rail transport systems in any urban area is dependent on a number of factors, such as, for example the type of light rail system, power and system requirements, built environment and operation and maintenance requirements. To develop a light rail transport system requires the development of a preferred route (PR) through the rigorous development of option selection and public consultation against project objectives. For the individual cities as noted, preferred routes have not been identified as part of any studies to date and therefore estimated costs have not been developed. An Emerging Preferred Route (EPR) for a Light Rail System in Cork is currently being developed and is expected to go for a non-statutory public consultation in the first half of 2024. Depending on the feedback a preferred route is then developed, and cost estimates will be developed at that time. In general, based on current prices, the provision of new light rail systems in Ireland is in the range of €70- 100m/km</p> <p>I trust that the attached information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Catherine Murphy, T.D.
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03/10/2023	187	<p>PQ Referred: 42245/23, for answer 03/10/2023, Written from - Michael Healy-Rae</p>	<p>Details Supplied Minister there is a huge issue with the 8am bus from Listowel to Tralee. When the bus reaches Listowel it is full to capacity, this is leaving students trying to get to MTU and workers stranded. I believe there is a big uptake on the service coming from Ballybunion. This really needs to be looked at as parents can't take children to college as they are working themselves and then you have people who are unable to drive as they are waiting for their driving tests. This needs to be looked at as a matter of urgency.</p> <p>PQ 42245/23 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 187To ask the Minister for Transport if capacity will be increased on a busy bus route (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Minister there is a huge issue with the 8am bus from Listowel to Tralee. When the bus reaches Listowel it is full to capacity, this is leaving students trying to get to MTU and workers stranded. I believe there is a big uptake on the service coming from Ballybunion. This really needs to be looked at as parents can't take children to college as they are working themselves and then you have people who are unable to drive as they are waiting for their driving</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 187 of 03 October last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The capacity constraints on route 272 during Autumn 2023 was due to two factors;</p> <ul style="list-style-type: none"> ∅ The start of the new 3rd level academic year, which is a regularly recurring phenomenon across the regional catchments of colleges and universities throughout the country, and ∅ Additional use of the bus by Ukrainian citizens accommodated in Ballybunion. <p>The Authority and Bus Éireann worked together to find and insert additional capacity during October - November 2023 by deploying a double deck bus. Towards the end of the Autumn term, student demand reduced somewhat, which also regularly occurs across the network.</p> <p>Overall, the service was revised and improved on 10 December 2023 under the Connecting Ireland Rural Mobility Plan including a re-alignment to the R557 to directly serve and include the villages of Abbeydorney, Lixnaw and Finuge (combined 2022 pop. 1450</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Michael Healy-Rae, T.D.
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		<p>tests. This needs to be looked at as a matter of urgency.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's question in relation to issues with the 8am bus from Listowel to Tralee, to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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04/10/2023	75	<p>PQ Referred: 42921/23, for answer 04/10/2023, Written from - Holly Cairns</p>	<p>PQ 42921/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 75 To ask the Minister for Transport if a review has been conducted on the general standard and accessibility of the single decker buses serving the 226 Kinsale/Cork route.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding for public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for developing an accessible, integrated and sustainable public transport network. It is the individual transport companies, which have responsibility for the operation of public transport services, in conjunction with the NTA.</p> <p>In light of the NTA's over-arching responsibilities in relation to public transport accessibility, including in county Cork, I have forwarded your question to the NTA for direct reply to you. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 75 of 04 October last, which has been referred to the National Transport Authority (NTA) for reply. Due to an administrative oversight we neglected to issue a response before now. I apologise for the delay in responding.</p> <p>We contacted Bus Éireann in respect of this Parliamentary Question. Bus Éireann informed us that route 226 is planned/ scheduled to be operated by either a Double Deck Coach or Double Deck Bus (Capacity on both is approximately 76 However, on occasion, Single Deck coaches either VB Class Interregional Low Floor (LF) Coach or Standard Coaches (Non Low Floor) are deployed on the route.</p> <p>Ø The fleet profile and number of buses allocated to Cork Depot will change over the coming weeks/months due to the following: Ø The planned delivery of new LF Double Deck Coaches which will replace single deck coaches.</p> <p>The transfer of Double Deck Coaches from Limerick to Cork as EV Double Deck Buses enter service in Limerick.</p> <p>These changes will ensure that adequate high capacity low floor vehicles are deployed on the route at all times. In the interim we will work to ensure that the deployment of single deck coaches is kept to a minimum. Please note that Single deck vehicles would only be deployed on the route when Double Deck vehicles are not available due to issues such as maintenance</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Holly Cairns, T.D.
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04/10/2023	67	<p>PQ Referred: 42861/23, for answer 04/10/2023, Written from - Brian Leddin</p>	<p>PQ 42861/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 67 To ask the Minister for Transport the number of schools nominated for round one, in March 2021, of the Safe Routes To School Programme, funded by his Department, where works have completed; the number of schools in the same round where works have not been completed; when he anticipates the remaining works will be completed for round one of the programme; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Safe Routes to School (SRTS) Programme was launched in March 2021 with the aim of supporting walking, scooting and cycling to primary and post-primary schools, and creating safer walking and cycling routes within communities, through the provision of infrastructure interventions. This should help alleviate congestion at school gates and increase the number of students who walk or cycle to school.</p> <p>931 applications were received from schools across every county in Ireland. 170 schools were notified on 21st June 2021 that they were selected for inclusion in the first round of the SRTS Programme. Subsequently two schools have deferred their</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 67 of 04 October last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The following information represents the status of the SRTS (Safe Routes to School) programme at the end of December 2023.</p> <p>A total of 47 SRTS projects have been completed in total.</p> <p>Of the 170 round 1 schools:</p> <ul style="list-style-type: none"> • 41 SRTS projects are completed; • 24 are under construction; • 35 are at post planning design having secured planning approval; • 4 are undergoing statutory consent processes; • 58 are at pre-planning design; • 5 are at options development stage; and • 3 schools deferred or withdrew from the programme. <p>278 schools in total have been brought into the SRTS programme (170 in Round 1 and 108 in Round 2 Local Authorities are progressing the design, planning and construction delivery stages for Round 1 schemes. The SRTS team produced delivery plans, which include the results of school travel surveys, audits and infrastructure recommendations. 98% of Round 1 delivery plans are completed, the remainder have not been completed due to school relocation or very low response rate from the parent's survey.</p> <p>Delivery plans are reviewed by the NTA and submitted to Local Authorities for progression through design and implementation. In this way, a comprehensive, community driven, evidence based rationale for interventions are developed, which can support schemes through the planning process and increases the likelihood of modal shift.</p> <p>Project timelines can vary significantly, depending on a number of factors, including Local Authority and external resources (design and construction), timelines for public consultation and securing planning consent, timing construction periods to reduced school disturbance and annual funding envelopes.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Brian Leddin T.D.
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		<p>applications and one school has withdrawn, leaving 167 schools in Round 1. 108 schools were announced as part of Round 2 of the Programme in December 2022, totalling 275 schools now at varying stages of options development, design, planning, construction or completion.</p> <p>It should be noted that all schools that applied to the original call for applications were accepted into the programme, and if not selected in Round 1 or Round 2 will be selected for forthcoming rounds.</p> <p>According to the most recent report received from the NTA and An Taisce at the end of August 2023, a total of 23 projects have been completed at Round 1 schools in Clare, Cork, Dublin, Limerick, Monaghan and Waterford. 4 additional schools from outside Round 1 have also been completed. Many projects at other schools are at an advanced stage and will be completed in the coming months.</p> <p>Noting the role of the NTA in the matter, I have referred your specific questions relating to timelines for project completion under the Safe Routes to School programme to that agency for answer. If you do not receive a reply within 10 working days please contact my private office.</p>	
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05/10/2023	29	<p>PQ Referred: 42784/23, for answer 05/10/2023, Oral from - Éamon Ó Cuív</p>	<p>PQ 42784/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 29 To ask the Minister for Transport whether he is aware that there are bus routes on the rural link services where bus stops are up to 14km apart, thus rendering them unsuitable for use by people living in dispersed rural communities; if he is aware of the issue, the steps he has taken to ensure in dialogue with the NTA that all rural dwellers have access to these services along the routes they travel on, similar to the basis that Bus Éireann provides pick-up for passengers along rural routes; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the development of the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 29 of 05 October last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding but note that our Oireachtas Liaison Unit responded to you on the 17 October on this particular matter.</p> <p>Galway Local Link has identified a number of locations in Connemara where desk top studies suggest there would be a benefit to the population served of placing bus stops. These now have to be visited to ensure operational feasibility. Galway Local Link is working as a matter of priority to complete these on-site assessments. Following these assessments, Galway Local Link will apply to Galway County Council for approval by the Road Authority for each feasible proposed stop.</p> <p>We will keep you apprised of progress on this matter.</p> <p>I trust that the above is of assistance.</p> <p>_____</p> <p>Anne Graham Chief Executive</p>	Éamon Ó Cuív, T.D.
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			<p>responsibilities for planning of TFI Local Link routes and services, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>		
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05/10/2023	59	<p>PQ Referred: 43120/23, for answer 05/10/2023, Oral from - Richard Boyd Barrett</p>	<p>PQ 43120/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 59 To ask the Minister for Transport what plans he has to increase frequency on existing routes and expand the number of routes and reduce fares, in light of the climate and cost-of-living crises; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. In addition, the NTA also has responsibility for the regulation of fares charged to passengers in respect of public transport services, provided under public service obligation (PSO) contracts.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 59 of 05 October last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Authority is continuing to progress the implementation of an enhanced public transport network informed by planning work under Connecting Ireland and the BusConnects Network redesign initiatives subject to continuing availability of the necessary funding.</p> <p>Regarding fares, the Authority implemented the Government's decision to reduce fares by 20% in 2022. In addition, the Authority introduced the Young Adult Leap Card which provided for a reduction of 50% for adult public transport fares with the Young Adult (19-23) or Student Leap Card. This will shortly be extended to 24 and 25 year olds.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Richard Boyd Barrett, T.D.
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			response within ten working days.		
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05/10/2023	171	<p>PQ Referred: 43200/23, for answer 05/10/2023, Written from - Colm Burke</p>	<p>PQ 43200/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 171 To ask the Minister for Transport to provide an update on progress made to date on the Banduff Road Scheme project; the level of funding will be provided by the Department for the project in the coming year; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 171 on 05 October last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Preliminary design in respect of the Banduff Road Scheme has been completed and the Section 38 statutory approval process is ongoing, with the public consultation having been completed. Traffic and tree surveys have been carried out, and the detailed design has commenced.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Colm Burke, T.D.
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05/10/2023	194	<p>PQ Referred: 43429/23, for answer 05/10/2023, Written from - Bernard J. Durkan</p>	<p>PQ 43429/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 194 To ask the Minister for Transport whether it is intended that the public consultation progress/hearings in respect of the electrification of the Maynooth, Kilcock, Confey, Louisa Bridge and Enfield is likely to receive any further consideration along the lines suggested by Kildare County Council and the public representatives of north Kildare in relation to the need to move to terminus/parking complex nearer to Enfield in order to provide for a wider catchment area; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy is aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the proposal referred to by the Deputy.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 194 of 05 October last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The DART+ West project, which proposes electrification of the railway line from Dublin City Centre to Maynooth, is currently with An Bord Pleanala for determination. An Oral Hearing in relation to the scheme was convened by An Bord Pleanala at the end of September last which heard submissions for various parties. That oral hearing concluded in October and it is now a matter for An Bord Pleanala to consider and to issue its determination in due course.</p> <p>In respect of the further extension of services westwards to Kilcock, which is now included as an objective in the new Greater Dublin Area Transport Strategy 2022-2042 adopted last year, this will be developed as a separate follow-on project. It was not possible to advance this extension as part of the current DART+ Programme, as the previous transport strategy had set Maynooth as the extent of the electrification. The further extension will also require additional funding under the current National Development Plan (NDP) 2021-2030, and therefore it may have to await for the mid-term review of the NDP, which we currently anticipate will take place in 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Bernard Durkan T.D
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			<p>detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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17/10/2023	150	<p>PQ Referred: 45293/23, for answer 17/10/2023, Written from - Pauline Tully</p>	<p>PQ 45293/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 150 To ask the Minister for Transport the locations and capacity of each park and ride facility funded by the National Transport Authority, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. As you are aware, The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in our cities, including the provision of Park and Ride facilities.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 150 of 17 October last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Park and Ride can intercept car trips where people are reliant on private car at an early viable point in their journey thereby reducing the distances travelled by private car with a corresponding reduction in carbon emissions and congestion.</p> <p>The NTA established a Park and Ride Development Office (PRDO) in February 2020. The function of the PRDO is to enable the delivery of key Park & Ride sites by the NTA in collaboration with all Local Authorities and transport agencies such as Iarnród Éireann, across all regions, providing full time specialist resources to these projects.</p> <p>The plans to expand the Park and Ride network are set out in the various metropolitan area transport strategies which have been prepared by NTA with input on Park and Ride from the PRDO. Three strategies have been published, namely the Transport Strategy for the Greater Dublin Area 2022-2042, the Limerick Shannon Metropolitan Area Transport Strategy and the Waterford Metropolitan Area Transport Strategy. The PRDO is also building on the work done in Galway Transport Strategy and Cork Metropolitan Area Transport Strategy.</p> <p>In each location the Strategy sets out the vision and objectives for Park & Ride and identifies the zones for intervention for both bus and rail based strategic Park and Ride sites. Following on from the work completed in the transport strategies, the PRDO has identified several strategic sites within the recommended zones in the Greater Dublin Area, Galway, Limerick and Waterford. It is also in the process of identifying sites in Cork.</p> <p>The PRDO is working closely with the relevant Local Authorities to develop projects from design through to the preparation the relevant planning documentation. In conjunction with key stakeholders, the projects will be prioritised and progressed through to planning.</p> <p>In addition to this work, the PRDO is working with Iarnród Éireann to deliver improved access for all modes to rail stations and where appropriate to increase parking at existing rail stations nationally. For example, under this programme, an upgrade of car parking was recently constructed at Ballybrophy Station providing an upgraded and extended car park, along with improved pedestrian access and cycle parking.</p> <p>The PRDO is also working with local authorities to develop local park and ride sites e.g. N51 site in Navan and Westmeath County Council is progressing a P&R project in Kinnegad.</p> <p>The following tables set out the details of park and ride sites where funding has been provided, or expenditure incurred, by the NTA. Most of these locations are sites which are in the planning and design stage – they have not yet been constructed. Tables 2 and 3 identify park and ride sites which have been constructed.</p>	Pauline Tully, T.D
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Table 1 - New Strategic park and ride projects funded through the PRDO

Project	Location	Number of Spaces (approx.)
Greater Dublin Area		
Fassaroe	M11	400
Kilpedder	M11	600
Project Location Number of Spaces (approx.)		
Ashford-Rathnew	M11	200
Woodbrook-Dart Station	M11	1000
Sallins & Naas-Railway Station1	M7	1000
Kill	M7	5000
Celbridge	M4	500-600
Collinstown/Maynooth-Railway Station/Depot2	M4	1000 (500 initially)
Navan Road Parkway-Railway Station	M3	400
Charlestown	M2	450
Ashbourne	M2	350
Lissenhall (bus based)	M1	1000
Galway		
To the North of Claregalway	N83	320
Junction 19 of the N6	N6	550
Oranmore Rail Station	R338	140 (additional)
N59 Location TBD	N59	250
Limerick		
Ennis Road	N18	300
Ballycummin	M20	300
Ballysimon	M24	250
Newport Roundabout	M7	200
Waterford		
NW Waterford	N25	110
Cork		
Locations to be determined		

Table 2 - New Local Authority park and ride projects funded through PRDO

Project	Location	Number of Spaces (approx.)
Garlow Cross (Tara na Ri)	Meath	50 spaces (constructed)
N51 Navan	Meath	181 spaces (constructed)
Kinnegad	Westmeath	100 spaces

Table 3.0 Iarnród Éireann park and ride projects funded through the PRDO

Project	Location	Number of Spaces (approx.)
Ballybrophy	Laois	90 (constructed)
Clontarf Road	Dublin City	Improved access and Bus Interchange (constructed)
Portmarnock	Fingal	Improved access and Bus Interchange (under construction)
Portlaoise	Laois	19
Kildare	Kildare	Improved access to station (50+ spaces)
Edgeworthstown	Longford	20
Millstreet	Cork	TBD
Farranfore	Kerry	TBD

I trust that the attached information is of assistance.

Yours sincerely,

				Hugh Creegan Deputy Chief Executive	
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17/10/2023	128	<p>PQ Referred: 44855/23, for answer 17/10/2023, Written from - Paul Murphy</p>	<p>Details Supplied Date 4th October / Time 20:18. Complaint Dundrum Luas Stop 2825 - 175 Bus 11511 . I took the 175 bus from UCD this evening and the driver has stopped at the Dundrum stop 2825. The driver has left the bus and asked the passengers to disembark as he was going on a break at 20:18 and we will have to wait for another driver. I am standing here with around 20 passengers after a long day and to be honest do you realise the impact this has on passengers left here with no knowledge when the driver will arrive or indeed if the driver will arrive at all. 20:36 Dundrum Luas Stop 2825 - 175 Bus 11511 . A driver has just arrived and put this bus out of service and drove it away. All the passengers are still waiting.</p> <p>PQ 44855/23 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 128To ask the Minister for Transport if he will address complaint (details supplied) with the provider; and if he will ensure that they improve the bus services offered; and if he will make a statement on the matter.</p> <p>Details Supplied: Date 4th October / Time 20:18. Complaint Dundrum Luas Stop 2825 - 175 Bus 11511 . I took the 175 bus from UCD this evening and the driver has stopped at the Dundrum stop 2825. The driver has left the bus and asked the</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 128 of 17 October last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Authority raised this incident with the operator who issued a response to the customer on the 11 of October 2023 to explain that the incident occurred due to operational delays and the requirement for the driver to adhere to break time rules. The Authority will continue to work with all our operators to reduce the impact on our customers of operational delays.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Paul Murphy, T.D.
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		<p>passengers to disembark as he was going on a break at 20:18 and we will have to wait for another driver. I am standing here with around 20 passengers after a long day and to be honest do you realise the impact this has on passengers left here with no knowledge when the driver will arrive or indeed if the driver will arrive at all. 20:36 Dundrum Luas Stop 2825 - 175 Bus 11511 . A driver has just arrived and put this bus out of service and drove it away. All the passengers are still waiting.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the</p>		
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		<p>imposition of financial penalties where performance does not meet the required standard.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's question in relation to Go-Ahead Ireland bus route 76, to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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07/11/2023	230	<p>PQ Referred: 47707/23, for answer 07/11/2023, Written from - Catherine Connolly</p>	<p>Details Supplied Some commuters paying €8 for a daily trip, compared to other commuters travelling from, for example, Rush/Lusk, who are included in the scheme, only paying €4 daily for a similar journey.</p> <p>PQ 47707/23 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 230To ask the Minister for Transport the reason two train stations, Balbriggan and Skerries, have been excluded from the TFI 90-minute €2-ticket scheme, resulting in an inequity for many commuters travelling to Dublin city centre (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Some commuters paying €8 for a daily trip, compared to other commuters travelling from, for example, Rush/Lusk, who are included in the scheme, only paying €4 daily for a similar journey.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operation of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 230 of 07 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The TFI 90 minute fare boundary for commuter rail and DART services applies as far as Bray to the south of Dublin, and Rush & Lusk to the north, being of comparable distance from the city centre (approximately 23 track km's) and comprising of all Zone 1-4 journeys to and from the city centre. The aforementioned rail stations remain as Zone 5 & Zone 6 stations due to their distance from the city centre and that passengers may travel distances of up to 60 kilometres within the greater Dublin area on these services, which is considerably longer than most journeys on Dublin city bus or Luas. The Authority is also mindful of the need to mitigate the fares charged at the outside edge of the Short Hop Zone on Intercity services. The Authority has, however, ensured that passengers paying by Leap and boarding services at stations beyond the 90 minute boundary but within the Short Hop Zone (namely Skerries, Balbriggan, Kilcock, Sallins, Greystones and Kilcoole) will continue to enjoy the key benefit of the TFI 90 minute fare, namely free onward transfer to any mode within 90 minutes of initial tag on.</p> <p>The Authority ensured within its 2021 determination that fares on these longer distance services were held at prices last set in 2018, and were able to go even further in the 2022 fares determination by reducing these by an average of 20%, which remains in place in 2024. Young Adult fares are also now available on all PSO public transport services, providing a 50% fares reduction compared to equivalent Adult fares.</p> <p>Further information regarding the formation of the TFI 90 minute fare and the 90 minute fare boundary can be found within the 2021 and 2022 fares determination reports, available via the link below.</p> <p>Fares determination - National Transport</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Catherine Connolly, T.D.
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respect of public transport services provided under public service obligation (PSO) contracts.

In light of the NTA's responsibility in the matter, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.

07/11/2023	239	<p>PQ Referred: 47882/23, for answer 07/11/2023, Written from - Sorca Clarke</p>	<p>PQ 47882/23 has been referred to National Transport Authority by (Transport))</p> <p>Dail Question No: 239 To ask the Minister for Transport what engagement his Department has had, and what plans are being considered or implemented, to improve the Dublin to Sligo rail service. - Sorca Clarke.</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 issues raised concerning possible plans that are being considered or implemented to improve the Dublin to Sligo rail service, are an operational matter for the NTA in conjunction with Iarnród Éireann and I have therefore forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 239 of 07 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Irish Rail recently announced changes and some additional services to their timetables, details of which are provided at the link below. However, as we are still clarifying funding levels for additional services for 2024 with the Department of Transport, we are unable to outline what can be delivered in terms of additional rail services including services on the Dublin to Sligo line.</p> <p>https://www.irishrail.ie/en-ie/news/public-consultation-2023</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>_____ Anne Graham Chief Executive</p>	Sorca Clarke, T.D.
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07/11/2023	228	<p>PQ Referred: 47691/23, for answer 07/11/2023, Written from - Michael Moynihan</p>	<p>PQ 47691/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 228 To ask the Minister for Transport the reason students from other EU Member States visiting Ireland cannot benefit from the student fare for public transport services; and if this is standard practice across other EU Member States.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>As the Deputy may be aware, participation in the Young Adult Card (YAC) scheme was initially for 19 to 23 year olds inclusive. However, in October 2022 the YAC was further extended to include full-time third levels students aged 16 to 18 years old. More recently, funding has been secured under Budget 2024 for the extension of the upper age limit of the YAC from 23 to 25-years-of-age.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 228 of 07 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The eligibility for student leap cards is set out at the link below;</p> <p>https://about.leapcard.ie/young-adult-and-student-card-launch</p> <p>Students must be able to verify that they meet the criteria set out in same. It should be noted that all EU 19-25 year olds can get the reduced fares by getting the young adult card which has been just been extended to now include 24 and 25 year olds.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Michael Moynihan, T.D.
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The PSO programme represents a significant expenditure of taxpayers' money, and funding has increased in recent years to cater for additional services and growing capacity along with the fare discount schemes already in place. Any assessment of a proposed change to public transport fare structures would be a matter for the NTA to consider in the first instance.

In light of the NTA's responsibility in the matter, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.

07/11/2023	225	<p>PQ Referred: 47673/23, for answer 07/11/2023, Written from - Holly Cairns</p>	<p>PQ 47673/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 225 To ask the Minister for Transport if additional capacity can be provided on routes 216 and 220 in Cork, in both the morning and evening, to ensure that all children travelling to school from Maryborough and Douglas can avail of public bus transport; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's question in relation to the provision of additional capacity on routes 216 and 220 in Cork, to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 225 of 07 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA have been liaising with Bus Éireann in respect of capacity issues present on routes in Cork and throughout the country. In respect of the route 220, the NTA and Bus Éireann plan to implement changes on route 220 to address capacity issues subject to the availability of resources. Neither the NTA or Bus Éireann are aware of any capacity issues on the route 216, however this route does operate adjacent to the main route 220 alignment so any improvement on route 220 should have a positive impact on route 216 also.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Holly Cairns, T.D.
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07/11/2023	202	<p>PQ Referred: 47249/23, for answer 07/11/2023, Written from - Peadar Tóibín</p>	<p>Details Supplied NTA, confirmed funding was withdrawn on the 6th of October in an email to a Councillor. The works were due to take place on the N60 approach road to Ballyhaunis and to include: footpath, lighting, crossing and other road safety measures. Works were due to commence Q1 2024</p> <p>PQ 47249/23 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 202To ask the Minister for Transport the reasons the €170,000 announced for Ballyhaunis under the Smarter Travel funding is no longer available; where this secured funding has gone; when these funds will be made available; and the date upon which the works will commence (details supplied</p> <p>Details Supplied: NTA, Head of Roads Paul Dolan confirmed funding was withdrawn on the 6th of October in an email to Cllr. John Cribbin. The works were due to take place on the N60 approach road to Ballyhaunis and to include: footpath, lighting, crossing and other road safety measures. Works were due to commence Q1 2024</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 202 of 07 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>In relation to the Ballyhaunis Active Travel Scheme, the NTA were unable to grant approval to Mayo County Council to further progress the scheme in its current form, as it was not satisfied that the scheme proposals, as then formulated, sufficiently addressed the evident needs. In other words, it was our view that the scheme needed to be more ambitious and deliver more benefits for the area.</p> <p>Certain possible active travel elements did not appear to have been considered for development as part of the project, such as:</p> <ul style="list-style-type: none"> • Development of pedestrian and cycling/wheeling improvements between the Ballyhaunis Community School along the R929 road and Town Centre e.g. junction upgrades, cycling facilities, crossing facilities - this could also benefit access to Hazelhill Family GP Practice; • Development of pedestrian and cycling/wheeling improvements between the Scoil Iosa Ballyhaunis National School along the L1910 road and town centre e.g. junction upgrades, cycling facilities, crossing facilities; • Development of improved pedestrian and cycling/wheeling infrastructure at the junctions between the N60, N83, L1910 and Station Rise at the railway bridge; and • Development of new pedestrian and cycling road crossings on the N60 and N83 and adjoining roads in the context of a network approach i.e. a series of interconnected routes that allow walking and cycling/wheeling to cross easily and safely at junctions rather than unconnected singular schemes along links. <p>We recognise that there may be issues with the inclusion of some of the above elements for various reasons and some may not be suitable for incorporation. But, on an overall basis, we considered that a higher quality scheme could be developed and delivered for Ballyhaunis.</p> <p>The NTA met with Mayo County Council Active Travel team in early October 2023 and discussed the above and the requirement to prioritise schemes with the greatest active travel benefit for the people who would be using those proposed interventions.</p> <p>The NTA are willing to engage further with Mayo County Council on this scheme and should they wish to submit an updated proposal, we will be happy to consider it at that stage for possible future development.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p>	Peadar Tóibín, T.D.
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09/11/2023	198	<p>PQ Referred: 49122/23, for answer 09/11/2023, Written from - Pádraig O'Sullivan</p>	<p>Details Supplied 245 BUS SERVICE CORK On 28 September 2020 Bus Éireann announced their decision to withdraw all services on their commercial licensed Route 8/x8 (Dublin to Cork The NTA has no legislative powers to refuse an application from a commercial operator to reduce services from the licence or a decision of the operator to withdraw all services. The NTA is responsible for securing the provision of subsidised public passenger transport services nationally. These services are delivered through public service obligation (PSO) contracts between the NTA and various public transport operators. In circumstances where a commercial operator ceases or curtails services, the NTA will examine whether, in the absence of any commercial services, a public service obligation (PSO) exists to provide socially necessary but commercially unviable public transport services. Such examination will include an assessment of the demand for public transport services and options to either re-configure existing PSO services including Local Link services, or to competitively tender for the provision of services. In either event, the NTA's ability to provide such services is subject to the availability of funding. As a result of this examination is that the NTA determined that in order to meet the social needs of the communities affected, there is a public service obligation to continue to provide</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 198 of 09 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>As part of the tender process for route 245x, the Authority reviewed passenger numbers and journey times for the route. Please note that during 2023 the route carried approximately 90,000 passengers. At this time there are no plans to make changes to the current 245x schedule.</p> <p>I trust that the above is of assistance.</p> <p>_____</p> <p>Anne Graham Chief Executive</p>	Padraig O'Sullivan, T.D.
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		<p>services along the Dublin to Cork corridor via Cashel, Cahir, Mitchelstown and Fermoy. In order to meet that public service obligation (PSO) on a continued and effective basis, the NTA has also determined that in the short to medium term this is best met by a variation of the current Bus Éireann PSO Route 245 that operates from Cork via Fermoy to Mitchelstown with one service on Monday to Friday extending to Cahir. The variation to Route 245 will be the addition of 4 daily services, to be numbered Route 245X, which will operate from Cork to Dublin City via Fermoy, Mitchelstown, Cahir and Cashel. Route 245x was implemented on 05 September 2021. The Authority intends to undertake an early review of the revised services, once passengers have made any necessary adjustments to their travel patterns. As part of the implementation of the revised services, Bus Éireann will be closely monitoring the key departures at peak times particularly for the journeys to work and education.</p> <p>PQ 49122/23 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 198To ask the Minister for Transport if his Department will liaise with the NTA to see if a review is complete with respect to a service (details supplied) in County Cork which they state they would undertake following correspondence received in</p>		
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		<p>September 2021; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's question related to a review services in County Cork, to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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15/11/2023	41	<p>PQ Referred: 50072/23, for answer 15/11/2023, Written from - Catherine Murphy</p>	<p>PQ 50072/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 41 To ask the Minister for Transport to provide a report on the NTA's demand-need assessment along the H1 bus route.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. demand</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's request in relation to providing a report on the NTA's demand-need assessment along the H1 bus route, to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 41 of 15 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>We have not yet conducted specific route by route customer satisfaction surveys, however we do have customer satisfaction surveys for public transport by mode type here: https://www.nationaltransport.ie/publications/nta-customer-satisfaction-report-2022/.</p> <p>Dublin Bus and the NTA are experiencing increased numbers of people travelling by bus and the total numbers are 10% higher than our previous record year in 2019. This growth is phenomenal but it has introduced capacity issues across our services particularly at peak times. We have implemented increased capacity on routes where this is most pressing and are keeping the entire network, including Route H1, under close review, however there are no proposed changes to Route H1 at the current time.</p> <p>The NTA also monitors the performance of Dublin Bus on a route-by route basis in the areas of punctuality and reliability. As you will be aware, Dublin Bus had significant problems across the network in the second half of last year in recruiting sufficient drivers to operate services. However, this has significantly improved in recent reports.</p> <p>The Authority also undertakes regular Mystery Passenger Surveys across the Dublin Bus network, including on Route H1, to monitor service quality performance in areas such as fleet cleanliness, driving style and driver behaviour.</p> <p>I trust that the above is of assistance.</p> <p>_____</p> <p>Anne Graham Chief Executive</p>	Catherine Murphy, T.D.
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21/11/2023	153	<p>PQ Referred: 50939/23, for answer 21/11/2023, Written from - Catherine Murphy</p>	<p>PQ 50939/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 153 To ask the Minister for Transport if the NTA will fund the installation of a shelter bus shelter at Dublin Bus Stop Pole No. 747.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops and bus shelters.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 153 of 21 November last which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In relation to bus stop number 747 there are no current plans to provide a shelter at this bus stop at Kildare Street, Dublin 2. You will be aware that BusConnects Network Redesign provides for a major upgrading and expansion of the network of services and infrastructure across Dublin, including the rerouting of services within the city. Under the Network Redesign plans, the bus services through this area will be routed along Dawson Street and Merrion Street, reflecting the fact that Kildare Street is frequently unavailable as a bus route due to activities outside Leinster House. An extract of the proposed network in this area is shown below.</p>  <p>The map shows a section of Dublin's city center. A red line labeled 'A SPINE' runs through the area, with sub-routes A1, A2, A3, and A4. Bus stop 747 is marked on Kildare Street. Other bus routes shown include 74, 80, 81, 82, 85, 22, 23, 24, 3, 61, and 62. Landmarks like Merrion Square and Pearse are also visible.</p> <p>As the bus stops located along the eastern side of Kildare Street will not be required following the implementation of the new BusConnects network, we do not propose to install a bus shelter at bus stop number 747 at this point in time.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Catherine Murphy, T.D.
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22/11/2023	52	<p>PQ Referred: 51254/23, for answer 22/11/2023, Written from - Anne Rabbitte</p>	<p>PQ 51254/23 has been referred to Iarnród Éireann; National Transport Authority by (Transport)</p> <p>Dail Question No: 52 To ask the Minister for Transport the reason only two carriages are being used on the 8:01 train from Galway to Oranmore; the reason for cost of €4 one-way train from Galway to Oranmore; the reason leap cards are not in place; and the reason all trains do not stop in Oranmore.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The issues raised by the Deputy in relation to rail services between Galway to Oranmore, are an operational matter for Iarnród Éireann in conjunction with the National Transport Authority (NTA) have therefore forwarded the Deputy's question to Iarnród Éireann and the NTA for direct replies. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 52 of 22 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>We note that Irish Rail provided a comprehensive response to this Parliamentary Question on the 25 November. The NTA is not yet in a position to indicate what funding will be available for capacity enhancement of rail services in 2024.</p> <p>Leap Cards cannot not be used from Oranmore as there is no commuter fare strategy developed for Galway. This strategy needs to be completed before we can establish whether we need to put in place validators for Leap Cards or gates at stations such as Oranmore or whether the Next Generation Ticketing (currently being procured) which will replace Leap is the more appropriate implementation.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Anne Rabbitte T.D
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28/11/2023	165	<p>PQ Referred: 52179/23, for answer 28/11/2023, Written from - Niamh Smyth</p>	<p>PQ 52179/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 165 To ask the Minister for Transport if there are any plans to review private clamping laws for vehicles in Ireland; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>On 1st October 2017 the National Transport Authority (NTA) assumed its responsibilities as the regulator of vehicle clamping activities in both statutory and non-statutory (privately-owned) clamping places throughout the State.</p> <p>Therefore, in light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 165 of 28 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA has statutory responsibility for the regulation of vehicle clamping activities in both statutory and non-statutory (privately-owned) clamping places throughout the State. The Vehicle Clamping Act 2015 was commenced in 2017, as were the Vehicle Clamping and Signage Regulations. This legislation forms the basis of the NTA's regulatory function.</p> <p>Parking Controllers and Clamping Operators are obliged to comply with the provisions of the legislation.</p> <p>A statutory 'Code of Practice' has been established for the purpose of:</p> <ul style="list-style-type: none"> a) Providing practical guidance to parking controllers and clamping operators regarding compliance with the legislation; and b) Establishing standards in relation to their general behaviour, performance of duties and conduct. <p>The NTA currently carries out activities to ensure compliance with the legislation through both proactive compliance activity and investigating appeals and complaints from members of the public.</p> <p>As with any new legislation it is reviewed at regular intervals for its effectiveness in achieving compliance and meeting the needs of the public and NTA is embarking on such a review in 2024.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Niamh Smyth, T.D.
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28/11/2023	181	<p>PQ Referred: 52419/23, for answer 28/11/2023, Written from - Pádraig O'Sullivan</p>	<p>PQ 52419/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 181 To ask the Minister for Transport for an update on the Blarney village pedestrian and cycling infrastructure scheme; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 181 of 28 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Blarney Village Cycling and Infrastructure project is currently in Phase 2 Option Selection. The pedestrian connection to the Industrial park is being advanced separately with public consultation complete and due to go to Council for Section 38 Approval in the coming weeks.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Padraig O'Sullivan, T.D.
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29/11/2023	36	<p>PQ Referred: 52762/23, for answer 29/11/2023, Written from - Marian Harkin</p>	<p>PQ 52762/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 36 To ask the Minister for Transport if he can provide an update on the implementation of the Tuam to Athenry TFI local link; when in Q4 is it expected to be up and running; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and delivering the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for the rollout of services under the Connecting Ireland Rural Mobility Plan, including in County Galway, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 36 of 29 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Authority is working with Local Link Galway on a proposed Connecting Ireland bus service between Tuam and Athenry. There is no definitive timeframe for the implementation of this service and it is subject to availability of funding and resources,</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Marian Harkin
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30/11/2023	59	<p>PQ Referred: 51990/23, for answer 30/11/2023, Oral from - Mairéad Farrell</p>	<p>PQ 51990/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 59 To ask the Minister for Transport if he had any discussions with the National Transport Authority to increase the number of agents selling the student Leap card, to ensure every county has at least one provider; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts. In addition the NTA has responsibility for the tendering and procurement of a provider to supply Leap support and maintenance services which includes the provision of retail services and facilities to sell and top up Leap cards.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's question in relation to the possibility of increasing the number of agents selling the</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 59 of 30 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The agent network for the provision of student leap card is constantly under review and we look to identify where large gaps exist between 3rd level institutions and the agent network. Since the introduction of the Young Adult card the demand for student cards has decreased as the Young Adult card does not require renewal (it is age based and lasts up until the 26th birthday), it can be applied for online and offers the same discounts as student cards to the user. The drop in demand for student cards makes it less attractive for an agent to provide the service currently. Despite this the network has increased with Letterkenny, Sligo, Carlow, Dun Laoghaire added in late 2023. We will continue to look for opportunities to add to the network, however it is unlikely that each county will have a student leap card agent. Demand at many existing agents is low and does not make expansion economically viable for additional agents.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Mairéad Farrell T.D
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			<p>student Leap card, to ensure every county has at least one provider; to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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29/11/2023	44	<p>PQ Referred: 52772/23, for answer 30/11/2023, Oral from - Brendan Smith</p>	<p>Details Supplied Details supplied – urgent need to provide additional capacity on the 109X Cavan/Dublin PSO service to ensure an adequate service for commuters particularly those people leaving Dublin at peak commuting times</p> <p>PQ 52772/23 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 44To ask the Minister for Transport in view of the concerns of commuters about delays occurring at peak times in accessing buses, if additional capacity will be provided on a route where a public service contract is operated under the National Transport Authority (details supplied); and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to the routes of these services in conjunction with the relevant transport operators.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's query</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 44 of 30 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Route 109x has been identified as a route with capacity issues and it has been included in our capacity improvement plan. We are working closely with Bus Éireann to introduce additional capacity Monday to Friday during college terms only. We do not have a timeframe at present for when additional capacity may be introduced as we need to ensure that the financial and driver resources are available for these additional services.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Brendan Smith, T.D.
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			<p>regarding additional capacity on the 109X Cavan/Dublin PSO service to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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30/11/2023	295	<p>PQ Referred: 53127/23, for answer 30/11/2023, Written from - Bernard J. Durkan</p>	<p>PQ 53127/23 has been referred to National Transport Authority; Iarnród Éireann by (Transport) .</p> <p>Dail Question No: 295To ask the Minister for Transport to indicate the extent to which the passenger capacity of the commuter lines in north County Kildare can be improved while awaiting electrification of proposed commuter lines; 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 Deputy's question regardingthe extent to which the passenger capacity of the commuter lines in north County Kildare can be improved while awaiting electrification of proposed commuter lines isan operational matter for the National Transport Authority (NTA) in conjunction with Iarnród Éireann and I have therefore forwarded the Deputy's question to the NTA and Iarnród Éireann for direct reply.Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 295 of 30 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>We note that Irish Rail provided a comprehensive response to this Parliamentary Question on the 22 December. The NTA is not yet in a position to indicate what funding will be available for capacity enhancement of rail services in 2024 or in advance of completion of the DART+ West and DART+ South West lines.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Bernard Durkan T.D
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30/11/2023	298	<p>PQ Referred: 53130/23, for answer 30/11/2023, Written from - Bernard J. Durkan</p>	<p>PQ 53130/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 298 To ask the Minister for Transport to indicate the extent to which adequate car parking facilities are being planned to meet the requirements now and in the future adjacent to all railway stations throughout north Kildare; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including car parking facilities at railway stations in north Kildare.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a more detailed reply on the specific issues raised. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 298 of 30 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA established a Park and Ride Development Office (PRDO) in February 2020. The function of the Park and Ride Development Office is to enable the delivery of key Park & Ride sites by the NTA in collaboration with all Local Authorities and transport agencies such as Iarnród Éireann across all regions providing full time specialist resources on these projects.</p> <p>The Park and Ride Development Office published a Park and Ride Strategy for the region as part of the Transport Strategy for the Greater Dublin Area (GDA). The Strategy sets out the vision and objectives for Park & Ride and identified the zones for rail based strategic Park and Ride sites in County Kildare.</p> <p>The Park and Ride Strategy recommends a 1000 (500 initially) space Park and Ride car park at either a new station at Collinstown or the proposed Maynooth Depot. It also recommends a 1000 space Park and Ride car park at a new station to the west of Sallins.</p> <p>The PRDO has identified several sites within the recommended zones on the M4 and is currently assessing these sites with respect to engineering, land use, planning and public transport aspects. From this it will identify the preferred site options and undertake multi-criteria analysis. The Collinstown zone is emerging as the preferred option. In conjunction with key stakeholders, including the Local Authority and Iarnród Éireann the projects will be prioritised and progressed through to planning.</p> <p>In addition to this work, the Park & Ride Development Office is working with Irish Rail to deliver increased parking at existing rail stations nationally. Kildare and Athy railway stations were identified in the initial priority list for increased car parking in the Irish Rail Car Park programme.</p> <p>The works at Kildare are due to commence in the coming weeks and will provide improved access to the station, an additional 30 car parking spaces and an additional 50 bicycle spaces. Hazelhatch & Celbridge, Leixlip Louisa Bridge and Newbridge will be considered in the medium term under the Irish Rail Car Programme subject to available funding.</p> <p>Furthermore, the lease of the 200 additional spaces at Sallins Rail Station is being funded by NTA and 200 spaces have been provided under a recent upgrade at Maynooth Railway Station.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Bernard Durkan T.D
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30/11/2023	284	<p>PQ Referred: 52959/23, for answer 30/11/2023, Written from - Duncan Smith</p>	<p>PQ 52959/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 284 To ask the Minister for Transport for an update on progress of the Maglin Greenway in Cork; when it is expected to be completed; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 284 of 30 November last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>This Maglin Greenway project in Cork is at Phase 3, Preliminary Design stage. Following recent public consultation local members requested the project team consider alternative routes for part of the greenway.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan Deputy Chief Executive</p>	Duncan Smith, T.D.
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07/12/2023	177	<p>PQ Referred: 54367/23, for answer 07/12/2023, Written from - Colm Burke</p>	<p>Details Supplied Route 209 bus service in Cork City. It would appear that the schedule no longer includes a bus service on Saturday. No notice or consultation appears to have taken place with service users. They want clarity as to why Saturday was taken out of this route and whether or not there will be a return of service on this day. The Bus Connects proposed plan for the 209 route has the 209 bus hourly, 6 days per week.</p> <p>PQ 54367/23 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 177To ask the Minister for Transport what action his Department is taking to improve a bus route in Cork city in view that there are recurring issues with reliability of the service (details supplied); if Saturday has been removed from the route; if so, the reason; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 177 of 07 December last, which has been referred to the National Transport Authority (NTA) for reply. Due to an administrative oversight, we neglected to issue a response before now. I apologise for the delay in responding.</p> <p>The NTA are aware of punctuality and reliability issues across the public transport network including routes in Cork City. We are working with closely with Bus Éireann to address these issues. From our investigations, these issues occur during morning & evening peaks. There are a number of routes in Cork City that are at the top of our priority list in the improvement plan for 2024, to be implemented as soon as possible, subject to funding and resource availability. In addition, the Cork Network Redesign will involve the creation of new bus routes and improved bus frequencies to help transform the public transport network to meet anticipated growth and future demand in the region. It is currently anticipated that the Cork Network Redesign will commence implementation from 2025 subject to funding and resource availability.</p> <p>In terms of the aspect of your query related to the Saturday service, please note that the Saturday service hasn't be removed. The Saturday timetable is in a separate page for consistency with other timetables. I understand providing a separate Saturday timetable identical to the Mon-Fri timetable can be confusing. In terms of route 209, the timetable is attached with the Saturday timetable on pages 2 and 4.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Colm Burke, T.D.
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		<p>conjunction with the relevant transport operators.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's specific questions in relation to Bus Éireann's Saturday 209 route, to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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12/12/2023	231	<p>PQ Referred: 55263/23, for answer 12/12/2023, Written from - Patrick Costello</p>	<p>PQ 55263/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 231 To ask the Minister for Transport how the BusConnects scheme considered the access needs of people with mobility issues such as wheelchair users in the redesign of the Dublin Bus network, particularly in the context of interchanging between different bus routes; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. In both of those areas there have been significant developments since this Government came into office, with last year's publication of a new Sustainable Mobility Policy and its action plan providing strong policy support to the continued expansion and enhancement of bus services. I am also delighted to say that this strong policy support has been backed up by increased levels of Exchequer funding, which is supporting the roll-out of initiatives such as BusConnects Dublin.</p> <p>BusConnects Dublin, as overseen by the National Transport Authority (NTA), is a transformative programme of investment in the existing bus system providing better bus services to more people. The</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 231 of 12 December last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Each phase of network changes includes a general upgrading of stops with new signs and passenger information. New stops will meet all relevant accessibility standards.</p> <p>The bus network changes are designed to create a better, more convenient network overall. Many changes were made to the planned network at the consultation stage in response to comments on maintenance of direct links. Also alterations were made to ensure that the 8 Spines A-H go all the way into and out of the city centre with Spine H terminating at Abbey Street.</p> <p>New links are being created by the changes, particularly in suburban areas. As they become established good use is being made of them for a wide range of journeys, increasing overall usability and better services.</p> <p>Where a journey now requires an interchange this will in most cases be between nearby stops. The Authority welcomes opportunities to discuss specific examples where improvements to interchange could be made for passengers with mobility issues.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Patrick Costello, T.D.
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BusConnects Dublin programme brings together all areas of bus investment identified in the Greater Dublin Area Transport Strategy, including enhanced and new bus infrastructure, investment in fleet and service enhancements such as higher frequency and new routes serving a wider catchment.

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

12/12/2023	217	<p>PQ Referred: 54876/23, for answer 12/12/2023, Written from - Thomas Gould</p>	<p>PQ 54876/23 has been referred to Bus Éireann; National Transport Authority by (Transport)</p> <p>Dail Question No: 217 To ask the Minister for Transport whether he is aware that the 220 bus in Ballincollig is experiencing significant delays, with buses only turning up every 90 minutes regularly on what is supposed to be a 15-minute interval service at peak times.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The question raised by the Deputy in relation to route 220 in Ballincollig is an operational matter for Bus Éireann and the NTA. I have, therefore, referred the Deputy's question in relation to delays and service scheduling issues to Bus Éireann and the Authority for direct reply. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 217 of 12 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA are aware of punctuality and reliability issues across the public transport network including with route 220. We are working closely with Bus Éireann to address these issues. From our investigations, these issues occur during morning & evening peaks. Route 220 is at the top of our priority list in the improvement plan for 2024, to be implemented as soon as possible, subject to funding and resource availability. These measures will consist of a timetable change adding in more journey time to deliver the reliability & punctuality improvements that are required.</p> <p>Ultimately BusConnects Cork Sustainable Transport Corridors is designed to deliver the priority to the bus system which will result in a more reliable and punctual service. In the meantime, while the bus is sharing the road space with the private car, it becomes extremely difficult to predict journey times for the bus and timetable and roster accordingly. However, every effort will be made to do so with the data that we have and deliver a more reliable 220 bus service to our customers.</p> <p>I trust that the above is of assistance and clarifies the matter.</p> <p>_____ Anne Graham Chief Executive</p>	Thomas Gould T.D
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12/12/2023	212	<p>PQ Referred: 54761/23, for answer 12/12/2023, Written from - Paul Donnelly</p>	<p>PQ 54761/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 212 To ask the Minister for Transport the amount collected in child ticket fares on public transport in 2022 and to date in 2023, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally in conjunction with the relevant transport operators.</p> <p>The Deputy's query in relation to the amount collected in child ticket fares on public transport in 2022 and to date in 2023, is an operational matter for the NTA. I have therefore forwarded the question to the authority for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 212 of 12 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please see tables 1 and 2 below in response to your Parliamentary Question 212 of 12 December 2023 (The asterisk denotes those contracts for which we only have confirmed data up to P12 last year, with a full year now available for Dublin Bus);</p> <p>Table 1:</p> <table border="1" data-bbox="1130 510 1635 835"> <thead> <tr> <th rowspan="2">Operator Fare Revenue</th> <th>Children (5-18)</th> </tr> <tr> <th>2022</th> </tr> </thead> <tbody> <tr> <td>Dublin Bus</td> <td>€9,890,972</td> </tr> <tr> <td>Bus Éireann</td> <td>€5,827,555</td> </tr> <tr> <td>Irish Rail</td> <td>€9,576,344</td> </tr> <tr> <td>Luas</td> <td>€2,011,060</td> </tr> <tr> <td>Other contracted PSO services</td> <td>€2,522,842</td> </tr> <tr> <td>Total</td> <td>€29,828,773</td> </tr> </tbody> </table> <p>Table 2:</p> <table border="1" data-bbox="1130 898 1635 1224"> <thead> <tr> <th rowspan="2">Operator Fare Revenue</th> <th>Children (5-18)</th> </tr> <tr> <th>2023 YTD P12/P13</th> </tr> </thead> <tbody> <tr> <td>Dublin Bus</td> <td>€9,714,360</td> </tr> <tr> <td>Bus Éireann*</td> <td>€6,471,182</td> </tr> <tr> <td>Irish Rail*</td> <td>€10,870,417</td> </tr> <tr> <td>Luas*</td> <td>€1,955,793</td> </tr> <tr> <td>Other contracted PSO services*</td> <td>€2,858,134</td> </tr> <tr> <td>Total</td> <td>€31,869,886</td> </tr> </tbody> </table> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>_____ Anne Graham Chief Executive</p>	Operator Fare Revenue	Children (5-18)	2022	Dublin Bus	€9,890,972	Bus Éireann	€5,827,555	Irish Rail	€9,576,344	Luas	€2,011,060	Other contracted PSO services	€2,522,842	Total	€29,828,773	Operator Fare Revenue	Children (5-18)	2023 YTD P12/P13	Dublin Bus	€9,714,360	Bus Éireann*	€6,471,182	Irish Rail*	€10,870,417	Luas*	€1,955,793	Other contracted PSO services*	€2,858,134	Total	€31,869,886	Paul Donnelly, T.D.
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12/12/2023	199	<p>PQ Referred: 54477/23, for answer 12/12/2023, Written from - Catherine Murphy</p>	<p>PQ 54477/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 199 To ask the Minister for Transport the amount spent by the NTA on the installation of bus shelters for public transport operators and location of same in the years of 2022 and to date in 2023; and the budget allocation for same in 2024, in tabular form.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the national provision of bus stops and bus shelters.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 199 on 12 December last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The attached Excel sheet provides details of the locations of the bus shelter installations for 2022 and 2023. In respect of the expenditure on bus shelter installation in 2022 and 2023, please see table below.</p> <p>Table 1:</p> <table border="1"> <thead> <tr> <th>Row Labels</th> <th>Sum of 2022 Spend</th> <th>Sum of 2023 Spend</th> </tr> </thead> <tbody> <tr> <td>Clare County Council</td> <td>32,253</td> <td>279,542</td> </tr> <tr> <td>Cork City Council</td> <td>136,115</td> <td>92,071</td> </tr> <tr> <td>Cork County Council</td> <td>413,282</td> <td>35,062</td> </tr> <tr> <td>Galway City Council</td> <td>74,324</td> <td></td> </tr> <tr> <td>Kildare County Council</td> <td>106,171</td> <td></td> </tr> <tr> <td>Kilkenny County Council</td> <td>157,802</td> <td>1,624</td> </tr> <tr> <td>Laois County Council</td> <td>29,966</td> <td>130,279</td> </tr> <tr> <td>Limerick City and County Council</td> <td>100,000</td> <td>639,904</td> </tr> <tr> <td>Louth County Council</td> <td>196,751</td> <td></td> </tr> <tr> <td>Meath County Council</td> <td>217,378</td> <td>40,000</td> </tr> <tr> <td>National Transport Authority</td> <td>4,238,420</td> <td>2,613,845</td> </tr> <tr> <td>Roscommon County Council</td> <td>48,524</td> <td></td> </tr> <tr> <td>Sligo County Council</td> <td>22,548</td> <td>36,104</td> </tr> <tr> <td>Tipperary County Council</td> <td>78,535</td> <td></td> </tr> <tr> <td>Westmeath County Council</td> <td></td> <td>78,379</td> </tr> <tr> <td>Wicklow County Council</td> <td></td> <td>364,843</td> </tr> <tr> <td>Grand Total</td> <td>5,852,068</td> <td>4,311,653</td> </tr> </tbody> </table> <p>In relation to 2024, the final funding allocations by local authority have not yet been announced. However, it is the intention of the NTA to issue a specific allocation to each local authority for bus stop enhancements in their administrative areas, which will include bus shelter provision where appropriate. It is expected that these allocations will be announced later in January.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Row Labels	Sum of 2022 Spend	Sum of 2023 Spend	Clare County Council	32,253	279,542	Cork City Council	136,115	92,071	Cork County Council	413,282	35,062	Galway City Council	74,324		Kildare County Council	106,171		Kilkenny County Council	157,802	1,624	Laois County Council	29,966	130,279	Limerick City and County Council	100,000	639,904	Louth County Council	196,751		Meath County Council	217,378	40,000	National Transport Authority	4,238,420	2,613,845	Roscommon County Council	48,524		Sligo County Council	22,548	36,104	Tipperary County Council	78,535		Westmeath County Council		78,379	Wicklow County Council		364,843	Grand Total	5,852,068	4,311,653	Catherine Murphy, T.D.
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13/12/2023	26	<p>PQ Referred: 55505/23, for answer 13/12/2023, Written from - Danny Healy-Rae</p>	<p>Details Supplied Re the rescheduling of bus route 272 from Listowel to Tralee, Co. Kerry. via Banemore, making this change to this route is disconnecting Rural Ireland rather than connecting it as you claim to be doing. Yours To ask the Minister for Transport to give very urgent consideration to a problem.</p> <p>PQ 55505/23 has been referred to Bus Éireann; National Transport Authority by (Transport) .</p> <p>Dail Question No: 26To ask the Minister for Transport to give urgent consideration to an issue (details supplied); and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's specific questions in relation to changes on Bus Éireann's 272 route servicing Listowel to Tralee via</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 26 of 13 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>On 10 December 2023 Route 272 between Listowel and Tralee was realigned to the R556 from the N69 to provide better access to public transport for residents of the villages of Abbeydorney, Lixnaw and Finuge with a combined population of more than 1450 people (CSO 2022 Prior to this, bus services via N69 were unable to properly serve the residences on the N69 because there were no official stopping places between Mount Coal Cross and Listowel. The Authority will work with both Kerry Local Link and Kerry Co. Co. to identify if, and how, the transport needs of the residents of individual houses fronting the N69 previously served can be met.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Danny Healy-Rae, T.D.
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			<p>Banemore, to the NTA and Bus Éireann for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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14/12/2023	213	<p>PQ Referred: 56186/23, for answer 14/12/2023, Written from - Brendan Griffin</p>	<p>PQ 56186/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 213 To ask the Minister for Transport the number of new bus shelters provided per county in 2023; how many of these replaced older shelters; how many were completely new; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the national provision of bus stops and bus shelters.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 213 of 14 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please find attached spreadsheet in response to your Parliamentary Question No 213 of 14 December 2023 which sets out the list of bus shelters installed during 2023.</p> <p>I trust that the attached information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Brendan Griffin, T.D
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14/12/2023	208	<p>PQ Referred: 56181/23, for answer 14/12/2023, Written from - Brendan Griffin</p>	<p>PQ 56181/23 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 208 To ask the Minister for Transport the number of local area hackney licences issued per county to date in 2023; the total number of live licences per county; the total number of licences previously issued per county; and if he will make a statement on the matter.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 208 of 14 December last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>We have interpreted this Parliamentary Question as relating to local area hackney licences only. Please note the latest statistics on SPSV and SPSV driver licences can be found here.</p> <p>By way of background, the NTA can advise that two separate licences are legally required to operate a local area hackney service:</p> <ol style="list-style-type: none"> 1. A local area hackney vehicle licence issued by NTA for a suitable, appropriately insured vehicle; and 2. A local area hackney driver’s licence issued by An Garda Síochána for a driver who has been assessed and found suitable to provide the service. Such a driver licence is only required where the intended driver does not already hold a valid licence to drive a small public service vehicle (SPSV <p>The Taxi Regulation (Small Public Service Vehicle) Regulations 2015 set out the requirements for licensing of vehicles for operation as local area hackneys. It is the NTA’s role to issue such vehicle licences in accordance with these Regulations. Accordingly, NTA has set out hereunder the information requested in respect of vehicle licensing only; all queries regarding driver licences should be addressed to An Garda Síochána as the authority responsible for issuing SPSV Driver Licences, including local area hackney driver licences.</p>	Brendan Griffin, T.D																																			
			<p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including the compiling of statistics on SPSV licences, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Taxi Regulation Acts 2013 and 2016. I am not involved in the day-to-day operations of the SPSV industry.</p>	<table border="1"> <caption>TABLE 1: LOCAL AREA HACKNEY LICENCES ISSUED IN 2023</caption> <tr><td>GALWAY</td><td>1</td></tr> <tr><td>LONGFORD</td><td>1</td></tr> <tr><td>LOUTH</td><td>1</td></tr> <tr><td>TIPPERARY</td><td>2</td></tr> <tr><td>WATERFORD</td><td>1</td></tr> <tr><td>WESTMEATH</td><td>1</td></tr> <tr><td>WEXFORD</td><td>1</td></tr> <tr><td>WICKLOW</td><td>1</td></tr> <tr><td>Total</td><td>9</td></tr> </table>	GALWAY	1	LONGFORD	1	LOUTH	1	TIPPERARY	2	WATERFORD	1	WESTMEATH	1	WEXFORD	1	WICKLOW	1	Total	9																		
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LONGFORD	1																																							
LOUTH	1																																							
TIPPERARY	2																																							
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WICKLOW	1																																							
Total	9																																							
			<p>Accordingly, I have referred your questions to the NTA for direct reply to you. Please advise my private office if you do not receive a response within 10 working days.</p>	<table border="1"> <caption>TABLE 2: 'LIVE' LOCAL AREA HACKNEY LICENCES AS OF 31/12/2023</caption> <tr><td>CAVAN</td><td>3</td></tr> <tr><td>CLARE</td><td>1</td></tr> <tr><td>DONEGAL</td><td>2</td></tr> <tr><td>GALWAY</td><td>1</td></tr> <tr><td>KERRY</td><td>1</td></tr> <tr><td>KILKENNY</td><td>1</td></tr> <tr><td>LONGFORD</td><td>1</td></tr> <tr><td>LOUTH</td><td>1</td></tr> <tr><td>MEATH</td><td>2</td></tr> <tr><td>MONAGHAN</td><td>3</td></tr> <tr><td>SLIGO</td><td>2</td></tr> <tr><td>TIPPERARY</td><td>4</td></tr> <tr><td>WATERFORD</td><td>1</td></tr> <tr><td>WESTMEATH</td><td>1</td></tr> <tr><td>WEXFORD</td><td>1</td></tr> <tr><td>WICKLOW</td><td>1</td></tr> <tr><td>Total</td><td>26</td></tr> </table>	CAVAN	3	CLARE	1	DONEGAL	2	GALWAY	1	KERRY	1	KILKENNY	1	LONGFORD	1	LOUTH	1	MEATH	2	MONAGHAN	3	SLIGO	2	TIPPERARY	4	WATERFORD	1	WESTMEATH	1	WEXFORD	1	WICKLOW	1	Total	26		
CAVAN	3																																							
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WEXFORD	1																																							
WICKLOW	1																																							
Total	26																																							

TABLE 3: TOTAL LOCAL AREA HACKNEY LICENCES ISSUED UP TO 31/12/2023	
CAVAN	5
CLARE	1
CORK	1
DONEGAL	5
GALWAY	5
KERRY	1
KILDARE	1
KILKENNY	2
LIMERICK	1
LONGFORD	1
LOUTH	1
MAYO	5
MEATH	2
MONAGHAN	3
SLIGO	2
TIPPERARY	9
WATERFORD	2
WESTMEATH	2
WEXFORD	1
WICKLOW	1
Total	51

I trust that the above is of assistance.

 Anne Graham
 Chief Executive

17/01/2024	231	<p>PQ Referred: 1027/24, for answer 17/01/2024, Written from - Michael McNamara</p>	<p>PQ 1027/24 has been referred to Iarnród Éireann; National Transport Authority by (Transport)</p> <p>Dail Question No: 231 To ask the Minister for Transport the reason passengers travelling on the late evening Ennis to Dublin rail service must endure an hour-long wait at Colbert Station, resulting in a delayed 11pm arrival at Heuston Station; if the previous timetable will be restored; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to the routes, including timetabling, of these services in conjunction with the relevant transport operators.</p> <p>The issue raised by the Deputy in relation to late evening Ennis to Dublin services is a matter for the NTA and Irish Rail. Therefore, I have referred the Deputy's question to the NTA and Irish Rail for direct response to the Deputy.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 231 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that Irish Rail provided a response to this Parliamentary Question on the 17 January. As such, the NTA has nothing further to add.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Michael McNamara, T.D.
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			<p>Please advise my private office if you do not receive replies within ten working days.</p>		
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17/01/2024	238	<p>PQ Referred: 1177/24, for answer 17/01/2024, Written from - Mark Ward</p>	<p>PQ 1177/24 has been referred to Bus Átha Cliath; National Transport Authority by (Transport)</p> <p>Dail Question No: 238 To ask the Minister for Transport the number of times Dublin Bus routes were curtailed; the reasons for same, by individual bus routes and by month for 2023; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The query raised by the Deputy in relation to the number of times Dublin Bus routes were curtailed; the reasons for same, by individual bus routes and by month for 2023 is an operational matter for the company. I have therefore referred the Deputy's question to both Dublin Bus and the NTA for direct reply. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 238 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority publishes the quarterly performance reports of operators on its website. The quarterly reports for Q3 and Q4 of 2023 will be published on our website in due course.</p> <p>https://www.nationaltransport.ie/publications/?type=157&keywords=&from=&to=&sort=desc&sort=desc</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Mark Ward, T.D.
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17/01/2024	237	<p>PQ Referred: 1142/24, for answer 17/01/2024, Written from - Paul Donnelly</p>	<p>PQ 1142/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 237 To ask the Minister for Transport the funding being made available in 2024 and 2025 to purchase additional longer carriages for the LUAS for both lines; and if so, when those new carriages expected to come into service.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the procurement of light rail carriages.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 237 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Currently there are no additional Luas carriages on order. Accordingly, no funding has been allocated in 2024 for such provision. The position for 2025 will be reviewed as part of the 2025 budgetary process.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Paul Donnelly, T.D.
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17/01/2024	247	<p>PQ Referred: 1253/24, for answer 17/01/2024, Written from - Sean Sherlock</p>	<p>PQ 1253/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 247 To ask the Minister for Transport the date for publication of the route of the proposed Cork Luas; and the amount spent to date on the project.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including light rail.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 247 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The spend to date (up to end of January 2024) on the development of Luas Cork is €2,587,201.86 (Inclusive of VAT) and the publication of the Emerging Preferred Route of the proposed Luas Cork is currently expected to be in Q2 of this year.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Seán Sherlock, T.D.
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17/01/2024	246	<p>PQ Referred: 1252/24, for answer 17/01/2024, Written from - Sean Sherlock</p>	<p>PQ 1252/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 246 To ask the Minister for Transport the number of submissions received under the latest round of consultation for BusConnects Cork; and the amount spent in total on all three rounds of consultation, by subject line and the date for the publication of the statutory round of consultation for the sustainable transport corridors, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects Cork.</p> <p>The BusConnects Cork Sustainable Transport Corridors - Preferred Route Options Public Consultation Round 3 was undertaken from 6 November to 18 December 2023. All submissions are available to view and download in tabular form to excel on the BusConnects Cork public consultation portal at https://consult.nationaltransport.ie.</p> <p>Noting the NTA's responsibility</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 246 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA received approximately 1,500 submissions to the third round of public consultation on the proposed development of eleven Sustainable Transport Corridors (STCs) as part of the BusConnects Cork programme.</p> <p>All of the submissions are being reviewed and the NTA is working on finalising the preferred route options for all eleven corridors.</p> <p>The designs will be further developed and statutory consent applications to An Bord Pleanála will be prepared. It is anticipated these applications will be submitted to An Bord Pleanála on a phased basis beginning Q1 2025 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.</p> <p>To date there have been five rounds of public consultation carried out on BusConnects Cork, two on the Network Redesign and three on the Sustainable Transport Corridors (STCs) In addition there has been ongoing communications with various local interest groups. The total costs these of these consultations to date have been €2.4 million broken down as follows</p> <table border="1" data-bbox="1130 1031 1635 1381"> <thead> <tr> <th>5 rounds of consultation Expenditure Type</th> <th>€</th> </tr> </thead> <tbody> <tr> <td>Advertising</td> <td>572,331</td> </tr> <tr> <td>Communication</td> <td>14,030</td> </tr> <tr> <td>Graphic Desgin</td> <td>198,734</td> </tr> <tr> <td>Leaflet Delivery</td> <td>164,509</td> </tr> <tr> <td>Printing</td> <td>204,264</td> </tr> <tr> <td>Staff, Visuals, Events.</td> <td>1,183,401</td> </tr> <tr> <td>Translation Services</td> <td>83,140</td> </tr> <tr> <td>Website Development</td> <td>1,587</td> </tr> <tr> <td>Net Total</td> <td>2,421,995</td> </tr> </tbody> </table> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive</p>	5 rounds of consultation Expenditure Type	€	Advertising	572,331	Communication	14,030	Graphic Desgin	198,734	Leaflet Delivery	164,509	Printing	204,264	Staff, Visuals, Events.	1,183,401	Translation Services	83,140	Website Development	1,587	Net Total	2,421,995	Seán Sherlock, T.D.
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			<p>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>		
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17/01/2024	260	<p>PQ Referred: 1267/24, for answer 17/01/2024, Written from - Sean Sherlock</p>	<p>PQ 1267/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 260 To ask the Minister for Transport the number of bus users on each individual bus route in Dublin city and county in each of the years 2019 to 2023 and to date in 2024, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The query raised by the Deputy is an operational matter for the NTA in conjunction with the relevant bus operators. Therefore, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 260 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please find attached in response to your Parliamentary Question No 260 of 17 January 2024.</p> <p>I trust that the attached information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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17/01/2024	259	<p>PQ Referred: 1266/24, for answer 17/01/2024, Written from - Sean Sherlock</p>	<p>PQ 1266/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 259 To ask the Minister for Transport the number of bus users on each individual bus route in Limerick city and county in each of the years 2019 to 2023 and to date in 2024, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The query raised by the Deputy is an operational matter for the NTA in conjunction with the relevant bus operators. Therefore, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 259 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please find attached in response to your Parliamentary Question No 259 of 17 January 2024.</p> <p>I trust that the attached information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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17/01/2024	258	<p>PQ Referred: 1265/24, for answer 17/01/2024, Written from - Sean Sherlock</p>	<p>PQ 1265/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 258 To ask the Minister for Transport the number of bus users on each individual bus route in Galway city and county in each of the years 2019 to 2023 and to date in 2024, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The query raised by the Deputy is an operational matter for the NTA in conjunction with the relevant bus operators. Therefore, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 258 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please find attached in response to your Parliamentary Question No 258 of 17 January 2024.</p> <p>I trust that the attached information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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17/01/2024	256	<p>PQ Referred: 1263/24, for answer 17/01/2024, Written from - Sean Sherlock</p>	<p>PQ 1263/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 256 To ask the Minister for Transport the number of bus users on each individual bus route in Cork city and county in each of the years 2019 to 2023 and to date in 2024, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. The query raised by the Deputy is an operational matter for the NTA in conjunction with the relevant bus operators. Therefore, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 256 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please find attached in response to your Parliamentary Question No 256 of 17 January 2024.</p> <p>I trust that the attached information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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17/01/2024	257	<p>PQ Referred: 1264/24, for answer 17/01/2024, Written from - Sean Sherlock</p>	<p>PQ 1264/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 257 To ask the Minister for Transport the number of bus users on each individual bus route in Waterford city and county in each of the years 2019 to 2023 and to date in 2024, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The query raised by the Deputy is an operational matter for the NTA in conjunction with the relevant bus operators. Therefore, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days..</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 257 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please find attached in response to your Parliamentary Question No 257 of 17 January 2024.</p> <p>I trust that the attached information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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17/01/2024	261	<p>PQ Referred: 1270/24, for answer 17/01/2024, Written from - Sean Sherlock</p>	<p>PQ 1270/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 261 To ask the Minister for Transport the status of applications for additional park and ride locations in cork city; the amount spent to date on such applications and proposed dates for constructions.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of park and ride facilities.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA's Park and Ride Development Office for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 261 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA Park and Ride Development Office (PRDO) is tasked with developing and advancing the rollout of strategic Park and Ride sites nationwide. As part of this work, the PRDO is reviewing the work carrying out in relation to the Cork Metropolitan Area Transport Study (CMATS) which had identified a number of locations where Park and Ride would be best suited. At present, the PRDO is currently focusing on identifying specific sites in the areas recommended by CMATS. This work includes high level demand analysis, and public transport provision to service these sites, to more accurately predict the locations where Park and Ride will be successful.</p> <p>The PRDO is working towards completing feasibility studies and site selection reports by Q2 2024 to enable provision for bus based Park and Ride facilities. The timeline for the proposed rail-based site identified in CMATS at Blarney requires further assessment and coordination with Iarnród Éireann and TII (Transport) Infrastructure Ireland</p> <p>In relation to expenditure to date, the NTA established the dedicated Park and Ride Development Office in February 2020. The function of the Park and Ride Development Office is to enable the delivery of key Park & Ride sites in collaboration with Local Authorities and transport agencies such as Iarnród Éireann and TII. The office works across all metropolitan regions providing full time specialist resources aimed at advancing Park and Ride sites. This work is complex as it seeks to not only secure the necessary land to accommodate parking provision but also seeks to adequate provision of public transport services to the sites identified. The nature of this work means that some locations are at a more advanced stage than others and thus require greater input. The work to date has been funded by the NTA on a national basis and thus the amount spend by geographical region is not available.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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17/01/2024	255	<p>PQ Referred: 1262/24, for answer 17/01/2024, Written from - Sean Sherlock</p>	<p>PQ 1262/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 255 To ask the Minister for Transport the status of the roll-out of next gen ticketing in Cork city and county buses.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects.</p> <p>The NTA is currently seeking to implement new and more flexible ticketing systems through its next-generation ticketing project. The project plans to improve the overall customer experience by enabling customers to use a debit or credit card or smartphone to pay for travel. In addition, the payment methods will be smarter, offering a greater choice of payment options and the ability for the best fare for customers to be automatically charged.</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</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 255 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The public procurement process for Next Generation Ticketing (NGT) is progressing well.</p> <p>NGT will ultimately be deployed on all Public Service Operator (PSO) operators including on public transport services in Cork city and county. NGT will initially complement the existing TFI Leap Card integrated ticketing system but will ultimately replace it once the new equipment is fully rolled out nationwide. The new ticketing equipment will facilitate contactless payment of fares including by smart phones, and will also support the use of QR/Bar code ticketing.</p> <p>It is expected that the supplier will be selected during Q1 2024 at which stage the supplier's timelines will be better known. The Authority anticipates that there will be a lead time for mobilisation, manufacture, delivery, and testing of new ticketing equipment before it can be deployed.</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>_____ Anne Graham Chief Executive</p>	Seán Sherlock, T.D.
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			do not receive a reply within10 days.		
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17/01/2024	249	<p>PQ Referred: 1256/24, for answer 17/01/2024, Written from - Sean Sherlock</p>	<p>PQ 1256/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 249 To ask the Minister for Transport if he will allow applications by local authorities to retrofit active travel funding to older estates for the repair and enhancement of roads and footpaths especially in estates that are commuter estates.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>As the pipeline of projects seeking funding under the Active Travel (AT) Programme continues to grow, we are now moving into a period of project prioritisation, where funding will be focused on areas where it will have the greatest impact on the primary purpose of AT, which is modal shift away from private cars.</p> <p>While this may favour projects in urban areas, there is no requirement that funding must be spent in larger towns and</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 249 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As you will be aware, the NTA works with local authorities to plan, implement and improve facilities for public transport and active travel users, including walking and cycling.</p> <p>While the Government has provided the NTA with Exchequer funding to support the development of Active Travel infrastructure, including cycle facilities and footpaths, no Exchequer monies have been made available to the NTA for the funding of maintenance activities.</p> <p>Accordingly, the NTA is not in a position, and is not empowered, to fund maintenance works. However, we do provide funding of certain footpath renewals, where, for instance, a full footpath is being renewed because of the deteriorated condition of the existing facility.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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		<p>cities and viable projects in commuter towns and villages can also be considered by the NTA for inclusion in their Active Travel Programme.</p> <p>I will bring this matter to the attention of the NTA for their consideration in the allocation of AT funding to projects that encourage modal shift and I would also encourage Local Authorities to engage directly with the NTA in this regard.</p> <p>Separately, while my Department provides grant support for road maintenance and renewal programmes under the Regional and Local Road Grant Programme it does not have a specific grant programme for the restoration and repair of footpaths; however, local authorities have the option to fund these types of works from certain grant programmes.</p>	
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17/01/2024	206	<p>PQ Referred: 56972/23, for answer 17/01/2024, Written from - Paul Murphy</p>	<p>PQ 56972/23 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 206 To ask the Minister for Transport if he will request the NTA to consider updating the route of bus S8/S6 so that the direct Dundrum and UCD connection is returned to the area of Woodfield/Scholarstown; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. In both of those areas there have been significant developments since this Government came into office, with last year's publication of a new Sustainable Mobility Policy and its five-year action plan providing strong policy support to the continued expansion and enhancement of bus services. I am also delighted to say that this strong policy support has been backed up by increased levels of Exchequer funding, which is supporting the roll-out of initiatives such as BusConnects Dublin.</p> <p>BusConnects Dublin is a transformative programme of investment in the existing bus system providing better bus services to more people. The BusConnects Dublin programme brings together all areas of bus investment identified in the</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 206 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Network redesign was finalised following three rounds of public consultations which culminated in over 72,000 submissions being received. The new network was designed to increase the access to the network even though it may involve an interchange to another service for some journeys. The TFI 90 fare was introduced to ensure that there was no financial penalty to interchanging between bus services. Although some direct links have been changed, the overall access to the network has been increased. Information booklets were delivered to households in the areas that are affected by the launch of this phase and an extensive media and public relations campaign was run in the lead up to the launch.</p> <p>Phase 5b introduced the new Southern Orbital routes S2, S4, S6 and S8. These services provide more frequent connections than the previous network. The changes involved an increase in the region of 70% in overall service levels (additional kilometres) which makes it one of the most significant changes under the Network Redesign to date.</p> <p>More information about the new routes, the routes that were replaced and the interchange options regarding this phase of BusConnects is also available at the link below; https://www.transportforireland.ie/getting-around/by-bus/phase-5b-southern-orbitals/</p> <p>New orbital route S8 replaced route 175 in the Scholarstown area. Free interchange connections are available for Dundrum and UCD using the 90-minute fare, for example between route 15b and new orbital route S6 at Rathfarnham.</p> <p>Please note that as with previous phases of BusConnects which have been launched to date, we are monitoring service levels very closely. However, whilst we are aware that some journeys now require an interchange, we consider that the new network provides improved orbital services overall. We have no current plans to reinstate a direct UCD connection to the areas of Woodfield/Scholarstown.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Paul Murphy, T.D.
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		<p>Greater Dublin Area Transport Strategy, including enhanced and new bus infrastructure, investment in fleet and service enhancements such as higher frequency and new routes serving a wider catchment. It is a key part of the Government's policy to improve public transport and help address climate change.</p> <p>The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including BusConnects Dublin. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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17/01/2024	190	<p>PQ Referred: 56752/23, for answer 17/01/2024, Written from - Neasa Hourigan</p>	<p>PQ 56752/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 190 To ask the Minister for Transport the current status of the implementation of next generation ticketing and cashless payment under BusConnects Cork; the expected benefits of this, especially with regard to punctuality and reliability of public transport services in the city; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including integrated ticketing and BusConnects Cork.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 190 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The public procurement process for Next Generation Ticketing (NGT) is progressing well. NGT will ultimately be deployed on all Public Service Operator (PSO) operators including on public transport services in Cork city and county. NGT will initially complement the existing TFI Leap Card integrated ticketing system but will ultimately replace it once the new equipment is fully rolled out nationwide. The new ticketing equipment will facilitate contactless payment of fares including by smart phones, and will also support the use of QR/Bar code ticketing.</p> <p>It is expected that the supplier will be selected during Q1 2024 at which stage the supplier's timelines will be better known. The Authority anticipates that there will be a lead time for mobilisation, manufacture, delivery, and testing of new ticketing equipment before it can be deployed.</p> <p>In parallel, development of the plans for BusConnects Cork are progressing and will see the introduction of additional services and increased frequencies, supported by NGT ticketing that reduces boarding times and thus contributes to speeding up the average bus journey times for customers.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Neasa Hourigan, T.D.
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17/01/2024	196	<p>PQ Referred: 56787/23, for answer 17/01/2024, Written from - Duncan Smith</p>	<p>PQ 56787/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 196 To ask the Minister for Transport the number of new taxi drivers, by month, since 2020; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including SPSV licencing, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Taxi Regulation Acts 2013 and 2016. The NTA is responsible for the collection and publication of statistics relating to SPSV licensing. I am not involved in the day-to-day operations of the SPSV industry.</p> <p>Accordingly, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 196 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>There are two statutory bodies involved in the SPSV licensing process: The NTA is responsible for the issuing of SPSV vehicle licences and An Garda Síochána is responsible for issuing SPSV driver licences. On receipt of the SPSV driver licence from An Garda Síochána, the NTA will issue the SPSV driver identification cards that an SPSV driver must have with them while operating.</p> <p>The table below indicates the numbers of SPSV Driver Licences issued in the years 2020 – 2023 broken down by the county of the driver’s primary area of operation. The Deputy’s request for a breakdown by month for the years concerned is noted; however this data is not readily available in that particular format and it is hoped that the breakdown below will suffice.</p> <table border="1" data-bbox="1133 772 1614 1430"> <thead> <tr> <th rowspan="2">County</th> <th colspan="4">Year New SPSV Driver Licence Issued</th> <th rowspan="2">Total</th> </tr> <tr> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> </tr> </thead> <tbody> <tr><td>Carlow</td><td>9</td><td>3</td><td>5</td><td>10</td><td>27</td></tr> <tr><td>Cavan</td><td>5</td><td>0</td><td>7</td><td>3</td><td>15</td></tr> <tr><td>Clare</td><td>12</td><td>11</td><td>15</td><td>39</td><td>77</td></tr> <tr><td>Cork</td><td>52</td><td>46</td><td>78</td><td>126</td><td>302</td></tr> <tr><td>Donegal</td><td>7</td><td>9</td><td>18</td><td>6</td><td>40</td></tr> <tr><td>Dublin</td><td>580</td><td>333</td><td>731</td><td>1,289</td><td>2,933</td></tr> <tr><td>Galway</td><td>31</td><td>25</td><td>60</td><td>99</td><td>215</td></tr> <tr><td>Kerry</td><td>58</td><td>23</td><td>36</td><td>95</td><td>212</td></tr> <tr><td>Kildare</td><td>1</td><td>2</td><td>10</td><td>23</td><td>36</td></tr> <tr><td>Kilkenny</td><td>0</td><td>9</td><td>11</td><td>20</td><td>40</td></tr> <tr><td>Laois</td><td>5</td><td>4</td><td>9</td><td>13</td><td>31</td></tr> <tr><td>LAH area</td><td>4</td><td>2</td><td>4</td><td>6</td><td>16</td></tr> <tr><td>Leitrim</td><td>1</td><td>1</td><td>2</td><td>1</td><td>5</td></tr> <tr><td>Limerick</td><td>36</td><td>29</td><td>75</td><td>116</td><td>256</td></tr> <tr><td>Longford</td><td>3</td><td>1</td><td>6</td><td>7</td><td>17</td></tr> <tr><td>Louth</td><td>5</td><td>4</td><td>6</td><td>15</td><td>30</td></tr> <tr><td>Mayo</td><td>6</td><td>4</td><td>9</td><td>19</td><td>38</td></tr> <tr><td>Meath</td><td>8</td><td>1</td><td>8</td><td>16</td><td>33</td></tr> <tr><td>Monaghan</td><td>3</td><td>1</td><td>2</td><td>3</td><td>9</td></tr> <tr><td>Offaly</td><td>2</td><td>3</td><td>1</td><td>4</td><td>10</td></tr> <tr><td>Roscommon</td><td>0</td><td>1</td><td>1</td><td>2</td><td>4</td></tr> <tr><td>Sligo</td><td>6</td><td>4</td><td>6</td><td>16</td><td>32</td></tr> <tr><td>Tipperary</td><td>6</td><td>8</td><td>15</td><td>25</td><td>54</td></tr> <tr><td>Waterford</td><td>6</td><td>8</td><td>20</td><td>17</td><td>51</td></tr> <tr><td>Westmeath</td><td>5</td><td>6</td><td>11</td><td>16</td><td>38</td></tr> <tr><td>Wexford</td><td></td><td>1</td><td>8</td><td>5</td><td>14</td></tr> <tr><td>Wicklow</td><td>3</td><td>2</td><td>5</td><td>8</td><td>18</td></tr> <tr><td>Grand Total</td><td>854</td><td>541</td><td>1,159</td><td>1,999</td><td>4,555</td></tr> </tbody> </table> <p>I trust that the above is of assistance and clarifies the matter.</p> <p>Anne Graham Chief Executive</p>	County	Year New SPSV Driver Licence Issued				Total	2020	2021	2022	2023	Carlow	9	3	5	10	27	Cavan	5	0	7	3	15	Clare	12	11	15	39	77	Cork	52	46	78	126	302	Donegal	7	9	18	6	40	Dublin	580	333	731	1,289	2,933	Galway	31	25	60	99	215	Kerry	58	23	36	95	212	Kildare	1	2	10	23	36	Kilkenny	0	9	11	20	40	Laois	5	4	9	13	31	LAH area	4	2	4	6	16	Leitrim	1	1	2	1	5	Limerick	36	29	75	116	256	Longford	3	1	6	7	17	Louth	5	4	6	15	30	Mayo	6	4	9	19	38	Meath	8	1	8	16	33	Monaghan	3	1	2	3	9	Offaly	2	3	1	4	10	Roscommon	0	1	1	2	4	Sligo	6	4	6	16	32	Tipperary	6	8	15	25	54	Waterford	6	8	20	17	51	Westmeath	5	6	11	16	38	Wexford		1	8	5	14	Wicklow	3	2	5	8	18	Grand Total	854	541	1,159	1,999	4,555	Duncan Smith, T.D.
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17/01/2024	195	<p>PQ Referred: 56786/23, for answer 17/01/2024, Written from - Duncan Smith</p>	<p>PQ 56786/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 195 To ask the Minister for Transport the number of people using public transport, that is bus, Dart, Luas, train since 2019 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 policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's request in relation to the number of people using public transport, that is bus, Dart, Luas, train since 2019 to date, to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 195 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please see table below in response to your Parliamentary Question No 195 of 17 January 2024. The final figures for 2023 have not been finalised yet and may be subject to changes/ revisions.</p> <table border="1" data-bbox="1130 558 2154 840"> <thead> <tr> <th>Group</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> </tr> </thead> <tbody> <tr> <td>Dublin PSO Network</td> <td>152,729,256</td> <td>77,632,503</td> <td>77,506,525</td> <td>133,523,296</td> <td>162,834,052</td> </tr> <tr> <td>Dublin Commuter PSO Network</td> <td>6,598,191</td> <td>3,366,101</td> <td>3,758,362</td> <td>6,808,015</td> <td>8,535,843</td> </tr> <tr> <td>Regional Cities PSO Bus</td> <td>26,709,939</td> <td>13,964,487</td> <td>14,756,887</td> <td>23,861,468</td> <td>29,888,840</td> </tr> <tr> <td>Town Service PSO Bus</td> <td>1,861,621</td> <td>1,292,302</td> <td>1,582,503</td> <td>2,751,929</td> <td>3,521,680</td> </tr> <tr> <td>All PSO Bus Services</td> <td>193,599,598</td> <td>99,218,214</td> <td>100,782,917</td> <td>172,436,731</td> <td>212,001,018</td> </tr> <tr> <td>All Other PSO Bus Services</td> <td>5,700,590</td> <td>2,962,821</td> <td>3,178,640</td> <td>5,492,023</td> <td>7,220,604</td> </tr> <tr> <td>DART</td> <td>21,560,438</td> <td>8,033,872</td> <td>7,832,398</td> <td>15,935,567</td> <td>19,943,693</td> </tr> <tr> <td>Intercity Rail</td> <td>13,051,188</td> <td>4,451,744</td> <td>4,984,885</td> <td>9,804,709</td> <td>12,558,642</td> </tr> <tr> <td>Commuter Rail</td> <td>15,447,675</td> <td>5,373,430</td> <td>4,574,038</td> <td>10,104,014</td> <td>13,562,845</td> </tr> <tr> <td>Luas</td> <td>48,057,856</td> <td>19,176,134</td> <td>19,481,225</td> <td>38,664,944</td> <td>48,203,452</td> </tr> </tbody> </table> <p>I trust that the attached information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Group	2019	2020	2021	2022	2023	Dublin PSO Network	152,729,256	77,632,503	77,506,525	133,523,296	162,834,052	Dublin Commuter PSO Network	6,598,191	3,366,101	3,758,362	6,808,015	8,535,843	Regional Cities PSO Bus	26,709,939	13,964,487	14,756,887	23,861,468	29,888,840	Town Service PSO Bus	1,861,621	1,292,302	1,582,503	2,751,929	3,521,680	All PSO Bus Services	193,599,598	99,218,214	100,782,917	172,436,731	212,001,018	All Other PSO Bus Services	5,700,590	2,962,821	3,178,640	5,492,023	7,220,604	DART	21,560,438	8,033,872	7,832,398	15,935,567	19,943,693	Intercity Rail	13,051,188	4,451,744	4,984,885	9,804,709	12,558,642	Commuter Rail	15,447,675	5,373,430	4,574,038	10,104,014	13,562,845	Luas	48,057,856	19,176,134	19,481,225	38,664,944	48,203,452	Duncan Smith, T.D.
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17/01/2024	194	<p>PQ Referred: 56785/23, for answer 17/01/2024, Written from - Duncan Smith</p>	<p>PQ 56785/23 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 194To ask the Minister for Transport how many additional Luas carriages will be purchased 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 policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the procurement of Luas carriages.</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 within10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 194 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Currently there are no additional Luas carriages on order. Accordingly, no funding has been allocated in 2024 for such provision.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Duncan Smith, T.D.
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17/01/2024	192	<p>PQ Referred: 56758/23, for answer 17/01/2024, Written from - Richard Bruton</p>	<p>PQ 56758/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 192 To ask the Minister for Transport if his Department plans to address the difficulties faced by the taxi industry in obtaining taxi plates, the prices of which have increased dramatically since the pandemic; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including SPSV licensing, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Taxi Regulation Acts 2013 and 2016. I am not involved in the day-to-day operations of the SPSV industry.</p> <p>Accordingly, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 192 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>SPSV licence numbers are not capped in Ireland and applications for wheelchair accessible taxis, wheelchair accessible hackneys, local area hackneys and limousines are being accepted by the NTA. Details on the requirements for licensing of such vehicles is available on the NTA website and can be accessed by clicking here. Please also note that a helpful guide on the licensing process is available by clicking here. A lower rate of fee applies to WAV licences, currently €125.00.</p> <p>, The sale or otherwise of small public service vehicle (SPSV) licences is precluded under Section 14(1) of the Taxi Regulation Acts 2013 and 2016, which states: “A licence, whether granted before or after the commencement of this section may not be transferred or assigned or be mortgaged or otherwise encumbered.”</p> <p>The only way an SPSV licence can be transferred is through the two-part nomination and assignment process set out at Section 15 of the Taxi Regulation Acts. This section of the Act requires SPSV licence holders to “nominate in writing to the Authority a person as his or her representative who may apply to the Authority to continue to operate the licence in the event of his or her death.” Further details on the Section 15 process can be found by clicking here.</p> <p>SPSV operators holding an SPSV drivers licence can rent or lease an SPSV for their operation. Further details on this can be found clicking here. The NTA carries out regular surveys in relation to the SPSV sector, which includes an assessment of relevant costs on SPSV operators. The results of the most recent survey of taxi drivers can be found by clicking here, it found that, of those who rent a taxi, the cost per week for the majority (54%) is between €150 and €200.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Richard Bruton, T.D.
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17/01/2024	191	<p>PQ Referred: 56753/23, for answer 17/01/2024, Written from - Jackie Cahill</p>	<p>Details Supplied Google Maps; Carrick-on-Suir which is 80km away and of little practical use to a taxi driver in the Nenagh area, particularly with the adoption and widespread use of modern technologies, considering that this 'area knowledge' module has clearly not been updated to reflect modern technology or how transport in Ireland works, considering that such an exam and questioning is irrelevant in a county the size of Tipperary to ask such questions, and that such a line of questioning would be a form of deterrence to people entering the industry, especially in rural areas where there is a worrying shortage of taxi drivers</p> <p>PQ 56753/23 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 191 To ask the Minister for Transport if the area knowledge module of the taxi licence exam in Ireland will be updated to take account of the use of satellite navigation (details supplied) and Eircodes as common practice in the industry, considering a taxi driver in Nenagh, County Tipperary is expected to answer questions in this module on local area knowledge in Carrick-on-Suir, County Tipperary,; and if he will make a statement on the matter.</p> <p>Answer</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 191 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The SPSV Driver Entry Test is designed to verify that new entrants to the industry understand the regulatory framework for the SPSV industry, as set out in the Taxi Regulation Acts 2013 and 2016, and the Taxi Regulation (Small Public Service Vehicle) Regulations 2015. It also ensures that new entrants are familiar with good practice in the industry, and have a good working knowledge of the county in which they wish to operate. To that end, the SPSV Driver Entry Test has two separate modules: the Industry Knowledge module, which assesses a candidates knowledge of the regulatory framework, and the Area Knowledge module, which assesses the applicants knowledge of their chosen county of operation. The NTA Official Manual for Operating in the SPSV Industry is the only reading required for the Industry Knowledge module, and is available for free in both print and audio versions on the NTAs website here . This Manual includes a chapter on "Preparing for your test", which includes samples of the questions from both modules for candidates to familiarise themselves with their preparation for their test date. All questions in both modules are multiple choice.</p> <p>Between its introduction on 1 July 2009 to the end of 2023, 21,039 SPSV Driver Skills Entry Test candidates (77%) have passed the test, with 35% passing on their very first sitting. As long as both modules are passed within 12 months, the candidate can apply for their SPSV Driver Licence.</p> <p>At regular intervals, the NTA procures independent, expert, contractors with relevant local and worldwide expertise to review the SPSV Driver Skills Test Programme and assess the suitability and sufficiency of all of the questions in the Test. These reviews validate the Test and can lead to recommendations for amendments and update. In 2016, one such review resulted in the Test being split into the current 2 module format as set out above. Now, should candidates not be successful in one module of the test, they need only repeat the module in which they were unsuccessful on their following attempt. It also led to the reduction in the pass mark from 80% to 75%. Suggestions from the most recent review completed by the NTA in 2023 are being incorporated into the SPSV Driver Entry Test in 2024 to enhance its effectiveness. A 2024 Area Knowledge module review is planned, in line with our regular reviews of the SPSV Driver Entry Test and knowledge of the operation of technologies alongside area knowledge will be considered as a part of augmenting the tests.</p> <p>Prospective candidates with questions regarding the Test should refer to the free NTA Official Manual for Operating in the SPSV Industry for all relevant information and helpful guidance.</p> <p>Once licenced for an area, an SPSV driver can operate anywhere in that county, so the test is not limited to any particular area within the county concerned.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p>	Jackie Cahill, T.D
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		<p>The regulation of the small public service vehicle (SPSV) industry, including the Area Knowledge Module of the SPSV Driver Entry Test, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Taxi Regulation Acts 2013 and 2016. I am not involved in the day-to-day operations of the SPSV industry.</p> <p>Accordingly, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a response within 10 working days.</p>	<p>Anne Graham Chief Executive</p>	
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17/01/2024	287	<p>PQ Referred: 1597/24, for answer 17/01/2024, Written from - Ged Nash</p>	<p>PQ 1597/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 287To ask the Minister for Transport if he is aware of difficulties being experienced in the replacement of Leap Cards for students, including in the case of a student (details supplied); if he intends to reform the system or make improvements in this respect; and if he will make a statement on the matter.</p> <p>Details Supplied: details emailed to dept 15:40, 09/01/24. AM.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for the organisation of shared systems such as Leap Card.</p> <p>The issue raised by the Deputy in relation to difficulties procuring a Student Leap Card is a matter for the NTA. Therefore, I have referred the Deputy's question to the NTA for direct response to the Deputy. Please advise my private office if you do not receive replies within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 287 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We have checked this particular case and the application described was successfully processed on the 13 January and the card printed by the DCU agent on 15 January 2024.</p> <p>We apologise for the inconvenience caused to the customer in this case. It is regrettable that the customer was given inconsistent advice from the contact centre and we have addressed this with our contact centre agents. We had identified a bug where users on iOS could retain old session data when going back in their browser and system could misinterpret the session completing and the transaction finalising when in fact the session did not complete. This bug was fixed in early January.</p> <p>Thank you for bringing this matter to our attention and once again our sincere apologies for the poor customer service your constituent experienced. Feedback as received enables us to continuously improve and train our staff. In this regard the feedback provided by your constituent is very much appreciated.</p> <p>Please note that we are constantly seeking to improve the services we provide and we have a number of initiatives in progress in this regard.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Ged Nash, T.D.
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17/01/2024	183	<p>PQ Referred: 56575/23, for answer 17/01/2024, Written from - Noel Grealish</p>	<p>PQ 56575/23 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 183 To ask the Minister for Transport the number of electric buses purchased by the NTA in 2020, 2021, 2022 and 2023; the overall investment made; if all of these buses are currently in operation; if not, the reason; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the procurement of the national Public Service Obligation bus fleet.</p> <p>As part of various actions to help address climate change, the NTA intends to transition its urban State subsidised bus services to zero-emission bus fleet. The intention is that new zero-emission fleet (battery-electric) will replace the older diesel-powered fleet on an incremental basis, as the existing buses reach the end of their efficient operational life.</p> <p>An order for 100 double deck electric buses was placed in 2022 and these buses will</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 183 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please see table below in response to Parliamentary Question 56575/23 of 17 January 2024.</p> <table border="1" data-bbox="1130 441 2068 661"> <thead> <tr> <th></th> <th>No. of plug-in hybrid diesel-electric buses purchased for PSO fleet</th> <th>No. of hydrogen-fuel-cell-electric buses purchased for PSO fleet</th> <th>No. of battery-electric buses purchased for PSO Fleet</th> </tr> </thead> <tbody> <tr> <td>2017-2018</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>2019</td> <td>0</td> <td>0</td> <td>2¹</td> </tr> <tr> <td>2020</td> <td>0</td> <td>3²</td> <td>0</td> </tr> <tr> <td>2021</td> <td>256</td> <td>0</td> <td>0</td> </tr> <tr> <td>2022</td> <td>24</td> <td>0</td> <td>107</td> </tr> <tr> <td>2023</td> <td>0</td> <td>0</td> <td>96</td> </tr> </tbody> </table> <p>¹ battery-electric SUVs purchased for use on Local Link services on Cape Clear Island ² hydrogen fuel cell-electric buses purchased for a technology pilot</p> <p>The overall investment in the 488 buses listed in the table above amounted to approximately €300m inclusive of VAT when EUR:GBP exchange rates are taken into account.</p> <p>333 of these buses are currently in operation and it is planned that the remainder will be put into operation over the coming months as charging infrastructure is fully commissioned at Phibsboro Depot in Dublin and at Roxboro Depot in Limerick.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>		No. of plug-in hybrid diesel-electric buses purchased for PSO fleet	No. of hydrogen-fuel-cell-electric buses purchased for PSO fleet	No. of battery-electric buses purchased for PSO Fleet	2017-2018	0	0	0	2019	0	0	2 ¹	2020	0	3 ²	0	2021	256	0	0	2022	24	0	107	2023	0	0	96	Noel Grealish, T.D.
	No. of plug-in hybrid diesel-electric buses purchased for PSO fleet	No. of hydrogen-fuel-cell-electric buses purchased for PSO fleet	No. of battery-electric buses purchased for PSO Fleet																														
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continue to enter service on an incremental basis in the coming weeks using charging infrastructure at the Summerhill and Phibsborough bus depots.

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

17/01/2024	297	<p>PQ Referred: 1779/24, for answer 17/01/2024, Written from - Paul Murphy</p>	<p>Details Supplied From a local resident- I am writing to find out why the bus route 49 will be taken out of Firhouse Village Centre when it is replaced by the Bus Connect F1 route. The older members of Firhouse rely on the present service to get us to the Village Centre so we can avail of the following services. 1. The Post Office (for pensioners we need to collect pensions and other services. The only Post Office in the area 2. Our Church (Daily mass and a meeting point for older members of the community 3. Our local Supermarket (Many of us can't carry heavy shopping home so we get the 49 bus 4. Our Pharmacy (only one in the area. 5. Scoil Terasa. (Our kids getting to school) There are other shops at our centre that are used every day including the Credit Union, Barbers, Hairdressers and Butchers. The new proposed route will take 8 bus stops from the Community College around Ballycullen Ave and down to stop 4757 on Ballycullen Drive. It also means that anyone wishing to go to the city centre has to walk 400 to 700 metres to find the new F1 stops or take an S6 and change again to the 49 bus at a later stage. The new F1 route is exactly the same as the original 49 route but it takes out Firhouse Village Centre. WHY? We are all trying to do our bit to save the environment. We need our public transport to be in the right place. On behalf of the older community of Firhouse we would like to understand the logic of changing a bus route</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 297 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The BusConnects Dublin area Network redesign was finalised following three rounds of public consultations which culminated in over 72,000 submissions being received. In developing the plan, we took on board feedback from the community and all relevant stakeholders. We published the finalised network in 2020. More information regarding BusConnects can be found at the link below;</p> <p>https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/</p> <p>Route F1 is planned to use the more direct alignment along the full length of Ballycullen Drive. Firhouse Village Centre is now served by new route S6 at a higher frequency than former route 75. We consider that this gives a better overall service in the area balancing frequency, directness and accessibility.</p> <p>I trust that the above is of assistance.</p> <p>_____</p> <p>Anne Graham Chief Executive</p>	Paul Murphy, T.D.
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		<p>that has served our community for over 34 years. Regards Concerned Residents of Firhouse.</p> <p>PQ 1779/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 297To ask the Minister for Transport if he is aware of the concerns in the community of Firhouse in relation to when the bus route 49 will be taken out of Firhouse Village Centre to be replaced by the BusConnects F1 route; if he will instruct his Department to review this concern and add the eight bus stops from the community college around Ballycullen Ave. and down to stop 4757 on Ballycullen Drive to the new route so that it services the community needs (details supplied</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. In both the policy and funding areas there have been significant developments since this Government came into office, with the publication of a new Sustainable Mobility Policy and its five-year action plan providing strong policy support to the continued expansion and enhancement of bus services. I am also delighted to say that this strong policy support has</p>	
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		<p>been backed up by increased levels of Exchequer funding, which is supporting the roll-out of initiatives such as BusConnects Dublin.</p> <p>The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects Dublin.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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17/01/2024	293	<p>PQ Referred: 1722/24, for answer 17/01/2024, Written from - Patrick Costello</p>	<p>Details Supplied of Armagh Road, St Agnes Park, St Agnes Road and Kimmage Road West without a bus connection to Crumlin village</p> <p>PQ 1722/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 293 To ask the Minister for Transport if he will liaise with the NTA in relation to recent route changes that have left elderly residents (details supplied); and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The query raised by the Deputy is an operational matter for the NTA in conjunction with the relevant bus operators. Therefore, I have forwarded the Deputy's questions to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 293 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>New route S4 now serves St Agnes Road, Kimmage Road West and Crumlin Village, running every ten minutes and giving direct orbital links with Liffey Valley, Ballyfermot, Terenure and UCD.</p> <p>Route 83 continues to serve Armagh Road with direct links to the Sundrive shopping centre, Rathmines and the City Centre.</p> <p>New route 74 (City Centre-Dundrum) serves Cashel Road and provides links with the City Centre, the Clonmacnoise Road area, Terenure, Rathfarnham and Dundrum.</p> <p>Route 150 continues to link stops on Kildare Road with Crumlin Village, which may be useful for some residents.</p> <p>We accept that these services do not provide all the former links. However we consider that connectivity and frequency in the area has been improved overall. We continue to monitor the performance of the new services which have been introduced.</p> <p>I trust that the above is of assistance.</p> <p>_____</p> <p>Anne Graham Chief Executive</p>	Patrick Costello, T.D.
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17/01/2024	295	<p>PQ Referred: 1771/24, for answer 17/01/2024, Written from - Ivana Bacik</p>	<p>PQ 1771/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 295 To ask the Minister for Transport in light of the approval by An Bord Pleanála of the Liffey Valley to Dublin City Centre BusConnects scheme, when construction of this scheme 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 policy and overall funding in relation to public transport. In both the policy and funding areas there have been significant developments since this Government came into office, with the publication of a Sustainable Mobility Policy and its five-year action plan providing strong policy support to the continued expansion and enhancement of bus services. I am also delighted to say that this strong policy support has been backed up by increased levels of Exchequer funding, which is supporting the roll-out of initiatives such as BusConnects Dublin.</p> <p>The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects Dublin. To date the NTA has submitted</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 295 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Following the receipt of initial planning consents, a construction sequence will be developed along with the necessary documentation to allow procurement to commence for the construction stage, taking into account further consents received. It is expected that all twelve corridors will be completed in 2030, subject to the availability of funding, with the first construction contracts to be awarded at the end of 2024 and construction commencing in early 2025. The construction of the corridors will be delivered on a phased basis in order to reduce the traffic impacts that could arise should all twelve be constructed concurrently. In relation to the Liffey Valley to City Centre Core Bus Corridor, it is likely that the Scheme will be implemented in the early tranches of the overall Core Bus Corridor construction programme</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Ivana Bacik, T.D.
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		<p>planning applications to An Bord Pleanála (ABP) in respect of all 12 of the Core Bus Corridor schemes. Two of these schemes have recently been approved by ABP, including the Liffey Valley to City Centre Scheme.</p> <p>Preparation of Design, Planning and Procurement Strategy for these schemes, as required for Approval Gate 2 of the Infrastructure Guidelines, is underway.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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17/01/2024	286	<p>PQ Referred: 1583/24, for answer 17/01/2024, Written from - Brendan Smith</p>	<p>PQ 1583/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 286 To ask the Minister for Transport if further consideration will be given to the provision of support for hackney services in rural communities in counties Cavan and Monaghan where it is not feasible to have a bus service; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including Local Area Hackney services, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I am not involved in the day-to-day operations of the SPSV industry.</p> <p>Accordingly, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 286 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is currently accepting applications for the following small public service vehicle licences nationwide:</p> <ul style="list-style-type: none"> Ø Wheelchair accessible taxi; Ø Wheelchair accessible hackney; Ø Local area hackney; and Ø Limousine <p>In line with the above, the NTA continues to issue Local Area Hackney licences where applicants can show there is a need for the service and they do not displace or replace current SPSV providers. More information on how to apply for a Local Area Hackney, is available by clicking here.</p> <p>In 2023, the NTA developed the Local Hackney Pilot, a grant aided one-year Pilot programme aiming to provide financial assistance to operators for the provision of part-time local hackney services in designated rural areas, which cannot support a full-time taxi or hackney operation. The Pilot is an important tenet of the Government's National Sustainable Mobility Plan 2022-2025 and a key deliverable under Our Rural Future 2021-2025.</p> <p>The starting point for the Local Hackney Pilot 2023 was to identify communities where the current public transport systems do not meet the demands of that local community. The selection process for the grant-aided Pilot initially identified more than 80 areas, collated from suggestions from Local Link Management, the Town Centre First initiative, and desk based research. Following analysis of this information, 21 areas were selected for the Local Hackney Pilot and the Pilot was officially launched by the Minister for Transport on the 9th January 2023. These 21 areas included Killashandra in Cavan and Rockcorry in Monaghan. Applications were invited from local operators to apply and obtain a grant-aided licence for the area. 35 applications were received across 15 of the 21 designated areas. Applications were received from the Cavan and Monaghan locations, however no applicant subsequently chose to progress to licensing as a local area hackney in those locations.</p> <p>The NTA is conducting a review of the outcomes of the Local Hackney Pilot 2023 so that the learnings can be considered in the roll out of similar initiatives in the future.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Brendan Smith, T.D.
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17/01/2024	280	<p>PQ Referred: 1510/24, for answer 17/01/2024, Written from - Duncan Smith</p>	<p>PQ 1510/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 280 To ask the Minister for Transport the final number of car parking spaces that will be available at Portmarnock train station upon the completion of works; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in our cities, including the provision of car parking spaces at Portmarnock train station.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 279 & 280 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Given the land use change in the area, it has been a long standing objective of the Fingal County Council and the NTA to encourage, promote and implement active and sustainable transport initiatives in the vicinity of Portmarnock Station. The overarching objective of this project is to facilitate measures for a new public bus route to Portmarnock Station. The proposed works include the modification of the section front removing some of the existing car parking in favour to facilitate a new public bus interchange facility. This includes a new bus turning facility, with two new bus stops and a new vehicular drop off location (set down) close to the Station entrance.</p> <p>In addition, the works include improved pedestrian and cycling access to the station, additional bike parking and an upgrade to existing infrastructure including pavements, boundary treatments, drainage, lighting, CCTV and landscaping.</p> <p>The works are due to be substantially complete by the end of March 2024, which will enable greater access to the station by bus for a large cohort of patrons, in addition to maintaining 170 spaces for those who still wish to drive and access the rail service at Portmarnock. The station is intended to be served by the L81 route in the new BusConnects Network for the Dublin region (map available at the following link: https://busconnects.ie/wp-content/uploads/2024/03/Network-Redesign-Map-2023.pdf) In advance of implementing the L81 route, the NTA are examining the potential for the diversion of an existing bus route to serve the station in the interim period.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Duncan Smith, T.D.
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17/01/2024	273	<p>PQ Referred: 1350/24, for answer 17/01/2024, Written from - Duncan Smith</p>	<p>PQ 1350/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 273 To ask the Minister for Transport the reason the Transport For Ireland Live app does not process the Nightlink bus information; if there is a plan to process this information; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The issues raised in relation to the TFI Live App is a matter for the National Transport Authority (NTA) Therefore, I have referred the Deputy's question to the Authority for direct response to the Deputy. Please advise my private office if you do not receive replies within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 273 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I'm not clear what the processing of information refers to in the question but I understand that it might refer to the provision of Real Time Passenger information for Nitelink bus services.</p> <p>The TFI Live app does contain schedule information for Nitelink buses and there are no known issues relating to this. Dublin Bus has never published real-time data for Nitelink services as it is a timetabled service with very limited boarding stops. As the BusConnects network implementation will be replacing the Nitelink services with more 24-hour bus services, it would not be appropriate to invest resources in implementing real time information on Nitelinks when they are being phased out.</p> <p>I trust that the above is of assistance and clarifies the status of the matter. If I have misunderstood the question please revert and I can clarify further.</p> <p>_____ Anne Graham Chief Executive</p>	Duncan Smith, T.D.
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17/01/2024	262	<p>PQ Referred: 1271/24, for answer 17/01/2024, Written from - Sean Sherlock</p>	<p>PQ 1271/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 262 To ask the Minister for Transport when the route for the Northern Distributor Road in Cork city will be chosen; and when work will commence.</p> <p>Answer</p> <p>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 metropolitan area, while increasing the appeal of sustainable transport options, such as the proposed Cork Northern Distributor Multi-Modal Route which will cater for bus movements as well as segregated cycle and pedestrian infrastructure.</p> <p>In line with the Public Spending Code (PSC) at the time, Cork City Council prepared a Strategic Assessment Report for the Cork Northern Distributor Multi-Modal Route and submitted this report during 2022 for formal review, as was required by the PSC. The NTA undertook a review of the Strategic Assessment Report and provided feedback in December</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 262 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As noted in the Minister’s reply, Cork City Council prepared a Strategic Assessment Report for the Cork Northern Distributor Multi-Modal Route and submitted this report during 2022 for formal review, as was required by the Public Spending Code (PSC). The NTA was requested by the Department of Transport to act as Approving Authority under the PSC for this scheme. We undertook a review of the Strategic Assessment Report, which is one of the initial milestones for a project, and provided feedback in December 2022 to Cork City Council on aspects of the proposal that needed to be further addressed before approval to proceed to the next phase of the project could be granted.</p> <p>The City Council subsequently amended the Strategic Assessment Report and resubmitted it to the NTA in September 2023. We have completed the review process and issued approval to the Council during December 2023, enabling the Council to commence the next phase of the project (Concept Development and Option Selection), which culminates in the selection of the Preferred Route for the scheme. This will involve public consultation which we expect will take place early in 2024. You may wish to contact Cork City Council directly in relation to expected public consultation dates.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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		<p>2022 to Cork City Council on aspects of the proposal that needed to be further addressed before approval to proceed to the next phase of the project could be granted.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. Noting the NTA's responsibility in this matter, I have referred the Deputy's question to NTA for a more detailed response on the specific issue raised. Please contact my private office if you do not receive a reply within 10 days.</p>		
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17/01/2024	279	<p>PQ Referred: 1509/24, for answer 17/01/2024, Written from - Duncan Smith</p>	<p>PQ 1509/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 279 To ask the Minister for Transport for an updated timetable on the completion of works at Portmarnock train station; when these works will be completed; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in our cities, including works at Portmarnock train station.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 279 & 280 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Given the land use change in the area, it has been a long standing objective of the Fingal County Council and the NTA to encourage, promote and implement active and sustainable transport initiatives in the vicinity of Portmarnock Station. The overarching objective of this project is to facilitate measures for a new public bus route to Portmarnock Station. The proposed works include the modification of the section front removing some of the existing car parking in favour to facilitate a new public bus interchange facility. This includes a new bus turning facility, with two new bus stops and a new vehicular drop off location (set down) close to the Station entrance.</p> <p>In addition, the works include improved pedestrian and cycling access to the station, additional bike parking and an upgrade to existing infrastructure including pavements, boundary treatments, drainage, lighting, CCTV and landscaping.</p> <p>The works are due to be substantially complete by the end of March 2024, which will enable greater access to the station by bus for a large cohort of patrons, in addition to maintaining 170 spaces for those who still wish to drive and access the rail service at Portmarnock. The station is intended to be served by the L81 route in the new BusConnects Network for the Dublin region (map available at the following link: https://busconnects.ie/wp-content/uploads/2024/03/Network-Redesign-Map-2023.pdf) In advance of implementing the L81 route, the NTA are examining the potential for the diversion of an existing bus route to serve the station in the interim period.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Duncan Smith, T.D.
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17/01/2024	268	<p>PQ Referred: 1297/24, for answer 17/01/2024, Written from - Paul Donnelly</p>	<p>PQ 1297/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 268 To ask the Minister for Transport the estimated cost of purchasing 100 extra hybrid and 18 extra hydrogen buses for the Dublin Bus fleet.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure including the procurement of the national Public Service Obligation bus fleet.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 268 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is now purchasing only zero-emission buses for the urban public bus fleet.</p> <p>The NTA has previously purchased a total of 280 hybrid buses at an average cost of c.€580k per bus inclusive of VAT and taking account of EUR:GBP exchange rates; therefore, if it was desired to purchase an additional 100 hybrid buses, the estimated cost would be greater than €58m (and potentially in the region of €70m) as the inflation experienced since those previous buses were ordered would result in a higher unit cost.</p> <p>The NTA has previously purchased a total of 3 hydrogen buses at an average cost of c.€800k per bus inclusive of VAT and taking account of EUR:GBP exchange rates; therefore, the estimated cost of purchasing an additional 18 hydrogen buses is unlikely to be much less than €14.4m as the inflation experienced since those previous buses were ordered is likely to result in higher unit costs offsetting any discount resulting from the greater order quantity.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Paul Donnelly, T.D.
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17/01/2024	201	<p>PQ Referred: 56841/23, for answer 17/01/2024, Written from - Niamh Smyth</p>	<p>PQ 56841/23 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 201To ask the Minister for Transport if matters raised in correspondence (details supplied) will be reviewed; and if he will make a statement on the matter.</p> <p>Details Supplied: details emailed to dept 15:40, 15/12/23. AM REF: Roads underspend Carrickmacross/Castleblayney MD</p> <p>Answer</p> <p>The improvement and maintenance of regional and local roads is the statutory responsibility of local authorities, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is also a matter for the local authority.</p> <p>In late 2021 local authorities were invited to apply for funding for Community Involvement Scheme (CIS) projects for a two year programme for the period 2022-2023. Within the overall budget available for the CIS grant programme over the two year period, local authorities were allocated funding on a pro-rata basis unless an individual authority sought less than the</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 201 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Active Travel projects are developed utilising the NTA's Project Approval Guidelines and Cost Management Guidelines in line with Departmental guidance on capital investment in transport. Many Active Travel projects are delivered in about a 12 to 24 month overall period – some are delivered in a shorter period and others take longer. Exact timelines are very dependent on the size of the project, the statutory procedure required for development consent and the level of public consultation / community involvement needed for the development of the particular scheme.</p> <p>While the NTA is keen to facilitate the development of projects under the Active Travel programme as quickly as practicable, it does fall ultimately to the local authority to undertake that delivery.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan Deputy Chief Executive</p>	Niamh Smyth, T.D.
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		<p>pro-rata amount.</p> <p>Local authorities were given a somewhat higher proportion of their overall allocation in the year 2022 and in March last year local authorities were notified of their CIS allocations for both 2022 and 2023.</p> <p>The 2023 funding allocation for Monaghan County Council is consistent with this approach.</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. As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your query to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	
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18/01/2024	154	<p>PQ Referred: 2239/24, for answer 18/01/2024, Written from - Ivana Bacik</p>	<p>PQ 2239/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 154 To ask the Minister for Transport the publication schedule for the 2024 Walking and Cycling Index reports for Dublin, Cork, Limerick, Galway and Waterford; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Following the initial phase of the Walking and Cycling Index carried out in the Dublin Metropolitan Area in 2021, the NTA and Sustrans are working together to roll it out to the four other cities, undertaking the biggest ever survey of walking, wheeling, and cycling in Ireland. Following the surveys which were taking place in 2023, individual Reports will be prepared and will be published for each of the Metropolitan Areas this year.</p> <p>Noting the role of the NTA in the</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 154 of 18 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The 2023 Walking and Cycling Index reports for the Dublin, Cork, Waterford, Galway, and Limerick/ Shannon Metropolitan areas, will be published alongside the 18 UK reports, in late February/ early March 2024, as per the original timeline agreed with Sustrans (the company developing the index reports)</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Ivana Bacik, T.D.
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			<p>matter, I have referred your question to that agency for the most up to date information on this matter. If you do not receive a reply within 10 working days, please contact my private office.</p>		
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23/01/2024 178

PQ Referred: 2702/24, for answer 23/01/2024, Written from - Marc Ó Cathasaigh

PQ 2702/24 has been referred to National Transport Authority by (Transport) Dail Question No: 178 To ask the Minister for Transport the progress made in respect of the safe routes to school scheme, the completed and in-progress projects by end-2023; the associated costs of the programme, per county; the anticipated timeframe for the completion of projects at all schools under Round 1 and 2; and if he will make a statement on the matter.

Answer

In March 2021, I launched the Safe Routes to School (SRTS) Programme as a response to the need to improve safety at the 'front of school' environment and enhance access to school grounds. The programme aims to support walking, scooting and cycling to primary and post-primary schools and to create safer walking and cycling routes within communities. This will help alleviate congestion at school gates and increase the number of students who walk or cycle to school by providing the necessary infrastructure.

All schools were notified of the programme and were invited to apply. 931 applications were received from primary and secondary schools across every county in Ireland, making up around a quarter of all the

Dear Deputy,

I am writing to you concerning the matter you raised in Parliamentary Question No. 178 of 23 January last, which has been referred to the National Transport Authority (NTA) for reply.

As of end of December 2023, the status of the schools in the Safe Routes to Schools programme was as follows:

- 42 SRTS project were completed;
- 25 were under construction;
- 40 were at post-planning design having secured planning approval;
- 6 were undergoing statutory consent processes;
- 84 were at pre-planning design;
- 72 were at optioneering stage; and
- 3 schools deferred or withdrew from the programme.

The associated claims per Local Authority since the launch of Round 1 of the SRTS Programme are shown below:

Local Authorities	Overall Programme Costs		
DCC	Dublin City Council	€	845,965
SDCC	South Dublin County Council	€	*
DLRCC	Dun Laoghaire-Rathdown County Council	€	106,278
MCC	Meath County Council	€	1,252,835
FCC	Fingal County Council	€	1,516,990
WCC	Wicklow County Council	€	777,272
KCC	Kildare County Council	€	124,112
GCC	Galway City Council	€	290,706
LCCC	Limerick City and County Council	€	1,014,730
CCC	Cork City Council	€	167,728
CCO	Cork County Council	€	2,152,405
WDCC	Waterford County Council	€	222,605
CWCC	Carlow County Council	€	295,520
CNCC	Cavan County Council	€	421,035
CLCC	Clare County Council	€	415,631
GCO	Galway County Council	€	268,638
DLCC	Donegal County Council	€	857,844
KYCC	Kerry County Council	€	**
KKCC	Kilkenny County Council	€	329,761
LSCC	Laois County Council	€	840,456
LMCC	Leitrim County Council	€	158,983
LDCC	Longford County Council	€	416,092
LHCC	Louth County Council	€	71,672
MOCC	Mayo County Council	€	101,967
MNCC	Monaghan County Council	€	75,466
OYCC	Offaly County Council	€	118,155
RNCC	Roscommon County Council	€	459,529
SOCC	Sligo County Council	€	74,709
TYCC	Tipperary County Council	€	152,889
WHCC	Westmeath County Council	€	11,578
WXCC	Wexford County Council	€	1,006,542

* SRTS schemes are being progressed as part of larger Active Travel projects. **Designed by in-house team in the Local Authority therefore SRTS costs subsumed as part of Staff costs

Regarding scheme completion, the general timescale for SRTS projects are 1-2 years, however project timelines can vary significantly, depending on a number of factors, including Local Authority and external resources (design and construction), timelines for public consultation and securing planning consent, timing construction periods to reduce school disturbance and annual funding envelopes. Many of the SRTS schemes are now at or nearing construction stage, having secured planning approval.

I trust that the above information is of assistance.

Marc Ó Cathasaigh, T.D.

schools in the country. 167 schools form Round 1 of the Programme with a further 108 schools having been selected for inclusion in Round 2. It should be noted that all schools that applied to the original call for applications were accepted into the programme, and if not selected in the first two rounds will be selected at a later stage without the need to reapply.

The Programme is funded by my Department through the National Transport Authority (NTA An Taisce's Green-Schools is coordinating the programme and funding will be made available to local authorities who will play a key part in delivering the infrastructure along access routes and at the school gate. The improvements to the school commute could range from an upgraded footpath or new cycle lane to a complete reworking of a school's entrance. The required investment at each school will be dependent on the changes required in each particular case.

Noting the role of the NTA in the programme, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.

Yours sincerely,

Hugh Creegan
Deputy Chief Executive

23/01/2024	175	<p>PQ Referred: 2598/24, for answer 23/01/2024, Written from - Claire Kerrane</p>	<p>Details Supplied This Saturday only service was the only bus serving rural villages on this route. There is now no public transport serving these communities.</p> <p>PQ 2598/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 175 To ask the Minister for Transport if he will advise why the once a week Bus Éireann service, Route 460 Sligo to Castlerea which served local communities (details supplied) has been discontinued; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I am responsible for policy and overall funding in relation to public transport; however, I am not involved in day-to-day operational matters.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling of these services in conjunction with the relevant transport operators, in this case Bus Éireann.</p> <p>I have, therefore, forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 175 of 23 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Bus Éireann route 460 provided a Saturday Only service from Sligo to Castlerea, once per day per direction, serving the settlements of Ballisodare, Collooney, Ballymote, Gurteen, Ballaghaderreen and Loughglynn. It also served Coolaney, but in the Castlerea to Sligo direction only.</p> <p>TFI Local Link route 977 now provides a service from Sligo to Castlerea, 7 days per week - four times per day per direction Monday to Saturday and three times per day per direction on Sunday. It similarly serves the settlements of Ballisodare, Collooney, Ballymote, Gurteen, Ballaghaderreen and Loughglynn. In addition to this, route 977 also provides an additional three services per day in each direction Monday to Saturday on the section between Sligo and Ballaghaderreen, and TFI Local Link route 981 also provides 11 services per day in each direction between Coolaney, Collooney, Ballisodare and Sligo.</p> <p>Now that the areas are comprehensively served by TFI Local Link routes 977 and 981, the Authority decided to withdraw service on the Saturday Only Route 460 by Bus Éireann in December 2023, in the interests of obtaining best use of taxpayers' money. Passengers who previously used Bus Éireann route 460 on Saturday can now avail of a significantly better service on Tfi Local Link routes 977 and 981 instead, every day of the week.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Claire Kerrane, T.D.
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23/01/2024	173	<p>PQ Referred: 2481/24, for answer 23/01/2024, Written from - Alan Kelly</p>	<p>PQ 2481/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 173 To ask the Minister for Transport if he will provide a 2023 end-of-year report on the Connecting Ireland Plan for County Tipperary; the funding that was allocated and spent; the services that have been delivered; the funding that will be allocated for 2024; and the services that are expected to be delivered in 2024 in County Tipperary.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for Connecting Ireland services in County Tipperary, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 173 of 23 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Connecting Ireland page on the NTA website contains various updates bulletins and reports which are updated on a regular basis, a link to the page can be found below;</p> <p>https://www.nationaltransport.ie/connecting-ireland/</p> <p>In respect of Connecting Ireland in Tipperary. Please note that route 322 Portumna to Nenagh was implemented in Tipperary on the 27th of November 2023, I have included the press release and timetable links below;</p> <p>Press Release - https://www.nationaltransport.ie/news/tfi-local-link-tipperary-launches-new-bus-service-connecting-portumna-to-nenagh/</p> <p>Timetable - https://www.transportforireland.ie/wp-content/uploads/2023/11/TFI-Local-Link-Route-322-Portumna-to-Nenagh-Nov23.pdf</p> <p>In addition to route 322 , the following new and enhanced Connecting Ireland routes were delivered in 2023;</p> <p>Route Number Description</p> <ul style="list-style-type: none"> a) 356 New route Dungarvan - Clonmel b) 834 Roscrea - Portlaoise - additional evening services c) 850 New route Roscrea - Athlone <p>It is also worth noting that a significant investment was made in Clonmel with the introduction of the new Clonmel Town Bus service on December 11th 2023 which is operated by Local Link.</p> <p>In relation to funding, funding is not allocated on a county basis so this information is not available. The plan for 2024 is not finalised yet so we are not in a position to provide this information at this point in time.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Alan Kelly T.D
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			receive a reply within ten working days.		
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23/01/2024	184	<p>PQ Referred: 2827/24, for answer 23/01/2024, Written from - Michael Healy-Rae</p>	<p>Details Supplied Minister changes have been made by bus Eireann with regard to our public transport services out of Caherciveen on a daily bus. We do have a local link service bus but people want the service they had in particularly in the middle of the day back again</p> <p>PQ 2827/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 184 To ask the Minister for Transport if a bus service (details supplied) will be reinstated; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I am responsible for policy and overall funding in relation to public transport; however, I am not involved in day-to-day operational matters.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling of these services in conjunction with the relevant transport operators, in this case Bus Éireann.</p> <p>I have, therefore, forwarded the Deputy's question in relation to the curtailment of the 279 bus from Cahersiveen to Killarney to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 184 of 23 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In July 2023, the National Transport Authority funded Kerry Local Link to secure provision of two new services on the Ring of Kerry;</p> <p>Ø Route 280 (Waterville – Cahersiveen – Killorglin - Killarney); and Ø Route 281 (Waterville – Kenmare) bus service.</p> <p>These services were designed to replace the lower frequency Bus Éireann Route 279A services and have considerably increased the public transport offer on the peninsula at all times of the day and week, including improved evening and weekend services. The services have been timed to integrate with Route 270 (Killarney – Skibbereen) Bus Eireann service in Kenmare and with Route 279 (Tralee – Killorglin – Killarney) Bus Éireann service in Killorglin. Both these Bus Éireann secured services were also significantly invested in by the National Transport Authority in June 2023 and December 2023 respectively. The entire network has proved to work very well and have become very popular, with over 6,800 people using the 280/281 Local Link service in December 2023 alone. In addition, patronage on the 270 Bus Éireann service has increased by 250% from c.2,000 passengers per month in 2022 to c.7,000 passengers per month in 2023.</p> <p>Given the significant growth in patronage on the services amended/introduced during 2023 in Co. Kerry, the Authority has no plans to re-introduce the former Route 279a Bus Eireann timetable. However, the Authority and Local Link Kerry are working together to closely monitor the trend in patronage growth on Routes 280, 281, 270 and 279 and if further enhancements to any parts of the network are warranted, plans will be made to do this, subject to the availability of the necessary additional funding.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Michael Healy-Rae, T.D.
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23/01/2024	191	<p>PQ Referred: 2969/24, for answer 23/01/2024, Written from - Denise Mitchell</p>	<p>Details Supplied Irish Rail regarding ownership and access to Clongriffin train station</p> <p>PQ 2969/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 191To ask the Minister for Transport for an update on talks with Irish Rail regarding a matter (details supplied</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area.</p> <p>A meeting has taken place between Fingal County Council, Iarnród Éireann, the NTA, and the private developer, to facilitate a discussion on the opportunities to improve general accessibility, including improved access to the railway station from the east and improved access over the railway line.</p> <p>As agreed by these parties, the NTA has engaged with a consultant to prepare a Feasibility and Options Selection Report to examine options for access solutions that provide safe, reliable and robust access to Clongriffin train station, pedestrian access to bus services and improved connectivity</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 191 of 23 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Several on site meetings and an initial project meeting have taken place between Fingal County Council, Iarnród Éireann, the NTA, and the private developer, to facilitate a discussion on the opportunities to improve general accessibility, including improved access to the railway station from the east and improved access over the railway line.</p> <p>As agreed by these parties, the NTA has engaged with a consultant to prepare a Feasibility and Options Selection Report to examine options for access solutions that provide safe, reliable and robust access to Clongriffin train station, pedestrian access to bus services and improved connectivity between the growing residential areas of Clongriffin on the western side and Baldoyle on the eastern side. This will incorporate the principles of universal access.</p> <p>It is expected that a preferred option will be selected towards the end of Q1 2024, and its implementation and timeline will depend on availability of funding and considerations related to the applicable Planning Process.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Denise Mitchell, T.D.
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between the growing residential areas of Clongriffin on the western side and Baldoyle on the eastern side. This will incorporate the principles of universal access.

Noting the NTA's responsibility in this matter and the specific issue raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.

24/01/2024	89	<p>PQ Referred: 3374/24, for answer 24/01/2024, Written from - Neasa Hourigan</p>	<p>PQ 3374/24 has been referred to CIÉ; Bus Átha Cliath; Bus Éireann; Iarnród Éireann; daa plc; Irish Aviation Authority; Shannon Group; Dublin Port Company; Port of Cork Company; Port of Waterford Company; Shannon Foynes Port Company; Commission for Aviation Regulation; Medical Bureau of Road Safety; National Transport Authority; Commission for Railway Regulation; Road Safety Authority; Transport Infrastructure Ireland; Marine Casualty Investigation Board; AirNav by (Transport) .</p> <p>Dail Question No: 89To ask the Minister for Transport the percentage of social media videos posted on his Departmental social media accounts or the social media accounts of public bodies and agencies that operate under his remit, that included closed captioning/subtitling and Irish sign language translations between 1 January 2023 and 31 December 2023, inclusive - Neasa Hourigan.</p> <p>Identical Question(s): to all Depts.</p> <p>Answer</p> <p>The Department of Transport is fully committed to accessibility in its communications. Closed captioning andsubtitling are usedin almost all the Department’s social media video output,the majority of which is</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 89 of 24 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please see details below in response to your Parliamentary Question number 89 of 24 January.</p> <ul style="list-style-type: none"> • OVERALL – Across all 5 Channels (Facebook, Instagram, Twitter/X, LinkedIn, YouTube) <ul style="list-style-type: none"> o 88% of all videos with English subtitles o 3% of all videos with Irish subtitles o 9% of all videos with NO subtitles • Facebook <ul style="list-style-type: none"> o 91% with English subtitles o 2% with Irish subtitles o 7% with NO subtitles • Instagram <ul style="list-style-type: none"> o 83% with English subtitles o 17% with NO subtitles • Twitter/X <ul style="list-style-type: none"> o 84% with English subtitles o 2% with Irish subtitles o 14% with NO subtitles • LinkedIn <ul style="list-style-type: none"> o 64% with English subtitles o 9% with Irish subtitles o 27% with NO subtitles • YouTube <ul style="list-style-type: none"> o 93% with English subtitles o 2% with Irish subtitles o 5 % with NO subtitles <p>I can confirm that we had no Irish Sign Language translations in any of our videos on Social Media platforms in 2023.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Neasa Hourigan, T.D.
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		<p>produced in house by the Department itself.</p> <p>My department also avails of accessibility functions such as autogenerated captions provided by social media platforms when needed, to ensure that video content is accessible to as many people as possible.</p> <p>Regarding bodies under the Department's aegis, this is an operational matter for the agencies themselves. The Department will request the relevant bodies reply directly to the Deputy with the information requested.</p>		
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24/01/2024	83	<p>PQ Referred: 3148/24, for answer 24/01/2024, Written from - Duncan Smith</p>	<p>PQ 3148/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 83 To ask the Minister for Transport the reason for the delays in rolling out a contactless payment system for public transport; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The NTA's Next Generation Ticketing (NGT) Project is an upgraded ticketing system to facilitate a variety of payment methods, including through mobile phones, thus reducing delays at bus stops associated with cash payment. It is to be complemented by an integrated and simplified fare structure. Fundamental to the vision for NGT is to transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments.</p> <p>The National Transport Authority (NTA) has been in the process of reviewing tenders received for the provision of Next Generation Ticketing and it is expected that a Final Business Case for the project will be complete later this year.</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</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 81, 82 & 83 of 24 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The public procurement process for Next Generation Ticketing (NGT) is progressing well. NGT will ultimately be deployed on all Public Service Operator (PSO) operators including on public transport services across Ireland. NGT will initially complement the existing TFI Leap Card integrated ticketing system but will ultimately replace it once the new equipment is fully rolled out nationwide. The new ticketing equipment will facilitate contactless payment of fares including by smart phones, and will also support the use of QR/Bar code ticketing.</p> <p>It is expected that the supplier will be selected during Q1 2024 at which stage the supplier's timelines for mobilisation, manufacture, delivery, testing and installation of new ticketing equipment will be better known. Once the supplier's timelines are determined this will then enable NTA to plan the deployments on an operator by operator basis. NTA's intention is to install the equipment as quickly as possible, but this is dependent on a number of factors, including how quickly the supplier can provide fully functioning devices.</p> <p>The formal procurement competition was launched in Sept-2020. Prior to that there had been a significant formal market consultation process where we sought and received feedback from potential suppliers on what is currently available in the market. A broader consultation with other authorities and transport operators globally was conducted (virtually) including London, Scotland, Netherlands, Denmark, Sweden, Switzerland, Finland, US and Canada.</p> <p>The competitive dialogue public procurement of an IT system of this scale, cost and complexity is by its nature a process that takes considerable effort and time to undertake in line with Public Spending Code rules and EU Public Procurement legislation. The competition incurred some delays as a result of Covid-19, as resources were deployed to deliver on other Transport initiatives. However, the process is largely on schedule in terms of contract award in Q1 2024.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Duncan Smith, T.D.
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transport infrastructure, including ticketing and technology projects.

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

24/01/2024	82	<p>PQ Referred: 3147/24, for answer 24/01/2024, Written from - Duncan Smith</p>	<p>PQ 3147/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 82 To ask the Minister for Transport the cost of a new contactless payment system for public transport; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The NTA's Next Generation Ticketing (NGT) Project is an upgraded ticketing system to facilitate a variety of payment methods, including through mobile phones, thus reducing delays at bus stops associated with cash payment. It is to be complemented by an integrated and simplified fare structure. Fundamental to the vision for NGT is to transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments.</p> <p>The final budget for NGT will not be set until after the completion of tendering and procurement, and completion of a Business Case, expected this year.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects.</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 81, 82 & 83 of 24 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The public procurement process for Next Generation Ticketing (NGT) is progressing well. NGT will ultimately be deployed on all Public Service Operator (PSO) operators including on public transport services across Ireland. NGT will initially complement the existing TFI Leap Card integrated ticketing system but will ultimately replace it once the new equipment is fully rolled out nationwide. The new ticketing equipment will facilitate contactless payment of fares including by smart phones, and will also support the use of QR/Bar code ticketing.</p> <p>It is expected that the supplier will be selected during Q1 2024 at which stage the supplier's timelines for mobilisation, manufacture, delivery, testing and installation of new ticketing equipment will be better known. Once the supplier's timelines are determined this will then enable NTA to plan the deployments on an operator by operator basis. NTA's intention is to install the equipment as quickly as possible, but this is dependent on a number of factors, including how quickly the supplier can provide fully functioning devices.</p> <p>The formal procurement competition was launched in Sept-2020. Prior to that there had been a significant formal market consultation process where we sought and received feedback from potential suppliers on what is currently available in the market. A broader consultation with other authorities and transport operators globally was conducted (virtually) including London, Scotland, Netherlands, Denmark, Sweden, Switzerland, Finland, US and Canada.</p> <p>The competitive dialogue public procurement of an IT system of this scale, cost and complexity is by its nature a process that takes considerable effort and time to undertake in line with Public Spending Code rules and EU Public Procurement legislation. The competition incurred some delays as a result of Covid-19, as resources were deployed to deliver on other Transport initiatives. However, the process is largely on schedule in terms of contract award in Q1 2024.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Duncan Smith, T.D.
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			<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>		
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24/01/2024	81	<p>PQ Referred: 3149/24, for answer 24/01/2024, Written from - Duncan Smith</p>	<p>PQ 3149/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 81 To ask the Minister for Transport the reason for the delays in providing contact digital payments for Dublin Bus, the Luas, the Dart and Irish Rail services; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The NTA's Next Generation Ticketing (NGT) Project is an upgraded ticketing system to facilitate a variety of payment methods, including through mobile phones, thus reducing delays at bus stops associated with cash payment. It is to be complemented by an integrated and simplified fare structure. Fundamental to the vision for NGT is to transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments.</p> <p>The National Transport Authority (NTA) is in the process of reviewing tenders received for the provision of Next-Generation Ticketing and it is expected that a Final Business Case for the project will be complete this year.</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</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 81, 82 & 83 of 24 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The public procurement process for Next Generation Ticketing (NGT) is progressing well. NGT will ultimately be deployed on all Public Service Operator (PSO) operators including on public transport services across Ireland. NGT will initially complement the existing TFI Leap Card integrated ticketing system but will ultimately replace it once the new equipment is fully rolled out nationwide. The new ticketing equipment will facilitate contactless payment of fares including by smart phones, and will also support the use of QR/Bar code ticketing.</p> <p>It is expected that the supplier will be selected during Q1 2024 at which stage the supplier's timelines for mobilisation, manufacture, delivery, testing and installation of new ticketing equipment will be better known. Once the supplier's timelines are determined this will then enable NTA to plan the deployments on an operator by operator basis. NTA's intention is to install the equipment as quickly as possible, but this is dependent on a number of factors, including how quickly the supplier can provide fully functioning devices.</p> <p>The formal procurement competition was launched in Sept-2020. Prior to that there had been a significant formal market consultation process where we sought and received feedback from potential suppliers on what is currently available in the market. A broader consultation with other authorities and transport operators globally was conducted (virtually) including London, Scotland, Netherlands, Denmark, Sweden, Switzerland, Finland, US and Canada.</p> <p>The competitive dialogue public procurement of an IT system of this scale, cost and complexity is by its nature a process that takes considerable effort and time to undertake in line with Public Spending Code rules and EU Public Procurement legislation. The competition incurred some delays as a result of Covid-19, as resources were deployed to deliver on other Transport initiatives. However, the process is largely on schedule in terms of contract award in Q1 2024.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Duncan Smith, T.D.
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and development of public transport infrastructure, including ticketing and technology projects.

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

24/01/2024	85	<p>PQ Referred: 3202/24, for answer 24/01/2024, Written from - Duncan Smith</p>	<p>PQ 3202/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 85 To ask the Minister for Transport to provide assurances that the BusConnects project will not result in the removal of the 33 bus route, which serves as a direct bus from Balbriggan, Skerries, Rush and Lusk to the city centre, in favour of a bus that will go from Balbriggan/Skerries to the Airport where a connection will be available from the airport into the city centre; and if he will make a statement on the matter.</p> <p>Answer</p> <p>BusConnects Dublin is a transformative programme of investment in the existing bus system, providing better bus services to more people. It is the biggest ever investment in our bus system in the history of the State.</p> <p>In some cases customers may have to interchange between two routes to get to their destination. However, given that the new services will be more frequent, the waiting time at the interchange point will generally be low and the overall journey time in most of these cases will be similar to today. This Government has made interchange easier through funding not just improved</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 85 of 24 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Following three rounds of public consultation, the National Transport Authority published the new Dublin Area bus network in September 2020. This new bus network plan is the final version resulting from previous redesign proposals and with consideration given to issues raised by over 72,000 submissions. The implementation of the new BusConnects Network is now taking place on a phased basis commencing in 2021 with the H spine launch. All information related to the New Dublin Area Bus Network including a map of the overall network, local area maps, the 2019 consultation report and a summary document can be downloaded via the following link;</p> <p>https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/</p> <p>Network services, including routes, frequencies, interchange, spine and orbital routes were all considered in the redesigned network, to ensure demand for public transport can be met, in the medium and long terms. Under the plans, the network will be rearranged on the basis of spines radiating from the city centre, supported by other services. The new routes consist of:</p> <ul style="list-style-type: none"> • Spines – frequent routes made up of individual bus services timetabled to work together along a corridor. At the end of the corridor, the individual services branch off to serve different areas. • Orbitals – services operating around the city. They provide connections between suburbs and town centres, without having to travel into the City Centre. They also provide connections to rail, Luas and other bus routes. • Other City Bound Routes – services operating into Dublin City Centre. These services are not part of any spine and operate on their own timetable. • Local Routes – services providing important connections within local areas, linking to local retail centres and to onward transport connections. • Peak-Only Routes – services operating during the peak travel periods, generally weekday mornings and evenings, providing additional capacity along key bus corridors. • Express Routes – direct services from outer suburbs to the City Centre at peak commute hours, operating a limited stop service to get passengers to their destinations faster. <p>The benefits of the Network Redesign include an overall increase in bus services of 23%, increased peak hour capacity, increased evening and weekend services, 24 hour operations on some routes, a 16% increase in the number of residents located within 400m of a frequent bus service to the City Centre, new connections to schools, hospitals and other essential services, increased access to jobs and education, integration with other modes including rail and Luas, and in fares, with the 90 minute fare.</p> <p>In respect of the specific queries outlined in your Parliamentary Question, we consider that the new services L83 and L85 will provide a better overall level service in this part of the network, with journeys at more regular intervals than currently provided on routes 33, 33a and 33b and a much enhanced link to the Airport which is of course also a major employment centre locally.</p> <p>Please note that there will continue to be peak-time bus links with the City Centre and the changes also enable improvements to coordination of timings between bus and rail at local rail stations.</p>	Duncan Smith, T.D.
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		<p>service frequency but also through funding the Transport For Ireland 90 fare.</p> <p>The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including BusConnects Dublin. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	
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25/01/2024	202	<p>PQ Referred: 3662/24, for answer 25/01/2024, Written from - Bernard J. Durkan</p>	<p>PQ 3662/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 202To ask the Minister for Transport the extent to which the bus service from Leixlip to Blanchardstown can be augmented in such a way to facilitate patients attending James Connolly Hospital; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. The NTA also has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the BusConnects Dublin programme.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 202 of 25 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Route L52 connects Leixlip with Blanchardstown from where there are frequent onward connections with Connolly Hospital via orbital route N4 which runs every 12 minutes at most times. We are unfortunately unable to justify extending route L52 to the hospital.</p> <p>I trust that the above is of assistance and clarifies the matter.</p> <p>_____ Anne Graham Chief Executive</p>	Bernard Durkan T.D
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25/01/2024	200	<p>PQ Referred: 3607/24, for answer 25/01/2024, Written from - Patrick Costello</p>	<p>Details Supplied Currently Dublin Bus website specifies two categories in this regard - 5-15 and 16-18. Both cards are charged the same rate. This has been raised with Deputy Costello as being confusing and that simply labelling this category as 5-18 would result in clearer communication.</p> <p>PQ 3607/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 200To ask the Minister for Transport if he will liaise with the TFI and Dublin Bus to ensure that all literature, both hard copy and electronic, classifies child leap cards as covering the age range of 5-18, in line with the UN Convention on the rights of the child which define a child as being aged 18 and below (details supplied); and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for the regulation of fares in relation to public passenger transport services.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's query to</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 200 of 25 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Child fares are significantly discounted relative to adult fares. A Child aged between 5 - 15 does not require verification in the same way a Child aged 16-18 does.</p> <p>Age verification/validation is in place to prevent fare evasion. The photograph element of the 16-18 card also prevents the cards from being shared with otherwise ineligible customers (e.g. if a child's age was verified but the card was anonymous, there is nothing to prevent that card being used by an ineligible person The reason that 16 is chosen as the starting age of the personalised card is due to the digital age of consent being 16 years in Ireland, which therefore allows for digital ID verification from this age and upwards.</p> <p>The presence of the photograph is the most practical way for Revenue Protection Officers to be sure that the customers availing of child fares are eligible. These inspectors can rely on the fact that the card has a photograph and therefore do not need to request proof of age from customers. If the child cards were 100% anonymous, where Revenue Protection Officers suspected that a customer was over-age and not entitled to child fares they would have to request proof-of-age.</p> <p>I trust that the above is of assistance and clarifies the matter.</p> <p>_____</p> <p>Anne Graham Chief Executive</p>	Patrick Costello, T.D.
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			<p>theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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30/01/2024	181	<p>PQ Referred: 3619/24, for answer 30/01/2024, Written from - Seán Crowe</p>	<p>PQ 3619/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 181 To ask the Minister for Transport the minimum carriageway width that local authorities must maintain for traffic when installing segregated cycle lanes; and whether this has been reviewed in light of the newer, wider buses being added to the Dublin Bus fleet.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel and public transport. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Any new cycling infrastructure funded by my Department must be designed in compliance with the guidance and standards set out in the Cycle Design Manual, which was updated in 2023. Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 181 of 30 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The requirements for carriageway widths for Urban Roads and Streets are not specified by the NTA but are rather set out in the Design Manual for Urban Roads and Streets (DMURS) published by the Government of Ireland. Road Authorities are obliged to comply the requirements in DMURS.</p> <p>In relation to wider Dublin Buses, the maximum permitted width for buses is 2.55 metres excluding mirrors/cameras and this has not changed in recent years. Any new Dublin Buses will be slightly narrower overall than the diesel buses that predominate in the Dublin Bus fleet currently.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Crowe, T.D.
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30/01/2024	199	<p>PQ Referred: 4102/24, for answer 30/01/2024, Written from - Michael Healy-Rae</p>	<p>Details Supplied Minister a number of months ago now the bus stop in Farranfore lost its sign, no replacement has been provided, when can this be expected to happen as it's taking too long for simple requests like this be facilitated.</p> <p>PQ 4102/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 199To ask the Minister for Transport with regard to a bus stop (details supplied) 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 policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 199 of 30 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I wish to thank you for bringing this to our attention. We are working closely with Kerry County Council to acquire final approvals for a number of bus stops throughout the County. The bus stop in Farranfore is on our list for installation of the new TFI Flag Pole and is at the final stage of approval</p> <p>Once the approval is finalised, the design and construction works will commence. The stop in Farranfore will be the prioritised and we are targeting Q2 2024 for completion of said works.</p> <p>I trust that the above is of assistance and clarifies the matter.</p> <p>_____ Anne Graham Chief Executive</p>	Michael Healy-Rae, T.D.
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30/01/2024	191	<p>PQ Referred: 3885/24, for answer 30/01/2024, Written from - Catherine Murphy</p>	<p>PQ 3885/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 191 To ask the Minister for Transport the average installation cost of a sheltered bus stop.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 191 of 30 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Typically, the installation of a bus shelter will require additional preparatory bus shelter enabling works, such as improved accessibility, the upgrading of footpaths and / or roads, in addition to the relocation of underground services. The scale and extent of these works can vary significantly depending on the condition of the receiving environment. Depending on the type and configuration of the shelter being installed, in addition to the scope of the supporting enabling works, the average cost for the installation of a bus shelter at a stop location, can range between €8,300 and €25,660.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Catherine Murphy, T.D.
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30/01/2024	196	<p>PQ Referred: 4053/24, for answer 30/01/2024, Written from - Jennifer Murnane O'Connor</p>	<p>PQ 4053/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 196 To ask the Minister for Transport the active travel funding drawn down, by hospitals and universities in 2023.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 196 of 30 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please see table below in response to Parliamentary Question No 196 of the 30 January 2024.</p> <p>Table 1:</p> <table border="1" data-bbox="1136 495 1605 842"> <thead> <tr> <th>Organisation</th> <th>2023 drawdown (€)</th> </tr> </thead> <tbody> <tr> <td>Cork Institute of Technology</td> <td>-</td> </tr> <tr> <td>Dublin City University</td> <td>7,344</td> </tr> <tr> <td>Dublin Institute of Technology</td> <td>-</td> </tr> <tr> <td>Galway University Hospitals</td> <td>-</td> </tr> <tr> <td>Maynooth University</td> <td>-</td> </tr> <tr> <td>St James Hospital</td> <td>217,906</td> </tr> <tr> <td>Tallaght University Hospital</td> <td>28,444</td> </tr> <tr> <td>Technological University Dublin</td> <td>18,318</td> </tr> <tr> <td>Trinity College Dublin</td> <td>124,330</td> </tr> <tr> <td>University College Dublin</td> <td>1,139,914</td> </tr> <tr> <td>Total</td> <td>1,536,256</td> </tr> </tbody> </table> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Organisation	2023 drawdown (€)	Cork Institute of Technology	-	Dublin City University	7,344	Dublin Institute of Technology	-	Galway University Hospitals	-	Maynooth University	-	St James Hospital	217,906	Tallaght University Hospital	28,444	Technological University Dublin	18,318	Trinity College Dublin	124,330	University College Dublin	1,139,914	Total	1,536,256	Jennifer Murnane O'Connor, T.D.
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30/01/2024	192	<p>PQ Referred: 3907/24, for answer 30/01/2024, Written from - Sean Sherlock</p>	<p>PQ 3907/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 192To ask the Minister for Transport the cost of the PSO funding required to bring forward the Cork Network plan currently timetabled for 2025/2026 to 2024, by bus route on the BusConnects Cork network, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. In light of the Authority's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 192 of 30 January last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>We estimate that the total gross operating cost of the Cork Metropolitan bus network will increase by approximately €32m per annum at 2022 prices, i.e. from €44m to €76m per annum, once the network changes are fully implemented. This excludes additional fare revenue that can be expected from provision of the enhanced services. The cost estimates may change once detailed route by route timetables are finalised.</p> <p>The cost of bringing forward the changes would also need to cover acquiring and equipping additional depot space for the extra buses needed. The current plan is to provide this site at Tivoli Docks. This site is not expected to be available for bus operations until Q3 2025. An alternative site to the one planned at Tivoli Docks has been identified, and it is highly unlikely that an alternative to this site could be found, acquired, get planning approval, and be taken through to delivery during 2024.</p> <p>Therefore there is no realistic prospect of accelerating the Cork BusConnects network changes so they can be delivered in 2024.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Seán Sherlock, T.D.
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31/01/2024	24	<p>PQ Referred: 4586/24, for answer 31/01/2024, Written from - Brendan Griffin</p>	<p>PQ 4586/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 24 To ask the Minister for Transport when the next applications for active travel projects will be accepted by his Department from local authorities; the breakdown per local authority in tabular form regarding the funding previously allocated; the amounts drawn down to date; the amounts still to be drawn down and the amounts returned; and if he will make a statement on the matter.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 24 of 31 January last, which was referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA will be meeting with all Local Authorities in November to open discussions on the 2025 Active Travel Programme. The NTA will assess any proposals for new projects that LAs may have. However, it should be noted that existing projects on each LAs' programme will get priority for funding.</p> <p>The full 2025 programme will be published in January or early February of next year, including the funding allocation for each project (as is done every year)</p>	Brendan Griffin, T.D																																																																																																			
			<p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p>	<p>2023 allocations and spend is outlined in Table 1 below;</p> <p>Table 1:</p> <table border="1"> <thead> <tr> <th>Local Authority</th> <th>2023 Initial Allocation</th> <th>Paid in 2023</th> </tr> </thead> <tbody> <tr><td>Carlow County Council</td><td>2,700,000</td><td>2,712,877</td></tr> <tr><td>Cavan County Council</td><td>3,500,000</td><td>3,342,736</td></tr> <tr><td>Clare County Council</td><td>4,500,000</td><td>2,782,567</td></tr> <tr><td>Cork City Council</td><td>34,825,000</td><td>35,190,079</td></tr> <tr><td>Cork County Council</td><td>22,175,000</td><td>24,429,216</td></tr> <tr><td>Donegal County Council</td><td>4,500,000</td><td>4,187,736</td></tr> <tr><td>Dublin City Council</td><td>59,850,000</td><td>67,241,407</td></tr> <tr><td>Dun Laoghaire Rathdown County Council</td><td>24,808,476</td><td>19,684,454</td></tr> <tr><td>Fingal County Council</td><td>17,110,110</td><td>15,749,556</td></tr> <tr><td>Galway City Council</td><td>12,138,700</td><td>10,575,373</td></tr> <tr><td>Galway County Council</td><td>3,000,000</td><td>2,234,167</td></tr> <tr><td>Kerry County Council</td><td>2,350,000</td><td>1,528,981</td></tr> <tr><td>Kildare County Council</td><td>9,965,000</td><td>10,562,169</td></tr> <tr><td>Kilkenny County Council</td><td>3,120,000</td><td>3,012,064</td></tr> <tr><td>Laois County Council</td><td>3,300,000</td><td>3,251,839</td></tr> <tr><td>Leitrim County Council</td><td>2,000,000</td><td>1,910,854</td></tr> <tr><td>Limerick City and County Council</td><td>21,000,000</td><td>22,420,825</td></tr> <tr><td>Longford County Council</td><td>2,500,000</td><td>3,268,464</td></tr> <tr><td>Louth County Council</td><td>5,285,000</td><td>3,355,166</td></tr> <tr><td>Mayo County Council</td><td>4,500,000</td><td>1,152,092</td></tr> <tr><td>Meath County Council</td><td>14,135,000</td><td>17,161,620</td></tr> <tr><td>Monaghan County Council</td><td>3,000,000</td><td>2,470,822</td></tr> <tr><td>Offaly County Council</td><td>3,009,382</td><td>3,314,689</td></tr> <tr><td>Roscommon County Council</td><td>2,500,000</td><td>1,483,084</td></tr> <tr><td>Sligo County Council</td><td>3,000,000</td><td>2,136,957</td></tr> <tr><td>South Dublin County Council</td><td>22,065,000</td><td>22,333,365</td></tr> <tr><td>Tipperary County Council</td><td>4,633,000</td><td>4,266,476</td></tr> <tr><td>Waterford City and County Council</td><td>11,000,000</td><td>21,365,285</td></tr> <tr><td>Westmeath County Council</td><td>3,900,000</td><td>2,757,448</td></tr> <tr><td>Wexford County Council</td><td>3,280,298</td><td>3,511,231</td></tr> <tr><td>Wicklow County Council</td><td>8,409,000</td><td>7,548,733</td></tr> <tr><td>Grand Total</td><td>322,058,966</td><td>326,942,331</td></tr> </tbody> </table> <p>Table 2 below outlines the allocations for 2021 and 2022;</p>	Local Authority	2023 Initial Allocation	Paid in 2023	Carlow County Council	2,700,000	2,712,877	Cavan County Council	3,500,000	3,342,736	Clare County Council	4,500,000	2,782,567	Cork City Council	34,825,000	35,190,079	Cork County Council	22,175,000	24,429,216	Donegal County Council	4,500,000	4,187,736	Dublin City Council	59,850,000	67,241,407	Dun Laoghaire Rathdown County Council	24,808,476	19,684,454	Fingal County Council	17,110,110	15,749,556	Galway City Council	12,138,700	10,575,373	Galway County Council	3,000,000	2,234,167	Kerry County Council	2,350,000	1,528,981	Kildare County Council	9,965,000	10,562,169	Kilkenny County Council	3,120,000	3,012,064	Laois County Council	3,300,000	3,251,839	Leitrim County Council	2,000,000	1,910,854	Limerick City and County Council	21,000,000	22,420,825	Longford County Council	2,500,000	3,268,464	Louth County Council	5,285,000	3,355,166	Mayo County Council	4,500,000	1,152,092	Meath County Council	14,135,000	17,161,620	Monaghan County Council	3,000,000	2,470,822	Offaly County Council	3,009,382	3,314,689	Roscommon County Council	2,500,000	1,483,084	Sligo County Council	3,000,000	2,136,957	South Dublin County Council	22,065,000	22,333,365	Tipperary County Council	4,633,000	4,266,476	Waterford City and County Council	11,000,000	21,365,285	Westmeath County Council	3,900,000	2,757,448	Wexford County Council	3,280,298	3,511,231	Wicklow County Council	8,409,000	7,548,733	Grand Total	322,058,966	326,942,331	
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Table 2:

Sponsoring Agency	2021 allocation	2022 allocation
Dublin City Council	49,875,000	52,810,000
Dun Laoghaire Rathdown County Council	34,145,000	38,990,000
Fingal County Council	14,870,000	25,535,000
Kildare County Council	7,730,000	13,670,000
Meath County Council	12,885,000	13,910,000
South Dublin County Council	20,705,000	18,158,485
Wicklow County Council	7,616,000	9,007,500
Carlow County Council	2,426,000	2,515,000
Cavan County Council	2,310,000	3,371,445
Clare County Council	5,986,000	5,298,000
Donegal County Council	5,311,100	5,596,000
Galway County Council	6,193,000	7,875,000
Kerry County Council	5,644,500	4,130,293
Kilkenny County Council	4,333,000	3,000,000
Laois County Council	3,283,000	3,000,000
Leitrim County Council	2,220,000	2,086,731
Longford County Council	2,020,000	2,382,668
Louth County Council	4,649,670	6,533,361
Mayo County Council	3,349,500	5,027,724
Monaghan County Council	3,985,620	2,500,605
Offaly County Council	3,439,000	3,681,908
Roscommon County Council	2,397,000	3,264,792
Sligo County Council	2,595,000	3,020,000
Tipperary County Council	4,633,000	6,666,601
Westmeath County Council	3,603,000	4,000,000
Wexford County Council	4,500,000	4,440,000
Cork City Council	29,606,000	46,291,010
Cork County Council	15,781,943	20,456,545
Galway City Council	11,865,000	15,185,000
Limerick City and County Council	17,372,500	24,390,568
Waterford City and County Council	13,886,500	24,010,000

Table 3 below outlines the drawdown of allocations in 2021 and 2022;

Table 3:

Sponsoring Agency	Total Claims Paid 2021	Total Claims Paid 2022
Dublin City Council	26,247,346	43,181,468
Dun Laoghaire Rathdown County Council	17,911,055	24,630,871
Fingal County Council	9,078,369	13,608,092
Kildare County Council	3,222,858	9,707,909
Meath County Council	11,103,929	13,159,432
South Dublin County Council	10,959,422	15,496,892
Wicklow County Council	5,550,884	7,864,185
Carlow County Council	1,181,697	2,371,361
Cavan County Council	1,323,005	3,505,543
Clare County Council	1,113,509	3,915,877
Donegal County Council	2,281,572	4,595,480
Galway County Council	4,547,001	2,667,256
Kerry County Council	1,009,038	1,914,431
Kilkenny County Council	1,608,936	2,907,325
Laois County Council	413,100	3,137,834
Leitrim County Council	1,073,787	1,558,269
Longford County Council	74,183	1,098,684
Louth County Council	1,788,045	4,285,635
Mayo County Council	3,671,567	4,444,970
Monaghan County Council	249,621	2,587,640
Offaly County Council	662,171	1,831,240
Roscommon County Council	1,652,647	1,509,094
Sligo County Council	1,232,840	2,002,356
Tipperary County Council	5,060,811	7,374,513
Westmeath County Council	205,038	2,333,465
Wexford County Council	3,041,275	2,839,650
Cork City Council	19,158,352	29,752,251
Cork County Council	18,014,271	18,477,287
Galway City Council	9,751,275	8,994,120
Limerick City and County Council	5,571,513	18,322,601
Waterford City and County Council	11,162,596	40,588,903

The 2024 Active Travel allocations can be viewed on the NTA website:

<https://www.nationaltransport.ie/publications/active-travel-investment-grants-2024-allocations/>

I trust that the above information is of assistance.

Yours sincerely,

				<p>_____ Hugh Cregan, Deputy Chief Executive.</p>	
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31/01/2024	23	<p>PQ Referred: 4515/24, for answer 31/01/2024, Written from - Catherine Murphy</p>	<p>PQ 4515/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 23 To ask the Minister for Transport if he will clarify whether there are national mandatory accessibility regulations that provide technical guidance which governs public transport infrastructure such as bus stops, pedestrian footpaths that can be enforced through sanctions and fines for noncompliance.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Infrastructure is provided in accordance with all relevant design standards and guidelines, including the Design Manual for Urban Roads and Streets and the recently published Cycle Design Manual. This design guidance has been developed in consultation with a wide range of stakeholders.</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</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 23 of 31 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA does not set out regulations/mandatory accessibility requirements for designers to use for schemes but produces Guidance documents instead. However, in the Grant Allocation Letters to Local Authorities, the NTA conditions them, to comply with the Disability Act 2005 and the United Nations Convention of the Rights of Persons with Disabilities, in consulting with disability groups for their designs. They are advised to follow the guidelines given by the National Disability Authority in "Participation Matters :Guidelines for implementing the obligation to meaningfully engage with disabled people. NDA Participation Matters Guidelines on implementing the obligation to meaningfully engage with disabled people in public decision making</p> <p>Local Authorities are also advised that all infrastructure funded through the Active Travel Grant must be fully accessible for all.</p> <p>For the building of new transport stations For the Building of Rail infrastructure and stations, Irish Rail must comply with:</p> <ul style="list-style-type: none"> • Technical Standards for Interoperability for People with Reduced Mobility (TSI PRM) which are mandated on all mainline railways across the European Union. <p>For the Building or Expansion of Buildings , the Sponsoring Agent such as Irish Rail or Bus Eireann must ensure that they comply with</p> <ul style="list-style-type: none"> • Part M: Access and Use of the Building Regulations. <p>There was no European (or Irish) Regulations for the Built Environment for accessibility until recently when the National Standards Association of Ireland (NSAI) adopted the European suite of Standards in 2021.</p> <ul style="list-style-type: none"> • IS EN:17210 (Functional Requirements) and S.R. CEN/TR 17621:2021 (Technical Requirements) Accessibility and Usability of the Built Environment are for the design, construction, refurbishment, adaption and maintenance of the built environment including outdoor pedestrian and urban areas. This should be considered by all the NTA for schemes they design. <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Catherine Murphy, T.D.
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31/01/2024	19	<p>PQ Referred: 4391/24, for answer 31/01/2024, Written from - Patricia Ryan</p>	<p>PQ 4391/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 19 To ask the Minister for Transport if he plans to include Monasterevin County Kildare in the reduced public transport fares area; if so, the timeline to implement same; and if not, if he will consider the addition of Monasterevin to the scheme.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 19 of 31 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>This year's fares determination will see the implementation of the first phase of the National Fares Strategy, and the introduction of a new national fare structure on Dublin Commuter Rail services. This will deliver more consistent and equitable fares, and reduce historic boundary issues between Short Hop Zone and Intercity fare levels.</p> <p>The new Dublin City Zone will extend to approximately 23km from Dublin city centre. This zone will formalise the recent simplification of the Dublin fare structure with the implementation of the TFI 90 minute fare area. The new Dublin Commuter Area will comprise of a number of zones extending to approximately 50km from Dublin city centre. This area was selected based on a review of future public transport network proposals (e.g. the implementation of DART+) along with analysis of ticket sales information to determine the majority of commuter travel demand to Dublin.</p> <p>It should be noted that the transition to a National Fares Structure will result in fare increases for some passengers and decreases for others. However, the Authority believes that there are significant benefits associated with the new structure in terms of consistency and equity. It is also estimated that the changes to Dublin Commuter Area fares will not result in additional fare revenue income.</p> <p>In relation to fares more generally, the 2022 fares determination implemented the government's 20% cost of living fares reduction, which will continue to apply in 2024 on all subsidised public transport services. In addition, the eligibility of the Young Adult Leap Card, which provides young people with fares discounted by approximately 50% of the equivalent Adult fare, has been extended to include those aged up to 25 (including mature students enrolled in fulltime third level education) in 2024. The combination of these measures has ensured that significant reductions continue to apply on all forms of subsidised public transport.</p> <p>It is the intention of the Authority to announce proposals for the future rollout of the National Fares Strategy in late 2024, which will introduce new fares structures on national Rail and Bus services beyond the new Dublin Commuter area.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Patricia Ryan, T.D.
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01/02/2024	23	<p>PQ Referred: 4468/24, for answer 01/02/2024, Oral from - Claire Kerrane</p>	<p>PQ 4468/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 23 To ask the Minister for Transport to advise if Local Link buses have permission to collect passengers along routes rather than passengers having to drive to stops; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for TFI Local Link services, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 23 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Local Link secured regular timetabled bus services right across the State stop at bus stops which have been approved by the relevant Local Authority as the Roads Authority, having assessed the traffic conditions and pedestrian and bus safety at each location.</p> <p>Local Link demand responsive bus services which serve passengers who have booked in advance collect them at the entrance to their residences in many instances.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Claire Kerrane, T.D.
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01/02/2024	28	<p>PQ Referred: 4416/24, for answer 01/02/2024, Oral from - Paul Murphy</p>	<p>PQ 4416/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 28 To ask the Minister for Transport if local and on-demand bus services will be introduced in areas losing local connections as a result of BusConnects; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 28 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Dublin area bus network redesign is providing an enhanced bus network with better co-ordination of service timetables, significant improvements to links between suburban areas and enhanced hours of operation. All changes are checked before implementation against the latest demand levels and to ensure operational readiness. No areas are being left unserved and new areas are being added. Some journeys may require interchange, which is free of charge using the 90-minute fare. All trunk, local and orbital services in the new network are timetabled and no on-demand routes are planned as part of the network redesign. All services are regularly monitored after implementation with adjustments made as and if necessary. The Authority would welcome the opportunity to consider all questions and comments about specific changes. If there is a specific case you have in mind you might revert back and let us know so that our Service Planning team can assess.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Paul Murphy, T.D.
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01/02/2024	25	<p>PQ Referred: 4544/24, for answer 01/02/2024, Oral from - Bernard J. Durkan</p>	<p>PQ 4544/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 25 To ask the Minister for Transport the extent to which passenger capacity is being or can be improved on the north Kildare commuter lines such as Naas-Sallins, Hazelhatch, Kilcock, Maynooth, Leixlip and Confey; if park and ride facilities are likely to be provided/extended on these very busy routes; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators.</p> <p>The issues raised by the Deputy in relation to capacity and park and ride facilities are a matter for the NTA. Therefore, I have referred the Deputy's question to NTA for direct response. Please advise my private office if you do not</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 25 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please find attached recent responses from this office that address your Parliamentary Question No 25 of 01 February 2024. Further to the attachments, DART+ West and DART+ South West are currently with An Board Pleanála for consideration of the Railway Order applications. DART+ West and DART+ South West will ultimately lead to increased capacity on both the Maynooth and Kildare Lines.</p> <p>Please note that Irish Rail recently announced timetable changes which included some additional services on the Kildare Line which will benefit customers using Sallins and Naas and Hazelhatch and Celbridge train stations. More information on the recent timetable changes can be found at the link below:</p> <p>https://www.transportforireland.ie/news/new-iarnrod-eireann-irish-rail-timetable-from-10th-december-2023/</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Bernard Durkan T.D
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01/02/2024	72	<p>PQ Referred: 4003/24, for answer 01/02/2024, Oral from - Alan Farrell</p>	<p>PQ 4003/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 72 To ask the Minister for Transport to provide an update on his Department's efforts to facilitate the DART+ Coastal North; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ Programme and its constituent projects, which includes DART+ Coastal North.</p> <p>It was noted by Government in its approval of the Preliminary Business Case for the overall DART+ Programme in December 2021 that the various specific DART+ projects would require separate approvals in line with the Public Spending Code, as they are progressed. This includes the DART+ Coastal North project.</p> <p>The first non-statutory consultation on DART+ Coastal North was held in Quarter 1 2022, with the second held in Quarter 2 2023. In line with the</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 72 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>DART + Programme comprises a number of projects that will provide fast, high-frequency electrified services to Drogheda on the Northern Line, Hazelhatch on the Kildare Line, Maynooth and M3 Parkway on the Maynooth Line, and on the South Eastern Line as far south as Greystones. The DART+ Coastal North Project is an element of the DART+ Programme which seeks to expand the electrification of the rail network and increase the capacity of the railway infrastructure to support enhanced levels of service between the City Centre and Drogheda. Iarnród Éireann is currently completing the operational modelling and infrastructure options studies to determine the required interventions to enable increased rail capacity on the Northern Line and the next step in delivering this aspect of the DART+ Programme is the approval of the Railway Order application which will be submitted to An Bord Pleanála by mid-2024.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Alan Farrell, T.D.
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01/02/2024	70	<p>PQ Referred: 4601/24, for answer 01/02/2024, Oral from - Thomas Gould</p>	<p>PQ 4601/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 70 To ask the Minister for Transport the plan to resolve issues with bus services in Cork city.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 70 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA are aware of punctuality and reliability issues across the public transport network including routes in Cork City. We are working closely with Bus Éireann to address these issues. From our investigations, these issues occur during morning & evening peaks. There are a number of routes in Cork City that are at the top of our priority list in the improvement plan for 2024, to be implemented as soon as possible, subject to funding and resource availability. These measures will consist of a timetable change adding in more journey time to deliver the reliability & punctuality improvements that are required. In addition, the Cork Network Redesign will involve the creation of new bus routes and improved bus frequencies to help transform the public transport network to meet anticipated growth and future demand in the region. It is currently anticipated that the Cork Network Redesign will commence implementation from 2025 subject to funding and resource availability.</p> <p>Ultimately BusConnects Cork Sustainable Transport Corridors is designed to deliver the priority to the bus system which will result in a more reliable and punctual service. In the meantime, while the bus is sharing the road space with the private car, it becomes extremely difficult to predict journey times for the bus and timetable and roster accordingly. However, every effort will be made to do so with the data that we have and deliver a more reliable bus service to our customers.</p> <p>I trust that the above is of assistance and clarifies the matter.</p> <p>_____</p> <p>Anne Graham Chief Executive</p>	Thomas Gould T.D
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01/02/2024	78	<p>PQ Referred: 4581/24, for answer 01/02/2024, Oral from - Mairéad Farrell</p>	<p>PQ 4581/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 78 To ask the Minister for Transport if ongoing capacity issues with the No. 424 bus following the implementation of the new timetable have been brought to his attention; and if his Department is working with the National Transport Authority to address these issues.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the Authority's responsibility in this area, I have forwarded the Deputy's query to both the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 78 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Bus Éireann and the NTA are experiencing increased numbers of people travelling by bus and the total numbers across the wider bus network are around 10% higher than our previous record year in 2019. This growth is phenomenal but it has introduced capacity issues across our services particularly at peak times. We have implemented increased capacity on routes where this is most pressing and are keeping the entire network under close review. Our attention has been drawn to concerns about capacity on route 424 and we are engaging with Bus Éireann to establish the scale of the issue and to see what steps can be taken to address these concerns both in the shorter and longer term.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan Deputy Chief Executive</p>	Mairéad Farrell T.D
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01/02/2024	67	<p>PQ Referred: 4541/24, for answer 01/02/2024, Oral from - Pauline Tully</p>	<p>PQ 4541/24 has been referred to CIÉ; Bus Átha Cliath; Bus Éireann; Iarnród Éireann; daa plc; Irish Aviation Authority; Shannon Group; Dublin Port Company; Port of Cork Company; Port of Waterford Company; Shannon Foynes Port Company; Commission for Aviation Regulation; Medical Bureau of Road Safety; National Transport Authority; Commission for Railway Regulation; Road Safety Authority; Transport Infrastructure Ireland; Marine Casualty Investigation Board; AirNav by (Transport) .</p> <p>Dail Question No: 67To ask the Minister for Transport if he is satisfied that his Department and the bodies under its aegis are aware and in compliance with article 4(3) of the United Nations Convention on the Rights of Persons with Disabilities; and if he will make a statement on the matter.</p> <p>Answer</p> <p>My Department is aware of the obligations on Member States under the United Nations Convention on the Rights of Persons with Disabilities (UNCPRD Our commitment is specifically referenced in the Department's Statement of Strategy 2023-2025.</p> <p>The Minister for Children, Equality, Disability, Inclusion and Youth and the Minister of State</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 67 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA will comply with all guidance due from either the Minister for Children, Equality, Disability, Inclusion and Youth and the Minister of State regarding the implementation of the United Nations Convention on the Rights of People with Disabilities (UNCPRD) for Government Bodies.</p> <p>Originally, the Coalition of DPO's consisted of 8 Disabled Person's Organisations (DPOs When the Coalition of DPOs disbanded, 5 of the groups sought to work together and the DPO Network formed in 2022 and is continuing to build on its work. At present there is no register of DPOs in Ireland so there is no definitive answer of what other DPO groups may exist. There are also a few organisations who claim to be DPOs who may not actually be DPOs. The membership in groups range from 10's to 1,000's in disability user groups, therefore, it is important that the NTA email as many groups as possible to inform them of public consultations</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Pauline Tully, T.D
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for Disabilities have overarching responsibility for the implementation of the United Nations Convention on the Rights of People with Disabilities (UNCPRDI understand that the successor strategy to the National Disability Inclusion Strategy 2017-2022 is being finalised by that Department at the moment. My Department will comply with all guidance in relation to that strategy as well as the implementation of the UNCRPD in Ireland.

My Department engages with stakeholders in relation to responsibilities towards disabled people and persons with disabilities under the UNCRPD and in line with our Public Sector Duty.

As part of the Deputy's question relates to bodies under the aegis of my Department, I have referred this question to the relevant agencies for direct reply.

If the Deputy does not receive a response within ten working days please contact my Private Office.

01/02/2024	74	<p>PQ Referred: 4565/24, for answer 01/02/2024, Oral from - James O'Connor</p>	<p>PQ 4565/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 74 To ask the Minister for Transport if he will outline the most recent progress on the implementation of the Cork Metropolitan Area Transport Strategy; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>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 increasing the appeal of sustainable transport options, such as Cork Area Commuter Rail and BusConnects Cork.</p> <p>The Cork Area Commuter Rail Programme represents the largest investment in the rail network in Cork undertaken by the State. The programme comprises several separate but interrelated projects, the aim of which are to provide</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 74 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>BusConnects Cork – Sustainable Transport Corridors</p> <p>On 6th November 2023, the National Transport Authority (NTA) published updated Preferred Route Options for the 11 Sustainable Transport Corridors (STCs) as part of the BusConnects Cork programme for a third round of public consultation.</p> <p>This third round of public consultation on the Sustainable Transport Corridors will run from Monday November 6th 2023 to Monday December 18th 2023.</p> <p>5 Public Information Events and 5 Community Forums have taken place during November/December as part of the public consultation.</p> <p>It is anticipated that Statutory Consent Application (SCA) and Compulsory Purchase Order (CPO) packs will be prepared during 2024 for submission to An Bord Pleanála (ABP) in Q1-Q2 2025.</p> <p>BusConnects Cork - Network Redesign</p> <p>The process for redesigning the bus network for Cork was completed in 2022 following two rounds of public consultation. The Network Redesign will involve the creation of new bus routes and improved bus frequencies to help transform the public transport network to meet anticipated growth and future demand. When fully implemented the Network Redesign will see an overall increase of 53% in bus services across the Cork Metropolitan Area.</p> <p>The NTA are currently working through all elements required for the successful delivery of the Network Redesign including on-street modifications to accommodate the significant uplift in services and increased depot capacity to accommodate the corresponding increased fleet requirement.</p> <p>Subject to PSO funding availability, it is intended that the first phase of Cork Network Redesign will be delivered in early 2025 with the remaining phases to be fully implemented by mid-2026.</p> <p>Cork Light Rail</p> <p>The project is being developed by Transport Infrastructure Ireland (TII) in collaboration with the NTA. TII have appointed an engineering design team to undertake an alignment options assessment study and identify the optimum alignment for the proposed light rail line between Ballincollig and Mahon.</p> <p>This options assessment process has been a very comprehensive undertaking, with numerous routes identified along the overall corridor, each of which was checked for feasibility and comparatively assessed with the other identified options. That work is nearing completion with some additional assessment work still ongoing within the core city centre area. This additional work arose from discussions between Cork City Council, TII and the NTA where it was identified that a further option in the city centre area should be assessed and considered in the options assessment process.</p> <p>Following further discussions with Cork City Council, a further two sub-options were developed within the city centre by TII for further analysis and discussion with Cork City Council, before finalising the EPR.</p>	James O'Connor, T.D.
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		<p>the construction of this 'through' platform at Kent Station from Cork City Council in 2022, the construction contract was awarded in early 2023. Enabling works commenced on site in 2023 with construction expected to be completed this year.</p> <p>A four-week non-statutory public consultation on the preferred option for double-tracking the current single line between Glounthaune and Middleton concluded in August 2022. The feedback received fed into the Railway Order application, which was submitted by Córas Iompair Éireann (CIÉ) to An Bord Pleanála in November 2022. An Bord Pleanála granted a Railway Order to CIÉ for this work in October 2023. Procurement preparations have started following this approval and a contract award is expected later this year, prior to construction commencing.</p> <p>In addition to the Kent Station and double-tracking works above, Iarnród Éireann awarded a contract to Alstom for a major signalling upgrade project on the Cork commuter rail network in June 2023. This signalling upgrade is required to increase the number of trains which can operate between Cork and Cobh, Middleton and Mallow.</p> <p>BusConnects Cork is a transformative programme of investment in the existing bus system, providing better bus</p>	<p>Hugh Creegan Deputy Chief Executive</p>	
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		<p>services to more people. The BusConnects Cork programme brings together all areas of bus investment identified in CMATS including enhanced and new bus infrastructure, investment in fleet and service enhancements such as higher frequency and new routes serving a wider catchment.</p> <p>In conjunction with the NTA, Cork City Council, Cork County Council and Bus Éireann, specialist designers have carried out a review of the current bus services. This assisted the development of a new network of bus services for the Cork Metropolitan Area. Planning for the implementation of the new bus network has commenced and it is expected that the new network will be fully operational by the end of 2024. The draft network aims to provide an increase of over fifty percent in bus services across the city. It should provide a better overall network that will allow more people improved access to more places in faster times, whilst fully integrating with rail.</p> <p>Another key component of the BusConnects Cork programme is the introduction of bus priority measures, generally bus lanes, on key bus corridors serving the city. Removing bus movements from general traffic congestion enables a greater degree of punctuality, reliability, and faster journeys. It is intended that these priority measures will facilitate both reliable and faster</p>	
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		<p>bus journeys thus providing increased confidence to users.</p> <p>Public consultation in relation to 12 Sustainable Transport Corridors proposed by the NTA, which set out bus and cycle infrastructure along those key corridors, ran until October 2022 with close to 3,000 submissions received. Incorporating this feedback, the NTA reviewed and revised the scheme design, after which a further round of public consultation on the 11 Preferred Route Options was launched on 30th March and ran until 25th May 2023. The NTA received approximately 4,400 submissions as part of the second round of public consultation.</p> <p>A third round of non-statutory public consultation on the 11 Sustainable Transport Corridors commenced in early November and ran until the 18th December.</p> <p>The Cork Light Rail project seeks to provide a high capacity, high quality east west public transport corridor connecting Ballincollig in the west to Mahon Point in the east via the city centre as identified in CMATS.</p> <p>An engineering design team has been appointed to undertake an alignment options study and identify the optimum alignment for the proposed light rail line. A public consultation on the emerging preferred route had been due to launch in June 2023 but, on foot of concerns from</p>		
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		<p>Cork City Council, this has been postponed to allow further consideration to the feasibility of different route alignments through Cork city centre.</p> <p>Noting the NTA's role in relation to these issues, I have referred the Deputy's question to NTA for a more detailed response where appropriate. Please contact my private office if you do not receive a reply within 10 days.</p>		
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01/02/2024	69	<p>PQ Referred: 4413/24, for answer 01/02/2024, Oral from - Paul Murphy</p>	<p>PQ 4413/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 69 To ask the Minister for Transport to provide further details on the increase in frequency and capacity for the red line Luas promised by the National Transport Authority, including when it will be implemented; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators.</p> <p>The issues raised by the Deputy are operational matters for the NTA and Transdev. Therefore, I have referred the Deputy's question to the NTA for direct response. Please advise my private office if you do not receive replies within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 69 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>There has been good growth in Luas network patronage since 2019, with an increase of c.5.4% year-on-year from Period 1 of 2023 to Period 1 of 2024 on the Luas Redline.</p> <p>It is acknowledged that there have been some reliability issues on the Luas Redline primarily caused by maintenance issues. TII are actively working with the Transport Operator (Transdev) in order to address these maintenance issues as a high priority for 2024.</p> <p>In order to implement timetable enhancements to cater for increasing passenger demand on the Red line, the current reliability aspects must first be resolved in order to ensure that there are sufficient trams running and serviceable.</p> <p>It is envisaged that the on-going issues affecting the current timetabled service levels should be resolved in the first half of 2024, and consequently some modest service enhancements may be available in the second half of 2024 or early 2025 depending on the availability of financial resources.</p> <p>Any further possible enhancements are constrained by the age of the current fleet and will not be feasible until their replacement in 2028 at the earliest depending on funding availability.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Paul Murphy, T.D.
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01/02/2024	210	<p>PQ Referred: 4948/24, for answer 01/02/2024, Written from - Brian Leddin</p>	<p>PQ 4948/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 210 To ask the Minister for Transport the current status of the pathfinder projects for Limerick city; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to cycling and public transport infrastructure. While I am not involved in the day-to-day operations or the management of related schemes and projects, two projects in Limerick - the Limerick City University Connectivity project, and the Moyross Train Station project - were selected to be part of a Pathfinder Programme that I launched in October 2022. The Programme, which is overseen by my department, consists of a diverse range of projects that have the capacity to showcase the multiple benefits of sustainable mobility in a relatively short period - all projects will be completed by 2025.</p> <p>In broad terms, the Limerick City University Connectivity project aims to create sustainable connectivity options between the city and the large residential area of Corbally, the University of Limerick, the large employer</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 210 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Limerick City and County Council's Active Travel team, via funding from the National Transport Authority, is continuing work on a number of Schemes under the Pathfinder programme.</p> <p>These include the following:</p> <ul style="list-style-type: none"> - South Circular Road Active Travel Scheme - TUS (Technological University of the Shannon) to City Centre Active Travel Scheme - Patrick Street to Park Canal <p>A Part 8 planning application for the South Circular Road Active Travel Scheme was approved by Councillors in February 2023. The Scheme will be approximately 2km in length. Since the approval of the Scheme, work on the Detailed Design process has been undertaken by the engineering staff within the Active Travel team via assistance from the project consultants. It is anticipated that construction on the project will begin in Q3 of 2024.</p> <p>A Part 8 planning application for the TUS to City Centre Active Travel Scheme was approved by Councillors in December 2022. Since the approval of the Scheme, work on the Detailed Design process and ongoing engagement with stakeholders has been undertaken by the engineering staff within the Active Travel team via assistance from the project consultants. It is anticipated that construction on the project will begin in the second half of 2024.</p> <p>The Patrick Street to Park Canal Pathfinders project aims to directly create connectivity between the city and the large residential area of Corbally and Dublin Road, University of Limerick and the large employer campus at the National Technology Park, and further onto residential areas of Castletroy and Monaleen.</p> <p>The project is intended to be delivered in two phases, one of which is proposed to be an interim measure. The project is currently in its preliminary stages, with concepts and options being assessed. It is intended to proceed to public consultation in respect of the project in the second half of 2024.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Brian Leddin T.D.
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		<p>campus at the National Technology Park, and the residential areas of Castletroy and Monaleen.</p> <p>The Moyross Train Station will deliver a new train station in a growing area of suburban Limerick and is a key element of the Limerick Shannon Metropolitan Area Transport Strategy 2040. The acceleration of this project, which is funded by the NTA, will provide tangible benefits to the local area and will facilitate a significant modal shift to more sustainable modes of travel.</p> <p>As both projects fall under the remit of the National Transport Authority (NTA) working in conjunction with the relevant local authorities, I have referred your question to the NTA for a more detailed reply. If you do not receive a reply within 10 working days, please contact my private office.</p>	
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01/02/2024	203	<p>PQ Referred: 4932/24, for answer 01/02/2024, Written from - Aengus Ó Snodaigh</p>	<p>PQ 4932/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 203To ask the Minister for Transport if it is intended to proceed with a Luas extension to Lucan; and if that will run through Bluebell.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area (GDA), including light rail.</p> <p>The Transport Strategy for the GDA 2022-2042 was published by the NTA in January 2023, following my approval. The strategy sets out a statutory framework for transport investment across the region over a twenty-year period and provides a clear statement of transport planning policy for the GDA.</p> <p>Implementation of the strategy has been divided into three phases – short-term up to 2030 to align with the National Development Plan, medium-term from 2031 to 2036, and longer-term from 2037 to 2042.</p> <p>The development of a Luas line from Lucan to the City Centre is</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 203 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As you may be aware, the Greater Dublin Area Transport Strategy 2022-2042 provides for the development of a light rail line from Lucan to the City Centre (Luas Lucan It is intended that Luas Lucan will supplement and complement the existing/planned bus system, to serve the overall public transport needs in the area.</p> <p>Transport Infrastructure Ireland (TII) is developing this project in collaboration with the NTA. TII has recently appointed a design team to undertake the options analysis stage of the project and identify an Emerging Preferred Option for the scheme which will then be the subject of a public consultation process. It is currently expected that an Emerging Preferred Route for Luas Lucan will be published next year.</p> <p>Until that options assessment work and public engagement has been completed, it is not possible to confirm the exact alignment for Luas Lucan.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Aengus Ó Snodaigh, T.D.
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		<p>part of the strategy's medium-term proposals for development and delivery within 2031-2036 and is part of a number of proposed Luas network extensions for the proposed 2042 Luas network. The alignment and the locations to be served between Lucan and the City Centre have yet to be determined and will be subject to further assessment and analyses.</p> <p>Noting the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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01/02/2024	202	<p>PQ Referred: 4910/24, for answer 01/02/2024, Written from - Paul Kehoe</p>	<p>PQ 4910/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 202 To ask the Minister for Transport if there is any option to extend the Dublin outer commuter zone to include Gorey, County Wexford, which is the station from which the commuter train originates; and if he will make a statement on the matter.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 202 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>This year's fares determination will see the implementation of the first phase of the National Fares Strategy, and the introduction of a new national fare structure on Dublin Commuter Rail services. This will deliver more consistent and equitable fares, and reduce historic boundary issues between Short Hop Zone and Intercity fare levels.</p> <p>The new Dublin City Zone will extend to approximately 23km from Dublin city centre. This zone will formalise the recent simplification of the Dublin fare structure with the implementation of the TFI 90 minute fare area. The new Dublin Commuter Area will comprise of a number of zones extending to approximately 50km from Dublin city centre. This area was selected based on a review of future public transport network proposals (e.g. the implementation of DART+) along with analysis of ticket sales information to determine the majority of commuter travel demand to Dublin. Gorey does not fall into that zone and if we extended it to Gorey we would have to extend it by a similar distance on the other lines. Either way the fares structure to be introduced for Gorey will be based on distance and as such will be fairer when compared to the same distance travelled on other train lines.</p> <p>In relation to fares more generally, the 2022 fares determination implemented the government's 20% cost of living fares reduction, which will continue to apply in 2024 on all subsidised public transport services. In addition, the eligibility of the Young Adult Leap Card, which provides young people with fares discounted by approximately 50% of the equivalent Adult fare, has been extended to include those aged up to 25 (including mature students enrolled in fulltime third level education) in 2024. The combination of these measures has ensured that significant reductions continue to apply on all forms of subsidised public transport.</p> <p>It is the intention of the Authority to announce proposals for the future rollout of the National Fares Strategy later this year, which will introduce new fares structures on Intercity Rail and national Bus services beyond the Dublin area.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Paul Kehoe T.D
Answer			<p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		

01/02/2024	195	<p>PQ Referred: 4887/24, for answer 01/02/2024, Written from - Bernard J. Durkan</p>	<p>PQ 4887/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 195 To ask the Minister for Transport to outline the progress to date in the enhancement and upgrading of commuter rail facilities from Sallins to Dublin, with particular reference to the need at peak times; the extent to which planning has advanced in this regard by way of increased frequency and capacity of commuter trains serving Newbridge, Sallins and Hazelhatch; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy is aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including any upgrades to commuter lines in County Kildare.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 195 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>DART+ West and DART+ South West are currently with An Bord Pleanála for consideration of the Railway Order applications. DART+ West and DART+ South West will ultimately lead to increased capacity on both the Maynooth and Kildare Lines.</p> <p>Please note that Irish Rail recently announced timetable changes which included some additional services on the Kildare Line which will benefit customers using Sallins and Naas and Hazelhatch and Celbridge train stations. More information on the recent timetable changes can be found at the link below:</p> <p>https://www.transportforireland.ie/news/new-iarnrod-eireann-irish-rail-timetable-from-10th-december-2023/</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Bernard Durkan T.D
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01/02/2024	190	<p>PQ Referred: 4881/24, for answer 01/02/2024, Written from - Bernard J. Durkan</p>	<p>PQ 4881/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 190 To ask the Minister for Transport the progress to date in the electrification of the Maynooth rail line, with particular reference to the need to ensure that car parking facilities are supplied to the west of Kilcock thereby facilitating Enfield, Kilcock, and the wider hinterland - Bernard J. Durkan.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ Programme and its constituent projects.</p> <p>As part of the DART+ Programme, the DART+ West project will provide an electrified and more frequent rail service to passengers between Maynooth and M3 Parkway and Dublin city centre. A Railway Order application for the project was submitted to An Bord Pleanála in July 2022 and an oral hearing held in the second half of last year. A planning decision from An Bord Pleanála is awaited.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 190 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The DART+ West project, which proposes electrification of the railway line from Dublin City Centre to Maynooth, is currently with An Bord Pleanála for determination. An Oral Hearing in relation to the scheme was convened by An Bord Pleanála at the end of September last which heard submissions for various parties. That oral hearing concluded in October and it is now a matter for An Bord Pleanála to consider and to issue its determination in due course.</p> <p>In respect of the potential further extension of services westwards to Enfield, which is now included as an objective in the new Greater Dublin Area Transport Strategy 2022-2042 adopted last year, this will be developed as a separate follow-on project. It was not possible to advance this extension as part of the current DART+ Programme, as the previous transport strategy had set Maynooth as the extent of the electrification. The further extension will also require additional funding under the current National Development Plan (NDP) 2021-2030, and therefore it may have to await for the mid-term review of the NDP, which we currently anticipate will take place in 2025.</p> <p>The Park and Ride Development Office published a Park and Ride Strategy for the region as part of the Transport Strategy for the Greater Dublin Area (GDA). The Strategy sets out the vision and objectives for Park & Ride and identified the zones for rail based strategic Park and Ride sites in County Kildare. The Park and Ride Strategy recommends a 1000 (500 initially) space Park and Ride car park at either a new station at Collinstown or the proposed Maynooth Depot. Following an assessment of engineering requirements, access, land use, planning and detailed demand analysis, Collinstown has emerged as the preferred option.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Bernard Durkan T.D
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		<p>The objectives of the DART+ West project is to increase capacity and electrify the line. Additional car parking facilities in Kilcock or elsewhere are not within the scope of the DART+ West project. However, Iarnród Éireann's Network Enhancement Division and the NTA's Park Ride Development Office are working on other projects to deliver enhanced parking at stations, for cars and bicycles, in parallel to the DART+ West project.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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01/02/2024	189	<p>PQ Referred: 4880/24, for answer 01/02/2024, Written from - Bernard J. Durkan</p>	<p>PQ 4880/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 189 To ask the Minister for Transport his plans to increase the number of carriages serving the north Kildare rail commuter routes, or alternatively increasing the frequency of trains, thereby improving the service for commuters; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The matter raised by the Deputy would appear to be an operational matter and I have forwarded the Deputy's request to the NTA for direct reply.</p> <p>Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 189 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>DART+ West and DART+ South West are currently with An Board Pleanála for consideration of the Railway Order applications. DART+ West and DART+ South West will ultimately lead to increased capacity on both the Maynooth and Kildare Lines. In addition and linked to the DART+ Programme, the new orders for DART fleet will also ultimately be deployed on the two North Kildare commuter routes.</p> <p>Please note that Irish Rail recently announced timetable changes which included some additional services on the Kildare Line which will benefit customers using Sallins and Naas and Hazelhatch and Celbridge train stations. More information on the recent timetable changes can be found at the link below:</p> <p>https://www.transportforireland.ie/news/new-iarnrod-eireann-irish-rail-timetable-from-10th-december-2023/</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Bernard Durkan T.D
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01/02/2024	188	<p>PQ Referred: 4879/24, for answer 01/02/2024, Written from - Bernard J. Durkan</p>	<p>PQ 4879/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 188To ask the Minister for Transport the extent to which he expects commuter rail passenger numbers to increase when the lines are upgraded; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including upgrades to the rail network.</p> <p>Irish Rail passenger numbers for 2023 were circa 45/46 million. Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputies' questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 188 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The DART + Programme comprises a number of projects that will provide fast, high-frequency electrified services to Drogheda on the Northern Line, Hazelhatch on the Kildare Line, Maynooth and M3 Parkway on the Maynooth Line, and on the South Eastern Line as far south as Greystones. DART+ will double passenger capacity across the heavy rail network into Dublin, creating a high frequency standard of service to Drogheda, Maynooth, Dunboyne, Celbridge and Greystones. The number of residents located within a 1-kilometre catchment of its stations would increase by 134 per cent, from approximately 250,000 today to over 600,000.</p> <p>Compared with now, there will be up to three times as many services on parts of the network. Upon opening, DART+ is expected to deliver initial year-on-year passenger growth of 46 per cent. The number of people using public transport is forecast to grow by 56 per cent between 2028 and 2043 with DART+ in place.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Bernard Durkan T.D
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01/02/2024	179	<p>PQ Referred: 4740/24, for answer 01/02/2024, Written from - Duncan Smith</p>	<p>PQ 4740/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 179 To ask the Minister for Transport what the previously announced €300 million earmarked for the Luas in September 2023 will be used for; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including light rail.</p> <p>Transport Infrastructure Ireland, as the asset owners of LUAS infrastructure and rolling stock, undertook a preliminary market consultation last year in relation to the replacement of the current Luas carriages and provision of additional carriages on an expanded service and network. This is primarily a consultation process, to engage with the marketplace for research purposes, which will assist in the development of future tender documents. Transport Infrastructure Ireland's estimate for future LUAS carriage requirements was €300m. The Deputy may be aware that capital expenditure in excess of €200 million</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 179 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A value of €300 million euro was included as part of the recent Periodic Indicative Notice (PIN) relating to the Market Consultation under taken by Transport Infrastructure Ireland (TII The Market Consultation related to Procurement of new Light Rail Vehicles and Sustainable Decommissioning of Life-Expired Light Rail Vehicles over a potential ten-year period. This figure was given to inform the market of the potential value of procurement of new vehicles and the sustainable decommissioning of end of life vehicles over the duration of any contract or contracts that might arise in the future. It is not intended to be understood as an allocation of funds or an indication that a certain budget has been assigned to any element of Light Rail Vehicle life cycle management. As outlined in Section VI part 3 - Additional Information of the PIN: "Neither the market consultation document nor any information set out within the PIN notice nor any discussions or deliberations during the course of the process shall be regarded as a commitment or representation on behalf of TII to develop a specification in a particular way or to enter into a contractual arrangement. No commitment of any kind, contractual or otherwise will arise from this exercise."</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan Deputy Chief Executive</p>	Duncan Smith, T.D.
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requires Cabinet approval under the Infrastructure Guidelines.

Noting the NTA's responsibility in the development of light rail, 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.

01/02/2024	186	<p>PQ Referred: 4849/24, for answer 01/02/2024, Written from - Duncan Smith</p>	<p>Details Supplied 5.5% of the population of the Donabate peninsula travel by bus to school/work which is down by .5% on the 2016 (6% The numbers of cars on Donabate peninsula stand at 5500</p> <p>PQ 4849/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 186To ask the Minister for Transport to prioritise the delivery of the Bus Connects local routes services in Portrane/Donabate given the census figures from 2022 on bus travel are concerning (details supplied) in regard to our climate targets of reducing carbon emissions by 50% by 2030 by improving public transport travel and reducing car journeys; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. In both the policy and funding areas there have been significant developments since this Government came into office, with the publication of a Sustainable Mobility Policy and its five-year action plan providing strong policy support to the continued expansion and enhancement of bus services. I am also delighted to say that this strong policy support has been backed up by increased levels of Exchequer funding,</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 186 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We currently plan to introduce the new bus services under the BusConnects Network redesign in the Donabate area during Q3 of 2025.</p> <p>This is subject to operational readiness and the required funding being available.</p> <p>A full programme of enhancements across the network is being implemented and we are unfortunately unable to bring forward the Donabate enhancements.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Duncan Smith, T.D.
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		<p>which is supporting the roll-out of initiatives such as BusConnects Dublin.</p> <p>The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects Dublin. To date the NTA has submitted planning applications to An Bord Pleanala (ABP) in respect of all 12 of the Core Bus Corridor schemes. Two of these schemes have recently been approved by ABP, as required for Approval Gate 2 of the Infrastructure Guidelines.</p> <p>Noting the NTA's responsibility in the matter, and your specific query relating to proposed services to Donabate and Portrane, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	
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17/01/2024	250	TFI Bikes PQ	<p>Dáil Question No: 250 To ask the Minister for Transport the number of users of the Cork bike scheme in 2020, 2021, 2022 and 2023, by station, in tabular form; and the number of 2024 memberships recorded to date. - Sean Sherlock. * For WRITTEN answer on 17/01/2024</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 250, 251, 252, 253 & 254 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please find attached an Excel sheet providing the requested data in response to your Parliamentary Questions 250 to 254 (excluding 252) of 17 January. Please note that the latest membership data for the referenced schemes won't be available until February/March. Also, please note that the TFI Bikes Scheme in Waterford commenced in June 2022 hence the data is applicable from this date.</p> <p>In relation to PQ 252 of 17 January 2024, this relates to Dublin bikes operated by JCDecaux under a contract with Dublin City Council. As the requested data is under the control of those parties, it is suggested that you might contact Dublin City Council directly to obtain the relevant information in respect of the that scheme.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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17/01/2024	251	TFI Bikes PQ	<p>Ref No: 1257/24 Dáil Question No: 251 To ask the Minister for Transport the number of users of the Galway bike scheme in 2020, 2021, 2022 and 2023, by station, in tabular form; and the number of 2024 memberships recorded to date. - Sean Sherlock. * For WRITTEN answer on 17/01/2024</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 250, 251, 252, 253 & 254 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please find attached an Excel sheet providing the requested data in response to your Parliamentary Questions 250 to 254 (excluding 252) of 17 January. Please note that the latest membership data for the referenced schemes won't be available until February/March. Also, please note that the TFI Bikes Scheme in Waterford commenced in June 2022 hence the data is applicable from this date.</p> <p>In relation to PQ 252 of 17 January 2024, this relates to Dublin bikes operated by JCDecaux under a contract with Dublin City Council. As the requested data is under the control of those parties, it is suggested that you might contact Dublin City Council directly to obtain the relevant information in respect of the that scheme.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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17/01/2024	252	TFI Bike Scheme PQ	<p>Ref No: 1258/24 Dáil Question No: 252 To ask the Minister for Transport the number of users of the Dublin bike scheme in 2020, 2021, 2022 and 2023, by station, in tabular form; and the number of 2024 memberships recorded to date. - Sean Sherlock. * For WRITTEN answer on 17/01/2024</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 250, 251, 252, 253 & 254 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please find attached an Excel sheet providing the requested data in response to your Parliamentary Questions 250 to 254 (excluding 252) of 17 January. Please note that the latest membership data for the referenced schemes won't be available until February/March. Also, please note that the TFI Bikes Scheme in Waterford commenced in June 2022 hence the data is applicable from this date.</p> <p>In relation to PQ 252 of 17 January 2024, this relates to Dublinbikes operated by JCDecaux under a contract with Dublin City Council. As the requested data is under the control of those parties, it is suggested that you might contact Dublin City Council directly to obtain the relevant information in respect of the that scheme.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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17/01/2024	253	TFI Bike Scheme PQ	<p>Ref No: 1259/24 Dáil Question No: 253 To ask the Minister for Transport the number of users of the Waterford bike scheme in 2020, 2021, 2022 and 2023, by station, in tabular form; and the number of 2024 memberships recorded to date. - Sean Sherlock. * For WRITTEN answer on 17/01/2024</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 250, 251, 252, 253 & 254 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please find attached an Excel sheet providing the requested data in response to your Parliamentary Questions 250 to 254 (excluding 252) of 17 January. Please note that the latest membership data for the referenced schemes won't be available until February/March. Also, please note that the TFI Bikes Scheme in Waterford commenced in June 2022 hence the data is applicable from this date.</p> <p>In relation to PQ 252 of 17 January 2024, this relates to Dublinbikes operated by JCDecaux under a contract with Dublin City Council. As the requested data is under the control of those parties, it is suggested that you might contact Dublin City Council directly to obtain the relevant information in respect of the that scheme.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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17/01/2024	254	TFI Bike Scheme PQ	<p>Dáil Question No: 254 To ask the Minister for Transport the number of users of the Limerick bike scheme in 2020, 2021, 2022 and 2023, by station, in tabular form; and the number of 2024 memberships recorded to date.; and if he will make a statement on the matter. - Sean Sherlock.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 250, 251, 252, 253 & 254 of 17 January last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please find attached an Excel sheet providing the requested data in response to your Parliamentary Questions 250 to 254 (excluding 252) of 17 January. Please note that the latest membership data for the referenced schemes won't be available until February/March. Also, please note that the TFI Bikes Scheme in Waterford commenced in June 2022 hence the data is applicable from this date.</p> <p>In relation to PQ 252 of 17 January 2024, this relates to Dublin bikes operated by JCDecaux under a contract with Dublin City Council. As the requested data is under the control of those parties, it is suggested that you might contact Dublin City Council directly to obtain the relevant information in respect of the that scheme.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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01/02/2024	60	<p>PQ Referred: 4600/24, for answer 01/02/2024, Oral from - Mark Ward</p>	<p>PQ 4600/24 has been referred to Oral PQs NTA by (Transport) Dail Question No: 60 To ask the Minister for Transport his views on the curtailment of the No. 13 bus service in the Bawnogue area in the evenings; what measures are in place for replacement services; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators.</p> <p>The issue raised by the Deputy in relation to the number 13 service is a matter for the NTA and Dublin Bus. Therefore, I have referred the Deputy's question to the NTA for direct response to the Deputy. Please advise my private office if you do not receive replies within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 60 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We contacted Dublin Bus in respect of your Parliamentary Question 60 of the 01 February 2024. We were aware of some curtailments of route 13 on the evenings of the 15 and 11 January 2024. However, since the last curtailment on the 15 January, evening services have been operating on route 13 in the Bawnogue area. We understand that An Garda Síochána are regularly patrolling the area in response to previous stone throwing incidents which led to the curtailment of some services as noted above.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Mark Ward, T.D.
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01/02/2024	61	<p>PQ Referred: 4381/24, for answer 01/02/2024, Oral from - Catherine Connolly</p>	<p>PQ 4381/24 has been referred to Oral PQs NTA by (Transport)</p> <p>Dail Question No: 61</p> <p>To ask the Minister for Transport further to Parliamentary Question 41 of 30 November 2023, the status of the feasibility study for light rail in Galway, which is being undertaken as part of the development of the Galway Metropolitan Area Transport Strategy; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The National Transport Authority (NTA), in conjunction with Galway City Council and Galway County Council, are currently updating and further developing the Galway Metropolitan Area Transport Strategy (GMATS) The new Transport Strategy, which replaces the existing strategy adopted in 2016, will provide a long-term strategic planning framework for the delivery of transport and integrated development of transport infrastructure and services in the Galway Metropolitan Area. Part of the development of the new GMATS requires mode specific analysis being undertaken, which includes a light rail feasibility study. This study is now at an advanced stage and near completion. In parallel, work is also nearing completion in the assessment of other transport modes, which will feed into the development of future transport options, and ultimately draft proposals for an</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 61 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (NTA) has commenced the development of a transport strategy (“Transport Strategy”) for the Galway Metropolitan Area (“GMA”) covering a twenty year period and addressing all land transport modes. The Transport Strategy will provide a long-term strategic planning framework for the delivery of transport and the integrated development of transport infrastructure and services in the GMA and will replace the existing Galway Transport Strategy 2016.</p> <p>As part of the development of the new GMATS, mode specific analysis is being undertaken in the form of a Light Rail Feasibility Study and a Strategic Roads Feasibility Study both of which are nearing completion. In parallel, work is also nearing completion in the assessment of other transport modes, which will feed into the development of future transport options, and ultimately draft proposals for an integrated transport plan for the GMA.</p> <p>The draft GMATS once complete, will also address Traffic Management, Demand Management, Behavioural Change Measures, Measures to Promote Integration between Modes, policies related to the management of freight and planning policies aimed at closer integration between land use development and sustainable transport.</p> <p>Following the preparation of the Draft GMATS, the NTA shall undertake a non-statutory public consultation process in relation to this. The LRT Feasibility Study, Strategic Roads Feasibility Study and other technical reports will be published as supporting documents with the Draft Strategy. It is currently anticipated that the public consultation will commence early in Q2 of 2024.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan Deputy Chief Executive</p>	Catherine Connolly, T.D.
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		<p>integrated transport plan for the Galway Metropolitan Area. The NTA now anticipates that the public consultation on the draft GMATS will commence in Quarter 2 of 2024. The overall transport strategy is expected to be finalised later this year, following review and consideration of the public consultation responses. This public consultation process will give stakeholders, including local groups, the opportunity to share their views on the draft GMATS and the results of the feasibility study of light rail in Galway. Given the NTA's role in the review of the strategy, I have referred the Deputy's question to the NTA for the latest available information in relation to when the NTA expects the feasibility study on light rail in Galway to be complete and when the public consultation on the draft GMATS is expected to begin. Please contact my office if you do not receive a reply within 10 days.</p>	
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01/02/2024	54	FW: PQ Referred: 4450/24, for answer 01/02/2024, Oral from - Jennifer Murnane O'Connor	<p>PQ 4450/24 has been referred to Oral PQs NTA by (Transport)</p> <p>Dail Question No: 54</p> <p>To ask the Minister for Transport to provide an update on the rollout of the Connecting Ireland Rural Mobility Plan in County Carlow.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for Connecting Ireland services in County Carlow, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 54 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In respect of the rollout of the Connecting Ireland Rural Mobility Plan in Carlow, please see details below;</p> <ul style="list-style-type: none"> • Route 887 New Ross to Carlow was implemented in 2023 - https://www.transportforireland.ie/wp-content/uploads/2023/11/TFI-LL-R887-New-Ross-to-Carlow-Nov23.pdf • Route 822 Mountrath to Carlow was also implemented in 2023 - https://www.transportforireland.ie/wp-content/uploads/2023/12/822-Mountrath-to-Carlow-4pp-01Dec23-ONLINE.pdf • Route 897 Kilkenny to Athy was implemented in 2023 and covers parts of Carlow - https://www.transportforireland.ie/wp-content/uploads/2023/10/TFI-LL-CKW-R897-June2023-WEB.pdf • Route 880 Naas to Carlow was implemented on the 29th of January 2024 - https://www.transportforireland.ie/wp-content/uploads/2024/01/TFI-LL-R880-WEB2.pdf <p>Regarding potential implementation of routes in 2024, please note that we are still working through what can be delivered this year in context of the funding envelope which has been provided to us.</p> <p>For updates and more information on the Connecting Ireland Rural Mobility Plan, please see the link below to our Connecting Ireland webpage;</p> <p>https://www.nationaltransport.ie/connecting-ireland/</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Jennifer Murnane O'Connor, T.D.
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01/02/2024	53	FW: PQ Referred: 4380/24, for answer 01/02/2024, Oral from - Catherine Connolly	<p>PQ 4380/24 has been referred to Oral PQs NTA by (Transport) Dail Question No: 53</p> <p>To ask the Minister for Transport further to Parliamentary Question No. 6 of 30 November 2023, the status of the roll-out of park and ride in Galway City; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority, or NTA, is leading the development and rollout of strategic park and ride sites nationwide through the Park and Ride Development Office.</p> <p>The NTA established the Park and Ride Development Office in February 2020, which had been included as an action in the Climate Action Plan 2019. The Park and Ride Development Office has developed a Park and Ride Strategy for Galway. That Park and Ride Strategy envisages the development of up to five bus-based strategic Park and Ride sites, three for initial development and two for future development, and the expansion of rail-based Park and Ride at Oranmore station.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA's Park and Ride</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 53 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Park and Ride Development Office is continuing to work on the development of Park and Ride for Galway, currently focusing on the Site Selection process for sites in the vicinity of N6 Junction 19 and Claregalway. The status of work on the two sites is set out below.</p> <p>N6, Junction 9 (550 spaces):</p> <ul style="list-style-type: none"> • Site selection process has led to two emerging site options at the Junction 9 interchange. • Negotiations to date with the relevant landowner have not been successful in reaching agreement to acquire either of the sites – the NTA are reviewing next steps on this issue. • Topographical /drone surveys complete. • Archaeology study complete. • Ecology/environmental reports complete. • Planning searches complete. • Zoning checked from Development Plan. • CFRAM maps acquired to analyse flood risk. • Proposed bus route from the location is in preliminary design stage. • Preliminary design for associated N6 bus priority design has been undertaken and engagement with TII regarding its progression is ongoing. <p>N83, North of Claregalway (320 spaces):</p> <ul style="list-style-type: none"> • Site selection process has led to two emerging site options on the eastern side of the N17. • Topographical /drone surveys complete. • Archaeology study complete. • Ecology/environmental reports complete. • Planning searches complete. • Zoning checked from Development Plan. • CFRAM maps acquired to analyse flood risk. • N83 bus priority design is at an early stage of development. <p>Work on the remaining proposed sites (N59, N84, Bearna Corridor) will commence at a future date as they are highly dependent upon the delivery of bus priority along the relevant connecting corridors.</p> <p>With respect to both locations the PRDO has liaised with other NTA teams on complementary active travel schemes and BusConnects proposals.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p>	Catherine Connolly, T.D.
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Development Office for a direct reply. Please contact my private office if you do not receive a reply within 10 days.

Hugh Creegan
Deputy Chief Executive

01/02/2024	41	<p>FW: PQ Referred: 4429/24, for answer 01/02/2024, Oral from - Patrick Costello</p>	<p>PQ 4429/24 has been referred to Oral PQs NTA by (Transport)</p> <p>Dail Question No: 41</p> <p>To ask the Minister for Transport to address the gaps in bus service emerging in the Chapelizod area of Dublin.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. The NTA also has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the BusConnects Dublin programme.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 41 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The new bus network for Dublin was created after a two-year review including three rounds of public consultation. At Chapelizod Longer-distance services C1, C2, C3 and C4 were diverted via the Chapelizod Bypass, reflecting the needs of the longer-distance passengers, whilst shorter-distance route 26 was increased in frequency to ensure sufficient capacity in Chapelizod Village. Capacity of all services is monitored with appropriate actions taken as necessary and where resources allow.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Patrick Costello, T.D.
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01/02/2024	77	<p>FW: PQ Referred: 4469/24, for answer 01/02/2024, Oral from - Claire Kerrane</p>	<p>PQ 4469/24 has been referred to Oral PQs NTA by (Transport) Dail Question No: 77</p> <p>To ask the Minister for Transport his plans to develop Local Link services in counties Roscommon and Galway; and if he will make a statement on the matter.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 77 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Currently TFI Local Link operates the following services in Galway, Roscommon and surrounding areas.</p> <p>Regular Rural Services (RRS) operated by Local Link;</p> <p>Ø Route 570 Boyle to Roscommon - Route 570 Boyle to Roscommon</p> <p>Ø Route 571 Arigna to Boyle - Route 571 Arigna to Boyle</p> <p>Ø Route 546 Castlerea to Ballinasloe - Route 546 Castlerea to Ballinasloe</p> <p>Ø Route 548 Ballinasloe to Loughrea - Route 548 Ballinasloe to Loughrea</p> <p>Ø Route 934 Gort to Loughrea - Route 934 Gort to Loughrea</p> <p>Local Link services which have been launched under the Connecting Ireland Rural Mobility Plan;</p> <p>Ø Route 426 Longford to Roscommon - Route 426 Longford to Roscommon</p> <p>Ø Route 431 Claremorris to An Cheathrú Rua - Route 431 Claremorris to Carraroe</p> <p>Ø Route 432 An Cheathrú Rua to Clifden - Route 432 An Cheathrú Rua to Clifden</p> <p>Ø Route 438 Galway to Tuam - Route 438 Galway to Tuam English</p> <p>Ø Route 547 Portumna to Ballinasloe - Route 547 Portumna to Ballinasloe</p> <p>In terms of future plans to develop Local Link services and continue the rollout of the Connecting Ireland Rural Mobility Plan, please note that we are still working through what can be delivered this year in context of the funding envelope which has been provided to us. As such, we are not yet in a position to confirm what new or additional services can be provided at this point in time.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	<p>Claire Kerrane, T.D.</p>
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01/02/2024	48	FW: PQ Referred: 4412/24, for answer 01/02/2024, Oral from - Bríd Smith	<p>PQ 4412/24 has been referred to Oral PQs NTA by (Transport)</p> <p>Dail Question No: 48</p> <p>To ask the Minister for Transport if he will heed the call of local residents and act to restore a bus service between the Armagh Road, Cashel Road and Clonard Road areas and Crumlin Cross; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 48 of 01 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>New route S4 now serves Crumlin Village, St Agnes Road, Crumlin Cross and Kimmage Road West and Crumlin Village, running every ten minutes and giving direct orbital links with Liffey Valley, Ballyfermot, Terenure and UCD.</p> <p>Route 83 continues to serve Armagh Road with direct links to the Sundrive Shopping Centre, Rathmines and the City Centre.</p> <p>New route 74 (City Centre-Dundrum) serves Cashel Road and provides links with the City Centre, the Clonmacnoise Road area, Terenure, Rathfarnham and Dundrum.</p> <p>Route 150 continues to link stops on Kildare Road with Crumlin Village and Crumlin Cross, which may be useful for some residents.</p> <p>We accept that these services do not provide all the former links. However we consider that connectivity and frequency in the area has been improved overall. We continue to monitor the performance of the new services which have been introduced.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Bríd Smith, T.D.
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07/02/2024	88	<p>PQ Referred: 5524/24, for answer 07/02/2024, Written from - Paul Donnelly</p>	<p>PQ 5524/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 88 To ask the Minister for Transport if all new buses coming into the Dublin Bus fleet from 2024 will have an automatic ramp at the exit side doors in addition to the existing automatic ramp at the front of each bus.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the procurement of the national Public Service Obligation bus fleet.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 88 of 07 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Since 2021, all new urban buses purchased by the NTA have been equipped with a front doorway within which a powered wheelchair ramp is positioned and a centre doorway within which a manual wheelchair ramp is positioned. The powered ramp is actuated by depressing a pushbutton within the driver's cab; it does not deploy and retract automatically.</p> <p>Under normal circumstances, both boarding and alighting of wheelchairs is effected via the powered ramp at the front doorway so that the driver can oversee the operation of the powered ramp and the boarding/alighting process, and also to ensure that the ramp is resting on a suitable length of kerbing.</p> <p>The manual wheelchair ramp at the centre doorway is primarily intended to be used in order to enable the safe disembarkation of a wheelchair in the event of the powered wheelchair ramp at the front doorway becoming unavailable.</p> <p>There are currently no plans to board and alight wheelchairs via the centre doorway under normal circumstances and therefore no plans to install a powered ramp at the centre doorway of new urban buses purchased by the NTA.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Paul Donnelly, T.D.
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07/02/2024	96	<p>PQ Referred: 5703/24, for answer 07/02/2024, Written from - Patricia Ryan</p>	<p>PQ 5703/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 96 To ask the Minister for Transport with regard to the recently announced expansion of the Dublin commuter zone reduced fares scheme, if he will consider granting Monasterevin commuter town status, allowing people to benefit from the reduced fares.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 96 of 07 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>This year's fares determination will see the implementation of the first phase of the National Fares Strategy, and the introduction of a new national fare structure on Dublin Commuter Rail services. This will deliver more consistent and equitable fares, and reduce historic boundary issues between Short Hop Zone and Intercity fare levels.</p> <p>The new Dublin City Zone will extend to approximately 23km from Dublin city centre. This zone will formalise the recent simplification of the Dublin fare structure with the implementation of the TFI 90 minute fare area. The new Dublin Commuter Area will comprise of a number of zones extending to approximately 50km from Dublin city centre. This area was selected based on a review of future public transport network proposals (e.g. the implementation of DART+) along with analysis of ticket sales information to determine the majority of commuter travel demand to Dublin. The Authority intends to publish plans for the second phase of implementation of the National Fares Strategy later in 2024, which will extend to areas beyond the new Dublin Commuter Area, including Monasterevin, where a revised system of fares will be introduced for Intercity rail and national bus services.</p> <p>In relation to fares more generally, the 2022 fares determination implemented the government's 20% cost of living fares reduction, which will continue to apply in 2024 on all subsidised public transport services. In addition, the eligibility of the Young Adult Leap Card, which provides young people with fares discounted by approximately 50% of the equivalent Adult fare, has been extended to include those aged up to 25 (including mature students enrolled in fulltime third level education) in 2024. The combination of these measures has ensured that significant reductions continue to apply on all forms of subsidised public transport.</p> <p>It is the intention of the Authority to announce proposals for the future rollout of the National Fares Strategy later this year, which will introduce new fares structures on Intercity Rail and national Bus services beyond the Dublin area.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Patricia Ryan, T.D.
<p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>					

07/02/2024	78	<p>PQ Referred: 5311/24, for answer 07/02/2024, Written from - Violet-Anne Wynne</p>	<p>PQ 5311/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 78 To ask the Minister for Transport the infrastructure upgrades that will be required at Ennis train station to allow for the use of QR code/digital tickets; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects.</p> <p>Iarnród Éireann has provided a PDF barcode/QR ticketing solution that is now available across all online rail ticket options, except Belfast services. Options to add the ticket to your digital / device wallet are also being explored for development.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 78 of 07 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Irish Rail have confirmed that the rollout of QR code tickets on all routes was completed in January 2024 with the exception of Dublin to Belfast services. Discussions are ongoing with Translink in Northern Ireland as this route is jointly operated by Irish Rail and Translink. We do not have a timeline estimate at this stage, however if further information is required it is possible to contact info@irishrail.ie or marketing@irishrail.ie.</p> <p>In respect of Ennis Train Station, there is no current infrastructural requirements as there are no gates at that station. At stations where there are gates, all gate lines now have a QR reader, a passenger can scan their QR code to open the gate. Otherwise the ticket checker onboard has the ability to scan and check the QR code ticket.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Violet-Anne Wynne, T.D.
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07/02/2024	77	<p>PQ Referred: 5310/24, for answer 07/02/2024, Written from - Violet-Anne Wynne</p>	<p>PQ 5310/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 77 To ask the Minister for Transport when the rollout of QR code train tickets on all rail routes in Ireland will take place; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects.</p> <p>Iarnród Éireann has provided a PDF barcode/QR ticketing solution that is now available across all online rail ticket options, except Belfast services. Options to add the ticket to your digital / device wallet are also being explored for development.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 77 of 07 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Irish Rail have confirmed that the rollout of QR code tickets on all routes was completed in January 2024 with the exception of Dublin to Belfast services. Discussions are ongoing with Translink in Northern Ireland as this route is jointly operated by Irish Rail and Translink. We do not have a timeline estimate at this stage, however if further information is required it is possible to contact info@irishrail.ie or marketing@irishrail.ie.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Violet-Anne Wynne, T.D.
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07/02/2024	60	<p>PQ Referred: 5020/24, for answer 07/02/2024, Written from - Francis Noel Duffy</p>	<p>PQ 5020/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 60 To ask the Minister for Transport the reason for increased public transport bus fares from Dublin to Cavan by 21%; if he will review this increase; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In their capacity as fare regulator, on the 27th of April 2023, the NTA published a new National Fares Strategy, and following this on the 18th of January 2024 they published the first of a series of Fares Determination related to the strategy.</p> <p>The most significant change in this year's fare determination is the implementation of an initial phase of the National Fare Strategy on Dublin Commuter</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 60 of 07 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>This year's fares determination will see the implementation of the first phase of the National Fares Strategy, and the introduction of a new national fare structure on Dublin Commuter bus & rail services. This will deliver more consistent and equitable fares, and ensuring that PSO bus and rail fares increase in line with distance travelled in a relatively uniform manner regardless of route used or geographic location. This work has included addressing historical anomalies whereby fares on individual corridors have diverged over time, such that trips of a similar distance have been subject to differing fare levels.</p> <p>A new Dublin Commuter Zone will be introduced, extending to approximately 50km from Dublin city centre. This area was selected based on a review of future public transport network proposals (e.g. the implementation of DART+) along with analysis of ticket sales information to determine the majority of commuter travel demand to Dublin.</p> <p>Whilst Cavan falls outside of the new Commuter Zone, this location is served by a Dublin Commuter bus service, which has been included within the revised fares structures to be introduced in the Commuter Area. The fares to/from Cavan town have been historically low when compared to similar distances travelled in the PSO network and therefore required increasing to bring them into line with those comparator journeys. The Authority recognises that newly determined Adult Leap fares represent an uplift on existing fare levels and as such have maintained pre-existing Daily, Weekly, Monthly and Annual Leap products, which continue to provide value for money for more frequent travel to Dublin city. Further information on these products may be found within the fares determination report, which is now available on the NTA website.</p> <p>In relation to fares more generally, the 2022 fares determination implemented the government's 20% cost of living fares reduction, which will continue to apply in 2024 on all subsidised public transport services. In addition, the eligibility of the Young Adult Leap Card, which provides young people with fares discounted by approximately 50% of the equivalent Adult fare, has been extended to include those aged up to 25 (including mature students enrolled in fulltime third level education) in 2024. The combination of these measures has ensured that significant reductions continue to apply on all forms of subsidised public transport.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Francis Noel Duffy T.D
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		<p>bus and rail services.</p> <p>This will deliver more consistent and equitable fares and reduce the disparities which currently exist for some passengers, particularly in the outer commuter towns surrounding Dublin.</p> <p>The proposed fare changes will see increases for some passengers, including those travelling from Dublin to Cavan, and decreases for others; however, it is estimated that this will be broadly revenue neutral overall. This represents the first step in delivering the National Fare Strategy and it is the NTA's intention to roll this out further across the country in future determinations in the months ahead. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	
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07/02/2024	55	<p>PQ Referred: 4964/24, for answer 07/02/2024, Written from - Matt Shanahan</p>	<p>PQ 4964/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 55 To ask the Minister for Transport if he could provide an annual breakdown of the total cost incurred to date of the Metrolink North project; to detail the measures put in place to ensure costs are moderated and controlled; if he can offer a forward-looking statement on envisaged expenditure in the coming years; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including MetroLink.</p> <p>Between the start of 2018 and end-December 2023, a total of €161.68 million was invested in MetroLink. Expenditure prior to 2018 was on the old Metro North scheme.</p> <p>While it is too early to give a precise project cost, as it has yet to go through the planning and procurement stages, the Preliminary Business Case provided a range of potential costs from €7.16bn to €12.25bn,</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 55 of 07 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The annual costs incurred to date on MetroLink are as shown in the table below. The overall expenditure to date on the MetroLink project up to end of December 2023 totals €158.4 million including VAT.</p> <table border="1" data-bbox="1136 478 2362 562"> <thead> <tr> <th colspan="10">Overall Expenditure on MetroLink Programme January 2016 to end of December 2023 (including VAT)</th> </tr> <tr> <th>Year</th> <th>2016</th> <th>2017</th> <th>2018</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>MetroLink Expenditure</td> <td>281,418</td> <td>1,549,688</td> <td>7,284,023</td> <td>14,942,236</td> <td>29,122,482</td> <td>34,869,848</td> <td>25,636,614</td> <td>44,688,821</td> <td>158,375,130</td> </tr> </tbody> </table> <p>As part of the project development there are various measures and controls in place to ensure costs are moderated and value for money. The project is managed in accordance with the Infrastructure Guidelines which sets out the value for money guidelines for planning and development of public investment projects. Under the Infrastructure Guidelines, Transport Infrastructure Ireland (TII) is the Sponsoring Agency for the development and delivery of MetroLink and the NTA is the Approving Authority.</p> <p>In addition, sectoral controls are also in place for the project through compliance with the NTA Project Approval Guidelines.</p> <p>The Procurement Strategy for MetroLink is currently being developed and approval of the strategy with an updated business case will be developed in 2024 as part of Approval Gate 2 (AG2) under the Infrastructure Guidelines. Ministerial approval for AG2 is planned to be sought at the end of 2024.</p> <p>It is not possible at this stage to provide definitive envisaged expenditure for the coming years as this will be dependent upon the completion by An Bord Pleanála of the Railway Order application process, approval of Approval Gate 2, the tender process, and the approval from Government at Final Business Case stage, all of which will then determine the construction start period and the associated spending profile.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Overall Expenditure on MetroLink Programme January 2016 to end of December 2023 (including VAT)										Year	2016	2017	2018	2019	2020	2021	2022	2023	Total	MetroLink Expenditure	281,418	1,549,688	7,284,023	14,942,236	29,122,482	34,869,848	25,636,614	44,688,821	158,375,130	Matt Shanahan, T.D.
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		<p>with €9.5bn the indicative central estimate, all excluding Value-Added Tax (in 2021 prices). Approximately three-quarters of the cost will be paid for by the exchequer and one quarter financed by a Public Private Partnership during the construction phase.</p> <p>In July 2023, Transport Infrastructure Ireland (TII) appointed a Client Partner, led by Turner Townsend, to support the efficient and effective delivery of the next phases of the project.</p> <p>TII has commenced recruiting key staff for the senior leadership team. The key initial appointments from this leadership team will be the Programme Director, the Head of Procurement and Contracts, the Advanced and Enabling Works Manager and the Client Partner Manager.</p> <p>In line with the Infrastructure Guidelines, TII is currently preparing the Project Design, Planning and Procurement Strategy for MetroLink.</p> <p>The final budget for MetroLink will not be set until after the planning process and completion of tendering and procurement, with the Government having the final decision about whether to proceed to construction. The NTA as the Approving Authority and the Department will continue to monitor costs as the project progresses.</p>		
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07/02/2024	57	<p>PQ Referred: 4980/24, for answer 07/02/2024, Written from - Darren O'Rourke</p>	<p>PQ 4980/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 57 To ask the Minister for Transport in relation to the proposals to introduce later opening hours for pubs and clubs; what work has his Department carried out to assess the potential impact on night time transport; what plans have been put in place to address its potential impact; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. In light of the Authority's responsibility in this area, I have forwarded the Deputy's query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 57 of 07 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has not conducted any assessment as of yet to address potential impacts on night time transport in the context of longer pub and clubs opening hours.</p> <p>However, we have been designing new rural, town and regional services with later evening operating times. This is done on a case by case basis, depending on demand, alignment, operational issues, requests, TCU discussions and operator discussions.</p> <p>Please note that additional 24 hour services are being proposed as part of the various NRD (Network Redesign) phases. 10 routes in Dublin are operating already with further routes to be introduced as further phases launch. Similar plans are being worked on for Cork, Limerick and Galway.</p> <p>As with all services in operation, we keep these under regular review and where there are noticeable trends of increased demand, we would look to provide additional capacity where resources allow</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Darren O'Rourke, T.D.
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07/02/2024	56	<p>PQ Referred: 4967/24, for answer 07/02/2024, Written from - Matt Shanahan</p>	<p>PQ 4967/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 56 To ask the Minister for Transport if he could please outline the key policy achievements realised and new initiatives taken by his Department in Waterford during 2023; and if he will make a statement on the matter.</p> <p>Answer</p> <p>My Department realised a number of transport-related policy achievements and new transport initiatives in Waterford during 2023.</p> <p>Active Travel</p> <p>My Department funded a wide range of active travel projects last year with over 35 individual projects receiving funding throughout the year, with notable projects including – Bilberry to Waterford City Centre Greenway; Dungarvan to Youghal Pathfinder Project with a public consultation on the study area and route corridors expected later this month; Safe Routes to School, with two projects completed at Garranbane National School in Dungarvan and Our Lady of Mercy National School in Stradbally; Waterford Greenway: asset renewal and improvement works, including re-pointing of parapet walls at Kilmacthomas</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 56 of 07 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Noting that the Minister has responded to other matters as outlined in his response, my response focuses on Public Transport in Waterford. As you are aware, the Connecting Ireland Rural Mobility Plan is a public transport initiative developed by the National Transport Authority (NTA) with the aim of increasing connectivity, particularly for people living outside our major cities and towns. The plan aims to improve mobility in rural areas, and it will do this by providing better connections between villages and towns by linking these areas with an enhanced regional network connecting cities and regional centres nationwide.</p> <p>In County Waterford, the following new and improved public transport services have been implemented to date;</p> <p>Ø 357 Youghal – Dungarvan (Local Link Waterford) – 6 new services per day per direction Monday to Sunday;</p> <p>Ø 361 Youghal – Dungarvan (Local Link Waterford) – route extended to Youghal and amended timetable;</p> <p>Ø 363 Dungarvan – Tallow (Local Link Waterford) – enhancement of frequency and operating hours;</p> <p>Ø 364 Dungarvan – Fermoy (Local Link Waterford) - enhancement of frequency and operating hours/ extension of route to Dungarvan;</p> <p>Ø 667 Dungarvan – Waterford (Local Link Waterford) - enhancement of frequency and operating hours, including new Sunday timetable;</p> <p>Ø 354 Dunmore East – Carrick on Suir (Bus Éireann) – extension of route to Carrick on Suir;</p> <p>Ø 356 Dungarvan – Clonmel – Route extension in Clonmel; and</p> <p>Ø 360/360a Tramore – Waterford – enhancement of frequency, operational hours and route coverage/ restructure of route to provide improved options for travel within Tramore.</p> <p>More information regarding Connecting Ireland including reports and update bulletins can be found at the link below;</p> <p>https://www.nationaltransport.ie/connecting-ireland/</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____</p> <p>Anne Graham Chief Executive</p>	Matt Shanahan, T.D.
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		<p>viaduct and minor realignment works at Killoteran and Waterford Sustainable Transport Bridge.</p> <p>In total just over €21million was provided by my Department through its agencies to support the local authority's active travel and greenway programme in 2023.</p> <p>National Roads</p> <p>Waterford County City Council (WCCC) received an allocation of €4,901,490 for the National Roads programme. This included €4,550,123 for Capital Investment (Protection Renewal and Active Travel) and €351,367 for Current Maintenance – (Protection and Renewal There are also two projects related to Waterford in the National Development Plan:the N24 Waterford to Cahir and;the N25 Waterford to Glenmore.</p> <p>Public Transport</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p>		
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		<p>In light of the NTA's responsibilities for public transport services in County Waterford, I have referred the Deputy's question in relation to those to the NTA for a direct reply on these matters. Please advise my private office if you do not receive a reply within ten working days.</p> <p>Regional Roads</p> <p>Under the Regional and Local Roads Grants Programme, WCCC was allocated approximately €19.7 million. Under this programme, grant funding is provided to supplement local authorities' own resources, for the maintenance and improvement of the Regional and Local Road network. The majority of this funding was allocated to road maintenance and renewal.</p> <p>Beyond the extensive protection and renewal works carried out, a number of additional projects were progressed in Waterford in 2023, namely: Works on Rice Bridge (a Specific Improvement Grant) Nine schemes under the Climate Change Adaptation and Resilience Works Programme. Thirteen bridges under the Bridge Rehabilitation Programme. Fourteen schemes under the Safety Improvement Works Programme.</p>		
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13/02/2024	214	<p>PQ Referred: 6490/24, for answer 13/02/2024, Written from - Duncan Smith</p>	<p>PQ 6490/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 214 To ask the Minister for Transport the number of taxi drivers who have left the service, by month, since 2020; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including SPSV licensing, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Taxi Regulation Acts 2013 and 2016. The NTA is responsible for the collection and publication of statistics relating to SPSV licensing. I am not involved in the day-to-day operations of the SPSV industry.</p> <p>Accordingly, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 214 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Two statutory bodies are involved in the Small Public Service Vehicle (SPSV) licensing process. The NTA is the licensing authority for SPSV vehicle licences, and An Garda Síochána is the licensing authority for drivers of SPSVs. The NTA further administers the SPSV Driver Entry Test, maintains the register of SPSV licences and the issues driver identification cards to licensed SPSV drivers.</p> <p>All drivers of SPSV vehicles including taxis, hackneys and limousines are obliged to hold a valid SPSV driver's licence to drive an SPSV. Small Public Service Vehicle (SPSV) Driver Licences have three status points:</p> <ol style="list-style-type: none"> 1. Active Licence – a driver licence is valid for 5 years from the date of issue 2. Expired Licence – licence has expired and driver has 12 months within which to replace the licence 3. Dead Licence – where the driver licence is not replaced during the expired period of 1 year. Licence can no longer be used/replaced. <p>For the purpose of replying to the your question, the NTA has set out hereunder the SPSV Driver Licences that were surrendered, as well as expired and not replaced, by driver licence holders.</p> <p>For your information, the following numbers of new SPSV driver licences were added to the fleet between 2020 and 2023.</p> <table border="1" data-bbox="1130 1136 2065 1209"> <thead> <tr> <th></th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> </tr> </thead> <tbody> <tr> <td>New driver licences added to the fleet</td> <td>854</td> <td>541</td> <td>1,159</td> <td>1,991</td> </tr> </tbody> </table> <p>The NTA can also advise that updated driver licence numbers are published monthly in the statistics and legislation section of NTA website.</p>		2020	2021	2022	2023	New driver licences added to the fleet	854	541	1,159	1,991	Duncan Smith, T.D.
	2020	2021	2022	2023											
New driver licences added to the fleet	854	541	1,159	1,991											

Date	Driver Licences surrendered, and expired and not replaced
Jan-20	69
Feb-20	63
Mar-20	88
Apr-20	91
May-20	54
Jun-20	57
Jul-20	38
Aug-20	49
Sep-20	53
Oct-20	30
Nov-20	39
Dec-20	51
Jan-21	45
Feb-21	47
Mar-21	173
Apr-21	122
May-21	138
Jun-21	142
Jul-21	162
Aug-21	116
Sep-21	137
Oct-21	203
Nov-21	169
Dec-21	132
Jan-22	156
Feb-22	139
Mar-22	123
Apr-22	119
May-22	95
Jun-22	108
Jul-22	100
Aug-22	103
Sep-22	80
Oct-22	115
Nov-22	73
Dec-22	90
Jan-23	97
Feb-23	93
Mar-23	97
Apr-23	82
May-23	108
Jun-23	76
Jul-23	115
Aug-23	96
Sep-23	83
Oct-23	107
Nov-23	115
Dec-23	84
Jan-24	92
Grand Total	4814

I trust that the above information is of assistance.

Yours Sincerely,

 Anne Graham
 Chief Executive

13/02/2024	208	<p>PQ Referred: 6350/24, for answer 13/02/2024, Written from - Mairéad Farrell</p>	<p>PQ 6350/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 208 To ask the Minister for Transport in relation to fines levied on students who fail to present their student travel card on bus and rail services, if the National Transport Authority provides an appeal mechanism where this can be waived if they can later show that had simply forgotten the card; and if he would support such an initiative if one does not already exist.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators.</p> <p>The issue raised by the Deputy is an operational matter for the NTA. Therefore, I have referred the Deputy's question to the NTA for direct response to the Deputy. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 208 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Revenue protection is a matter for the operators. There is always an opportunity to appeal a standard fare. However a blanket change in revenue protection procedures as proposed would in the view of the NTA weaken the message to customers regarding the need to carry valid Student/YAC (Young Adult Card) Leap Card as ID in order to avail of a Student/YAC fare.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Mairéad Farrell T.D
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13/02/2024	187	<p>PQ Referred: 6435/24, for answer 13/02/2024, Written from - Fergus O'Dowd</p>	<p>PQ 6435/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 187 To ask the Minister for Transport to respond to concerns raised by a local organisation and service users (details supplied) in respect of the difficulty in securing disability-adapted taxis in County Louth; what measures are being, or could be, considered to increase the number of disability-friendly taxi units in County Louth; and if he will make a statement on the matter.</p> <p>Details Supplied: email forwarded to dept 12:40 07/02/24</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including SPSV licensing, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I am not involved in the day-to-day operations of the SPSV industry.</p> <p>My Department is committed to making public transport accessible for all, and the NTA has informed me of a number of measures they have taken to improve the availability of</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 187 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please see below for related and relevant information on NTA's role and actions in relation to provision of Wheelchair Accessible Vehicles.</p> <p>At the outset, it is important to note the following for context:</p> <ol style="list-style-type: none"> 1. All taxis and hackneys are required to be of a specification that they can fit a wheelchair in the boot of their vehicle where the user can, or chooses to not use it for their journey. Wheelchair accessible vehicles are only required where the user must, or chooses to, travel in their wheelchair. 2. (SPSVs) Vehicles are not restricted to a geographical area for operation and they can be operated anywhere throughout Ireland, irrespective of the postal address of the owner of the vehicle licence. More relevant is the number of SPSV drivers, as SPSV drivers are licensed to operate in a particular area (defined by county) and are restricted to standing at ranks and/or plying for hire within their assigned area(s) only. Related statistics on both can be found by clicking the links at the top of the page here. <p>By way of background and further context, two statutory bodies are involved in the Small Public Service Vehicle (SPSV) licensing process; NTA is the licensing authority for SPSV vehicle licences, and An Garda Síochána is the licensing authority for SPSV driver licences. SPSV vehicle licences, which include taxis and hackneys may be held by an individual or by a company. Individual operators are permitted to hold multiple vehicle licences. There is also a separate category of licence issued by the NTA, to Dispatch Operators (colloquially "taxi companies"), who provide booking and dispatch services for SPSV licence holders affiliated to them.</p> <p>There are no provisions in legislation under which holders of SPSV licences or holders of Dispatch Operator licences must have a certain level of wheelchair accessible vehicles in their fleet. There are however, legislative provisions and other initiatives in place to promote and regulate the use of Wheelchair Accessible Vehicles.</p> <p>In concerted efforts to increase the wheelchair accessible vehicle penetration of the SPSV fleet nationwide (taxis, hackneys, and limousines), the Taxi Regulation Act 2003 (Grant of Taxi Licences (Amendment) Regulations 2010 provided that new taxi and hackney licences would only issue for wheelchair accessible taxis and hackneys. New saloon taxi and hackneys licences have not been issued since that date.</p> <p>Further, the key objectives of the Taxi Regulation Acts 2013 and 2016 include the promotion of a quality service by small public service vehicles and their drivers and the promotion of access to small public service vehicles by persons with disabilities. The NTA's objective is that passengers who travel in their wheelchairs are adequately provided with the service they require, and that Wheelchair Accessible Vehicle penetration of the fleet is sufficient to achieve that with, crucially, the self-employed providers being willing to provide the service at the required times and locations. To this end, NTA has taken the following actions:</p> <ol style="list-style-type: none"> 1. Legislative Provisions 	Fergus O'Dowd, T.D.
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		<p>wheelchair accessible taxis nationally.</p> <p>In order to increase the wheelchair accessible vehicle penetration of the SPSV fleet nationwide (taxis, hackneys, and limousines), the NTA introduced S.I. No. 250 of 2010 -Taxi Regulation Act 2003 (Grant of Taxi Licences) (Amendment) Regulations 2010 - in June 2010, to only issue new taxi and hackney licences for wheelchair accessible taxis and hackneys. This S.I. has been supported by wheelchair accessible vehicle grants to assist the industry to convert to or purchase an accessible vehicle.</p> <p>The NTA introduced a new fixed penalty (fine) for discrimination against service users with a disability, with effect from 1 January 2023. Where there is a refusal of a driver of an SPSV to carry a passenger in a wheelchair, they can be fined NTA's maximum statutory fixed penalty (fine) amount of €250, reflecting the gravity and nature of the offence. The holder of a wheelchair accessible taxi/ hackney licence is required to give priority to bookings in respect of persons with disabilities. As of 31st January 2024, there are 75 wheelchair accessible taxis and hackneys active in Louth according to NTA vehicle statistics.</p> <p>I have referred your question to the NTA for further information and direct reply to you. Please</p>	<p>Section 7(2)(fe) of the Taxi Regulation Acts 2013 and 2016, provides that any application to licence a WAV as an SPSV must "...be accompanied by a written undertaking by the applicant to give, as far as is possible, priority to the carriage of a person with a physical or sensory disability which affects the mobility of the person and to ensure that the driver of such a vehicle gives reasonable assistance to these persons in entering and alighting from the vehicle".</p> <p>The Taxi Regulation (Small Public Service Vehicle) Regulations 2015 require applicants for Wheelchair Accessible Vehicle licenses to "...give priority to bookings in respect of persons with disabilities, including persons who wish to travel in their wheelchairs" (Part 6, Regulation 37</p> <p>In 2014, NTA amended the regulations governing Wheelchair Accessible SPSVs provisions, including:</p> <ul style="list-style-type: none"> Ø A reduced minimum size standard for wheelchair accessible vehicles. Vehicles must be capable of carrying at least one adult passenger plus an occupied wheelchair while in wheelchair mode, and at least three adult passengers in non-wheelchair mode; Ø Wheelchair accessible vehicles entering the fleet are allowed to operate up to 15 years of age; Ø Wheelchair accessible vehicles already in the fleet on 1st April 2014 are allowed to operate (on their current licence) without an age limit, subject to passing vehicle licence renewal inspections; Ø Holders of a standard taxi licence may exchange that vehicle licence for a wheelchair accessible taxi licence and avail of the higher permissible vehicle age limit for the wheelchair accessible taxi. <p>2. Committed to increasing the Wheelchair Accessible Vehicle penetration in the fleet by 25% by 2025 in the National Sustainable Mobility Plan;</p> <p>Since 2014, NTA has offered grants to operators for the purchase of Wheelchair Accessible Vehicles in order to improve accessibility to SPSV services. The schemes have proved very successful in increasing the availability of WAVs in the SPSV fleet. In 2023 alone, 309 new WAVs were added to the fleet with the assistance of the WAV Grant in 2023.</p> <p>NTA's WAV23 Grant Scheme increased the maximum grant amount available to assist with the purchase of a Wheelchair Accessible Vehicle from €7,500 to €17,500. This level of funding has been retained for WAV24 Grant Scheme and NTA has seen remarkable responses in 2023 and 2024. WAV24 Scheme opened on 1st January 2024 and hundreds of provisional grant offers have issued, with 49 vehicles licenced already.</p> <p>The application assessment criteria for WAV24 included the giving of priority status to applicants from counties with low WAV penetration rates. Louth was identified as one such county and therefore applications from Louth were given priority. To that end, 4 new WAV licences have already been granted via the WAV24. Should all the related applicants choose to complete the process, WAV penetration in Louth can be expected to increase further in the coming months.</p> <p>3. Introduced obligations for WAV licence holders;</p> <p>The Terms and Conditions of the Wheelchair Accessible Vehicle Grant Schemes require grant recipients to:-</p> <ul style="list-style-type: none"> (i) undertake a disability awareness training course specific to Wheelchair Accessible Vehicle service provision, including the lived experience. Where the recipient does not intend to operate the vehicle themselves, their proposed driver must undertake the course; 	
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			<p>advise my private office if you do not receive a response within 10 working days.</p>	<p>(ii) when engaged in the carriage or intended carriage of persons, give preference to those needing to avail of Wheelchair Accessible Vehicle Services over those who may use an SPSV that is not a wheelchair accessible SPSV;</p> <p>(iii) register their contact details for the booking of the Services on the TFI Wheelchair Accessible Vehicle Register. Service users are encouraged to check this register to find local WAV operators.</p> <p>The NTA monitors compliance by grant recipients with the terms and conditions of the Wheelchair Accessible Vehicle grant scheme on an ongoing basis. A full list of the terms and conditions of the Wheelchair Accessible Vehicle Grant Scheme 2024 can be found here. Where the recipient is found to have breached the terms and conditions, NTA can require the grant to be repaid.</p> <p>3. Improved complaints and feedback process; Holders of Wheelchair Accessible Vehicle licences are required under the Taxi Regulation Acts 2013 and 2016 to provide booking details to enable intending customers to engage their services. Dispatch Operators (“taxi companies and booking services/apps”) in Ireland are also required to hold a licence issued by NTA. These details are publicly available for intending passengers to make a booking and can be found on the TFI Wheelchair Accessible Vehicle Register.</p> <p>If passengers are refused a service by a provider on this register, a direct link to NTA’s complaints portal is available on the TFI for anyone experiencing problems making a Wheelchair Accessible Vehicle booking. Any complaints made are reported to NTA and investigated. The investigation includes confirming if the operator to whom the complaint relates has benefitted from the WAV Grant Scheme which allows NTA to examine not only breaches of regulations but also any breach of grant terms and conditions.</p> <p>4. Increased penalties relating to offences; Following public consultation, on the 18th November 2022, the NTA Board approved the signing of the Small Public Service Vehicle (Fixed Payment Offences and Driver Licence Period) Regulations 2022. These Regulations introduced a new ‘on the spot fine’ for a refusal to carry a passenger in a wheelchair. The fine is €250, the maximum penalty permissible, and failure to pay can result in a criminal conviction. NTA believes this to be a proportionate response, to the impact on those refused a journey and continues NTA’s stated objective of accessibility to public transport for all.</p> <p>The making of these Regulations was publicised on the latest news section of NTA website; by SMS and post to each individual licence holder in November 2022 and via NTA’s quarterly SPSV newsletter (issued to all SPSV operators) in November 2022 and February 2023.</p> <p>In addition to the actions mentioned above, NTA has also:</p> <ul style="list-style-type: none"> Ø enhanced the engagement with booking service providers on this important topic; a number now do not charge commission on Wheelchair Accessible Vehicle fares; and Ø engaged with regulators worldwide to assess best practice and lessons learned. <p>The NTA continues to proactively engage with the Department of Transport Transport to increase the levels of Wheelchair Accessible Vehicle penetration in the fleet and with both operators and users of SPSV services to ensure awareness of and compliance with the Regulations in place.</p> <p>Current WAV and non WAV Fleet Numbers, including Louth</p>	
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The above actions has seen a significant increase in WAV numbers in the SPSV fleet in Ireland. In June 2014, there were 850 wheelchair accessible vehicles in a fleet of 21,604 SPSVs (4% At 31st January 2024, there were 3,676 Wheelchair Accessible Vehicles active nationwide in a fleet of 19,779 (18.6%

NTA is currently accepting new vehicle licence applications for wheelchair accessible taxis, wheelchair accessible hackneys and limousines. The NTA also continues to issue local area hackney licences where applicants can show there is a need for the service and they do not displace or replace current SPSV providers. A local area hackney can be operated with a wheelchair accessible vehicle.

As at 31st January 2024, there were 978 SPSV drivers licenced to operate in Louth.

I trust that the above information is of assistance.

Yours Sincerely,

Anne Graham
Chief Executive

13/02/2024	202	<p>PQ Referred: 6233/24, for answer 13/02/2024, Written from - Fergus O'Dowd</p>	<p>Details supplied Sent: Tuesday 6 February 2024 10:59 To: Fergus O'Dowd Subject: Irish Rail Intercity Fare Increase Dear Fergus, Firstly please accept my sympathy in the passing of your colleague and friend John Bruton. He was one of Ireland's best leaders who also made a very positive impact on international politics. May he rest in peace. I wish to bring to your notice the recent increase in Irish Rail intercity fares. I regularly travel from Drogheda to Mallow by train. The one-way journey used to cost approximately €27. In the last few days this has increased to €38, a 40% increase. This new €38 fare is not limited to one or two peak days but has become their standard flat rate fare. I understand that online fares have traditionally been discounted and that Irish Rail seem to have discontinued this policy. Regardless, an increase of 40% will only add to inflation and turn travellers away from sustainable transport options. As the government includes a Green Party Transport Minister this change in fare structure seems strange and contradictory. I would appreciate if you could raise it with the Minister. Best regards,</p> <p>PQ 6233/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 202To ask the Minister for Transport if a response will issue to queries raised in correspondence</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 202 of 13 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In its annual determination of fares for rail services, the Authority permits Irish Rail to operate a yield management system whereby preferential fares may be obtained when purchased online in advance, as part of their customer first programme, subject to certain limitations and by prior approval of the Authority. This demand based sales methodology allows Irish Rail to make adjustments which facilitates the dispersal of demand across peak and shoulder peak services, thus ensuring more efficient and smoother operation of the rail network. Online fares offer passengers fares at three different price points, at rates which in turn provide significant savings over standard fares purchased at the booking office or ticket vending machines on the day of travel. Further information on these savings made be found via the following link: Book Online for our Lowest Fares (irishrail.ie)</p> <p>In relation to Intercity fares more generally, these remain unchanged with no adjustments made to standard fares since the introduction of the 20% cost of living fares reduction in 2022, which continues to apply in 2024. A "Low" web fare between Drogheda and Mallow therefore remains available at €26.39 when purchased in advance.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Fergus O'Dowd, T.D.
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		<p>(details supplied) in respect of InterCity rail price increases; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for determining the fares to be charged on services.</p> <p>The issue raised by the Deputy is a matter for the NTA, and I have therefore referred the question to the NTA for direct response. Please advise my private office if you do not receive a reply within ten working days.</p>	
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14/02/2024	100	<p>PQ Referred: 7054/24, for answer 14/02/2024, Written from - Mark Ward</p>	<p>PQ 7054/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 100 To ask the Minister for Transport to provide an update on the development of Kishogue train station; when this can be expected to be completed; the additional cost to works caused by the delay; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure, including the works at Kishogue train station.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputies' questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 100 of 14 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>A number of contractors have been appointed and are currently undertaking the necessary upgrading works at Kishogue Train Station. It is anticipated that these works will be completed in the coming months and that station will open during June/July of this year. The overall cost of bringing the station into operational use is approximately €3.7m.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Mark Ward, T.D.
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14/02/2024	91	<p>PQ Referred: 6785/24, for answer 14/02/2024, Written from - Emer Higgins</p>	<p>PQ 6785/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 91 To ask the Minister for Transport what steps he is taking to improve the coordination and communication between Transport for Ireland and Dublin Bus for the TFI App, in order that commuters can have access to timely and accurate information about their bus routes and schedules; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The issues raised in relation to the TFI Live App are a matter for the National Transport Authority (NTA) in conjunction with Dublin Bus. Therefore, I have referred the Deputy's question to the NTA for direct response. Please advise my private office if you do not receive replies within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 91 of 14 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The data displayed in the TFI Live app is provided directly by the bus operator in question. It is the responsibility of the operator to provide accurate vehicle location data relating to all their services. This data is provided by the on-bus AVL (Automatic Vehicle Location) system which records the position of the bus as it proceeds on its route and generates predicted arrival times for each bus stop. The NTA TFI Live app receives this data from the bus operator and publishes it in the app. The issue of a bus service being displayed in the app but not showing up at the stop is typically caused by the operator not cancelling that service in their AVL system if that service is not being operated (for example, due to a shortage of drivers TFI Live cannot display a service as cancelled if it has not received the appropriate cancellation message from the operator and as a result it reverts to showing the timetabled time that the bus is due to arrive at a stop.</p> <p>The NTA is constantly working to improve the quality of the data that is made available to customers. Some of the actions that we are taking to improve the situation are as follows:</p> <ul style="list-style-type: none"> a) NTA has recently awarded a contract for a new single AVL system for all bus operators in Ireland. Using a newer single system to replace the 5 disparate systems currently in use will ensure a single source of real time data in a single data feed and single consistent format and including better arrival time prediction algorithms, thus leading to better quality information being made available to customer; b) NTA continues to work closely with the bus operators to ensure that they are cancelling services on the real time system in a timely manner, and; c) NTA has worked closely with the bus operators to assist in the recruitment of additional drivers and mechanics which has led to a reduction in the volume of cancelled services. <p>It should also be noted that the NTA regularly reviews the transport operators performance in relation to punctuality, reliability and customer service, and contractual penalties are applied if the performance standards are not met by the operator in question.</p> <p>Finally, from a customer perspective, it is important to note that in the TFI Live app, the NTA has specifically included the text "scheduled" to better enable customers to distinguish between a service for which real time information is not available (which could be for multiple reasons, including that the service is cancelled), and a service that is running, and where real-time information is available. Customers can also view the live position of the bus on a map; this feature is located within the app within the "Service Details", "Map" option. Bus positions are also available on the Service Details screen and also from the Timetables section. Again if a service is not running, it will not appear on the map. These features should assist in improving the quality of the information provided to customers.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p>	Emer Higgins, T.D.
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Anne Graham
Chief Executive

14/02/2024	90	<p>PQ Referred: 6784/24, for answer 14/02/2024, Written from - Emer Higgins</p>	<p>PQ 6784/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 90 To ask the Minister for Transport his plans for the future expansion of Dublin Bus, in view of the need to encourage more people to use public transport and to ensure that the bus service is reliable and frequent; and if he will make a statement on the matter.</p> <p>Details Supplied: Fionn Holohan, 25, Barrow Mount Drive, Goresbridge, Co. Kilkenny, R95X6WO, PPSN 1878630DA, DOB 29/09/16, who is a special needs student attending St. Canices Co-Ed School, Granges Road, Kilkenny. If she will expedite the matter.</p> <p>Answer</p> <p>The Government is strongly committed to providing all citizens with reliable and realistic sustainable mobility options, and public transport plays a key role in the delivery of this goal.</p> <p>To support this objective, under Budget 2024, a funding package of c. €613.463m has been secured for Public Service Obligation (PSO) and Local Link services. This package includes funding for the continuation of the 20% fare reduction on PSO services, the extension of the Young Adult Card on both PSO and commercial bus services to</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 90 of 14 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is involved in a significant number of projects at present which traverse the entire country. For example, from a service perspective, we are implementing the BusConnects network redesigns in Dublin and the regional cities and the Connecting Ireland Rural Mobility Plan. More information regarding these plans can be found at the links below. On the capital side, we are progressing the Core Bus Corridors (CBCs) through planning in Dublin and also progressing the Sustainable Transport Corridors (STCs) in Cork City. On a national level, we are also playing a significant part in association with Local Authorities including funding of many active travel schemes throughout the state.</p> <p>Specifically and in terms of public transport bus services, the links below provide a significant level of detail regarding the various bus network plans that the Authority is currently rolling out in the major cities and in rural Ireland.</p> <p>Connecting Ireland Rural Mobility Plan - https://www.nationaltransport.ie/connecting-ireland/</p> <p>BusConnects Network Redesigns - https://busconnects.ie/ - (Click on specific city to get more details)</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Emer Higgins, T.D.
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		<p>include 24-and-25-year-olds, and the continuation of the 90-minute fare until the end of 2024. Funding has also been secured to support the continued roll-out of new and enhanced bus and rail services this year, including the continued roll-out of the BusConnects programme in our cities, which Dublin Bus services in the Greater Dublin Area.</p> <p>The statutory responsibility for securing the provision of public passenger transport services nationally rests with the National Transport Authority (NTA). The NTA works with the public transport operators, who deliver the services and have responsibility for day-to-day operational matters. As such, I referred the Deputy's query regarding service reliability and frequency to the NTA for direct reply. Please advise my private office if you do not receive a reply within ten working days.</p>		
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14/02/2024	88	<p>PQ Referred: 6753/24, for answer 14/02/2024, Written from - Patrick O'Donovan</p>	<p>PQ 6753/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 88 To ask the Minister for Transport if bus/coach contractors operating under the National Transport Authority are required to inform the authority of break downs; and if so, if the Minister can provide figures for 2023 for breakdowns/loss of service on National transport Authority routes servicing Limerick city and county.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 88 of 14 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Public Service Obligation (PSO) operators which provide services under contract from the National Transport Authority are required to inform the authority of break downs or loss of service. The percentage of planned kilometres not operated on routes serving Limerick City and County due to breakdowns/mechanical reasons in 2023 was 0.2%.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Patrick O'Donovan, T.D.
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15/02/2024	178	<p>PQ Referred: 7403/24, for answer 15/02/2024, Written from - Dara Calleary</p>	<p>PQ 7403/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 178 To ask the Minister for Transport to provide a list of all projects submitted by Mayo County Council for active travel funding under the announcement of 7 February 2024; how the successful projects within that list were chosen and how the other projects may be funded in the future; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 178 of 15 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>In general, the main focus of active travel investment is to support high quality walking, cycling and other sustainable modes of active travel infrastructure in villages, towns and cities throughout the State. The aim of the investment is to promote the greatest potential modal shift to active travel for everyday trips, particularly in designated growth settlements.</p> <p>In determining funding allocations, the NTA take into account a number of considerations including:</p> <ul style="list-style-type: none"> Ø Likely level of usage and overall benefits; Ø Integration and level of importance to an overall network; Ø Alignment with national, regional and local plans and planning policy; and Ø Cost and value of scheme. <p>As part of the allocations determination, the NTA liaises with each local authority to fully understand the projects being proposed by the local authority and its considerations in terms of priorities. The National Transport Authority is unable to fully fund all proposed Active Travel projects and has to prioritise certain projects over others in order to remain within its allocated budget.</p> <p>Every funding application is given due consideration however, as highlighted above, the main focus of Active Travel investment is, more often than not, in locations with the greatest potential modal shift to active travel</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan, Deputy Chief Executive.</p>	Dara Calleary, T.D.
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15/02/2024	171	<p>PQ Referred: 7209/24, for answer 15/02/2024, Written from - Pádraig O'Sullivan</p>	<p>PQ 7209/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 171 To ask the Minister for Transport when the changes will come into effect on Bus Éireann Route 243 covering Bweeng and Grenagh; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling services, including the 243 route, in conjunction with the relevant operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 171 of 15 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We currently anticipate that revised services on route 243 will be implemented in quarter 2 of this year. A more precise date will be known closer to the time once detailed checks on operational readiness are completed with the operator.</p> <p>I trust that the above is of assistance.</p> <p>_____</p> <p>Anne Graham Chief Executive</p>	Padraig O'Sullivan, T.D.
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20/02/2024	202	<p>PQ Referred: 8054/24, for answer 20/02/2024, Written from - Thomas Gould</p>	<p>PQ 8054/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 202To ask the Minister for Transport the last date a review was undertaken of the PSO process for bus routes.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question, to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 202 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The legislative process for the award of contracts for PSO services is set out in the Dublin Transport Authority Act 2008 (as amended), and in EU Regulation EC 1370/2007, which applies to public passenger transport services by bus and by rail within the EU.</p> <p>In 2023 the Authority reviewed the current Direct Award contracts with Dublin Bus and Bus Éireann, which expire at the end of November 2024 and consulted on proposals to enter into Direct Award contracts with both operators for a further five year period from December 2024. The proposals included a proviso that service kilometres or fleet for both operators would remain broadly at mid-2023 levels during the lifetime of the next contract, and that any additional requirements beyond Summer 2023 levels would be subject to competitive tender.</p> <p>The NTA Board approved this proposal in November 2023.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Thomas Gould T.D
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20/02/2024	201	<p>PQ Referred: 8053/24, for answer 20/02/2024, Written from - Thomas Gould</p>	<p>PQ 8053/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 201To ask the Minister for Transport the funding provided to Bus Éireann for the PSO bus route in Cork city, by year, in tabular form for each of the past five years.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>Since 2010, the award of Public Service Obligation (PSO)funding falls under the independent statutory remit of the National Transport Authority (NTA The allocations to the transport operatorsfor the provision of public transport services are decided by the NTA in exercise of its statutory mandate and in accordance with the various contract arrangements that it has in place with PSO service providers.</p> <p>The matter raised by the Deputy</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 201 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The PSO funding provided by the NTA to Bus Éireann for Cork City routes are as follows;</p> <table data-bbox="1130 436 1397 583"> <tr> <td>2023</td> <td>€31,854,854</td> </tr> <tr> <td>2022</td> <td>€28,320,442</td> </tr> <tr> <td>2021</td> <td>€31,443,771</td> </tr> <tr> <td>2020</td> <td>€29,977,515</td> </tr> </table> <p>The PSO funding for the Bus Éireann Direct Award contract for 2019 are only available for the full contract and therefore are not available for Cork City routes only.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	2023	€31,854,854	2022	€28,320,442	2021	€31,443,771	2020	€29,977,515	Thomas Gould T.D
2023	€31,854,854												
2022	€28,320,442												
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2020	€29,977,515												

			<p>is an issue for the NTA in conjunction with Bus Éireann. In light of this I have forwarded the Deputy's question on to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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20/02/2024	197	<p>PQ Referred: 8049/24, for answer 20/02/2024, Written from - Thomas Gould</p>	<p>PQ 8049/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 197 To ask the Minister for Transport the overall cost in fines paid by Bus Éireann by reason for fine for the PSO contract in Cork city in each of the past five years respectively, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 196 & 197 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please find attached in response to Parliamentary Question Nos 196 & 197. It should be noted that we only provide data on the full contract not on a city by city or route basis. Therefore, the attached table refers to all services operated by Bus Éireann under their Direct Award contract with the NTA. Please note that the deductions for Q3 and Q4 2023 are not yet finalised.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Thomas Gould T.D
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			<p>The matter raised by the Deputy is an issue for the NTA in conjunction with Bus Éireann. In light of this I have forwarded the Deputy's question on to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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20/02/2024	199	<p>PQ Referred: 8051/24, for answer 20/02/2024, Written from - Thomas Gould</p>	<p>PQ 8051/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 199 To ask the Minister for Transport to outline each of the bus routes that was contracted to Bus Éireann previously but is now under a private commercial operator including year the contracted operator changed, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 199 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In response to your Parliamentary Question No 199 of 20 February, please note that Go-Ahead Ireland operates the contract for the provision of 5 public service bus routes in the Dublin Commuter Outer Metropolitan (DCOM) area. The routes are 120, 120C/D, 125, 126 & 130 with the first services commencing 01 December 2019.</p> <p>This contract was awarded by the Authority as part of the Bus Market Opening programme, which is aimed at introducing competition in the provision of Public Service Obligation (PSO) bus services. The routes were previously operated by Bus Éireann under a Direct Award Contract with the NTA. The objective of introducing competition into this market is to enhance the quality of bus services provided to customers and improve the efficiency of service delivery.</p> <p>It should be noted that a number of other services were withdrawn by the Authority from the Direct Award Contract with Bus Éireann and competitively tendered where Bus Éireann was the successful tenderer. These are the Waterford city services W1 to W5 as well as the 101 and 133 routes.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Thomas Gould T.D
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20/02/2024	189	<p>PQ Referred: 8001/24, for answer 20/02/2024, Written from - Holly Cairns</p>	<p>PQ 8001/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 189 To ask the Minister for Transport the steps he is taking to provide daily local bus services between Kealkill and Bantry, 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 policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for public transport services in County Cork, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 189 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of Connecting Ireland Rural Mobility Plan, the Authority is currently reviewing public transport accessibility on the corridor between Kealkill and Bantry.</p> <p>There is no definitive timeframe for implementation of a new bus service on this corridor.</p> <p>More information regarding the Connecting Ireland Rural Mobility Plan can be found by clicking the link below;</p> <p>https://www.nationaltransport.ie/connecting-ireland/</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Holly Cairns, T.D.
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20/02/2024	196	<p>PQ Referred: 8048/24, for answer 20/02/2024, Written from - Thomas Gould</p>	<p>PQ 8048/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 196 To ask the Minister for Transport the cost in fines issued to Bus Éireann by reason for fine for the PSO contract in Cork city in each of the past 12 months, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 196 & 197 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please find attached in response to Parliamentary Question Nos 196 & 197. It should be noted that we only provide data on the full contract not on a city by city or route basis. Therefore, the attached table refers to all services operated by Bus Éireann under their Direct Award contract with the NTA. Please note that the deductions for Q3 and Q4 2023 are not yet finalised.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Thomas Gould T.D
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			<p>The matter raised by the Deputy is an issue for the NTA in conjunction with Bus Éireann. In light of this I have forwarded the Deputy's question on to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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20/02/2024	180	<p>PQ Referred: 7863/24, for answer 20/02/2024, Written from - Paul Murphy</p>	<p>Details Supplied “The 56a bus is currently only scheduled to run every 75 minutes. This is not often enough for many people, especially those who have to make multiple transfers. As a result, I often have to wait long periods for the bus, which is very inconvenient. When workers in Ballymount surrounding areas can’t get this bus, they have to walk at least 20 mins from the next closest bus stop in unsafe and barely walkable terrain, crossing notable dangerous roundabouts like Calmont and Ballymount roundabout, waiting and hoping a car will let them cross in rush hour commuter traffic.”</p> <p>PQ 7863/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 180To ask the Minister for Transport if he is aware of the local demand for a more frequent 56A bus service, given that currently this route is only scheduled to run every 75 minutes; if he will instruct the NTA to make this route a more frequent service in peak commute times; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 180 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Route 56a will be replaced in the Ballymount area by new route 71 (East Wall – Tallaght This would to run every 30 minutes and is currently scheduled for introduction during 2025, subject to funding and resource availability.</p> <p>More information regarding the BusConnects Network Redesign in Dublin can be found by clicking the link below;</p> <p>https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Paul Murphy, T.D.
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		<p>Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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20/02/2024	183	<p>PQ Referred: 7947/24, for answer 20/02/2024, Written from - Duncan Smith</p>	<p>PQ 7947/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 183 To ask the Minister for Transport if a bus service could be provided for residents in Portmarnock, Malahide and Swords that would terminate at Beaumont Hospital; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. In both the policy and funding areas there have been significant developments since this Government came into office, with the publication of a Sustainable Mobility Policy and its five-year action plan providing strong policy support to the continued expansion and enhancement of bus services. I am also delighted to say that this strong policy support has been backed up by increased levels of Exchequer funding, which is supporting the roll-out of initiatives such as BusConnects Dublin.</p> <p>The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects Dublin.</p> <p>Noting the NTA's responsibility</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 183 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>New route L82 will run hourly between Swords town centre and Beaumont via Clonshaugh. It's currently planned to commence in 2025 subject to funding and resource availability.</p> <p>There are no plans, however, for direct services to Beaumont Hospital from Portmarnock or Malahide. Some residents may find it convenient to change between rail for Portmarnock or Malahide Stations and bus route N6 at Howth Junction, or onto route L82 at Swords both of which stop at Beaumont Hospital. Interchange is free of charge using the TFI 90 minute fare.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Duncan Smith, T.D.
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			<p>in the matter, and your specific query relating to proposed services to Donabate and Portrane, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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20/02/2024	178	<p>PQ Referred: 7838/24, for answer 20/02/2024, Written from - Catherine Murphy</p>	<p>PQ 7838/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 178 To ask the Minister for Transport if he will provide an update on the extension of the Luas to Bray; and if he will outline the enabling infrastructure required for this extension.</p> <p>Answer</p> <p>The Transport Strategy for the Greater Dublin Area (GDA) 2022-2042 was published by the National Transport Authority (NTA) in January 2023, following my approval. The strategy sets out a statutory framework for transport investment across the region over a twenty-year period and provides a clear statement of transport planning policy for the GDA.</p> <p>Implementation of the strategy has been divided into three phases – short-term up to 2030 to align with the funding allocations for public transport projects under the National Development Plan, medium-term from 2031 to 2036, and longer-term from 2037 to 2042. An extension of the Luas to Bray is part of the strategy’s medium-term proposals for development and delivery within 2031-2036 and is part of a number of proposed expansions to the Luas network over the lifetime of the strategy.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 178 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Transport Strategy for the Greater Dublin Area 2022-2042 contains a number of proposed Luas network extensions, including an extension of the Luas Green Line southwards in order to serve Bray and its Environs. Luas to Bray is part of the Medium-Term proposals for development and delivery within 2031-2036. The alignment and the locations to be served have yet to be determined and will be subject of future planning, appraisal and design work. The enabling infrastructure required for this extension have therefore not been determined at this stage.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Catherine Murphy, T.D.
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			<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>		
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20/02/2024	175	<p>PQ Referred: 7739/24, for answer 20/02/2024, Written from - Holly Cairns</p>	<p>PQ 7739/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 175 To ask the Minister for Transport whether his attention has been drawn to the current lack of bus services on Sherkin Island; what actions his Department are taking to restore access to public transport on the Island; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for public transport services in County Cork, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 175 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In relation to the provision of a bus service for Sherkin Island, a temporary arrangement was put in place. We understand that the vehicle has returned to the Island following maintenance. Please note that efforts are continuing to find the most suitable long term solution for the Island.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Holly Cairns, T.D.
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20/02/2024	174	<p>PQ Referred: 7719/24, for answer 20/02/2024, Written from - Paul Murphy</p>	<p>Details Supplied Go Ahead Ireland</p> <p>PQ 7719/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 174 To ask the Minister for Transport what action he will take to ensure that full capacity is immediately restored on the 120 Service operated by a company (details supplied</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question/issue/s/request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 170 to 174 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The issue referenced in your Parliamentary Question relates to a mechanical issue associated with the heating system on this particular vehicle model, resulting in some leaking of the heating system fluids. The supplier of the vehicles – Volvo Group UK Limited – has investigated the issue and has identified the rectification work required. That work involves the replacement of a hose that is part of the heating system on each relevant vehicle.</p> <p>Volvo is now undertaking this replacement on a vehicle-by-vehicle basis under the terms of its vehicle warranty. The cordoned off seats were a necessary safety precaution based on the potential area of fluid leakage. Go Ahead Ireland have informed the NTA that they are satisfied with progress on rectifying the issue and the timeline for same. As a result, Go Ahead Ireland have confirmed a return to full capacity on affected services from 26 February.</p> <p>The necessary temporary safety measure to cordon off some seats on some vehicles is not related to the operator in any way but to a component quality issue, which is being rectified by the vehicle supplier under the vehicle warranty as noted above.</p> <p>As the action taken by the operator was to address a safety matter on the fleet and appropriate notification was given to the Authority, there is no reason to impose any penalties on the operator for the action they took.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Paul Murphy, T.D.
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20/02/2024	173	<p>PQ Referred: 7718/24, for answer 20/02/2024, Written from - Paul Murphy</p>	<p>PQ 7718/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 173 To ask the Minister for Transport what sanctions will apply to Go Ahead Ireland if the company has been breaching its contractual obligations for the 120 bus service.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 170 to 174 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The issue referenced in your Parliamentary Question relates to a mechanical issue associated with the heating system on this particular vehicle model, resulting in some leaking of the heating system fluids. The supplier of the vehicles – Volvo Group UK Limited – has investigated the issue and has identified the rectification work required. That work involves the replacement of a hose that is part of the heating system on each relevant vehicle.</p> <p>Volvo is now undertaking this replacement on a vehicle-by-vehicle basis under the terms of its vehicle warranty. The cordoned off seats were a necessary safety precaution based on the potential area of fluid leakage. Go Ahead Ireland have informed the NTA that they are satisfied with progress on rectifying the issue and the timeline for same. As a result, Go Ahead Ireland have confirmed a return to full capacity on affected services from 26 February.</p> <p>The necessary temporary safety measure to cordon off some seats on some vehicles is not related to the operator in any way but to a component quality issue, which is being rectified by the vehicle supplier under the vehicle warranty as noted above.</p> <p>As the action taken by the operator was to address a safety matter on the fleet and appropriate notification was given to the Authority, there is no reason to impose any penalties on the operator for the action they took.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Paul Murphy, T.D.
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			<p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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20/02/2024	172	<p>PQ Referred: 7717/24, for answer 20/02/2024, Written from - Paul Murphy</p>	<p>PQ 7717/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 172 To ask the Minister for Transport if the reduced capacity of the 120 bus service has been authorised by his Department and by the NTA; if so, if he will make a statement as to why it has been authorised, as it has caused a member of the public to be unable to board this bus on several occasions, along with a number of other people who were then significantly late for work as a result.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 170 to 174 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The issue referenced in your Parliamentary Question relates to a mechanical issue associated with the heating system on this particular vehicle model, resulting in some leaking of the heating system fluids. The supplier of the vehicles – Volvo Group UK Limited – has investigated the issue and has identified the rectification work required. That work involves the replacement of a hose that is part of the heating system on each relevant vehicle.</p> <p>Volvo is now undertaking this replacement on a vehicle-by-vehicle basis under the terms of its vehicle warranty. The cordoned off seats were a necessary safety precaution based on the potential area of fluid leakage. Go Ahead Ireland have informed the NTA that they are satisfied with progress on rectifying the issue and the timeline for same. As a result, Go Ahead Ireland have confirmed a return to full capacity on affected services from 26 February.</p> <p>The necessary temporary safety measure to cordon off some seats on some vehicles is not related to the operator in any way but to a component quality issue, which is being rectified by the vehicle supplier under the vehicle warranty as noted above.</p> <p>As the action taken by the operator was to address a safety matter on the fleet and appropriate notification was given to the Authority, there is no reason to impose any penalties on the operator for the action they took.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Paul Murphy, T.D.
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20/02/2024	171	<p>PQ Referred: 7716/24, for answer 20/02/2024, Written from - Paul Murphy</p>	<p>PQ 7716/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 171 To ask the Minister for Transport if he will inform this Deputy whether the arbitrary reduction of capacity to the 120 bus service, which is turning the already under-capacity service into an unusable one for commuters, is in accordance with the contractual obligations under which Go Ahead Ireland operates the service.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 170 to 174 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The issue referenced in your Parliamentary Question relates to a mechanical issue associated with the heating system on this particular vehicle model, resulting in some leaking of the heating system fluids. The supplier of the vehicles – Volvo Group UK Limited – has investigated the issue and has identified the rectification work required. That work involves the replacement of a hose that is part of the heating system on each relevant vehicle.</p> <p>Volvo is now undertaking this replacement on a vehicle-by-vehicle basis under the terms of its vehicle warranty. The cordoned off seats were a necessary safety precaution based on the potential area of fluid leakage. Go Ahead Ireland have informed the NTA that they are satisfied with progress on rectifying the issue and the timeline for same. As a result, Go Ahead Ireland have confirmed a return to full capacity on affected services from 26 February.</p> <p>The necessary temporary safety measure to cordon off some seats on some vehicles is not related to the operator in any way but to a component quality issue, which is being rectified by the vehicle supplier under the vehicle warranty as noted above.</p> <p>As the action taken by the operator was to address a safety matter on the fleet and appropriate notification was given to the Authority, there is no reason to impose any penalties on the operator for the action they took.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Paul Murphy, T.D.
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20/02/2024	170	<p>PQ Referred: 7715/24, for answer 20/02/2024, Written from - Paul Murphy</p>	<p>Details emailed (photo) at 18:06 on 20/02/2024 Details Supplied D/S Sent 9:46 14/02/24 vehicle registration 192D20041, bus number 32415. (See attached photo, taken 16.00 Monday 12 February 2024, when the bus was already full and could not take passengers at the H'apenny Bridge but was supposed to pick up more at Heuston, Liffey Valley and Spa Hotel)</p> <p>PQ 7715/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 170To ask the Minister for Transport if he will confirm that Go Ahead Ireland, which operates the 120 bus service from Edenderry to Dublin via Celbridge, is authorised by his Department and by the NTA to reduce capacity since around 29 January 2024 by 13 passengers through denying access to 13 seats to the rear of the coach used (details supplied</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 170 to 174 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The issue referenced in your Parliamentary Question relates to a mechanical issue associated with the heating system on this particular vehicle model, resulting in some leaking of the heating system fluids. The supplier of the vehicles – Volvo Group UK Limited – has investigated the issue and has identified the rectification work required. That work involves the replacement of a hose that is part of the heating system on each relevant vehicle.</p> <p>Volvo is now undertaking this replacement on a vehicle-by-vehicle basis under the terms of its vehicle warranty. The cordoned off seats were a necessary safety precaution based on the potential area of fluid leakage. Go Ahead Ireland have informed the NTA that they are satisfied with progress on rectifying the issue and the timeline for same. As a result, Go Ahead Ireland have confirmed a return to full capacity on affected services from 26 February.</p> <p>The necessary temporary safety measure to cordon off some seats on some vehicles is not related to the operator in any way but to a component quality issue, which is being rectified by the vehicle supplier under the vehicle warranty as noted above.</p> <p>As the action taken by the operator was to address a safety matter on the fleet and appropriate notification was given to the Authority, there is no reason to impose any penalties on the operator for the action they took.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Paul Murphy, T.D.
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			<p>conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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20/02/2024	177	<p>PQ Referred: 7818/24, for answer 20/02/2024, Written from - Neasa Hourigan</p>	<p>Details Supplied Gaelscoil Uí Drisceoil</p> <p>PQ 7818/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 177To ask the Minister for Transport if additional funding will be made available for the construction of the Dunkettle Road active travel scheme phase 2 in Glanmire, Cork in 2024; whether his Department is aware that there is approximately a 500 metres section of uncompleted walkway/cycleway at this location; whether his Department is aware that completion of this gap would connect residential areas in Glanmire to a school (details supplied) and the Little Island business district, as such, completion is strategically significant; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Cork City Council received an allocation of over €29 million</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 177 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>We understand that this Parliamentary Question relates to the Dunkettle Road - Active Travel Scheme, in particular phase 2 of the scheme. The scheme will tie in with completed works on Dunkettle Road and also tie into the Dunkettle to Carrigtwohill scheme undertaken by Cork County Council thereby connecting Glanmire to Carrigtohill and Little Island. The CPO for the project has now been confirmed and Cork City Council are currently liaising with landowners on the land acquisition. In addition, tender documents for the construction of the scheme are currently being prepared.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan, Deputy Chief Executive.</p>	Neasa Hourigan, T.D.
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		<p>under the NTA's Active Travel Programme in 2024 for walking and cycling projects, with €100,000 allocated to the Dunkettle Road - Active Travel Scheme - Phase 2 . All funding has now been allocated for 2024.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer in relation to this specific scheme. If you do not receive a reply within 10 working days, please contact my private office.</p>		
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20/02/2024	187	<p>PQ Referred: 7983/24, for answer 20/02/2024, Written from - Neasa Hourigan</p>	<p>PQ 7983/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 187To ask the Minister for Transport if additional funding will be made available in 2024 for construction of the Leghenaghmore road improvement scheme, given that part 8 planning was approved by Cork City Council in 2021 and that there is currently no continuous footpath by which residents can exit their estates safely other than in a car in what is now a large residential area with further housing in the pipeline; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Cork City Council received an allocation of over €29 million under the NTA's Active Travel Programme in 2024 for walking and cycling projects, with €450,000 allocated to the Lehenaghmore Road Improvement Scheme. All</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 187 of 20 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Lehenaghmore Road Improvement Scheme is currently at detailed design and land acquisition stage. Cork City Council deemed it necessary to seek a compulsory purchase order (CPO) to secure the required lands for the scheme, as acquisition of these lands by way of agreement was not possible. This CPO is currently with An Bord Pleanála for confirmation, which may involve a CPO oral hearing.</p> <p>It is not possible to finalise the detailed design of the scheme until such time as the CPO is determined by An Bord Pleanála. If and when the CPO is approved, the detailed design stage of the project will be finalised and the proposed works will proceed to the construction tender stage. Given that the timeline for the determination of the CPO is not yet certain, it is not possible to provide any definitive timeline for construction commencement at this stage.</p> <p>The NTA has allocated €950,000 to Cork City Council for the progression of the scheme in 2024.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan, Deputy Chief Executive.</p>	Neasa Hourigan, T.D.
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funding has now been allocated for 2024.

Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer in relation to this specific scheme. If you do not receive a reply within 10 working days, please contact my private office.

21/02/2024	43	<p>PQ Referred: 8181/24, for answer 21/02/2024, Written from - Thomas Gould</p>	<p>PQ 8181/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 43 To ask the Minister for Transport the total amount of funding allocated to the Innishmore active travel scheme in Ballincollig, Cork.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 43 of 21 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The National Transport Authority allocated €575,000 in the 2023 allocations and €1.1million in the 2024 allocations for Active Travel Measures at Innishmore, Ballincollig.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Thomas Gould T.D
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22/02/2024	109	<p>PQ Referred: 8490/24, for answer 22/02/2024, Written from - Éamon Ó Cuív</p>	<p>PQ 8490/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 109 To ask the Minister for Transport when the draft revised Transport Plan for Galway will be published; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The National Transport Authority (NTA), in conjunction with Galway City Council and Galway County Council, is currently in the process of developing the Galway Metropolitan Area Transport Strategy (GMATS This strategy will replace the current Galway Transport Strategy.</p> <p>The NTA anticipates that the public consultation on the draft GMATS will commence in Quarter 2 of 2024. The overall transport strategy is expected to be finalised later this year, following review and consideration of the public consultation responses. This public consultation process will give stakeholders, including local groups, the opportunity to share their views on the draft GMATS and the proposals for an integrated transport plan for the Galway Metropolitan Area.</p> <p>Given the NTA's role in the review of the strategy, I have referred the Deputy's question to the NTA for the latest</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 109 of 22 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (NTA) has commenced the development of a transport strategy ("Transport Strategy") for the Galway Metropolitan Area ("GMA") covering a twenty year period and addressing all land transport modes. The Transport Strategy will provide a long-term strategic planning framework for the delivery of transport and the integrated development of transport infrastructure and services in the GMA and will replace the existing 'Galway Transport Strategy' 2016.</p> <p>As part of the development of the new GMATS, mode specific analysis is being undertaken in the form of a Light Rail Feasibility Study and a Strategic Roads Feasibility Study both of which are nearing completion. In parallel, work is also nearing completion in the assessment of other transport modes, which will feed into the development of future transport options, and ultimately draft proposals for an integrated transport plan for the GMA.</p> <p>The draft GMATS once complete, will also address Traffic Management, Demand Management, Behavioural Change Measures, Measures to Promote Integration between Modes, policies related to the management of freight and planning policies aimed at closer integration between land use development and sustainable transport.</p> <p>Following the preparation of the Draft GMATS, the NTA shall undertake a non-statutory public consultation process in relation to this. Background technical reports and feasibility studies will be published as supporting documents with the Draft Strategy. It is currently anticipated that the public consultation will commence early in Q2 of 2024.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Éamon Ó Cuív, T.D.
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			<p>updated information in relation to when the NTA expects to publish a draft strategy for public consultation. Please contact my office if you do not receive a reply within 10 days.</p>		
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27/02/2024	128	<p>PQ Referred: 9197/24, for answer 27/02/2024, Written from - Seán Canney</p>	<p>PQ 9197/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 128 To ask the Minister for Transport if he will upgrade the 350 bus service in counties Galway and Clare to ensure that larger buses are provided and that the frequency of the service is improved to meet the increased demand for public transport by people living in Kinvara, Ballinderreen, Ballyvaughan and Doolin; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 128 of 02 February last, which has been referred to the National Transport Authority (NTA) for reply. My sincere apologies for the lengthy delay in responding.</p> <p>Regarding route 350, please note that the NTA are planning to hold a public consultation on this route corridor. Details are still being worked on between the NTA and Bus Éireann. We do not have yet have a confirmed consultation commencement date but we do expect to have confirmation soon once details have been finalised with Bus Éireann. All details of proposed changes to services will be published at that stage, and people will be given an opportunity to make submissions. We will advise public representatives of the commencement of the public consultation closer to the time and where submissions can be made.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Seán Canney, T.D.
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27/02/2024	125	PQ Referred: 9173/24, for answer 27/02/2024, Written from - Niamh Smyth	<p>From: Niamh Smyth Sent: Wednesday 21 February 2024 12:26 To: Parliamentary Questions</p> <p>Subject: PQ - TRANSPORT - WRITTEN - DEPUTY NIAMH SMYTH Importance: High 961 To ask the Minister to follow up with the NTA on below correspondence (details supplied) which was sent to them over two weeks ago and if he'll make a statement on the matter. Revised text: if he will follow up on correspondence to the National Transport Authority (details supplied) and statement Details Supplied Hi there, I am contacting you about the proposed 108b Local Link route from Shercock to Virginia via Bailieborough which is to be finalised soon. I'm looking forward to the opening of the new 108b route and I'd like to particular add my support to the many calls from last years public consultation for a Killinkere stop on that route.' It has a huge rural hinterland and has one of the largest sports centres in the county (it's an East Cavan regional hub for basketball, boxing, hurling traditional music classes It is also home to one of the few Community owned hostels in the country. Currently both it and four other guesthouses in the area are accommodating over 100 displaced Ukrainians, all within a 1km radius of the centre. By my calculations a stop off at the end of the road at the Centre would add 3.5 minutes to the route, hardly a massive inconvenience?</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 125 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority is working in partnership with Local Link Cavan Monaghan on planning a new route between Cootehill, Shercock, Bailieborough and Virginia. We do not have any current plans to serve Killinkere Sports Centre on this proposed route. Diverting to Killinkere and other small settlements along the route will diminish the attractiveness of the public transport service for the majority of intended passengers on the corridor by increasing journey times and reducing the potential frequency of the service.</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>_____ Anne Graham Chief Executive</p>	Niamh Smyth, T.D.
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During the Connecting Ireland Rural Mobility public consultation last year the highest number of responses in the county came from Killinkere and the people in this locality were instrumental in getting this route to the county. It's imperative that they are serviced by this route by way of a stop in Killinkere. I look forward to hearing from you on this. Kind Regards Niamh

PQ 9173/24 has been referred to National Transport Authority by (Transport) .

Dail Question No: 125To ask the Minister for Transport if he will follow up on correspondence to the National Transport Authority (details supplied); and if he will make a statement on the matter.

Details Supplied: re 108b Local Link, 13:07, 21/02/24. AM

Answer

As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.

The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under

the Connecting Ireland Rural Mobility Plan.

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

27/02/2024	122	<p>PQ Referred: 9137/24, for answer 27/02/2024, Written from - Niamh Smyth</p>	<p>Details Supplied Hi Niamh,I'm writing to you from Rehab Care Bailieboro (an adult disability day service)Recently we've been completing a travel training programme with some service users, and we've noticed that there is no bus stop signs, nor are there bus timetables displayed in the town, preventing individuals or elderly people who aren't IT savvy in accessing timetables and therefore unable to use public transport. This is very disappointing, especially given the success of the new 170 bus eireann bus route.I will also log this issue with Bus Eireann too.Hope you can support us in getting this issue rectified.</p> <p>PQ 9137/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 122To ask the Minister for Transport if he will review correspondence (details supplied); if he will contact Bus Éireann and request they implement bus stops and timetables at the stop in Bailieborough town; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding for public transport, whereas it is the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure,</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 122 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is finalising a bus stop programme for County Cavan. The stop for Bailieboro town noted in your Parliamentary Question has been reviewed and included in the scope for implementation. Once the overall bus stops programme has been finalised, we will seek Cavan County Council approval for the stop in question. Subject to Cavan County Council approval, we will proceed with detailed design followed by procurement and construction.</p> <p>Based on the sequence of works as outlined above and no delays, we currently anticipate Q4 of 2024 for completion of the stop.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Niamh Smyth, T.D.
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		<p>including the provision of bus stops/shelters nationally. Further the NTA additionally has statutory responsibility for promoting the development of an integrated, accessible public transport network.</p> <p>In light of the NTA's responsibilities in these areas, I have forwarded your questions to the NTA for direct reply to you. Please advise my private office if you do not receive a response within ten working days.</p>		
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27/02/2024	119	<p>PQ Referred: 9068/24, for answer 27/02/2024, Written from - Ciarán Cannon</p>	<p>PQ 9068/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 119To ask the Minister for Transport when work will commence on double tracking the rail line from Athenry to Galway city; the timeframe for completion of the project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may know, Iarnród Éireann has completed a study to assess the feasibility of incremental improvements in train capacity between Galway and Athenry. The outputs of this feasibility study helped inform the All-Island Strategic Rail Review.</p> <p>The All-Island Strategic Rail Review is being undertaken in co-operation with the Department for Infrastructure in Northern Ireland and will inform the development of the railway sector on the Island of Ireland over the coming decades, to 2050, in line with net zero targets in both jurisdictions.</p> <p>Work on the Review is now at an advanced stage and a draft report was published for a Strategic Environmental Assessment (SEA) public consultation last July. Double tracking from Athenry to Galway is included in the recommendations in the draft</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 119 of 27 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Iarnród Éireann have completed a study to consider the feasibility of incremental improvements in train capacity between Galway and Athenry. The study does not set a target level of service but considers the nature of infrastructure interventions required to deliver increased numbers of trains per hour ranging from 2 trains per hour up to 12 trains per hour. Some options include double tracking all or sections of the line between Galway to Athenry but other solutions have also been considered. The study does not determine the optimum level of provision as this will be influenced by the longer term strategy for the rail network in this area considering both passenger and freight requirements. In this regard, the longer term strategy for the rail network will be informed by the All-Island Rail Review undertaken by the Department of Transport and the Department for Infrastructure, and which, we understand, is close to finalisation by the Department of Transport.</p> <p>The NTA will allocate funding to Irish Rail in relation to the establishment of a design team to commence design and planning work in 2024. This work will include the option selection plus planning and design phases of a project that will aim to enhance capacity on the line. Accordingly, it is too early to indicate a timeline for the construction stage of the project at this point.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Ciaran Cannon T.D
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		<p>Report.</p> <p>The public consultation phase of the SEA process concluded on 29th September and submissions are now under review by officials from both jurisdictions. Following this process, it is expected that a final report will be submitted for Ministerial approval and ultimately the approval of the Government, as well as to the Minister for Infrastructure. It is expected that the final Review will be published by the summer.</p> <p>The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the proposed double tracking from Galway to Athenry.</p> <p>Noting their responsibility in relation to the matter, I have referred the Deputy's questions to the NTA for their consideration and direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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26/02/2024	101	<p>PQ Referred: 8758/24, for answer 27/02/2024, Written from - Brendan Griffin</p>	<p>Details Supplied Will funding be provided for a pedestrian crossing on the Sunhill/Knocklyne Valley road out of Killorglin. A new footpath was recently put down and children now have to cross over a busy road to get onto the footpath. Under health and safety I would strongly recommend that emergency funding be provided for this. The Eircode for Scoil Mhuire NS on this road is V93HK80</p> <p>PQ 8758/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 101To ask the Minister for Transport his views on a matter (details supplied) regarding funding for a project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 101 of 26 February last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Kerry County Council have recently undertaken a review of Sunhill Road in Killorglin in relation to a potential new Active Travel project. We understand that the provision of two pedestrian crossings, one of which would be at Scoil Mhuire National School, would form part of such a proposal. We understand that Kerry County Council intend to apply for funding for this project under a number of grant schemes, including both the NTA’s Active Travel Programme and the Department of Transport’s Low Cost Safety Schemes.</p> <p>While we have allocated all of the NTA’s Active Travel funding for 2024, we will keep any funding request for this proposal under review in the event that additional funding becomes available.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Brendan Griffin, T.D
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28/02/2024	17	<p>PQ Referred: 9417/24, for answer 28/02/2024, Written from - Robert Troy</p>	<p>PQ 9417/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 17To ask the Minister for Transport if he will request the National Transport Authority to explore the feasibility of constructing a park and ride facility at Kinnegad, where the M6 and M4 meet; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure including the provision of park and ride facilities.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA's Park and Ride Development Office for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 17 of 28 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA established a Park and Ride Development Office (PRDO) in February 2020. The function of the PRDO is to enable and advance the delivery of strategic Park & Ride sites in collaboration with Local Authorities and transport agencies, such as Iarnród Éireann, across all regions of the state by providing full time specialist resources on these projects.</p> <p>The PRDO published a Park and Ride Strategy for the Greater Dublin Area as part of the NTA Transport Strategy for the Greater Dublin Area 2022 - 2027. The Strategy sets out the vision and objectives for Park & Ride and identified the zones for strategic Park and Ride sites in the region.</p> <p>Based on comprehensive demand analysis, the Park and Ride Strategy identified the need for a bus based and a rail based Strategic Park and Ride on the M4 corridor. The GDA Park and Ride Strategy recommends a 1000 (500 initially) space Park and Ride facility at either a new station at Collinstown or the proposed Maynooth Depot site. The GDA Park and Ride Strategy also recommends a 500 - 600 space bus based Park and Ride at either a Junction 5 or Junction 6 on the M4 / N4 corridor.</p> <p>Further analysis carried out by the PRDO identified several sites within the recommended zones of intervention and the PRDO is currently assessing these sites with respect to engineering, land use, planning and the availability of public transport services. Collinstown and Junction 6 are emerging as the respective preferred options within this zone.</p> <p>While Kinnegad was not identified as the optimum location for Strategic Park and Ride along the M4 corridor, the PRDO has assessed the proposal and the NTA has been in discussions with Westmeath County Council in relation to progressing a Local Park and Ride at a location close to the M4/M6 merge. Subject to approval of an application for funding from Westmeath County Council, the NTA will review and the PRDO will provide specialist advice to the Council to advance an agreed proposal.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Robert Troy, T.D.
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28/02/2024	22	<p>PQ Referred: 9530/24, for answer 28/02/2024, Written from - Alan Kelly</p>	<p>PQ 9530/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 22 To ask the Minister for Transport the amount of funding that was provided for cycling facilities in County Tipperary in 2023 and the expected funding for same in 2024, in tabular form - Alan Kelly.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Tipperary County Council received an allocation of just over €4.6 million under the NTA's Active Travel Programme in 2023 for walking and cycling projects. I was delighted to announce the 2024 Active Travel allocations earlier this month with Tipperary County Council being allocated just under €4 million.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed breakdown of specific funding for cycling</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 22 of 28 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I attach a copy of the 2024 NTA allocations to Tipperary County Council plus a copy of the equivalent 2023 NTA allocations.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Alan Kelly T.D
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			facilities.If you do not receive a reply within 10 working days, please contact my private office.		
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27/02/2024	18	<p>PQ Referred: 9463/24, for answer 28/02/2024, Written from - Emer Higgins</p>	<p>PQ 9463/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 18To ask the Minister for Transport for an update on the opening of Kishogue train station; the target opening date; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure, including the works at Kishogue train station.</p> <p>My understanding is that Kishogue train station will open this year. Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputies' questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 18 of 28 February last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A number of contractors have been appointed and are currently undertaking the necessary upgrading works at Kishogue Train Station. It is anticipated that these works will be completed in the coming months and that station will open during June/July of this year. The overall cost of bringing the station into operational use is approximately €3.7m.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Emer Higgins, T.D.
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05/03/2024	213	<p>PQ Referred: 10770/24, for answer 05/03/2024, Written from - Michael Healy-Rae</p>	<p>Details Supplied Minister we have a situation which you are aware that in rural parts of Ireland which is detrimental in that people who want to apply for taxi or hackney license are unable to do so, because no new licenses are being issued. It is my understanding that limousine licenses can be given out and other permits that might allow a person to take customers from the countryside to a village or town, but if there is an existing taxi service in the town or village they go to, the taxi that brought them there will not be allowed to bring them home. This is surely wrong, and my question is when is it your intention to allow people who need a taxi or hackney license in particularly rural areas where we are trying to provide an important source of transport to people. I have had many people contact me about this important matter and are waiting patiently to see if changes are going to be made, and could the Minister make a statement on the matter.</p> <p>PQ 10770/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 213 To ask the Minister for Transport if he will address a matter in relation to taxi and hackney licences (details supplied); and if he will make a statement on the matter.</p> <p>Answer</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 213 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding</p> <p>Following on for your Parliamentary Question No 213 of 05 March, please see response below to the queries raised;</p> <ol style="list-style-type: none"> 1. New vehicle licences for Small Public Service Vehicles (SPSVs) continue to be issued and NTA is currently accepting new SPSV vehicle licence applications for wheelchair accessible taxis, wheelchair accessible hackneys, local area hackneys and limousines. The application requirements for issuing vehicle licences for each of the above vehicle type can be found here and NTA has made available on its website helpful guides to assist applicants with the licensing process; a list of the available guides is available here including a guide for local area hackney licences. 2. Saloon taxi and hackneys have not been licenced since 2010, following the introduction of regulations in June 2010, the purpose of which was to increase the penetration of Wheelchair Accessible Vehicles (WAVs) in the SPSV fleet nationwide (taxis, hackneys and limousines). Further, under the National Sustainable Mobility Policy: Action Plan 2022 – 2025, NTA is tasked with increasing the number of WAVs in the SPSV fleet from the number in place at the end of 2021 by 25% by the end of 2025. 3. New entrants to the SPSV industry that hold an SPSV Driver licence can also rent a licensed vehicle as an alternative to applying for their own SPSV licence. The majority of respondents to a driver survey carried out in October 2022 reported to pay between €150 - €200 per week for renting a licensed SPSV, the full report on this survey can be found here. Whilst each SPSV driver can decide their own business strategy within the regulatory framework, it should be noted that operating a second hand wheelchair accessible vehicle (WAV) under a new SPSV Licence is currently the most economical route for new entrants. Second hand WAVs are readily available for purchase and a second hand WAV up to 6 years of age can be licensed and then operated until it reaches 15 years from the date of first registration. Should SPSV drivers require financial support, the Microenterprise Loan Fund provides vital support by filling the lending gap in the market by lending to businesses that cannot obtain loans from other commercial lenders. Further information on the range of services offered by Microfinance Ireland is available here. Information on the different routes to operating in the SPSV industry can be found in Chapter 9 of the NTA Official Manual for Operating in the SPSV Industry and NTA recommends all new entrants study this section thoroughly, to assess what route is most economical and appropriate for them. 4. The NTA WAV Grant Scheme, in operation since 2014, also supports licence holders new and existing in purchasing their WAVs. Grant funding of up to €17,500 is available under this Scheme. Between 2014 and the end of 2023, the WAV Grant scheme has supported the addition of 3,359 new licences to Ireland’s SPSV fleet, with WAV23 alone delivering 312 new WAV licences. WAV licences are also added to the fleet without WAV Grant Scheme support. In 2023, 160 further WAV licences were added to the fleet without the assistance of grant aid. The WAV24 Grant Scheme opened on 2nd January 2024, and application numbers surpassed all expectations. Based on the level of interest, it is possible that a similar number of new WAV licences will be supported under the Scheme in 2024, when compared with the WAV23 outputs. 5. It is important to note that NTA continues to issue Local Area Hackney licences where applicants can show there is a need for the service and they do not displace or replace current SPSV providers. To operate a local area hackney service, two licences are required - (1) a local area hackney vehicle licence for the vehicle – obtainable from the NTA; and (2) a licence to drive a local area hackney – obtainable from An Garda Síochána. NTA can only issue local area hackney licences where it is satisfied that: 	Michael Healy-Rae, T.D.
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		<p>The regulation of the small public service vehicle (SPSV) industry, including SPSV licensing, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I am not involved in the day-to-day operations of the SPSV industry.</p> <p>In June 2010, the NTA introduced S.I. No. 250 of 2010 - Taxi Regulation Act 2003 (Grant of Taxi Licences) (Amendment) Regulations 2010 to only issue new taxi and hackney licences for wheelchair accessible taxis and hackneys. This was introduced in order to increase the number of wheelchair accessible vehicles (WAVs) in the SPSV fleet nationwide (taxis, hackneys, and limousines) to support the wider availability of WAVs, the Department has funded the WAV grant scheme annually since 2014, to provide financial support towards the acquisition or conversion of suitable vehicles to operate as WAVs in the SPSV fleet.</p> <p>Where there is a demonstrated lack of SPSV services, applications are open to any person who wishes to provide a local area hackney service, subject to the regulations. To operate a local area hackney service, two licences are required. These are (1) a local area hackney licence for the vehicle and this three-year licence is obtainable from the</p>	<p>(a) there is a demand for local area hackney services in the area in respect of which the licence is sought, and (b) the public transport needs of the area in respect of which the licence is sought are not being adequately met by existing public transport services.</p> <p>More information on how to apply for a Local Area Hackney, and the eligibility requirements is available by clicking here.</p> <p>6. Further, in 2023 NTA developed the Local Hackney Pilot, a grant aided one-year Pilot programme which aimed to provide financial assistance to operators for the provision of part-time local hackney services in designated rural areas, which could not support a full-time taxi or hackney operation. The starting point for the Local Hackney Pilot 2023 was to identify communities where the current public transport systems do not meet the demands of that local community. The selection process for the grant-aided Pilot initially identified more than 80 areas, collated from suggestions from Local Link Management, the Town Centre First initiative, and desk based research. Following analysis of this information, 21 areas were selected for the Local Hackney Pilot and the Pilot was officially launched by the Minister for Transport on the 9th January 2023. Applications were then invited from local operators to apply and obtain a grant-aided licence for the area. 35 applications were received across 15 of the 21 designated areas. Following significant NTA investment in the pilot roll-out, application review and assessment, only 2 applicants chose to complete the process and currently operating under the pilot scheme.</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	
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		<p>NTA; and (2) a licence to drive a local area hackney - this licence is obtainable from An Garda Síochána. It is not required if a person already holds a valid licence to drive small public service vehicles.</p> <p>A resident of the area in respect of which the local area hackney licence is sought, is not required to undertake the Industry Knowledge or Area Knowledge tests as would normally be the case when applying for SPSV driver licences. Local area hackney drivers nevertheless must be licenced and their vehicles must be licenced and insured. There are currently 27 local area hackney operators active nationwide.</p> <p>In 2023, the NTA launched the Local Hackney Pilot, a grant-aided pilot to support rural transport needs where existing transport services were found to be lacking. Applications for the scheme closed on 28/02/2023, and despite significant work undertaken by the NTA to support the provision of local hackney services nationwide, only two operators chose to become licenced under the grant supported Pilot (Roundwood and Castlepollard</p> <p>I have referred your question to the NTA for further consideration and direct reply to you. Please advise my private office if you do not receive a reply within 10 days.</p>		
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05/03/2024	214	<p>PQ Referred: 10833/24, for answer 05/03/2024, Written from - Mick Barry</p>	<p>PQ 10833/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 214 To ask the Minister for Transport in respect of the Cork Area Commuter Rail Programme, when works will begin in relation to each of the new rail stations of Blarney/Stoneview, Monard, Blackpool/Kilbarry, Tivoli, Dunkettle, Carrigtwohill West, Water-Rock, Ballynoe; when each will be opened and operational; and if he will make a statement on the matter.</p> <p>Answer</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, 'Enable future electrification of Cork Commuter Rail', was included in Ireland's National Recovery Resilience Plan (NRRP) as submitted to the European Commission in 2021. All works associated with Phase 1 will be completed by Quarter 3 2026 as required by the European Commission.</p> <p>This will see a €185 million investment, €164m of which is EU funds, in Cork's rail infrastructure. This will facilitate the longer-term electrification of the network through construction of a new 'through' platform at Kent Station to</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 214 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Cork Metropolitan Area Transport Strategy (CMATS) sets out the ambitious plans for the development of the Cork Suburban Rail system. This is being delivered through the Cork Area Commuter Rail Programme comprising of 7 separate but interrelated work packages. These projects are;</p> <ul style="list-style-type: none"> Ø An overall electrified rail network extending from Mallow to Middleton and Cobh, with the potential to operate at a five minute train frequency in the future; Ø A total suburban rail network of 62 km; Ø An additional platform at Kent Station to facilitate through-running between Mallow and Middleton/Cobh; Ø 10 km of double tracking of the existing single line between Glounthaune and Midleton; Ø New train fleet; Ø Renewal of the signalling system to modern standards; Ø 8 new stations at the following locations: <ul style="list-style-type: none"> o Tivoli; o Dunkettle; o Water Rock; o Carrigtwohill West; o Ballynoe; o Blackpool / Kilbarry; o Monard; and o Blarney / Stoneview. <p>The National Recovery and Resilience Plan 2021 has prioritised Work Package 1 – Kent Station Through Platform, Work Package 2 – Signalling and Communications Upgrade, and Work Package 3 – Glounthaune - Midleton Twin Track for immediate progress via the EU Recovery and Resilience Facility. Work Package 1 has an anticipated completion date before 2025 while work packages 2 and 3 have anticipated completion dates before 2027.</p> <p>As funding has not yet been assigned for the other work packages in the programme, no firm timelines are available at present for the delivery of the remaining projects, inclusive of the proposed eight additional stations. As the current projects advance, the position of the other elements will be reviewed, and there will be greater clarity on funding availability and timelines.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p>	Mick Barry, T.D.
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		<p>create an integrated suburban network, re-signalling of the network, and double-tracking from Glounthaune to Midleton. All works included in the NRRP should be completed by mid-2026 as required by the European Commission.</p> <p>Following approval from Cork City Council, the construction contract for the additional platform at Kent Station was awarded in early 2023 and enabling works have begun on site, with construction expected to be completed by 2025.</p> <p>An Bord Pleanála granted a Railway Order with conditions to Córas Iompair Éireann for the double-tracking of the Glounthaune to Midleton line in October 2023. Procurement preparations have started following this approval and a contract award is expected later this year, prior to construction commencing.</p> <p>In addition to the Kent Station and double-tracking works above, Iarnród Éireann awarded a contract to Alstom for a major signalling upgrade project on the Cork commuter rail network in June 2023. This signalling upgrade is required to increase the number of trains which can operate between Cork and Cobh, Midleton and Mallow.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has</p>	<p>Hugh Creegan, Deputy Chief Executive.</p>	
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responsibility for the planning and development of public transport infrastructure, including the Cork Area Commuter Rail programme.

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

05/03/2024	203	<p>PQ Referred: 10632/24, for answer 05/03/2024, Written from - Thomas Gould</p>	<p>PQ 10632/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 203 To ask the Minister for Transport under the Cork Area Commuter Rail Programme when work will begin in relation to each of the new rail stations of Blarney/Stoneview, Monard, Blackpool/Kilbarry, Tivoli, Dunkettle, Carrigtwohill West, Water-Rock, Ballynoe, when each will be opened and operational, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</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, 'Enable future electrification of Cork Commuter Rail', was included in Ireland's National Recovery Resilience Plan (NRRP) as submitted to the European Commission in 2021. All works associated with Phase 1 will be completed by Quarter 3 2026 as required by the European Commission.</p> <p>This will see a €185 million investment, €164m of which is EU funds, in Cork's rail infrastructure. This will facilitate the longer-term electrification of the network through construction of a new 'through'</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 203 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Cork Metropolitan Area Transport Strategy (CMATS) sets out the ambitious plans for the development of the Cork Suburban Rail system. This is being delivered through the Cork Area Commuter Rail Programme comprising of 7 separate but interrelated work packages. These projects are;</p> <ul style="list-style-type: none"> Ø An overall electrified rail network extending from Mallow to Middleton and Cobh, with the potential to operate at a five minute train frequency in the future; Ø A total suburban rail network of 62 km; Ø An additional platform at Kent Station to facilitate through-running between Mallow and Middleton/Cobh; Ø 10 km of double tracking of the existing single line between Glounthaune and Midleton; Ø New train fleet; Ø Renewal of the signalling system to modern standards; Ø 8 new stations at the following locations: <ul style="list-style-type: none"> o Tivoli; o Dunkettle; o Water Rock; o Carrigtwohill West; o Ballynoe; o Blackpool / Kilbarry; o Monard; and o Blarney / Stoneview. <p>The National Recovery and Resilience Plan 2021 has prioritised Work Package 1 – Kent Station Through Platform, Work Package 2 – Signalling and Communications Upgrade, and Work Package 3 – Glounthaune - Midleton Twin Track for immediate progress via the EU Recovery and Resilience Facility. Work Package 1 has an anticipated completion date before 2025 while work packages 2 and 3 have anticipated completion dates before 2027.</p> <p>As funding has not yet been assigned for the other work packages in the programme, no firm timelines are available at present for the delivery of the remaining projects, inclusive of the proposed eight additional stations. As the current projects advance, the position of the other elements will be reviewed, and there will be greater clarity on funding availability and timelines.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p>	Thomas Gould T.D
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		<p>platform at Kent Station to create an integrated suburban network, re-signalling of the network, and double-tracking from Glounthaune to Midleton. All works included in the NRRP should be completed by mid-2026 as required by the European Commission.</p> <p>Following approval from Cork City Council, the construction contract for the additional platform at Kent Station was awarded in early 2023 and enabling works have begun on site, with construction expected to be completed by 2025.</p> <p>An Bord Pleanála granted a Railway Order with conditions to Córas Iompair Éireann for the double-tracking of the Glounthaune to Midleton line in October 2023. Procurement preparations have started following this approval and a contract award is expected later this year prior to construction commencing.</p> <p>In addition to the Kent Station and double-tracking works above, Iarnród Éireann awarded a contract to Alstom for a major signalling upgrade project on the Cork commuter rail network in June 2023. This signalling upgrade is required to increase the number of trains which can operate between Cork and Cobh, Midleton and Mallow.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National</p>	<p>Hugh Creegan, Deputy Chief Executive.</p>	
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		<p>Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the Cork Area Commuter Rail programme.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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05/03/2024	202	<p>PQ Referred: 10610/24, for answer 05/03/2024, Written from - Gino Kenny</p>	<p>PQ 10610/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 202To ask the Minister for Transport when Kishoge rail station will be opened and operational; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure, including the works at Kishogue train station.</p> <p>My understanding is that Kishogue train station will open this year. Noting the NTA's responsibility in this matter, I have referred the Deputies' questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 202 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A number of contractors have been appointed and are currently undertaking the necessary upgrading works at Kishoge Train Station. It is anticipated that these works will be completed in the coming months and that station will open during June/July of this year. The overall cost of bringing the station into operational use is approximately €3.7m.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Gino Kenny T.D
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05/03/2024	201	<p>PQ Referred: 10597/24, for answer 05/03/2024, Written from - Willie O'Dea</p>	<p>PQ 10597/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 201To ask the Minister for Transport to provide the list of new rail stations to be opened under the Limerick Shannon Metropolitan Area Transport Strategy; when works will commence on each; when each will be opened and operational, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Limerick Shannon Metropolitan Area Transport Strategy was prepared by the National Transport Authority (NTA) in collaboration with Limerick City and County Council, Clare County Council, and Transport Infrastructure Ireland, with the cooperation of Iarnród Éireann.</p> <p>Noting the NTA's role in the development of the strategy, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 201 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Measure RL2 of the Limerick-Shannon Metropolitan Area Transport Strategy outlines the intention to provide new rail stations at both Moyross and Ballysimon. The NTA are currently funding Irish Rail regarding developing the designs for both stations.</p> <p>Irish Rail have appointed AtkinsRéalis to undertake the Preliminary Design and support the Statutory Planning Process for Moyross Station. Ground investigations to inform the design are due to commence in late March ahead of a non-statutory public consultation on the project which is planned for Q2 of this year. Subject to funding, the station is currently expected to be completed in Q3 of 2026 with commissioning of the station expected thereafter.</p> <p>Irish Rail have also appointed AtkinsRéalis to progress the initial design development for Ballysimon Station. This scope of work is expected to conclude towards the end middle of this year with the selection of a preferred option for the station. The timeline for progression of the project beyond selecting a preferred option has not yet been confirmed and will be subject to funding.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Willie O'Dea, T.D.
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05/03/2024	200	<p>PQ Referred: 10596/24, for answer 05/03/2024, Written from - Willie O'Dea</p>	<p>PQ 10596/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 200To ask the Minister for Transport when the Moyross rail station will be opened and operational in Limerick; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the works at Moyross train station.</p> <p>Construction of a new train station at Moyross is proposed under theLimerick Shannon Metropolitan Area Transport Strategy (LSMATSMoreover, in order to support the delivery of the National Sustainable Mobility Policy, which in turn is a key part of the Government’s plan to achieve a 50% reduction in transport greenhouse gas emissions in Ireland by 2030, I launched the Pathfinder Programme in October 2022. Construction of a new train station at Moyross was selected for inclusion in the Pathfinder Programme.</p> <p>Noting the NTA's responsibility in this matter and the specific</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 200 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The current timeframe for the completion of Moyross Station is Q3 of 2026. Commissioning of the station will follow thereafter.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Willie O'Dea, T.D.
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			<p>queries raised by the Deputy, I have referred the Deputies' questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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05/03/2024	199	<p>PQ Referred: 10521/24, for answer 05/03/2024, Written from - Eoin Ó Broin</p>	<p>PQ 10521/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 199To ask the Minister for Transport when the Kishogue rail station will be opened and operational; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure, including the works at Kishogue train station.</p> <p>My understanding is that Kishogue train station will open this year. Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputies' questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 199 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A number of contractors have been appointed and are currently undertaking the necessary upgrading works at Kishoge Train Station. It is anticipated that these works will be completed in the coming months and that station will open during June/July of this year. The overall cost of bringing the station into operational use is approximately €3.7m.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Eoin Ó Broin T.D
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05/03/2024	198	<p>PQ Referred: 10502/24, for answer 05/03/2024, Written from - Patrick Costello</p>	<p>PQ 10502/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 198 To ask the Minister for Transport the total cost arising from the reduced 20% public transport fares to the public and the reduced 50% public transport to students and young people under 24 years of age nationwide; if he is considering making the reduction permanent; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 198 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Authority has calculated an estimated fare forgone range from the 2023 data, associated with the following;</p> <ul style="list-style-type: none"> - The reduced 20% public transport fares to the public; and - The reduced 50% public transport to students and young people under 24 years of age nationwide <ol style="list-style-type: none"> 1. Reduced 20% public transport fares Total estimated fare foregone range from €103m to €113m 2. Reduced 50% public transport to students and young people under 24 years of age nationwide Total estimated fare foregone range from €46m to €51m <p>Assumptions and Constraints</p> <ul style="list-style-type: none"> • Not possible to quantify how many journeys were taken due to discounts being offered. • No way to determine other socioeconomic factors and their impact such as return after Covid restrictions, fuel cost rises, economic growth, change of passenger mix, and housing crisis (e.g. students now commuting to university) • There was large growth in public transport passenger numbers after the introduction of the fare discounts. However, all of this growth cannot be solely attributed to the discounts as some would be in relation to the factors outlined above. <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Patrick Costello, T.D.
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05/03/2024	187	<p>PQ Referred: 10477/24, for answer 05/03/2024, Written from - Richard Boyd Barrett</p>	<p>PQ 10477/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 187To ask the Minister for Transport when the Woodbrook rail station will be opened and operational; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure, including the works at Woodbrook train station.</p> <p>Construction began on Woodbrook station recently and I expect that the station will open in 2025. Noting the NTA's responsibility in this matter, I have referred the Deputies' questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 187 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Construction of Woodbrook Station commenced in late 2023. We currently anticipate that construction works should be substantially complete by Q2 of 2025 with the station expected to open soon thereafter.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan, Deputy Chief Executive.</p>	Richard Boyd Barrett, T.D.
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05/03/2024	183	<p>PQ Referred: 10448/24, for answer 05/03/2024, Written from - Violet-Anne Wynne</p>	<p>PQ 10448/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 183To ask the Minister for Transport his views on the shortfall of bus shelters in County Clare; his plans to address that shortfall; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question Nos. 182 and 183 of 5 March last, which have been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>In relation to a list of bus shelters installed in County Clare falling under the remit of NTA , the attached Excel sheet provides the locations of these bus shelters.</p> <p>With regard to specific future plans for shelters in County Clare currently it is intended to install a shelter at the bus stop located at the Cliffs of Moher after the 31 August 2024, on expiry of the nesting season, in accordance with the requirements of Section 40 of the Wildlife Act 1976.</p> <p>Separately, over the last number of years, the NTA has worked in conjunction with local authorities to deliver enhanced bus stop infrastructure through a number of separate projects and programmes. However, it is recognised that the volume and distribution of enhancements needs to be increased to support the on-going transition to public transport and the rollout of enhanced bus services nationally.</p> <p>Accordingly, the NTA is combining these separate initiatives into a singular programme – the Bus Stop Enhancement Programme – and directly funding local authorities to support the delivery of improved bus stop infrastructure, including bus shelters, accessible bus stops, seating and bus poles.</p> <p>As part of the 2024 NTA grant programme, the NTA has provided an allocation of €500,000 to Clare County Council for the “Bus Stop Enhancement Programme” within County Clare. We have asked the Council to develop a schedule of works and to agree that schedule of bus stop locations and associated works with the NTA in advance of any construction commencing under this programme. We have also confirmed that the NTA’s contractor will continue to install bus shelters in agreed locations, subject to the advance completion of the necessary groundworks by the Council.</p> <p>The elements that can be funded under the Bus Stop Enhancement Programme include:</p> <ul style="list-style-type: none"> • Construction of hardstanding areas; • Widening of bus stops and hardstanding areas to accommodate the operation of wheelchair lifts on coaches; • Installation of special profile kerbing at new stops; • Installation of TFI bus pole including bus flag and information carousel; • Provision of bus shelters with integrated seating and courtesy lights (connected to mains power supply where possible or solar powered in other locations); • Provision of appropriate seating in non-shelter locations; and • In major urban areas, the provision of real time passenger information displays integrated into bus shelter structure. <p>The NTA will continue to work with the Council on the roll out of this Bus Stop Enhancement Programme and, in addition to funding, will assist with the provision of bus stop information, bus pole provision, construction details plus making our bus shelter contractor available to install bus shelters in prepared areas. For completeness, it is worth noting that not all locations are suitable for the installation of bus shelters due to underground services, width issues, sight line issues, access issues, negative impact on affected parties / adjacent premises, or similar other items.</p>	Violet-Anne Wynne, T.D.
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It is intended that this programme will be an annual programme for a number of years, enabling a substantial upgrading of the national bus stop infrastructure assets.

I hope that the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Deputy Chief Executive.

05/03/2024	185	<p>PQ Referred: 10450/24, for answer 05/03/2024, Written from - Violet-Anne Wynne</p>	<p>PQ 10450/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 185 To ask the Minister for Transport what plans his Department has in respect of signs or plaques to denote bus stops on buildings and in areas where buses stop but there is no bus shelter present in County Clare; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 185 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>It is the intention of the NTA to install TFI (Transport) for Ireland) poles where space constraints or other restrictions prevent the placement of a shelter.</p> <p>We are in the process of compiling a list of suitable stop locations throughout County Clare. This includes the installation of bus poles and hardstanding areas, as well as the provision of bus shelters at agreed locations. A map and a list of potential locations will be shared with the local authority in due course.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Violet-Anne Wynne, T.D.
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05/03/2024	184	<p>PQ Referred: 10449/24, for answer 05/03/2024, Written from - Violet-Anne Wynne</p>	<p>PQ 10449/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 184 To ask the Minister for Transport his views on the number of bus shelters in County Clare with no up-to-date timetables displayed; his plans to replace them; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 184 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We contacted Bus Éireann in respect of Parliamentary Question No 184 of the 05 March. Bus Éireann have advised that they will add bus shelter locations in Co Clare to their shelter timetable refresh programme.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Violet-Anne Wynne, T.D.
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05/03/2024	182	<p>PQ Referred: 10447/24, for answer 05/03/2024, Written from - Violet-Anne Wynne</p>	<p>PQ 10447/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 182To ask the Minister for Transport the number of bus shelters currently in County Clare; his plans for future shelters, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question Nos. 182 and 183 of 5 March last, which have been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>In relation to a list of bus shelters installed in County Clare falling under the remit of NTA , the attached Excel sheet provides the locations of these bus shelters.</p> <p>With regard to specific future plans for shelters in County Clare currently it is intended to install a shelter at the bus stop located at the Cliffs of Moher after the 31 August 2024, on expiry of the nesting season, in accordance with the requirements of Section 40 of the Wildlife Act 1976.</p> <p>Separately, over the last number of years, the NTA has worked in conjunction with local authorities to deliver enhanced bus stop infrastructure through a number of separate projects and programmes. However, it is recognised that the volume and distribution of enhancements needs to be increased to support the on-going transition to public transport and the rollout of enhanced bus services nationally.</p> <p>Accordingly, the NTA is combining these separate initiatives into a singular programme – the Bus Stop Enhancement Programme – and directly funding local authorities to support the delivery of improved bus stop infrastructure, including bus shelters, accessible bus stops, seating and bus poles.</p> <p>As part of the 2024 NTA grant programme, the NTA has provided an allocation of €500,000 to Clare County Council for the “Bus Stop Enhancement Programme” within County Clare. We have asked the Council to develop a schedule of works and to agree that schedule of bus stop locations and associated works with the NTA in advance of any construction commencing under this programme. We have also confirmed that the NTA’s contractor will continue to install bus shelters in agreed locations, subject to the advance completion of the necessary groundworks by the Council.</p> <p>The elements that can be funded under the Bus Stop Enhancement Programme include:</p> <ul style="list-style-type: none"> • Construction of hardstanding areas; • Widening of bus stops and hardstanding areas to accommodate the operation of wheelchair lifts on coaches; • Installation of special profile kerbing at new stops; • Installation of TFI bus pole including bus flag and information carousel; • Provision of bus shelters with integrated seating and courtesy lights (connected to mains power supply where possible or solar powered in other locations); • Provision of appropriate seating in non-shelter locations; and • In major urban areas, the provision of real time passenger information displays integrated into bus shelter structure. <p>The NTA will continue to work with the Council on the roll out of this Bus Stop Enhancement Programme and, in addition to funding, will assist with the provision of bus stop information, bus pole provision, construction details plus making our bus shelter contractor available to install bus shelters in prepared areas. For completeness, it is worth noting that not all locations are suitable for the installation of bus shelters due to underground services, width issues, sight line issues, access issues, negative impact on affected parties / adjacent premises, or similar other items.</p>	Violet-Anne Wynne, T.D.
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				<p>It is intended that this programme will be an annual programme for a number of years, enabling a substantial upgrading of the national bus stop infrastructure assets.</p> <p>I hope that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	
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05/03/2024	178	<p>PQ Referred: 10366/24, for answer 05/03/2024, Written from - Joe Carey</p>	<p>PQ 10366/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 178 To ask the Minister for Transport to provide the list of new rail stations to be opened under the Limerick Shannon Metropolitan Area Transport Strategy; when works will commence on each; when each will be opened and operational, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Limerick Shannon Metropolitan Area Transport Strategy was prepared by the National Transport Authority (NTA) in collaboration with Limerick City and County Council, Clare County Council, and Transport Infrastructure Ireland, with the cooperation of Iarnród Éireann.</p> <p>Noting the NTA's role in the development of the strategy, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 178 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Measure RL2 of the Limerick-Shannon Metropolitan Area Transport Strategy outlines the intention to provide new rail stations at both Moyross and Ballysimon. The NTA are currently funding Irish Rail regarding developing the designs for both stations.</p> <p>Irish Rail have appointed AtkinsRéalis to undertake the Preliminary Design and support the Statutory Planning Process for Moyross Station. Ground investigations to inform the design are due to commence in late March ahead of a non-statutory public consultation on the project which is planned for Q2 of this year. Subject to funding, the station is currently expected to be completed in Q3 of 2026 with commissioning of the station expected thereafter.</p> <p>Irish Rail have also appointed AtkinsRéalis to progress the initial design development for Ballysimon Station. This scope of work is expected to conclude towards the end middle of this year with the selection of a preferred option for the station. The timeline for progression of the project beyond selecting a preferred option has not yet been confirmed and will be subject to funding.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Joe Carey, T.D.
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05/03/2024	180	<p>PQ Referred: 10438/24, for answer 05/03/2024, Written from - Violet-Anne Wynne</p>	<p>Details Supplied the Limerick Shannon Metropolitan Area Strategy (LSMATS)</p> <p>PQ 10438/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 180 To ask the Minister for Transport the new rail stations to be opened under a strategy (details supplied); when works will commence on each; when each will be opened and operational, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Limerick Shannon Metropolitan Area Transport Strategy was prepared by the National Transport Authority (NTA) in collaboration with Limerick City and County Council, Clare County Council, and Transport Infrastructure Ireland, with the cooperation of Iarnród Éireann.</p> <p>Noting the NTA's role in the development of the strategy, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 180 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Measure RL2 of the Limerick-Shannon Metropolitan Area Transport Strategy outlines the intention to provide new rail stations at both Moyross and Ballysimon. The NTA are currently funding Irish Rail regarding developing the designs for both stations.</p> <p>Irish Rail have appointed AtkinsRéalis to undertake the Preliminary Design and support the Statutory Planning Process for Moyross Station. Ground investigations to inform the design are due to commence in late March ahead of a non-statutory public consultation on the project which is planned for Q2 of this year. Subject to funding, the station is currently expected to be completed in Q3 of 2026 with commissioning of the station expected thereafter.</p> <p>Irish Rail have also appointed AtkinsRéalis to progress the initial design development for Ballysimon Station. This scope of work is expected to conclude towards the end middle of this year with the selection of a preferred option for the station. The timeline for progression of the project beyond selecting a preferred option has not yet been confirmed and will be subject to funding.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Violet-Anne Wynne, T.D.
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05/03/2024	174	<p>PQ Referred: 10336/24, for answer 05/03/2024, Written from - Maurice Quinlivan</p>	<p>PQ 10336/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 174 To ask the Minister for Transport to provide the list of new rail stations to be opened under the Limerick Shannon Metropolitan Area Transport Strategy; when work will commence on each; when each will be opened and operational in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Limerick Shannon Metropolitan Area Transport Strategy was prepared by the National Transport Authority (NTA) in collaboration with Limerick City and County Council, Clare County Council, and Transport Infrastructure Ireland, with the cooperation of Iarnród Éireann.</p> <p>Noting the NTA's role in the development of the strategy, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 174 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Measure RL2 of the Limerick-Shannon Metropolitan Area Transport Strategy outlines the intention to provide new rail stations at both Moyross and Ballysimon. The NTA are currently funding Irish Rail regarding developing the designs for both stations.</p> <p>Irish Rail have appointed AtkinsRéalis to undertake the Preliminary Design and support the Statutory Planning Process for Moyross Station. Ground investigations to inform the design are due to commence in late March ahead of a non-statutory public consultation on the project which is planned for Q2 of this year. Subject to funding, the station is currently expected to be completed in Q3 of 2026 with commissioning of the station expected thereafter.</p> <p>Irish Rail have also appointed AtkinsRéalis to progress the initial design development for Ballysimon Station. This scope of work is expected to conclude towards the end middle of this year with the selection of a preferred option for the station. The timeline for progression of the project beyond selecting a preferred option has not yet been confirmed and will be subject to funding.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Maurice Quinlivan, T.D.
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05/03/2024	173	<p>PQ Referred: 10335/24, for answer 05/03/2024, Written from - Maurice Quinlivan</p>	<p>PQ 10335/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 173 To ask the Minister for Transport when Moyross rail station will be opened and operational; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the works at Moyross train station.</p> <p>Construction of a new train station at Moyross is proposed under the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS). Moreover, in order to support the delivery of the National Sustainable Mobility Policy, which in turn is a key part of the Government's plan to achieve a 50% reduction in transport greenhouse gas emissions in Ireland by 2030, I launched the Pathfinder Programme in October 2022. Construction of a new train station at Moyross was selected for inclusion in the Pathfinder Programme.</p> <p>Noting the NTA's responsibility in this matter and the specific</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 173 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The current timeframe for the completion of Moyross Station is Q3 of 2026. Commissioning of the station will follow thereafter.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Maurice Quinlivan, T.D.
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			<p>queries raised by the Deputy, I have referred the Deputies' questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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05/03/2024	176	<p>PQ Referred: 10345/24, for answer 05/03/2024, Written from - Aindrias Moynihan</p>	<p>Details Supplied These villages have grown significantly in the last few years and the lack of public transport is giving residents no choice but to drive adding to an already congested route</p> <p>PQ 10345/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 176To ask the Minister for Transport the current plans to upgrade the 233 bus route to provide an improved public transport service to the villages of Killumney, Aherla, Cloughduv, Kilmurry and Crookstown (details supplied); and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 176 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Service Planning section at the Authority is currently planning to reconfigure and improve the level of service on the Route 233 system between Macroom and Cork City which currently consists of many irregularly provided variants between both centres. The settlements of Killumney, Aherla, Cloughduv, Kilmurry and Crookstown are likely to benefit from this exercise in terms of improved levels of service, and we will also recommend improvements to location and facilities at bus stops in these villages which will have to be approved by Cork County Council as the Road Authority in the area before commencing design and construction.</p> <p>As part of our planning work, the Authority will shortly carry out a public consultation on our emerging draft proposals. Political representatives and members of the public are encouraged to submit their views during this process once it starts.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Aindrias Moynihan, T.D.
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05/03/2024	172	<p>PQ Referred: 10330/24, for answer 05/03/2024, Written from - Niall Collins</p>	<p>PQ 10330/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 172 To ask the Minister for Transport to provide the list of new rail stations to be opened under the Limerick Shannon Metropolitan Area Transport Strategy; when works will commence on each; when each will be opened and operational, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Limerick Shannon Metropolitan Area Transport Strategy was prepared by the National Transport Authority (NTA) in collaboration with Limerick City and County Council, Clare County Council, and Transport Infrastructure Ireland, with the cooperation of Iarnród Éireann.</p> <p>Noting the NTA's role in the development of the strategy, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 172 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Measure RL2 of the Limerick-Shannon Metropolitan Area Transport Strategy outlines the intention to provide new rail stations at both Moyross and Ballysimon. The NTA are currently funding Irish Rail regarding developing the designs for both stations.</p> <p>Irish Rail have appointed AtkinsRéalis to undertake the Preliminary Design and support the Statutory Planning Process for Moyross Station. Ground investigations to inform the design are due to commence in late March ahead of a non-statutory public consultation on the project which is planned for Q2 of this year. Subject to funding, the station is currently expected to be completed in Q3 of 2026 with commissioning of the station expected thereafter.</p> <p>Irish Rail have also appointed AtkinsRéalis to progress the initial design development for Ballysimon Station. This scope of work is expected to conclude towards the end middle of this year with the selection of a preferred option for the station. The timeline for progression of the project beyond selecting a preferred option has not yet been confirmed and will be subject to funding.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Niall Collins, T.D.
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05/03/2024	175	<p>PQ Referred: 10337/24, for answer 05/03/2024, Written from - Cathal Crowe</p>	<p>PQ 10337/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 175 To ask the Minister for Transport to provide the list of new rail stations to be opened under the Limerick Shannon Metropolitan Area Transport Strategy; when works will commence on each; when each will be opened and operational, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Limerick Shannon Metropolitan Area Transport Strategy was prepared by the National Transport Authority (NTA) in collaboration with Limerick City and County Council, Clare County Council, and Transport Infrastructure Ireland, with the cooperation of Iarnród Éireann.</p> <p>Noting the NTA's role in the development of the strategy, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 175 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Measure RL2 of the Limerick-Shannon Metropolitan Area Transport Strategy outlines the intention to provide new rail stations at both Moyross and Ballysimon. The NTA are currently funding Irish Rail regarding developing the designs for both stations.</p> <p>Irish Rail have appointed AtkinsRéalis to undertake the Preliminary Design and support the Statutory Planning Process for Moyross Station. Ground investigations to inform the design are due to commence in late March ahead of a non-statutory public consultation on the project which is planned for Q2 of this year. Subject to funding, the station is currently expected to be completed in Q3 of 2026 with commissioning of the station expected thereafter.</p> <p>Irish Rail have also appointed AtkinsRéalis to progress the initial design development for Ballysimon Station. This scope of work is expected to conclude towards the end middle of this year with the selection of a preferred option for the station. The timeline for progression of the project beyond selecting a preferred option has not yet been confirmed and will be subject to funding.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Cathal Crowe T.D
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05/03/2024	171	<p>PQ Referred: 10329/24, for answer 05/03/2024, Written from - Niall Collins</p>	<p>PQ 10329/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 171To ask the Minister for Transport when Moyross rail station will be opened and operational; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the works at Moyross train station.</p> <p>Construction of a new train station at Moyross is proposed under theLimerick Shannon Metropolitan Area Transport Strategy (LSMATSMoreover, in order to support the delivery of the National Sustainable Mobility Policy, which in turn is a key part of the Government’s plan to achieve a 50% reduction in transport greenhouse gas emissions in Ireland by 2030, I launched the Pathfinder Programme in October 2022. Construction of a new train station at Moyross was selected for inclusion in the Pathfinder Programme.</p> <p>Noting the NTA's responsibility in this matter and the specific</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 171 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The current timeframe for the completion of Moyross Station is Q3 of 2026. Commissioning of the station will follow thereafter.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Niall Collins, T.D.
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			<p>queries raised by the Deputy, I have referred the Deputies' questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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05/03/2024	160	<p>PQ Referred: 10182/24, for answer 05/03/2024, Written from - Peter Burke</p>	<p>PQ 10182/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 160 To ask the Minister for Transport the up-to-date position regarding the provision of flexi tax saver tickets for commuters; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport, nor decisions on fares. It is the National Transport Authority (NTA) that has responsibility for the regulation of fares charged to passengers in respect of public transport services, provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 160 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Due to significant technical challenges with the existing Tax saver platform, the Authority has been unable to progress an alternative to existing Tax saver arrangements to include arrangements for shorter periods. The Authority then had to prioritise its resources to deliver the TFI 90 minute fare in the Dublin metropolitan area, the 20% fare reduction on all TFI services and the Young Adult Card and Fare across TFI and commercial bus services. The technical team are now working to deliver Next Generation ticketing for all public transport journeys which will be an account based system which will allow greater flexibility in the payment models.</p> <p>The TFI-90 minute fare in Dublin and the cost-of-living fares reduction on all PSO services helped to address the most immediate concerns relating to cost of journeys for hybrid workers, however we recognise that for some longer distance commuters the existing Tax saver offering is less attractive. That said, please note that the first phase of implementation of the National Fares Strategy later this year will see Leap fares introduced in a new Dublin Commuter Zone as far as Drogheda and Kildare, which will mean significant reductions for single trips for a large cohort of commuters to Dublin City. Also the Tax saver tickets across all modes in Dublin metropolitan area will be introduced shortly at a cost of €960 for an annual and €96 for a monthly ticket pre-tax.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Peter Burke, T.D.
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05/03/2024	158	<p>PQ Referred: 10128/24, for answer 05/03/2024, Written from - Denise Mitchell</p>	<p>PQ 10128/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 158 To ask the Minister for Transport his views on the possible extension of the MetroLink in order to integrate it into the Dublin/Belfast rail line; and if he will make a statement on the matter.</p> <p>Answer</p> <p>MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre, the first of its kind in Ireland. MetroLink will serve multiple residential communities such as Swords, Ballymun and Glasnevin, as well as the City Centre, Dublin Airport, major employment zones, education, transport and other facilities. It is a key project under the National Development Plan 2021-30.</p> <p>The stations on the route will connect directly to Irish Rail, DART and DART+ services (at Tara Street and Glasnevin train stations), Luas services (at the Charlemont stop), bus and BusConnects services, as well as to Dublin Airport which is the country's and island's busiest international gateway. Passengers will be able to transfer from MetroLink to train services at Dublin Connolly station, which serves Belfast, via</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 158 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The MetroLink project, currently before An Bord Pleanála, represents the optimal solution for serving current forecast demand for travel in North Dublin as part of an integrated transport network including DART+ Coastal North and BusConnects. When it was determined that Metro was the preferred solution for the corridor from the City Centre to Swords, an extension to Donabate was considered. The analysis at that time showed that the demand for travel onwards to and from Donabate was not sufficient to justify the extension of Metro northwards. The current MetroLink scheme, however, does not preclude the extension of Metro in the future to serve Donabate.</p> <p>In accordance with the Dublin Transport Authority Act, the Greater Dublin Area Transport Strategy is reviewed every 6 years and each review takes into account changes in population and employment distribution and emerging policies, objectives and proposals from various stakeholders. In this regard, the growth of Donabate, as well as proposals under the All Island Strategic Rail Review, which may impact on demand for travel from the area, as well as potential long-term solutions, will be examined in full at the next Transport Strategy review point.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Denise Mitchell, T.D.
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		<p>the Luas in the city or Tara Street station rail station or at the future Glasnevin rail station.</p> <p>MetroLink is thus a transformative railway project, widening bus and rail access and connectivity for over a million people in the Greater Dublin Area, as well as an even greater number across Ireland.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputies' questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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07/03/2024	49	<p>PQ Referred: 10904/24, for answer 06/03/2024, Written from - Catherine Murphy</p>	<p>PQ 10904/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 49 To ask the Minister for Transport if his plans fully support the United Nations Convention on the Rights of Persons with Disabilities by developing mandatory accessibility regulations in conjunction with the National Transport Authority.</p> <p>Answer</p> <p>The Minister for Children, Equality, Disability, Inclusion and Youth and the Minister of State for Disabilities have overarching responsibility in Ireland for the implementation of the United Nations Convention on the Rights of People with Disabilities (UNCPRD) My Department, and the National Transport Authority (NTA) will comply with all guidance from either Minister regarding the implementation of the UNCPRD.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure as well as the provision of an accessible, integrated public transport system for all users. The NTA works with the relevant</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 49 of 06 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA will comply with all guidance due from either the Minister for Children, Equality, Disability, Inclusion and Youth and the Minister of State regarding the implementation of the United Nations Convention on the Rights of People with Disabilities (UNCPRD) for Government Bodies.</p> <p>Originally, the Coalition of DPO's consisted of 8 Disabled Person's Organisations (DPOs) When the Coalition of DPOs disbanded, 5 of the groups sought to work together and the DPO Network formed in 2022 and is continuing to build on its work. At present there is no register of DPOs in Ireland so there is no definitive answer of what other DPO groups may exist. There are also a few organisations who claim to be DPOs who may not actually be DPOs. The membership in groups range from 10's to 1,000's in disability user groups, therefore, it is important that the NTA email as many groups as possible to inform them of public consultations</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Catherine Murphy, T.D.
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public transport companies, as appropriate.

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

06/03/2024	47	<p>PQ Referred: 10868/24, for answer 06/03/2024, Written from - Michael Lowry</p>	<p>Details Supplied presently, there is a proposal submitted from the Bus Éireann drivers on this route to Bus Éireann management to facilitate the operation of a 17:40 hrs 355 Bus Service directly from the Waterford University to Cahir in Co. Tipperary; given that it would better cater to a substantial number of students commuting from Waterford to Clonmel and Cahir daily, and assist in reducing these students' carbon footprint</p> <p>PQ 10868/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 47To ask the Minister for Transport if he will initiate discussions with Bus Éireann concerning its service from Southeast Technological University, Waterford serving Clonmel and Cahir in County Tipperary (details supplied); if he will support a proposal; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 47 of 06 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the Connecting Ireland Rural Mobility Plan, the Authority intends to review the regional bus corridor between Limerick and Waterford. The Authority has no current timeframe for completion of this review but it is likely to commence in late 2024 or 2025 subject to funding availability. As part of that review, we will assess the feasibility of a 17.40hrs bus from Waterford to Cahir.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Michael Lowry, T.D.
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		<p>timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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07/03/2024	48	<p>PQ Referred: 10894/24, for answer 06/03/2024, Written from - Mark Ward</p>	<p>PQ 10894/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 48 To ask the Minister for Transport if there will be increased frequency of the C1, C2, C3 and C4 buses at peak times; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 48 of 06 March 2024 last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Additional capacity was added to routes C3 & C4 in late 2023 and Dublin Bus are reviewing requirements on routes C1 and C2. The NTA and Dublin Bus would like to introduce additional capacity for routes C1 and C2 later in 2024. This will be subject to funding availability and the additional resources required to operate such services.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Mark Ward, T.D.
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07/03/2024	194	<p>PQ Referred: 11421/24, for answer 07/03/2024, Written from - Colm Burke</p>	<p>PQ 11421/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 194 To ask the Minister for Transport to confirm when works will begin in respect of each of the new rail stations of Blarney/Stoneview, Monard, Blackpool/Kilbarry, Tivoli, Dunkettle, Carrigtwohill West, Water-Rock, Ballynoe under the Cork Area Commuter Rail Programme; when each will be opened and operational, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</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, 'Enable future electrification of Cork Commuter Rail', was included in Ireland's National Recovery Resilience Plan (NRRP) as submitted to the European Commission in 2021. All works associated with Phase 1 will be completed by Quarter 3 2026 as required by the European Commission.</p> <p>This will see a €185 million investment, €164m of which is EU funds, in Cork's rail infrastructure. This will facilitate the longer-term electrification of the network through construction of a new 'through' platform at Kent Station to</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 194 of 07 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Cork Metropolitan Area Transport Strategy (CMATS) sets out the ambitious plans for the development of the Cork Suburban Rail system. This is being delivered through the Cork Area Commuter Rail Programme comprising of 7 separate but interrelated work packages. These projects are;</p> <ul style="list-style-type: none"> Ø An overall electrified rail network extending from Mallow to Middleton and Cobh, with the potential to operate at a five minute train frequency in the future; Ø A total suburban rail network of 62 km; Ø An additional platform at Kent Station to facilitate through-running between Mallow and Middleton/Cobh; Ø 10 km of double tracking of the existing single line between Glounthaune and Midleton; Ø New train fleet; Ø Renewal of the signalling system to modern standards; Ø 8 new stations at the following locations: <ul style="list-style-type: none"> o Tivoli; o Dunkettle; o Water Rock; o Carrigtwohill West; o Ballynoe; o Blackpool / Kilbarry; o Monard; and o Blarney / Stoneview. <p>The National Recovery and Resilience Plan 2021 has prioritised Work Package 1 – Kent Station Through Platform, Work Package 2 – Signalling and Communications Upgrade, and Work Package 3 – Glounthaune - Midleton Twin Track for immediate progress via the EU Recovery and Resilience Facility. Work Package 1 has an anticipated completion date before 2025 while work packages 2 and 3 have anticipated completion dates before 2027.</p> <p>As funding has not yet been assigned for the other work packages in the programme, no firm timelines are available at present for the delivery of the remaining projects, inclusive of the proposed eight additional stations. As the current projects advance, the position of the other elements will be reviewed, and there will be greater clarity on funding availability and timelines.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p>	Colm Burke, T.D.
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		<p>create an integrated suburban network, re-signalling of the network, and double-tracking from Glounthaune to Midleton. All works included in the NRRP should be completed by 2026 as required by the European Commission.</p> <p>Following approval from Cork City Council, the construction contract for the additional platform at Kent Station was awarded in early 2023 and enabling works have begun on site, with construction expected to be completed by 2025.</p> <p>An Bord Pleanála granted a Railway Order with conditions to Córas Iompair Éireann for the double-tracking of the Glounthaune to Midleton line in October 2023. Procurement preparations have started following this approval and a contract award is expected later this year, prior to construction commencing.</p> <p>In addition to the Kent Station and double-tracking works above, Iarnród Éireann awarded a contract to Alstom for a major signalling upgrade project on the Cork commuter rail network in June 2023. This signalling upgrade is required to increase the number of trains which can operate between Cork and Cobh, Midleton and Mallow.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has</p>	<p>Hugh Creegan, Deputy Chief Executive.</p>	
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		<p>responsibility for the planning and development of public transport infrastructure, including the Cork Area Commuter Rail programme.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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07/03/2024	186	<p>PQ Referred: 11428/24, for answer 07/03/2024, Written from - Sean Sherlock</p>	<p>PQ 11428/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 186To ask the Minister for Transport the reason councils are being forced to adhere exactly to the safe routes to school programme manual and if local council engineers can be empowered to use discretion on a case-by-case basis.</p> <p>Answer</p> <p>The Safe Routes to School (SRTS) Programme was launched in March 2021 with the aim of supporting walking, scooting, and cycling to primary and post-primary schools, and creating safer walking and cycling routes within communities, through the provision of infrastructure interventions. This should help alleviate congestion at school gates and increase the number of students who walk or cycle to school.The Safe Routes to School Programme is funded by my Department through the National Transport Authority and An Taisce's Green Schools is co-ordinating the programme.</p> <p>Invitations to express interest were sent to all primary and secondary schools in the country, and 931 applications were received from schools across every county in Ireland. 170 schools were notified on 21st June 2021 that they were selected for inclusion in the first</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 186 of 07 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Safe Routes to School (SRTS) Programme is a national initiative funded by the Department of Transport through the National Transport Authority, with the aims of;</p> <ol style="list-style-type: none"> 1. To Improve safety at the school gate by providing 'front of school' treatments to alleviate congestion and improve access for those walking and cycling; 2. To Improve access routes to school by improving walking and cycling infrastructure; and 3. To Increase the number of students who cycle to school by expanding the amount of cycle parking <p>Front of School Treatments usually involve a School Zone, which aims to create a safe protected area outside a school gate where vehicular drop off is discouraged. School zones use identifiable design features, such as pencil shaped bollards and colourful road markings to;</p> <ul style="list-style-type: none"> Ø Highlight the presence of the school and encourage traffic to slow down in the school zone area; Ø Prevent illegal parking on pavements; and Ø Encourage drivers to make legal and safe drop-offs outside of the school zone area, the area where children gather in the highest concentration. <p>The NTA Safe Routes to School Design Guide, published in 2021, provided technical guidance on designs to enable Local Authorities to create safer and calmer front of school environments, and more attractive routes to school.</p> <p>This Guide provides useful assistance for designers and for schools in developing and implementing suitable solutions for the variety of circumstances that exist in different locations. It is not intended that it is a limitation on good solutions, but it is intended to avoid poor solutions being implemented. Discretion can still be applied by designers on a case-by-case basis, but that discretion must be exercised to deliver good quality solutions.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan, Deputy Chief Executive.</p>	Seán Sherlock, T.D.
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round of the SRTS Programme with 1 school subsequently withdrawing, while a further 108 schools were announced for Round 2 in December 2022. It should be noted that all schools that applied to the original call for applications were accepted into the programme, and if not selected in Rounds 1 and 2 will be selected for forthcoming rounds. Round 3 of the SRTS Programme is expected to be announced later this year.

Both the NTA and An Taisce have undertaken significant work in developing design guidance for Safe Routes to School projects which aim to maximise the safety of students, improve the accessibility to school grounds for pedestrians and cyclists and create a welcoming aesthetic outside schools through the creation of School Zones, where possible. Noting the role of the NTA in the programme, I have referred your question relating to adherence to the Safe Routes to School Manual to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.

05/03/2024	164	<p>PQ Referred: 10228/24, for answer 05/03/2024, Written from - Carol Nolan</p>	<p>Dail Question No: 164 To ask the Minister for Transport to provide the number of registered taxis and hackney vehicles in operation in each county in each of the years 2019, 2022 and 2023, in tabular form; and if he will make a statement on the matter.</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 164 & 165 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>By way of general background the NTA advises that there are two statutory bodies involved in the Small Public Service Vehicle (SPSV) licensing process. The NTA is responsible for issuance of SPSV vehicle licences, and An Garda Síochána is responsible for issuing SPSV driver licences. The NTA undertakes some administrative aspects associated with SPSV driver licensing, in addition to its vehicle licensing role.</p> <p>The NTA can also advise that it publishes statistics on driver licences and vehicle licences each month and these are available here to view here.</p> <p>PQ 164:</p> <ol style="list-style-type: none"> SPSVs which include taxis, hackneys, limousines are not restricted to a geographical area i.e. the licensed vehicles can be operated anywhere throughout Ireland. It is the SPSV driver licence, and the ability to stand and ply for hire on the street, that is restricted to a geographical area. The table below sets out the SPSV fleet by vehicle category for the years requested. <table border="1" data-bbox="1136 884 2133 1110"> <thead> <tr> <th rowspan="2">Year</th> <th colspan="2">Taxis</th> <th colspan="3">Hackneys</th> <th rowspan="2">Limousines</th> <th rowspan="2">Total</th> </tr> <tr> <th>Standard</th> <th>Wheelchair Accessible (WAT)</th> <th>Standard</th> <th>Wheelchair Accessible (WAH)</th> <th>Local Area (LAH)</th> </tr> </thead> <tbody> <tr> <td>2019</td> <td>14,863</td> <td>2,951</td> <td>1,349</td> <td>119</td> <td>19</td> <td>2,110</td> <td>21,411</td> </tr> <tr> <td>2022</td> <td>13,014</td> <td>3,206</td> <td>949</td> <td>141</td> <td>23</td> <td>1,948</td> <td>18,332</td> </tr> <tr> <td>2023</td> <td>13,028</td> <td>3,506</td> <td>861</td> <td>155</td> <td>26</td> <td>2,208</td> <td>2,208</td> </tr> </tbody> </table> <p>PQ 165: The table below indicates a snapshot of the numbers of active SPSV driver licences on 31st December in the years 2019, 2022 and 2023, set out by the county which is the driver's primary area of operation. Updated driver licence numbers are published monthly in the statistics and legislation section of NTA website.</p>	Year	Taxis		Hackneys			Limousines	Total	Standard	Wheelchair Accessible (WAT)	Standard	Wheelchair Accessible (WAH)	Local Area (LAH)	2019	14,863	2,951	1,349	119	19	2,110	21,411	2022	13,014	3,206	949	141	23	1,948	18,332	2023	13,028	3,506	861	155	26	2,208	2,208	Patrick Costello, T.D.
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County	2019	2022	2023
Carlow	209	180	181
Cavan	165	147	141
Clare	430	390	409
Cork	2,370	2,186	2,202
Donegal	564	470	461
Dublin	15,318	14,665	15,465
Galway	1,332	1,215	1,271
Kerry	994	966	1,017
Kildare	495	386	382
Kilkenny	253	204	217
Laois	239	206	207
Leitrim	87	77	71
Limerick	937	917	1,000
Longford	129	100	104
Louth	697	607	586
Mayo	453	378	371
Meath	421	356	346
Monaghan	147	114	108
Offaly	184	155	151
Roscommon	108	94	87
Sligo	230	204	207
Tipperary	316	293	302
Waterford	401	374	373
Westmeath	332	277	277
Wexford	299	244	233
Wicklow	201	175	173
Local Hackney Area	15	13	18
Total	27,326	25,393	26,360

I trust that the above is of assistance.

Yours Sincerely,

 Anne Graham
 Chief Executive

05/03/2024

195

PQ Referred: 10499/24, for answer 05/03/2024, Written from - Patrick Costello

Dail Question No: 195 To ask the Minister for Transport the breakdown of the amount each county council has drawn down from its allocated active travel funding in 2023 and to date in 2024; and if he will make a statement on the matter.

Dear Deputy,

I am writing to you concerning the matters you raised in Parliamentary Question Nos. 195, 196 & 197 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.

Please see table below in response to Parliamentary Question Nos 195, 196 & 197. I can confirm that there has been no Active Travel funding drawn down in January or February of 2024.

Local Authority	2023 Allocation	Drawdown in 2023	2024 Allocation	Drawdown in Jan/Feb 2024
Carlow County Council	2,700,000	2,712,877	3,018,000	-
Cavan County Council	3,500,000	3,342,736	3,325,000	-
Clare County Council	4,500,000	2,782,567	3,222,311	-
Cork City Council	34,825,000	35,190,079	29,102,000	-
Cork County Council	22,175,000	24,429,216	19,000,000	-
Donegal County Council	4,500,000	4,187,736	4,500,000	-
Dublin City Council*	59,850,000	69,652,582	54,100,000	-
Dun Laoghaire Rathdown County Council	24,808,476	19,684,454	21,500,000	-
Fingal County Council	17,110,110	15,749,556	21,500,000	-
Galway City Council*	12,138,700	11,991,637	8,683,000	-
Galway County Council	3,000,000	2,234,167	2,500,000	-
Kerry County Council	2,350,000	1,528,981	3,000,000	-
Kildare County Council	9,965,000	10,562,169	10,385,000	-
Kilkenny County Council	3,120,000	3,012,064	3,000,000	-
Laois County Council	3,300,000	3,251,839	3,000,000	-
Leitrim County Council	2,000,000	1,910,854	1,900,000	-
Limerick City and County Council	21,000,000	22,420,825	18,000,000	-
Longford County Council	2,500,000	3,268,464	3,500,000	-
Louth County Council	5,285,000	3,355,166	4,000,000	-
Mayo County Council	4,500,000	1,152,092	3,500,000	-
Meath County Council	14,135,000	17,161,620	13,500,000	-
Monaghan County Council	3,000,000	2,470,822	3,000,000	-
Offaly County Council	3,009,382	3,314,689	3,000,000	-
Roscommon County Council	2,500,000	1,483,084	3,050,000	-
Sligo County Council	3,000,000	2,136,957	3,005,000	-
South Dublin County Council	22,065,000	22,333,365	21,900,000	-
Tipperary County Council	4,633,000	4,266,476	3,999,000	-
Waterford City and County Council	11,000,000	21,365,285	25,230,000	-
Westmeath County Council	3,900,000	2,757,448	4,000,000	-
Wexford County Council	3,280,298	3,511,231	3,750,000	-
Wicklow County Council	8,409,000	7,548,733	8,000,000	-
Grand Total	322,058,966	330,769,770	313,169,311	-

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creagan,
Deputy Chief Executive.

Patrick Costello, T.D.

05/03/2024	165	<p>PQ Referred: 10228/24, for answer 05/03/2024, Written from - Carol Nolan</p>	<p>Dail Question No: 165 To ask the Minister for Transport to provide the number of registered taxis and hackney drivers in operation in each county in each of the years 2019, 2022 and 2023, in tabular form; and if he will make a statement on the matter.</p>	<p>Dear Deputy,</p> <p>I refer to the matters you raised in Parliamentary Question Nos. 164 & 165 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>By way of general background the NTA advises that there are two statutory bodies involved in the Small Public Service Vehicle (SPSV) licensing process. The NTA is responsible for issuance of SPSV vehicle licences, and An Garda Síochána is responsible for issuing SPSV driver licences. The NTA undertakes some administrative aspects associated with SPSV driver licensing, in addition to its vehicle licensing role.</p> <p>The NTA can also advise that it publishes statistics on driver licences and vehicle licences each month and these are available here to view here.</p> <p>PQ 164:</p> <ol style="list-style-type: none"> SPSVs which include taxis, hackneys, limousines are not restricted to a geographical area i.e. the licensed vehicles can be operated anywhere throughout Ireland. It is the SPSV driver licence, and the ability to stand and ply for hire on the street, that is restricted to a geographical area. The table below sets out the SPSV fleet by vehicle category for the years requested. <table border="1" data-bbox="1136 884 2133 1115"> <thead> <tr> <th rowspan="2">Year</th> <th colspan="2">Taxis</th> <th colspan="3">Hackneys</th> <th rowspan="2">Limousines</th> <th rowspan="2">Total</th> </tr> <tr> <th>Standard</th> <th>Wheelchair Accessible (WAT)</th> <th>Standard</th> <th>Wheelchair Accessible (WAH)</th> <th>Local Area (LAH)</th> </tr> </thead> <tbody> <tr> <td>2019</td> <td>14,863</td> <td>2,951</td> <td>1,349</td> <td>119</td> <td>19</td> <td>2,110</td> <td>21,411</td> </tr> <tr> <td>2022</td> <td>13,014</td> <td>3,206</td> <td>949</td> <td>141</td> <td>23</td> <td>1,948</td> <td>18,332</td> </tr> <tr> <td>2023</td> <td>13,028</td> <td>3,506</td> <td>861</td> <td>155</td> <td>26</td> <td>2,208</td> <td>2,208</td> </tr> </tbody> </table> <p>PQ 165: The table below indicates a snapshot of the numbers of active SPSV driver licences on 31st December in the years 2019, 2022 and 2023, set out by the county which is the driver's primary area of operation. Updated driver licence numbers are published monthly in the statistics and legislation section of NTA website.</p>	Year	Taxis		Hackneys			Limousines	Total	Standard	Wheelchair Accessible (WAT)	Standard	Wheelchair Accessible (WAH)	Local Area (LAH)	2019	14,863	2,951	1,349	119	19	2,110	21,411	2022	13,014	3,206	949	141	23	1,948	18,332	2023	13,028	3,506	861	155	26	2,208	2,208	Carol Nolan, T.D.
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Wicklow	201	175	173
Local Hackney Area	15	13	18
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I trust that the above is of assistance.

Yours Sincerely,

 Anne Graham
 Chief Executive

05/03/2024 196

PQ Referred: 10499/24, for answer 05/03/2024, Written from - Patrick Costello

Dail Question No: 196 To ask the Minister for Transport the amount of the €290 million allocated to walking and cycling infrastructure in 2023 that has been spent; if he will provide a breakdown of where the funding has been spent to date in each county council; and if he will make a statement on the matter.

Dear Deputy,

I am writing to you concerning the matters you raised in Parliamentary Question Nos. 195, 196 & 197 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.

Please see table below in response to Parliamentary Question Nos 195, 196 & 197. I can confirm that there has been no Active Travel funding drawn down in January or February of 2024.

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Dublin City Council*	59,850,000	69,652,582	54,100,000	-
Dun Laoghaire Rathdown County Council	24,808,476	19,684,454	21,500,000	-
Fingal County Council	17,110,110	15,749,556	21,500,000	-
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Longford County Council	2,500,000	3,268,464	3,500,000	-
Louth County Council	5,285,000	3,355,166	4,000,000	-
Mayo County Council	4,500,000	1,152,092	3,500,000	-
Meath County Council	14,135,000	17,161,620	13,500,000	-
Monaghan County Council	3,000,000	2,470,822	3,000,000	-
Offaly County Council	3,009,382	3,314,689	3,000,000	-
Roscommon County Council	2,500,000	1,483,084	3,050,000	-
Sligo County Council	3,000,000	2,136,957	3,005,000	-
South Dublin County Council	22,065,000	22,333,365	21,900,000	-
Tipperary County Council	4,633,000	4,266,476	3,999,000	-
Waterford City and County Council	11,000,000	21,365,285	25,230,000	-
Westmeath County Council	3,900,000	2,757,448	4,000,000	-
Wexford County Council	3,280,298	3,511,231	3,750,000	-
Wicklow County Council	8,409,000	7,548,733	8,000,000	-
Grand Total	322,058,966	330,769,770	313,169,311	-

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creagan,
Deputy Chief Executive.

Patrick Costello, T.D.

05/03/2024 197

PQ Referred: 10499/24, for answer 05/03/2024, Written from - Patrick Costello

Dail Question No: 197 To ask the Minister for Transport for a breakdown of the €290 million assigned to walking and cycling that has been allocated to each county council; if he will provide information on the amount of funding that has been spent to date in 2023 by each county council; and if he will make a statement on the matter.

Dear Deputy,

I am writing to you concerning the matters you raised in Parliamentary Question Nos. 195, 196 & 197 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.

Please see table below in response to Parliamentary Question Nos 195, 196 & 197. I can confirm that there has been no Active Travel funding drawn down in January or February of 2024.

Local Authority	2023 Allocation	Drawdown in 2023	2024 Allocation	Drawdown in Jan/Feb 2024
Carlow County Council	2,700,000	2,712,877	3,018,000	-
Cavan County Council	3,500,000	3,342,736	3,325,000	-
Clare County Council	4,500,000	2,782,567	3,222,311	-
Cork City Council	34,825,000	35,190,079	29,102,000	-
Cork County Council	22,175,000	24,429,216	19,000,000	-
Donegal County Council	4,500,000	4,187,736	4,500,000	-
Dublin City Council*	59,850,000	69,652,582	54,100,000	-
Dun Laoghaire Rathdown County Council	24,808,476	19,684,454	21,500,000	-
Fingal County Council	17,110,110	15,749,556	21,500,000	-
Galway City Council*	12,138,700	11,991,637	8,683,000	-
Galway County Council	3,000,000	2,234,167	2,500,000	-
Kerry County Council	2,350,000	1,528,981	3,000,000	-
Kildare County Council	9,965,000	10,562,169	10,385,000	-
Kilkenny County Council	3,120,000	3,012,064	3,000,000	-
Laois County Council	3,300,000	3,251,839	3,000,000	-
Leitrim County Council	2,000,000	1,910,854	1,900,000	-
Limerick City and County Council	21,000,000	22,420,825	18,000,000	-
Longford County Council	2,500,000	3,268,464	3,500,000	-
Louth County Council	5,285,000	3,355,166	4,000,000	-
Mayo County Council	4,500,000	1,152,092	3,500,000	-
Meath County Council	14,135,000	17,161,620	13,500,000	-
Monaghan County Council	3,000,000	2,470,822	3,000,000	-
Offaly County Council	3,009,382	3,314,689	3,000,000	-
Roscommon County Council	2,500,000	1,483,084	3,050,000	-
Sligo County Council	3,000,000	2,136,957	3,005,000	-
South Dublin County Council	22,065,000	22,333,365	21,900,000	-
Tipperary County Council	4,633,000	4,266,476	3,999,000	-
Waterford City and County Council	11,000,000	21,365,285	25,230,000	-
Westmeath County Council	3,900,000	2,757,448	4,000,000	-
Wexford County Council	3,280,298	3,511,231	3,750,000	-
Wicklow County Council	8,409,000	7,548,733	8,000,000	-
Grand Total	322,058,966	330,769,770	313,169,311	-

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creagan,
Deputy Chief Executive.

Patrick Costello, T.D.

05/03/2024 192

PQ Referred: 10496/24, for answer 05/03/2024, Written from - Patrick Costello

Dail Question No: 192 To ask the Minister for Transport which local authorities have drawn down funding to establish active travel teams; and if he will make a statement on the matter.

Dear Deputy,

I am writing to you concerning the matters you raised in Parliamentary Question Nos. 192, 193 & 194 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.

PQ 192:

All Local Authorities have drawn down funding to establish active travel teams.

PQs 193 & 194:

Please see table below in response to Parliamentary Question Nos 193 & 194;

	Approved allocation	Positions filled as of March 2024	Vacancies as of March 2024
Carlow County Council	4	4	0
Cavan County Council	4	4	0
Clare County Council	6	4	2
Cork County Council	18	14	4
Cork City Council	23	18	5
Donegal County Council	5	5	0
Dublin City Council	55	31	24
Dún Laoghaire-Rathdown County Council	18	12	6
Fingal County Council	18	12	6
Galway County Council	5	4	1
Galway City Council	23	20	3
Kerry County Council	5	5	0
Kildare County Council	12	9	3
Kilkenny County Council	4	4	0
Laois County Council	4	4	0
Leitrim County Council	4	3	1
Limerick City & County Council	23	19	4
Longford County Council	4	4	0
Louth County Council	4	4	0
Mayo County Council	5	4	1
Meath County Council	13	13	0
Monaghan County Council	4	3	1
Offaly County Council	4	4	0
Roscommon County Council	4	3	1
Sligo County Council	4	4	0
South Dublin County Council	18	8	10
Tipperary County Council	4	4	0
Waterford City & County Council	12	9	3
Westmeath County Council	5	4	1
Wexford County Council	4	4	0
Wicklow County Council	12	9	3
Total	328	249	79

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creagan,
Deputy Chief Executive.

Patrick Costello, T.D.

05/03/2024

193

PQ Referred: 10496/24, for answer 05/03/2024, Written from - Patrick Costello

Dail Question No: 193 To ask the Minister for Transport which local authorities have active travel teams in place; and if he will make a statement on the matter.

Dear Deputy,

I am writing to you concerning the matters you raised in Parliamentary Question Nos. 192, 193 & 194 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.

PQ 192:

All Local Authorities have drawn down funding to establish active travel teams.

PQs 193 & 194:

Please see table below in response to Parliamentary Question Nos 193 & 194;

	Approved allocation	Positions filled as of March 2024	Vacancies as of March 2024
Carlow County Council	4	4	0
Cavan County Council	4	4	0
Clare County Council	6	4	2
Cork County Council	18	14	4
Cork City Council	23	18	5
Donegal County Council	5	5	0
Dublin City Council	55	31	24
Dún Laoghaire-Rathdown County Council	18	12	6
Fingal County Council	18	12	6
Galway County Council	5	4	1
Galway City Council	23	20	3
Kerry County Council	5	5	0
Kildare County Council	12	9	3
Kilkenny County Council	4	4	0
Laois County Council	4	4	0
Leitrim County Council	4	3	1
Limerick City & County Council	23	19	4
Longford County Council	4	4	0
Louth County Council	4	4	0
Mayo County Council	5	4	1
Meath County Council	13	13	0
Monaghan County Council	4	3	1
Offaly County Council	4	4	0
Roscommon County Council	4	3	1
Sligo County Council	4	4	0
South Dublin County Council	18	8	10
Tipperary County Council	4	4	0
Waterford City & County Council	12	9	3
Westmeath County Council	5	4	1
Wexford County Council	4	4	0
Wicklow County Council	12	9	3
Total	328	249	79

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan, Deputy Chief Executive.

Patrick Costello, T.D.

05/03/2024 194

PQ Referred: 10496/24, for answer 05/03/2024, Written from - Patrick Costello

Dail Question No: 194 To ask the Minister for Transport the breakdown of the 248 new posts for active travel teams in local authorities by county, in tabular form; the number that have been filled to date; the number of vacancies at present; and if he will make a statement on the matter.

Dear Deputy,

I am writing to you concerning the matters you raised in Parliamentary Question Nos. 192, 193 & 194 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.

PQ 192:

All Local Authorities have drawn down funding to establish active travel teams.

PQs 193 & 194:

Please see table below in response to Parliamentary Question Nos 193 & 194;

	Approved allocation	Positions filled as of March 2024	Vacancies as of March 2024
Carlow County Council	4	4	0
Cavan County Council	4	4	0
Clare County Council	6	4	2
Cork County Council	18	14	4
Cork City Council	23	18	5
Donegal County Council	5	5	0
Dublin City Council	55	31	24
Dún Laoghaire-Rathdown County Council	18	12	6
Fingal County Council	18	12	6
Galway County Council	5	4	1
Galway City Council	23	20	3
Kerry County Council	5	5	0
Kildare County Council	12	9	3
Kilkenny County Council	4	4	0
Laois County Council	4	4	0
Leitrim County Council	4	3	1
Limerick City & County Council	23	19	4
Longford County Council	4	4	0
Louth County Council	4	4	0
Mayo County Council	5	4	1
Meath County Council	13	13	0
Monaghan County Council	4	3	1
Offaly County Council	4	4	0
Roscommon County Council	4	3	1
Sligo County Council	4	4	0
South Dublin County Council	18	8	10
Tipperary County Council	4	4	0
Waterford City & County Council	12	9	3
Westmeath County Council	5	4	1
Wexford County Council	4	4	0
Wicklow County Council	12	9	3
Total	328	249	79

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Deputy Chief Executive.

Patrick Costello, T.D.

05/03/2024 190

PQ Referred: 10494/24, for answer 05/03/2024, Written from - Patrick Costello

Dail Question No: 190 To ask the Minister for Transport the number of schools enrolled in the safe routes to school in 2023 and to date in 2024; the number of schools waiting to be enrolled; the breakdown of the number of schools enrolled in the programme by each county council; and if he will make a statement on the matter.

Dear Deputy,

I am writing to you concerning the matter you raised in Parliamentary Question No. 190 & 191 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.

The Safe Routes to School (SRTS) Programme was launched in March 2021 with the aim of supporting walking, scooting, and cycling to primary and post-primary schools, and creating safer walking and cycling routes within communities, through the provision of infrastructure interventions.

All schools in the state were eligible to apply to the Safe Routes to School (SRTS) Programme, and information was circulated in March 2021 from the Departments of Education and Transport to schools nationwide. By the deadline of 16th April 2021, 932 applications had been received from schools in every county in Ireland.

170 schools were notified about their inclusion in the first round of the SRTS Programme in June 2021. 108 additional schools (forming Round 2) were brought into the active programme in December 2022.

Schools that have applied and have not been included in the first two rounds of funding (654 schools) will not be required to reapply, as they will come into the programme on a phased basis.

A breakdown of the Round 1 and 2 schools per Local Authority, and subsequent schools that applied can be found below:

Local Authority	Round 1	Round 2	Total Active Schools	Subsequent Schools
	Schools	Schools		
Carlow County Council	4	3	7	16
Cavan County Council	2	3	5	10
Clare County Council	5	2	7	27
Cork City Council	6	3	9	15
Cork County Council	10	7	17	44
Donegal County Council	5	5	10	56
Dublin City Council	28	6	34	17
Dun Laoghaire Rathdown County Council	6	3	9	16
Fingal County Council	11	5	16	24
Galway City Council	4	3	7	12
Galway County Council	7	5	12	53
Kerry County Council	5	3	8	34
Kildare County Council	5	5	10	41
Kilkenny County Council	5	3	8	16
Laois County Council	3	2	5	8
Leitrim County Council	3	2	5	5
Limerick City & County Council	8	5	13	24
Longford County Council	2	2	4	5
Louth County Council	4	4	8	25
Mayo County Council	7	6	13	38
Meath County Council	6	4	10	27
Monaghan County Council	3	3	6	8
Offaly County Council	4	2	6	11
Roscommon County Council	5	3	8	13
Sligo County Council	4	2	6	19
South Dublin County Council	3	2	5	20
Tipperary County Council	2	3	5	19
Waterford City & County Council	4	2	6	6
Westmeath County Council	2	2	4	8
Wexford County Council	4	3	7	21
Wicklow County Council	3	5	8	16
TOTAL	170	108	278	654

Patrick Costello, T.D.

				<p>A total of €19.8million has been allocated to 209 schools at the start of 2024, and an additional 11 SRTS schools treatments are part of wider active travel project allocations.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	
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05/03/2024 191

PQ Referred: 10494/24, for answer 05/03/2024, Written from - Patrick Costello

Dail Question No: 191 To ask the Minister for Transport the level of funding that has been allocated to the safe routes to school programme in 2024; the number of schools that are availing of the fund; and if he will make a statement on the matter.

Dear Deputy,

I am writing to you concerning the matter you raised in Parliamentary Question No. 190 & 191 of 05 March last, which has been referred to the National Transport Authority (NTA) for reply.

The Safe Routes to School (SRTS) Programme was launched in March 2021 with the aim of supporting walking, scooting, and cycling to primary and post-primary schools, and creating safer walking and cycling routes within communities, through the provision of infrastructure interventions.

All schools in the state were eligible to apply to the Safe Routes to School (SRTS) Programme, and information was circulated in March 2021 from the Departments of Education and Transport to schools nationwide. By the deadline of 16th April 2021, 932 applications had been received from schools in every county in Ireland.

170 schools were notified about their inclusion in the first round of the SRTS Programme in June 2021. 108 additional schools (forming Round 2) were brought into the active programme in December 2022.

Schools that have applied and have not been included in the first two rounds of funding (654 schools) will not be required to reapply, as they will come into the programme on a phased basis.

A breakdown of the Round 1 and 2 schools per Local Authority, and subsequent schools that applied can be found below:

Local Authority	Round 1	Round 2	Total Active Schools	Subsequent Schools
	Schools	Schools		
Carlow County Council	4	3	7	16
Cavan County Council	2	3	5	10
Clare County Council	5	2	7	27
Cork City Council	6	3	9	15
Cork County Council	10	7	17	44
Donegal County Council	5	5	10	56
Dublin City Council	28	6	34	17
Dun Laoghaire Rathdown County Council	6	3	9	16
Fingal County Council	11	5	16	24
Galway City Council	4	3	7	12
Galway County Council	7	5	12	53
Kerry County Council	5	3	8	34
Kildare County Council	5	5	10	41
Kilkenny County Council	5	3	8	16
Laos County Council	3	2	5	8
Leitrim County Council	3	2	5	5
Limerick City & County Council	8	5	13	24
Longford County Council	2	2	4	5
Louth County Council	4	4	8	25
Mayo County Council	7	6	13	38
Meath County Council	6	4	10	27
Monaghan County Council	3	3	6	8
Offaly County Council	4	2	6	11
Roscommon County Council	5	3	8	13
Sligo County Council	4	2	6	19
South Dublin County Council	3	2	5	20
Tipperary County Council	2	3	5	19
Waterford City & County Council	4	2	6	6
Westmeath County Council	2	2	4	8
Wexford County Council	4	3	7	21
Wicklow County Council	3	5	8	16
TOTAL	170	108	278	654

A total of €19.8million has been allocated to 209 schools at the start of 2024, and an additional 11 SRTS

Patrick Costello, T.D.

schools treatments are part of wider active travel project allocations.

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Deputy Chief Executive.

20/03/2024	157	<p>PQ Referred: 11828/24, for answer 20/03/2024, Written from - Brian Stanley</p>	<p>PQ 11828/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 157 To ask the Minister for Transport the reason none of the €3 million active travel investment grant was allocated to Graiguecullen despite this being the third largest town in County Laois and an area that would greatly benefit from further safe travel initiatives seeing as there are no cycle lanes or e-chargers present there at the moment.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 157 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA is funding the Carlow Graiguecullen Local Transport Plan. Public consultation on the Draft Transport Plan was carried out as part of the Carlow Graiguecullen Joint Urban Local Area Plan public consultation process, from 13th Dec '23 to 5th Feb. '24. Submissions received are now being reviewed. The link for the public consultation is below;</p> <p>https://consult.carlow.ie/en/consultation/draft-carlow-graiguecullen-joint-urban-local-area-plan-2024-2030</p> <p>The spend to end of 2023 was €266,118 with a further €30,000 allocated to finalise the plan in 2024. This plan will guide future transport investment in the joint Graiguecullen Carlow area.</p> <p>Given the ramping up of activities over the last few years in the Active Travel area, the number of projects being progressed now exceeds the level of funding made available to the NTA. Accordingly, the NTA is unable to fully fund all proposed Active Travel projects and programmes must be selected and phased in order to remain within its allocated budget.</p> <p>While a project may not be selected by the NTA for funding in a particular year, it may be funded in subsequent years. The Carlow Graiguecullen Local Transport Plan will guide future transport investment in the joint Graiguecullen Carlow area. As part of the allocations determination, the NTA liaises with each local authority to fully understand the projects being proposed by the local authority and its considerations in terms of priorities.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Brian Stanley, T.D.
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20/03/2024	149	<p>PQ Referred: 11533/24, for answer 20/03/2024, Written from - Aengus Ó Snodaigh</p>	<p>PQ 11533/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 149 To ask the Minister for Transport if he is aware that the removal of the 18 bus service has left residents of the Cashel Avenue/Ravensdale Park area in Crumlin without not only a bus connection with Ballyfermot and Palmerstown, but also without one that services Crumlin Village, and that, as a result, many elderly residents now have difficulties attending mass and going to their local Credit Union, Post Office and supermarket; and could the reconnection of this area of Crumlin with Ballyfermot, Palmerstown and, most urgently, Crumlin village, be re-examined.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 149 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As you'll know, the implementation of the BusConnects Network Redesign (NRD) is making great progress and with the successful delivery of Phase 5b last November, we are already about half way there.</p> <p>Under Phase 5b, we introduced five new orbital routes across south and west Dublin: S2, S4, S6, S8, W2 as well as a number of new local routes.</p> <p>Response by local communities has been very positive to the changes and passenger numbers on the new services are up by almost 20% compared to the services they replaced in November.</p> <p>However, we are aware of an issue in the Crumlin area that has given rise to some queries from public reps and from customers, in particular, the link between Cashel Road, Crumlin Village and the Ashleaf Centre. This connection was previously provided on route 17 and in the new network will be provided by route 82. Ultimately the new route 82 will operate between the city centre and Kimmage and extend to Tallaght via Templeogue. Under the original NRD phasing plan, the 82 was to be introduced not long after withdrawal of the 17 route, however, the phasing plan has been amended, and the 82 service is now not due for implementation until sometime next year.</p> <p>As a result, we are now working on plans for an interim arrangement by reviewing options which would reopen that link. Among the key considerations are that any amended route can still reach a suitable terminus where buses can await their next scheduled departure; and that any new roads or turns used are safe and suitable for bus operation. It should also be consistent with the forthcoming plan for new route 82, to avoid creating temporary links.</p> <p>It should be noted that route S4 now links Crumlin Village with Ballyfermot at high frequency. We have no plans to reintroduce a Cashel Road to Ballyfermot link but the above interim plan and more permanent arrangements would facilitate a link between the two areas via interchange between bus services.</p> <p>In respect of the interim arrangement, we will complete our planning work in the next three weeks and at that stage we will be able to estimate how long it would take to make the required changes to bus schedules and driver's duty rosters. At that point, we will be happy to provide you with an update as to where we are in the process.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____</p> <p>Anne Graham</p>	Aengus Ó Snodaigh, T.D.
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			forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Chief Executive	
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20/03/2024	158	<p>PQ Referred: 11903/24, for answer 20/03/2024, Written from - James O'Connor</p>	<p>PQ 11903/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 158 To ask the Minister for Transport with regard to the Cork Area Commuter Rail Programme, when works begin on each of the new rail stations of Blarney/Stoneview, Monard, Blackpool/Kilbarry, Tivoli, Dunkettle, Carrigtwohill West, Water-Rock and Ballynoe; when each station will be opened and operational, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</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, 'Enable future electrification of Cork Commuter Rail', was included in Ireland's National Recovery Resilience Plan (NRRP) as submitted to the European Commission in 2021. All works associated with Phase 1 will be completed by Quarter 3 2026 as required by the European Commission.</p> <p>This will see a €185 million investment, €164m of which is EU funds, in Cork's rail infrastructure. This will facilitate the longer-term electrification of the network through construction of a new 'through'</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 158 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Cork Metropolitan Area Transport Strategy (CMATS) sets out the ambitious plans for the development of the Cork Suburban Rail system. This is being delivered through the Cork Area Commuter Rail Programme comprising of 7 separate but interrelated work packages. These projects are;</p> <ul style="list-style-type: none"> Ø An overall electrified rail network extending from Mallow to Middleton and Cobh, with the potential to operate at a five minute train frequency in the future; Ø A total suburban rail network of 62 km; Ø An additional platform at Kent Station to facilitate through-running between Mallow and Middleton/Cobh; Ø 10 km of double tracking of the existing single line between Glounthaune and Midleton; Ø New train fleet; Ø Renewal of the signalling system to modern standards; Ø 8 new stations at the following locations: <ul style="list-style-type: none"> o Tivoli; o Dunkettle; o Water Rock; o Carrigtwohill West; o Ballynoe; o Blackpool / Kilbarry; o Monard; and o Blarney / Stoneview. <p>The National Recovery and Resilience Plan 2021 has prioritised Work Package 1 – Kent Station Through Platform, Work Package 2 – Signalling and Communications Upgrade, and Work Package 3 – Glounthaune - Midleton Twin Track for immediate progress via the EU Recovery and Resilience Facility. Work Package 1 has an anticipated completion date before 2025 while work packages 2 and 3 have anticipated completion dates before 2027.</p> <p>As funding has not yet been assigned for the other work packages in the programme, no firm timelines are available at present for the delivery of the remaining projects, inclusive of the proposed eight additional stations. As the current projects advance, the position of the other elements will be reviewed, and there will be greater clarity on funding availability and timelines.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p>	James O'Connor, T.D.
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		<p>platform at Kent Station to create an integrated suburban network, re-signalling of the network, and double-tracking from Glounthaune to Midleton. All works included in the NRRP should be completed by 2026 as required by the European Commission.</p> <p>Following approval from Cork City Council, the construction contract for the additional platform at Kent Station was awarded in early 2023 and enabling works have begun on site, with construction expected to be completed by 2025.</p> <p>An Bord Pleanála granted a Railway Order with conditions to Córas Iompair Éireann for the double-tracking of the Glounthaune to Midleton line in October 2023. Procurement preparations have started following this approval and a contract award is expected later this year, prior to construction commencing.</p> <p>In addition to the Kent Station and double-tracking works above, Iarnród Éireann awarded a contract to Alstom for a major signalling upgrade project on the Cork commuter rail network in June 2023. This signalling upgrade is required to increase the number of trains which can operate between Cork and Cobh, Midleton and Mallow.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National</p>	<p>Hugh Creegan, Deputy Chief Executive.</p>	
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		<p>Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the Cork Area Commuter Rail programme.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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20/03/2024	164	<p>PQ Referred: 12204/24, for answer 20/03/2024, Written from - John Brady</p>	<p>PQ 12204/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 164 To ask the Minister for Transport the estimated cost to extend the young adult travel card to 24-year-olds; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>As part of the overall PSO package of €613.463m for 2024, I secured funding for the continuation of the 20% average fare reduction on PSO services, the 90-minute fare, and for an increase in the upper age limit for the Young Adult Card from 23 to 25-years-of age.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the Authority for direct reply. Please advise my private office if you do not</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 164 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The estimated cost of extending the Young Adult Card (YAC) to 24 year olds is between €25.9m and €27.8m. This amount relates to fare foregone only and would not include any additional costs associated with extending the scheme such as administration costs and provision of additional services to cover the expected increase in demand.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	John Brady, T.D.
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			receive a response within ten working days.		
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20/03/2024	159	<p>PQ Referred: 11927/24, for answer 20/03/2024, Written from - Pat Buckley</p>	<p>PQ 11927/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 159 To ask the Minister for Transport when works will commence in relation to each of the new rail stations of Blarney/Stoneview, Monard, Blackpool/Kilbarry, Tivoli, Dunkettle, Carrigtwohill West, Water-Rock, Ballynoe under the Cork area commuter rail programme; when each station will be open and operational, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</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, 'Enable future electrification of Cork Commuter Rail', was included in Ireland's National Recovery Resilience Plan (NRRP) as submitted to the European Commission in 2021. All works associated with Phase 1 will be completed by Quarter 3 2026 as required by the European Commission.</p> <p>This will see a €185 million investment, €164m of which is EU funds, in Cork's rail infrastructure. This will facilitate the longer-term electrification of the network through construction of a new 'through' platform at Kent Station to</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 159 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Cork Metropolitan Area Transport Strategy (CMATS) sets out the ambitious plans for the development of the Cork Suburban Rail system. This is being delivered through the Cork Area Commuter Rail Programme comprising of 7 separate but interrelated work packages. These projects are;</p> <ul style="list-style-type: none"> Ø An overall electrified rail network extending from Mallow to Middleton and Cobh, with the potential to operate at a five minute train frequency in the future; Ø A total suburban rail network of 62 km; Ø An additional platform at Kent Station to facilitate through-running between Mallow and Middleton/Cobh; Ø 10 km of double tracking of the existing single line between Glounthaune and Midleton; Ø New train fleet; Ø Renewal of the signalling system to modern standards; Ø 8 new stations at the following locations: <ul style="list-style-type: none"> o Tivoli; o Dunkettle; o Water Rock; o Carrigtwohill West; o Ballynoe; o Blackpool / Kilbarry; o Monard; and o Blarney / Stoneview. <p>The National Recovery and Resilience Plan 2021 has prioritised Work Package 1 – Kent Station Through Platform, Work Package 2 – Signalling and Communications Upgrade, and Work Package 3 – Glounthaune - Midleton Twin Track for immediate progress via the EU Recovery and Resilience Facility. Work Package 1 has an anticipated completion date before 2025 while work packages 2 and 3 have anticipated completion dates before 2027.</p> <p>As funding has not yet been assigned for the other work packages in the programme, no firm timelines are available at present for the delivery of the remaining projects, inclusive of the proposed eight additional stations. As the current projects advance, the position of the other elements will be reviewed, and there will be greater clarity on funding availability and timelines.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p>	Pat Buckley T.D
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		<p>create an integrated suburban network, re-signalling of the network, and double-tracking from Glounthaune to Midleton. All works included in the NRRP should be completed by 2026 as required by the European Commission.</p> <p>Following approval from Cork City Council, the construction contract for the additional platform at Kent Station was awarded in early 2023 and enabling works have begun on site, with construction expected to be completed by 2025.</p> <p>An Bord Pleanála granted a Railway Order with conditions to Córas Iompair Éireann for the double-tracking of the Glounthaune to Midleton line in October 2023. Procurement preparations have started following this approval and a contract award is expected later this year, prior to construction commencing.</p> <p>In addition to the Kent Station and double-tracking works above, Iarnród Éireann awarded a contract to Alstom for a major signalling upgrade project on the Cork commuter rail network in June 2023. This signalling upgrade is required to increase the number of trains which can operate between Cork and Cobh, Midleton and Mallow.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has</p>	<p>Hugh Creegan, Deputy Chief Executive.</p>	
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		<p>responsibility for the planning and development of public transport infrastructure, including the Cork Area Commuter Rail programme.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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20/03/2024	160	<p>PQ Referred: 11955/24, for answer 20/03/2024, Written from - Neasa Hourigan</p>	<p>PQ 11955/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 160 To ask the Minister for Transport if he will provide the timeline for when Glasnevin MetroLink station will be open and operational; and if he will make a statement on the matter.</p> <p>Answer</p> <p>MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre. MetroLink will serve 15 stations on opening including Glasnevin station.</p> <p>An Oral Hearing for the project is currently ongoing. Dependent on the outcome of the planning process, construction of MetroLink is earmarked to commence over the coming years with a view to operation by the mid-2030s.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including MetroLink.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions in relation to the areas raised to</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 160 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the planning and development of the MetroLink Project, a Railway Order application was submitted to An Bord Pleanála (ABP) in September 2022. ABP determined that an Oral Hearing on the project would be required, and this commenced on 19 January 2024 and is due to conclude on Thursday 28 March 2024. We do not have certainty on when a determination by ABP of the MetroLink Railway Order application will be made.</p> <p>Given that uncertainty, it is not possible to provide a definitive commencement date for construction and therefore, an operational date for Glasnevin station, as this is dependent upon the completion by ABP of the Railway Order application process, and the achievement of an enforceable Railway Order.</p> <p>What can be confirmed is that it is expected that, allowing for the scale of the procurement process, the main construction work on MetroLink would commence about 2 years after an enforceable Railway Order is obtained.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan, Deputy Chief Executive.</p>	Neasa Hourigan, T.D.
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			<p>the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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20/03/2024	176	<p>PQ Referred: 12602/24, for answer 20/03/2024, Written from - Sorca Clarke</p>	<p>PQ 12602/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 176 To ask the Minister for Transport the value of performance related penalties issued to each public transport provider by the NTA in 2023 and for the first two months of 2024, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 176 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Finalised deductions for all transport operators will be published by the Authority as part of the Public Service Obligation Contracts Annual Performance Report 2023, which is currently expected to be published in the Summer of this year.</p> <p>In terms of the deductions applied in Q1 and Q2 of 2023, please see the table below. Please note that deductions for Q3 and Q4 have yet to be finalised.</p> <table border="1" data-bbox="1142 630 1849 1255"> <thead> <tr> <th>Operator / Contract</th> <th>2023 Q1 & Q2 deductions applied (€m)</th> <th>2023 Q1 & Q2 incentives applied (€m)</th> </tr> </thead> <tbody> <tr> <td>Iarnród Éireann</td> <td>0.370 (of which 0.023m was for Lost KM)</td> <td>0</td> </tr> <tr> <td>Dublin Bus</td> <td>4.512 (of which 2.548m was for Lost KM)</td> <td>0</td> </tr> <tr> <td>Bus Éireann (Direct Award)</td> <td>1.553 (of which 0.365m was for Lost KM)</td> <td>0</td> </tr> <tr> <td>Bus Éireann Waterford City</td> <td>0.021 (of which 0.001m was for Lost KM)</td> <td>0</td> </tr> <tr> <td>Go-Ahead Ireland Outer Dublin Metropolitan Area</td> <td>0.388 (of which 0.055m was for Lost KM)</td> <td>0</td> </tr> <tr> <td>Go-Ahead Ireland Dublin Commuter Outer Metropolitan</td> <td>0.151 (of which 0 was for Lost KM)</td> <td>0</td> </tr> <tr> <td>Luas</td> <td>TBC</td> <td>TBC</td> </tr> </tbody> </table> <p>As contractual penalties are applied to PSO contracts on a quarterly basis (to allow for the finalisation of results), penalties have yet to be applied to any period in 2024.</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Operator / Contract	2023 Q1 & Q2 deductions applied (€m)	2023 Q1 & Q2 incentives applied (€m)	Iarnród Éireann	0.370 (of which 0.023m was for Lost KM)	0	Dublin Bus	4.512 (of which 2.548m was for Lost KM)	0	Bus Éireann (Direct Award)	1.553 (of which 0.365m was for Lost KM)	0	Bus Éireann Waterford City	0.021 (of which 0.001m was for Lost KM)	0	Go-Ahead Ireland Outer Dublin Metropolitan Area	0.388 (of which 0.055m was for Lost KM)	0	Go-Ahead Ireland Dublin Commuter Outer Metropolitan	0.151 (of which 0 was for Lost KM)	0	Luas	TBC	TBC	Sorca Clarke, T.D.
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			<p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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20/03/2024	173	<p>PQ Referred: 12464/24, for answer 20/03/2024, Written from - Patrick Costello</p>	<p>PQ 12464/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 173 To ask the Minister for Transport the plans to deal with the provision of increased public transport in Dublin 8, particularly around Kilmainham-Inchicore which suffers from severe traffic congestion and proposed large housing developments which will bring additional demand to the area; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 173 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>With regards to BusConnects infrastructure, and in particular the Liffey Valley to City Centre Core Bus Corridor Scheme, the National Transport Authority (NTA) applied to An Bord Pleanála for planning consent approval of this scheme, along with an associated Compulsory Purchase Order (CPO) in July 2022. An Bord Pleanála approved the proposed development and the associated CPO on the 19 of December 2023 - the Board Orders can be found on the scheme website here; ABP-LIFFEY-VALLEY-BOARD-ORDER.pdf (liffeyvalleyscheme.ie) ABP-LIFFEY-VALLEY-CPO-BOARD-ORDER.pdf (liffeyvalleyscheme.ie)</p> <p>The Liffey Valley to City Centre Scheme will significantly enhance travel by public transport by providing bus priority as well as delivering improved pedestrian and cycling infrastructure. Currently this access corridor is characterised by traffic congestion and while there are existing bus lanes on parts of the route, buses and cyclists are competing for space with general traffic for most of the journey, making it less attractive for pedestrians, cyclists and bus users. Through the provision of increased bus priority infrastructure, the project will improve both the overall journey times for buses along the route and their journey time reliability.</p> <p>In relation to the implementation of BusConnects Dublin Core Bus Corridors, a construction sequence is now being developed, taking account of planning consents received. A formal notice has been issued inviting contractors to apply for inclusion on a construction tendering shortlist, and it is expected that tenders for the construction of the Liffey Valley to City Centre scheme will be sought around mid-year, with construction of that scheme expected to commence in early 2025.</p> <p>During 2024, detailed communication arrangements for the construction phase will be developed to ensure that residents, community groups, businesses and public representatives are kept fully informed and have access to relevant liaison personnel during the delivery of the Scheme. Further details in relation to these arrangement will be issued in the coming months.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Deputy Chief Executive.</p>	Patrick Costello, T.D.
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20/03/2024	189	<p>PQ Referred: 12829/24, for answer 20/03/2024, Written from - Catherine Connolly</p>	<p>PQ 12829/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 189 To ask the Minister for Transport further to Parliamentary Question No. 53 of 1 February 2024, the status of the roll-out of park and ride in Galway city; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of park and ride facilities nationwide.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA's Park and Ride Development Office for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 189 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Park & Ride Development Office of the National Transport Authority (NTA) has developed a Park and Ride Strategy for Galway City. That Park and Ride Strategy envisages the development of up to five bus-based strategic Park & Ride sites (three for initial development and two for future development) and the expansion of rail based Park & Ride at Oranmore.</p> <p>The five proposed bus-based strategic park and rides sites are located as follows: Proposed Park and Ride locations currently being advanced:</p> <ol style="list-style-type: none"> 1. On the N6 national road at Junction 19 (approximately 550 spaces); 2. On the N83 national road, just north of Claregalway (Approximately 320 spaces); and 3. On the Bearna Road (R336) at a location close to its junction with Cappagh Road (Memorial Cross) or at the Western Distributor Road Junction (Approximately 190 spaces <p>Proposed locations for future development:</p> <ol style="list-style-type: none"> 4. On the N84 national road close to the City boundary (Approximately 170 spaces); and 5. On the N59 national road close to the City boundary (Approximately 290 spaces <p>Work by the NTA's Park and Ride Development Office is ongoing in relation to sites 1 and 2 and 3 mentioned above, while planning for enhanced rail infrastructure to facilitate the expansion of rail-based park and ride at Oranmore is separately being undertaken by Irish Rail in conjunction with support from the NTA Park and Ride office.</p> <p>In relation to Site 1, the N6 national road at Junction 19 – a 550 space site - the site selection process has led to two emerging site options at this junction. While efforts have been made and continue to be made to acquire the necessary lands by agreement, it now appears likely that a compulsory purchase order (CPO) may be required, irrespective of which site is selected. Following finalisation of the site selection process in the next couple of months, the Park and Ride Development Office will commence design on the selected site with a view to preparing planning consent and CPO documentation this year. Subject to planning consent, and funding, construction will likely commence in 2025.</p> <p>Because there is periodic traffic congestion on the N6 approaching Coolagh Roundabout, some level of bus priority in the westbound direction, probably in the form of hard shoulder bus running, will be required, or at least is highly desirable, to ensure that buses serving the park and ride site are not unduly delayed. However, the provision of such bus priority may be impacted by the uncertainties associated with the delivery of the separate Galway Ring Road project.</p> <p>In relation to Site 2, the N83 at Claregalway – a 320 space site - two possible site options have been identified. Discussions with the relevant landowners will commence shortly to see if one of these sites could be acquired by agreement. Furthermore, work is also ongoing in relation to establishing bus priority measures on the N83 to support the operation of this park and ride site. Following finalisation of the site selection process in the next couple of months, the Park and Ride Development Office will then</p>	Catherine Connolly, T.D.
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			<p>commence design on the selected site with a view to preparing planning consent documentation by the end of this year. Subject to planning consent and funding, construction could commence at end 2025 or early 2026.</p> <p>In relation to Site 3, discussions are ongoing with Galway City Council in relation to a potential site along the Cappagh Road. It is understood that lands in public ownership maybe available in the vicinity of this location and discussions are advancing to investigate the feasibility of Park and Ride measures in this location which leverage the provision of planned bus priority measures at Gort Na Bró and other wider bus priority measures.</p> <p>Work on the remaining proposed sites will commence at a future date as they are highly dependent upon the delivery of bus priority along the relevant connecting corridors.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	
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20/03/2024	188	<p>PQ Referred: 12806/24, for answer 20/03/2024, Written from - Sean Sherlock</p>	<p>PQ 12806/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 188 To ask the Minister for Transport the estimated cost to remove a roundabout as part of BusConnects (details supplied)</p> <p>Details Supplied: How much has been costed to remove the Fingerpost Roundabout in Douglas and replace with signalised junction.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects Cork.</p> <p>Planning for the implementation of the redesigned bus network has commenced and it is expected that the new network will be rolled out over the coming years. The draft network will provide an increase of over fifty percent in bus services across the city. It will provide a better overall network that will allow more people to gain more access to more places more quickly, whilst fully integrating with rail modes.</p> <p>A third round of public consultation on the the 11 Sustainable Transport Corridors</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question No. 188 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the Maryborough Hill to City Sustainable Transport Corridor, it is proposed to replace the Fingerpost Roundabout with a signalised junction. Before addressing the substance of your question, it is worth setting out the rationale underpinning this proposal.</p> <p>While roundabouts can work very well for general traffic movement, particularly where traffic flows are similar across the roundabout arms, they do not work well for pedestrian, cyclist or bus movements. Roundabouts can be particularly hostile environments for people on foot seeking to cross the junction, and for cyclists trying to navigate their way safely through a roundabout. In addition, roundabouts do not facilitate effective bus priority.</p> <p>All of these features are present at the Fingerpost Roundabout. For instance, a person coming from the Rochestown Road area and going to Douglas Street East, has to cross the Douglas Relief Road arm of the roundabout. That arm of the roundabout has pedestrian dishings at its entry and exit to the roundabout, but, because it is a roundabout, there are no traffic controls and a person has to find gaps in the traffic to cross. On some other arms, there are zebra crossings located at a distance from the roundabout, but they require pedestrians to detour substantially from their direct path to use the crossing. This simply isn't a good pedestrian environment and undoubtedly does not encourage walking to the village.</p> <p>In regard to cycling, a useful test is whether you could envisage a 12 or 13 year old child cycling daily through the roundabout on the way to school. The current position is that it isn't possible to envisage such use, given the safety challenges of navigating what is a traffic dominated roundabout.</p> <p>Changing the roundabout to a signalised junction – a junction controlled by traffic lights – addresses these issues. For pedestrians, signalised pedestrian crossings can be provided on each arm of the junction, allowing users to safely cross the road in each case. For cyclists, a standard signalised junction is much easier and safer to navigate than a roundabout, and signalised cycle crossings can be provided. Similarly for the bus system, a standard signalised junction allows bus priority to be provided through control features of the traffic signals. Overall, a signalised traffic junction is much safer and better for vulnerable road users – pedestrians and cyclists – as well as enabling faster and more reliable movement for buses through bus priority measures.</p> <p>In relation to cost, it is only as we develop the final scheme details following the conclusion of the last round of public consultation, that we can move into the development of a detailed cost estimate for the overall scheme. We are in that process at present and haven't yet concluded an overall estimate for the Maryborough Hill to City Sustainable Transport Corridor.</p> <p>However, we won't be costing the development of the proposed junction to replace the Fingerpost Roundabout as a separate entity from the overall scheme. For instance, we would price bituminous road surfacing on the basis of the full amount required for the full scheme rather than junction by junction or link by link. However, at the end of the cost estimate process in a number of months, we may be able to give an order of magnitude costing in relation to the Fingerpost junction.</p>	Seán Sherlock, T.D.
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in Cork concluded at the end of last year. Following on from this, data gathering and survey work necessary for the production of the Environmental Impact Assessment for a submission to An Bord Pleanála will continue.

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.

I hope that the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Deputy Chief Executive.

20/03/2024	190	<p>PQ Referred: 12844/24, for answer 20/03/2024, Written from - Darren O'Rourke</p>	<p>PQ 12844/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 190 To ask the Minister for Transport if there are plans to increase the frequency of the 109A bus services which connect with DCU; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 190 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority is working Bus Éireann to revise M3 corridor timetables to improve the punctuality and reliability of service delivery. The Authority has no plans during this exercise to increase the level of timetabled service on Route 109A.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Darren O'Rourke, T.D.
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20/03/2024	192	<p>PQ Referred: 12874/24, for answer 20/03/2024, Written from - Mary Lou McDonald</p>	<p>PQ 12874/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 192 To ask the Minister for Transport when the Glasnevin (interchange) DART+ / MetroLink rail station will be opened and operational; and if he will make a statement on the matter.</p> <p>Answer</p> <p>MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre. MetroLink will serve 15 stations on opening, including Glasnevin station.</p> <p>An Oral Hearing for the planning application for the project is currently ongoing. Dependent on the outcome of the planning process, construction of MetroLink is earmarked to commence over the coming years with a view to operation by the mid-2030s.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including MetroLink.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions in</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 192 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the planning and development of the MetroLink Project, a Railway Order application was submitted to An Bord Pleanála (ABP) in September 2022. ABP determined that an Oral Hearing on the project would be required, and this commenced on 19 January 2024 and is due to conclude on Thursday 28 March 2024. We do not have certainty on when a determination by ABP of the MetroLink Railway Order application will be made.</p> <p>Given that uncertainty, it is not possible to provide a definitive commencement date for construction and therefore, an operational date for Glasnevin MetroLink station, which would provide an interchange with DART+, as this is dependent upon the completion by ABP of the Railway Order application process, and the achievement of an enforceable Railway Order.</p> <p>What can be confirmed is that it is expected that, allowing for the scale of the procurement process, the main construction work on MetroLink would commence about 2 years after an enforceable Railway Order is obtained.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Mary Lou McDonald, T.D.
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			<p>relation to the areas raised to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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20/03/2024	183	<p>PQ Referred: 12750/24, for answer 20/03/2024, Written from - Carol Nolan</p>	<p>Details Supplied the National Women’s Council of Ireland (NWCI)</p> <p>PQ 12750/24 has been referred to CIÉ; Bus Átha Cliath; Bus Éireann; Iarnród Éireann; daa plc; Irish Aviation Authority; Shannon Group; Dublin Port Company; Port of Cork Company; Port of Waterford Company; Shannon Foynes Port Company; Commission for Aviation Regulation; Medical Bureau of Road Safety; National Transport Authority; Commission for Railway Regulation; Road Safety Authority; Transport Infrastructure Ireland; Marine Casualty Investigation Board; GoAhead; AirNav by (Transport)</p> <p>Dail Question No: 183To ask the Minister for Transport the number of engagements, including online meetings, webinars, briefings and in-person meetings that he or officials from his Department and bodies under the aegis of his Department have had with an organisation (details supplied), including its representatives, from 1 January 2019 to date; and if he will make a statement on the matter. - Carol Nolan.</p> <p>Identical Question(s): to all Depts.</p> <p>Details Supplied: the National Women’s Council of Ireland (NWCI)</p> <p>Answer</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 183 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA have had no engagements, online meetings, webinars, briefings or in-person meetings with the National Women’s Council of Ireland (NWCI)</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Carol Nolan, T.D.
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20/03/2024	203	<p>PQ Referred: 13178/24, for answer 20/03/2024, Written from - Paul Murphy</p>	<p>PQ 13178/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 203 To ask the Minister for Transport to provide an update on the current progress for the MetroLink; what is the estimate for completion of this project; and how he will ensure that this project is completed within the estimated timeframe and within budget.</p> <p>Answer</p> <p>As the Deputy may be aware, an Oral Hearing in relation to the planning application for MetroLink commenced on February 19th and is scheduled to run until March 28th. Dependent on the outcome of the planning process, construction of MetroLink is earmarked to commence over the coming years with a view to operation by the mid-2030s.</p> <p>The final budget for MetroLink will not be set until after the planning process and completion of tendering and procurement, with the Government having the final decision about whether to proceed to construction. Officials in my Department engage with the National Transport Authority (NTA) on an ongoing basis in relation to the budget and progress of all major projects, including MetroLink.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 203 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the planning and development of the MetroLink Project, a Railway Order application was submitted to An Bord Pleanála (ABP) in September 2022. ABP determined that an Oral Hearing on the project would be required, and this commenced on 19 February 2024 and concluded on Thursday 28 March 2024. We do not have certainty on when a determination by ABP of the MetroLink Railway Order application will be made.</p> <p>In parallel, the procurement strategy is being developed as part of the submission of pre-tender approval documents required under Approval Gate 2 of the Infrastructure Guidelines.</p> <p>Given the uncertainty around the ABP approval dates, it is not possible to provide a definitive date for construction completion as the commencement date for construction is dependent upon the completion by ABP of the Railway Order application process, achievement of an enforceable Railway Order and approval of the Final Business case post tender as part of Approval Gate 3 (AG3) as required under the Infrastructure Guidelines.</p> <p>What can be confirmed is that it is expected that, allowing for the scale of the procurement process, the main construction work on MetroLink would commence about 2 years after an enforceable Railway Order is obtained, subject to Government approval at AG3.</p> <p>The MetroLink project will be delivered in accordance with the Department of Public Expenditure NDP delivery and Reform 'Infrastructure Guidelines' published in December 2023. The Infrastructure Guidelines includes requirements for project oversight to ensure that projects will deliver value for money and be delivered in a timely manner through appropriate oversight, approval Gates and project monitoring.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Paul Murphy, T.D.
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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 MetroLink.

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

20/03/2024	199	<p>PQ Referred: 13074/24, for answer 20/03/2024, Written from - Colm Burke</p>	<p>PQ 13074/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 199 To ask the Minister for Transport if he will consider the provision of additional funding for the expansion of the Cork city bike scheme into the northside of Cork city in view of the increase in bike journeys in Cork city from 2022 to 2023 as set out in a recent review undertaken by the National Transport Authority; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area, including the public bike schemes.</p> <p>Therefore, matters related to the management or expansion of public bike schemes is a matter for relevant local authorities, in conjunction with the NTA.</p> <p>Accordingly, I have referred your question to the NTA for a more detailed reply. If you do not receive a reply within 10</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 199 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The bike share scheme was initially introduced to Cork City in December 2014. In the intervening period, there have been substantial developments in the area of micro-mobility generally, including more widespread use of electric bikes, the emergence of e-scooters and more app-based bike sharing schemes rather than the “docking station” type schemes that were prevalent a decade ago.</p> <p>As a result of the changed environment, the NTA is reviewing the most appropriate arrangement to put in place generally for future public bike and potentially e-scooter sharing schemes. The contract for the current TFI scheme in Cork City will expire next year (2025) and a new tender competition is envisaged to commence later this year. That new contract has to address such issues as the area of operation, the type of bikes/ mobility solutions to deploy, the subscription/payment structure, the interaction with e-scooters, and a host of other issues.</p> <p>We will be in a better position to update on the planned proposals later this year, when the details of the new contract have been developed.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Colm Burke, T.D.
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			working days, please contact my private office.		
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20/03/2024	194	<p>PQ Referred: 12927/24, for answer 20/03/2024, Written from - Duncan Smith</p>	<p>PQ 12927/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 194 To ask the Minister for Transport what he considers to be best practice in relation to consultation on route selection for greenways through urban areas, noting that his Code of Best Practice for National and Regional Greenways contains guidelines for engagement with landowners and interested groups in rural areas yet has no such guidelines for urban areas; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Code of Best Practice for National and Regional Greenways was developed by Transport Infrastructure Ireland and the Department of Transport in 2021 and includes information on the planning, design and construction of Greenways as well as an overview of the public consultation processes involved. The Code is relevant to Greenway projects falling under the remit of TII, which are known as National and Regional Greenways and are generally over 20km in length.</p> <p>Urban Greenways more often fall under the remit of the National Transport Authority (NTA) who are responsible for the Active Travel Infrastructure</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 194 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Greenways within urban areas are different to those in rural areas as they serve a dual purpose, which is to form part of an urban areas transport network serving “trips with a purpose” rather than just a recreational trips. The NTA developed Cycle Network Plans for each of the metropolitan areas in Ireland, taking into account the needs of everyday cyclists to identify appropriate routing for primary, secondary, greenways and interurban routing. For the Greater Dublin Area (GDA), a Cycle Network Plan was developed in 2013, which included extensive public consultation. This identified routes for greenways throughout the region. Over the last 10 years, some of these routes have been developed with significant sections of the Dodder Greenway, Royal Canal Greenway, and Coastal Greenway completed with most of the remaining sections of these schemes in advance stages of development.</p> <p>The GDA Cycle Network Plan was updated in 2022 as part of the GDA Transport Strategy 2022-2042. This also included extensive consultation and received numerous submissions from members of the public. Again, this identified existing and new greenway corridors. This strategy was approved by the Minister for Transport in January 2023 and is available on the NTA Website.</p> <p>When each greenway scheme is being developed by a Local Authority, the appropriate planning process to be followed must be identified with reference to the Guidelines on Traffic Works Procedure published by the Department of Transport and the various Planning and Development Regulations. This will allow the identification of the appropriate planning procedure to be followed and the resulting level of consultation with stakeholders. The level of consultation is commensurate to the complexity of the scheme, with all greenway schemes having at least 4 weeks of consultation with stakeholders. For schemes that need to apply to An Bord Pleanála for approval, typically at least two rounds of consultation are undertaken with stakeholders and is similar to that suggested in the Code of Best Practice for National and Regional Greenways. In the context of the varying complexities of urban greenways, the Guidelines on Traffic Works Procedures provides an appropriate level of guidance for Greenway schemes.</p> <p>We hope this clarifies the process behind decisions made regarding urban greenways.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan, Deputy Chief Executive.</p>	Duncan Smith, T.D.
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		<p>Programme, mainly based in urban areas in local authorities around the country. As well as such Greenway projects, the Active Travel Infrastructure Programme delivers cycle lanes, footpaths and school-based projects under the Safe Routes to School Programme. All NTA projects comply with their guidelines on consultations.</p> <p>Noting the role of the NTA in these projects, I have referred your question to that agency for a more detailed answer in relation to those guidelines. If you do not receive a reply within 10 working days, please contact my private office.</p>		
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20/03/2024	200	<p>PQ Referred: 13103/24, for answer 20/03/2024, Written from - Thomas Pringle</p>	<p>PQ 13103/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 200 To ask the Minister for Transport if he will reconsider the decision not to install a walkway as was planned over the Clady River at Bunbeg, County Donegal; to detail the money already spent in surveys and other propriety work on this project; if he will meet with local representatives from the community to discuss the need for the walkway; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question relating to the Clady River project to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 200 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Given the ramping up of activities over the last few years in the Active Travel area, the number of projects being progressed now exceeds the level of funding made available to the NTA. Accordingly, the NTA is unable to fully fund all proposed Active Travel projects and has to prioritise certain projects over others in order to remain within its allocated budget.</p> <p>A total of €58,231.25 has been claimed by Donegal County Council on Clady Bridge between 2021 & 2023 inclusive.</p> <p>While a project may not be selected by the NTA for funding in a particular year, it may be funded in subsequent years</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Thomas Pringle, T.D.
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20/03/2024	209	<p>PQ Referred: 13301/24, for answer 20/03/2024, Written from - Violet-Anne Wynne</p>	<p>PQ 13301/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 209 To ask the Minister for Transport if he will advise on his plans for additional bus shelters in Clare to be completed by the end of 2024; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 209 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>With regard to delivery of further shelters in Conty Clare during 2024 it is intended to install a shelter at the bus stop located at the Cliffs of Moher after the 31 August 2024, on expiry of the nesting season, in accordance with Section 40 of the Wildlife Act 1976, as amended by Section 46 of the Wildlife (Amendment) Act 2000. Additionally, the NTA is concurrently in the process of compiling a further list of suitable stop locations for the provision of shelters throughout County Clare in collaboration with Clare County Council. The list of locations is yet to be technically assessed and finalised. In that regard the NTA works in close collaboration with local authorities nationwide to coordinate the development and implementation of bus shelter programmes at county level rather than through piecemeal arrangements. This collaborative process is necessary as the installation of a bus shelter will frequently require preparatory works such as the upgrading of footpaths and / or roads as well as the relocation of underground services. The planning and execution of those preparatory works is undertaken by local authorities and the bus shelter structures are then installed by the NTA's bus shelter contractor. This is the most effective and efficient process for the provision of bus shelters. Capital costs involved are funded by the NTA.</p> <p>As part of the annual rolling programme, we continue to review and assess new and additional bus stop locations. This feasibility assessment is normally based on current technical requirements, road safety matters, accessibility standards, the potential impact on 3rd parties / adjacent properties, available space in addition to the design details, and requirements, relating to the bus shelter that is being rolled out under our contract. It is worth noting that not all locations are suitable for the installation of bus shelters due to underground services, width issues, sight line issues, access issues, negative impact on affected parties / adjacent premises, or similar other items.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Violet-Anne Wynne, T.D.
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20/03/2024	211	<p>PQ Referred: 13304/24, for answer 20/03/2024, Written from - Violet-Anne Wynne</p>	<p>PQ 13304/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 211 To ask the Minister for Transport if he will advise on all of the bus shelters currently in County Clare, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 211 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The attached Excel sheet provides details of the locations of the bus shelters installed in County Clare, falling under the remit of NTA.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Violet-Anne Wynne, T.D.
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20/03/2024	210	<p>PQ Referred: 13302/24, for answer 20/03/2024, Written from - Violet-Anne Wynne</p>	<p>PQ 13302/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 210 To ask the Minister for Transport his plans for a bus stop to be marked at a location (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: The bus stop at Miltown Malbay in County Clare, where buses in stop at Tom Malone's pub and buses out stop at West Clare Pharmacy</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 210 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Bus Éireann services on route 333 stop at the locations noted in your Parliamentary Question. As part of the Connecting Ireland programme of works, we are planning to introduce a pair of stops in Miltown Malbay at these locations. The works will include bus stop poles, artwork and cage markings. This will be subject to agreement with the Local Authority.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Violet-Anne Wynne, T.D.
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21/03/2024	92	<p>PQ Referred: 13048/24, for answer 21/03/2024, Oral from - Paul Donnelly</p>	<p>PQ 13048/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 92 To ask the Minister for Transport his views on the frequent issue of ghost buses and no shows across the fleets; the steps that have been taken to date to counteract this; and to give an update on any measures already implemented.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>I understand that the data displayed in the TFI Live app is provided directly by the bus operators and that it is the responsibility of the operators to provide accurate vehicle location data relating to all their services. This data is provided by the on-bus AVL (Automatic Vehicle Location) system which records the position of the bus as it proceeds on its route and generates predicted arrival times for each bus stop.</p> <p>The NTA TFI Live app receives</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 92 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Real Time Passenger Information</p> <p>The data displayed in the TFI Live app is provided directly by the bus operator in question. It is the responsibility of the operator to provide accurate vehicle location data relating to all their services. This data is provided by the on-bus AVL (Automatic Vehicle Location) system which records the position of the bus as it proceeds on its route and generates predicted arrival times for each bus stop. The NTA TFI Live app receives this data from the operator and publishes it in the app. The issue of a bus service being displayed in the app but not showing up at the stop is typically caused by the operator not cancelling that service in their AVL system when that service is not being operated (for example, due to a shortage of drivers TFI Live cannot display a service as cancelled if it has not received the appropriate cancellation message from the operator and as a result it reverts to showing the timetabled time that the bus is due to arrive at a stop.</p> <p>The significant cancellations of services by operators due to driver shortages that occurred last year did impact on the accuracy of the data in the TFI Live App due to a higher number of services not being operator but this has much improved this year. Additionally the NTA recently made an announcement regarding the Next Generation Automatic Vehicle Location (NGAVL) which will see further improvements made to the accuracy of the data provided to the TFI Live App as the new common system is rolled out on all PSO (Public Service Obligation) vehicles that will provide the bus location data. It should also be noted that NTA regularly reviews the transport operators performance in relation to punctuality, reliability and customer service, and a proportion of the contractual payment is withheld and is only paid if the performance standards are met by the operator in question (e.g. due to services not operated</p> <p>From a customer perspective, it is worth noting that in the TFI Live app, NTA has specifically included the text “scheduled” to better enable customers to distinguish between a service for which real time information is not available (which could be for multiple reasons, including that the service is cancelled), and a service that is running, and where real-time information is available. Customers can also view the live position of the bus on a map; this feature is located within the app within the “Service Details”, “Map” option. Bus positions are also available on the Service Details screen and also from the Timetables section. These features should assist in improving the quality of the information provided to customers.</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Paul Donnelly, T.D.
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		<p>this data from the bus operator and publishes it in the app. The issue of a bus service being displayed in the app but not showing up at the stop is typically caused by the operator not cancelling that service in their AVL system if that service is not being operated (for example, due to a shortage of drivers TFI Live cannot display a service as cancelled if it has not received the appropriate cancellation message from the operator and as a result it reverts to showing the timetabled time that the bus is due to arrive at a stop.</p> <p>In light of the NTA's responsibility in this area, I have referred the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a reply within ten working days.</p>		
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21/03/2024	103	<p>PQ Referred: 13285/24, for answer 21/03/2024, Oral from - Violet-Anne Wynne</p>	<p>PQ 13285/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 103 To ask the Minister for Transport if he will roll out a direct non-stop bus route between Ennis train and Bus station and Shannon Airport; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for public transport services in Co. Clare, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 103 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Bus Éireann's Expressway route 51 provides an hourly bus service between Ennis Bus and Rail station and Shannon Airport (Arrivals and Departures) with one intermediate stop at Clarecastle, licensed by the Authority. The timetable for route 51 can be accessed by clicking the link below;</p> <p>https://buseireann.ie/inner.php?id=406&form-view-timetables-from=Galway&form-view-timetables-to=Limerick&form-view-timetables-route=51&form-view-timetables-submit=1</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Violet-Anne Wynne, T.D.
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20/03/2024	212	<p>PQ Referred: 13318/24, for answer 20/03/2024, Written from - Violet-Anne Wynne</p>	<p>Dail Question No: 212 To ask the Minister for Transport if he is satisfied that all buses serving County Clare have only one wheelchair space and therefore cannot accommodate multiple passengers in wheelchairs; and if he will make a statement on the matter.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question Nos. 212 & 213 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>PQ 212: The NTA is responsible for the provision of Public Service Obligation (PSO) bus services in County Clare so can only comment on the provision of wheelchair spaces on vehicles operating those services; there may be differences present on vehicles operating commercial bus services in County Clare.</p> <p>The PSO urban bus fleet is composed of a mixture of double-deck and single-deck urban buses; all of these buses have a dedicated wheelchair space.</p> <p>The PSO coach fleet (used on longer distance public bus services) is composed of a mixture of single-deck high-floor coaches, and single-deck and double-deck low-entry coaches; all such coaches operating regular daily scheduled services have a dedicated wheelchair space, albeit it may be necessary for the operator to relocate seats to facilitate usage of the wheelchair space in some instances.</p> <p>On the double-deck buses, the low floor area between the front axle and the rear axle must accommodate the centre doorway, the lower part of the stairs to the upper deck and four priority seats (for people with visual impairments, people who are pregnant, people with invisible disabilities or for older persons), which leaves two spaces within this low floor area free to accommodate wheelchairs and prams/pushchairs/buggies.</p> <p>The options available under the current regulations are for both spaces to be designated as accommodating wheelchairs, in which case one of the spaces must be designated as a combined wheelchair and pram/pushchair/buggy space, or to have separate wheelchair and pram/pushchair/buggy spaces.</p> <p>As conflict arising from the reluctance of some passengers travelling with a pram/pushchair/buggy to vacate the wheelchair space when it is required by a wheelchair user is one of the most frequent causes of complaints from stakeholders since the advent of low-floor buses, a conscious decision was made by the NTA that all new double-deck buses would have a dedicated space for a wheelchair and a separate dedicated space for a buggy. In addition, for consistency of provision regardless of vehicle type, new single-deck buses also have a dedicated space for a wheelchair and a separate dedicated space for a buggy.</p> <p>On the coaches, each pram/pushchair/buggy must be folded and stored before it is permitted to be carried on board the coach, and hence there should be no conflict between passengers travelling with a pram/pushchair/buggy and wheelchair users over occupation of the dedicated wheelchair space, as is the case on urban buses.</p> <p>However, unlike urban buses, standing passengers are not permitted to be conveyed by coaches and hence the overall passenger capacity of a coach is determined solely by the number of seats and wheelchair spaces. A balance must therefore be struck between the floor area allocated to seats and the floor area allocated to wheelchair spaces (which must also be as flat as possible, thereby limiting the amount of suitable floor area available on some coach designs</p>	Violet-Anne Wynne, T.D.
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			<p>The NTA, to be consistent with new urban buses and to align with established coach industry practice, has therefore elected to provide a single dedicated wheelchair space on all new coaches. This is necessary in order to maximise the overall passenger capacity on services operated by coaches as the wheelchair spaces specified by the NTA are dimensionally larger than the regulatory minima. For reference, each wheelchair space (when access/egress requirements are also taken into account) occupies a floor area that is equivalent to 5 passenger seats on a double-deck low-entry coach and 6 passenger seats on a single-deck low-entry coach.</p> <p>These policies will be kept under review as further new buses/coaches and bus/coach types are procured by the NTA, as advancements in design and/or changes in operating practices may enable additional facilities to be provided for stakeholders in future.</p> <p>PQ 213: The NTA is responsible for the provision of Public Service Obligation (PSO) bus services and since 2017 has purchased new buses for use on the majority of, but not all, Transport For Ireland (TFI) bus services; hence any dimensions exceeding the regulatory minima that are mentioned below relate only to new buses purchased by the NTA.</p> <p>All new buses purchased by the NTA must comply with UNECE Regulation No.107 (R107) which states that the wheelchair space must be at least 750mm wide x 1300mm long in order to accommodate a reference wheelchair that is 700mm wide x 1200mm long.</p> <p>The (flat floor) width of the wheelchair space on these new buses is currently limited to 750mm as the regulations require a lateral restraint/pole to be provided opposite the sidewall in order to permit unassisted use of the space by the wheelchair user. However, all of the new buses offer an effective width above floor level that exceeds 750mm as the sidewall of the bus projects outwards above floor level.</p> <p>The (flat floor) length of the wheelchair space on these new buses varies between c.1660mm and c.1900mm; the lower end of this range is significantly in excess of the regulatory minimum of 1300mm. The NTA has instructed bus manufacturers to apply this enhanced dimension to its new buses as the dimensions of the reference wheelchair in R107 are not representative of present day electrically-powered wheelchairs in Ireland.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	
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20/03/2024	213	<p>PQ Referred: 13318/24, for answer 20/03/2024, Written from - Violet-Anne Wynne</p>	<p>Dail Question No: 213 To ask the Minister for Transport the minimum dimensions that TFI buses must have for wheelchair bays; and if he will make a statement on the matter.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question Nos. 212 & 213 of 20 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>PQ 212: The NTA is responsible for the provision of Public Service Obligation (PSO) bus services in County Clare so can only comment on the provision of wheelchair spaces on vehicles operating those services; there may be differences present on vehicles operating commercial bus services in County Clare.</p> <p>The PSO urban bus fleet is composed of a mixture of double-deck and single-deck urban buses; all of these buses have a dedicated wheelchair space.</p> <p>The PSO coach fleet (used on longer distance public bus services) is composed of a mixture of single-deck high-floor coaches, and single-deck and double-deck low-entry coaches; all such coaches operating regular daily scheduled services have a dedicated wheelchair space, albeit it may be necessary for the operator to relocate seats to facilitate usage of the wheelchair space in some instances.</p> <p>On the double-deck buses, the low floor area between the front axle and the rear axle must accommodate the centre doorway, the lower part of the stairs to the upper deck and four priority seats (for people with visual impairments, people who are pregnant, people with invisible disabilities or for older persons), which leaves two spaces within this low floor area free to accommodate wheelchairs and prams/pushchairs/buggies.</p> <p>The options available under the current regulations are for both spaces to be designated as accommodating wheelchairs, in which case one of the spaces must be designated as a combined wheelchair and pram/pushchair/buggy space, or to have separate wheelchair and pram/pushchair/buggy spaces.</p> <p>As conflict arising from the reluctance of some passengers travelling with a pram/pushchair/buggy to vacate the wheelchair space when it is required by a wheelchair user is one of the most frequent causes of complaints from stakeholders since the advent of low-floor buses, a conscious decision was made by the NTA that all new double-deck buses would have a dedicated space for a wheelchair and a separate dedicated space for a buggy. In addition, for consistency of provision regardless of vehicle type, new single-deck buses also have a dedicated space for a wheelchair and a separate dedicated space for a buggy.</p> <p>On the coaches, each pram/pushchair/buggy must be folded and stored before it is permitted to be carried on board the coach, and hence there should be no conflict between passengers travelling with a pram/pushchair/buggy and wheelchair users over occupation of the dedicated wheelchair space, as is the case on urban buses.</p> <p>However, unlike urban buses, standing passengers are not permitted to be conveyed by coaches and hence the overall passenger capacity of a coach is determined solely by the number of seats and wheelchair spaces. A balance must therefore be struck between the floor area allocated to seats and the floor area allocated to wheelchair spaces (which must also be as flat as possible, thereby limiting the amount of suitable floor area available on some coach designs</p>	Violet-Anne Wynne, T.D.
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These policies will be kept under review as further new buses/coaches and bus/coach types are procured by the NTA, as advancements in design and/or changes in operating practices may enable additional facilities to be provided for stakeholders in future.

PQ 213:

The NTA is responsible for the provision of Public Service Obligation (PSO) bus services and since 2017 has purchased new buses for use on the majority of, but not all, Transport For Ireland (TFI) bus services; hence any dimensions exceeding the regulatory minima that are mentioned below relate only to new buses purchased by the NTA.

All new buses purchased by the NTA must comply with UNECE Regulation No.107 (R107) which states that the wheelchair space must be at least 750mm wide x 1300mm long in order to accommodate a reference wheelchair that is 700mm wide x 1200mm long.

The (flat floor) width of the wheelchair space on these new buses is currently limited to 750mm as the regulations require a lateral restraint/pole to be provided opposite the sidewall in order to permit unassisted use of the space by the wheelchair user. However, all of the new buses offer an effective width above floor level that exceeds 750mm as the sidewall of the bus projects outwards above floor level.

The (flat floor) length of the wheelchair space on these new buses varies between c.1660mm and c.1900mm; the lower end of this range is significantly in excess of the regulatory minimum of 1300mm. The NTA has instructed bus manufacturers to apply this enhanced dimension to its new buses as the dimensions of the reference wheelchair in R107 are not representative of present day electrically-powered wheelchairs in Ireland.

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Deputy Chief Executive.

21/03/2024	89	<p>PQ Referred: 12846/24, for answer 21/03/2024, Oral from - Marc Ó Cathasaigh</p>	<p>Dail Question No: 89 To ask the Minister for Transport his views on optimal alignment of the proposed Waterford to Tramore greenway with a view to maximising its potential for the purposes of utility, local amenity and tourism; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area. Noting the role of the NTA in the matter, I have referred your question relating to the Waterford to Tramore Greenway to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 89 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA are currently funding the undertaking of an options assessment process in respect of the Waterford to Tramore Greenway, which alongside recreational users, is focussed on achieving an increase in the numbers using the routes for everyday trips like commuting to work and education. It is expected that this work will be concluded by Waterford City and County Council during the second quarter of this year.</p> <p>A draft options report was presented to the NTA in 2022, and the NTA gave feedback at this time regarding the draft report, including route option analysis, the application of NIFTI (National Investment Framework for Transport in Ireland) and the cost estimating process. Although this was only a draft version of the report, it is noted that it did not recommend utilising the old railway alignment for large parts of the route.</p> <p>It is important to note that this is a scheme that is approximately 14km in length and there is a complex set of considerations to be assessed, for example national policy e.g NIFTI (national guidance e.g. DMURS, Cycle Design Manual, the requirements of the active travel routes in terms of safety, directness, comfort, coherence and attractiveness, alongside environmental considerations, engineering feasibility and cost. It must be noted there are significant challenges with the scheme including crossing of the R710. As the report has not yet been finalised, there has been no decision on the route options or emerging preferred route to date.</p> <p>Generally following the identification of an emerging preferred, technically and environmentally feasible option(s), the local authority will seek public consultation and feedback into the process. The NTA would expect that to be the case in respect of this project.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Marc Ó Cathasaigh, T.D.
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21/03/2024	99	<p>PQ Referred: 13223/24, for answer 21/03/2024, Oral from - Brian Leddin</p>	<p>Dail Question No: 99 To ask the Minister for Transport given record passenger numbers on public transport, the progress that is being made on improving public transport uptake and reliability, nationally and particularly in Limerick; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. The Government is strongly committed to providing all citizens with reliable and realistic sustainable mobility options, and public transport plays a key role in the delivery of this goal. To support this objective, under Budget 2024, a funding package of c. €613.463m has been secured for Public Service Obligation (PSO) and Local Link services. This package includes funding for the continuation of the 20% fare reduction on PSO services, the extension of the Young Adult Card on both PSO and commercial bus services to include 24-and-25-year-olds, and the continuation of the 90-</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 99 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA in association with its stakeholders including transport operators and Local Authorities is involved in and/ or funding significant public transport and active travel related projects throughout the country. Please see a list of some of the schemes that the NTA is involved in and/ or funding that are generally outside of Dublin. Please note this is not an exhaustive list;</p> <ul style="list-style-type: none"> Ø Connecting Ireland Rural Mobility Plan – The aim of which is to increase transport connectivity for people living in rural Ireland – For more information regarding Connecting Ireland, see link; https://www.nationaltransport.ie/connecting-ireland/ Ø BusConnects Network Redesigns in the Regional Cities – This project involves the redesign of the urban bus networks in Cork, Limerick, Galway and Waterford cities. The network redesigns have been finalised for Cork, Limerick and Galway and we plan to commence consultation on the Waterford network this year. More information regarding the BusConnects Network Redesigns can be found by clicking the following link; https://busconnects.ie/ Ø BusConnects Sustainable Transport Corridors (STCs) Regional Cities – Involves new bus lanes and active travel and other associated infrastructure. More information can be found at https://busconnects.ie/ <p>Specifically relating to Limerick, more information regarding public transport plans under the BusConnects Network Redesign for Limerick can be accessed by clicking the link below;</p> <p>https://busconnects.ie/cities/limerick/</p> <p>In addition to the above, the Authority approved the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS) in late 2022 which sets out the framework for the delivery of the transport system required to further the development of the Limerick Shannon Metropolitan Area up to 2040. More information regarding LSMATS can be accessed by clicking the link below;</p> <p>https://www.nationaltransport.ie/planning-and-investment/strategic-planning/regional-metropolitan-area-transport-strategies/limerick-shannon-metropolitan-area-transport-strategy-lsmats/</p> <p>Please note that we continuously monitor both demand, capacity, punctuality and reliability across the existing networks and work with the transport operators to address, where demand dictates and resources allow.</p> <p>Finally, the electrification of the PSO bus fleet in Limerick has commenced and is being tested and will be launched shortly. It is planned that the delivery of the new BusConnects Limerick network of bus services will commence in 2025 subject to receiving the appropriate additional funding for that delivery.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p>	Brian Leddin T.D.
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minute fare until the end of 2024. Funding has also been secured to support the continued roll-out of new and enhanced bus and rail services this year.

As the Deputy will be aware, the Government is committed to improving public transport and is backing up that commitment with significant infrastructure investments across the network. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days

Anne Graham
Chief Executive

21/03/2024	109	<p>PQ Referred: 13231/24, for answer 21/03/2024, Oral from - Bernard J. Durkan</p>	<p>Dail Question No: 109 To ask the Minister for Transport if he will ensure in the course of the provision of the extension of the Luas to Confey, Leixlip, Maynooth and Kilcock that the disruption to local populations in each of the towns and surrounding areas is minimised both in the course of construction and thereafter arising from its design and operation; and if he will make a statement on the matter.</p> <p>Answer As the Deputy is aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ programme. Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 109 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The DART+ West Project has been subject of three rounds of public consultation. The feedback obtained from that process fed into the preparation of a Railway Order (RO) application to An Bord Pleanála (ABP) seeking statutory planning approval for the project. As approving authority, the NTA in its Approving Authority role has been properly informed by Iarnród Éireann during the preferred option development process, and has reviewed the RO documentation prior to lodgement. The RO was submitted to ABP on the 29th July 2022. Public submissions were collated by An Bord Pleanála and issued to the DART+ West project team for response. An Oral Hearing in relation to the scheme was convened by An Bord Pleanála at the end of September last which heard submissions from various parties. That oral hearing concluded in October and it is now a matter for An Bord Pleanála to consider and to issue its determination in due course.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Bernard Durkan T.D
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21/03/2024	97	<p>PQ Referred: 13253/24, for answer 21/03/2024, Oral from - Richard Boyd Barrett</p>	<p>Dail Question No: 97 To ask the Minister for Transport his views on whether it is appropriate that the new taxi regulator recently appointed has come directly from employment in a senior position with a taxi app company that has a commercial interest in the taxi industry; his further views on whether this represents a potential conflict of interest; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport, nor am I involved in the recruitment of staff by the National Transport Authority (NTA The NTA is the national taxi regulator, and any decisions regarding the recruitment of staff for the taxi regulation division of the NTA is a matter for the agency. In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 97 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I understand that the post that you refer to is the Head of Regulatory Compliance in the NTA. It should be noted that the regulation of the taxi industry is not vested in one individual (taxi regulator) but in the board of the NTA supported by the Chief Executive Officer and the Director of Transport Regulation and the wider team in the Transport Regulation Directorate which includes the Head of Regulatory Compliance. The Head of Regulatory Compliance role covers compliance activity not just in the spsv industry but also in commercial bus licensing, vehicle clamping and EU passenger rights.</p> <p>I believe that it is appropriate that the NTA employs an individual with direct experience of the taxi industry to lead the compliance team in the NTA. Any employee of the NTA is obliged to comply with the Code of Conduct for Staff which is based on ethical principles.</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Richard Boyd Barrett, T.D.
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21/03/2024	106	<p>PQ Referred: 13271/24, for answer 21/03/2024, Oral from - Aengus Ó Snodaigh</p>	<p>Dail Question No: 106 To ask the Minister for Transport is he aware of problems associated with the roll-out of the BusConnects programme which has resulted in a disconnect between the service now offered and that which bus passengers used in the past in the Crumlin area of Dublin; and if he is further aware of the need for a quicker engagement with communities affected to make logical adjustments to routes to cater for those affected.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators. I am aware that there have been some issues with roll-out of the BusConnects programme, which were exasperated by the ongoing challenges the public transport sector is facing in the recruitment of both mechanics and drivers. However, I am advised by the operators that due to the extensive driver recruitment campaigns undertaken by the operators, this is becoming less of an issue. I also want to assure the Deputy that the NTA is working closely</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 106 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As you'll know, the implementation of the BusConnects Network Redesign (NRD) is making great progress and with the successful delivery of Phase 5b last November, we are already about half way there.</p> <p>Under Phase 5b, we introduced five new orbital routes across south and west Dublin: S2, S4, S6, S8, W2 as well as a number of new local routes.</p> <p>Response by local communities has been very positive to the changes and passenger numbers on the new services are up by almost 20% compared to the services they replaced in November.</p> <p>However, we are aware of an issue in the Crumlin area that has given rise to some queries from public reps and from customers, in particular, the link between Cashel Road, Crumlin Village and the Ashleaf Centre. This connection was previously provided on route 17 and in the new network will be provided by route 82. Ultimately the new route 82 will operate between the city centre and Kimmage and extend to Tallaght via Templeogue. Under the original NRD phasing plan, the 82 was to be introduced not long after withdrawal of the 17 route, however, the phasing plan has been amended, and the 82 service is now not due for implementation until sometime next year.</p> <p>As a result, we are now working on plans for an interim arrangement by reviewing options which would reopen that link. Among the key considerations are that any amended route can still reach a suitable terminus where buses can await their next scheduled departure; and that any new roads or turns used are safe and suitable for bus operation. It should also be consistent with the forthcoming plan for new route 82, to avoid creating temporary links.</p> <p>It should be noted that route S4 now links Crumlin Village with Ballyfermot at high frequency. We have no plans to reintroduce a Cashel Road to Ballyfermot link but the above interim plan and more permanent arrangements would facilitate a link between the two areas via interchange between bus services.</p> <p>In respect of the interim arrangement, we will complete our planning work in the next three weeks and at that stage we will be able to estimate how long it would take to make the required changes to bus schedules and driver's duty rosters. At that point, we will be happy to provide you with an update as to where we are in the process.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Aengus Ó Snodaigh, T.D.
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		<p>with operators to address any service or connectivity issues arising from the roll-out of BusConnects. I understand that the NTA undertakes extensive public engagement prior to the introduction of any service changes.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days</p>		
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21/03/2024	87	<p>PQ Referred: 13267/24, for answer 21/03/2024, Oral from - Robert Troy</p>	<p>Dail Question No: 87 To ask the Minister for Transport for an update on the delivery of additional carriages for Dublin Sligo rail line; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators, in this case Irish Rail. This Government is committed to improving public transport and is backing up that commitment with significant investments across the network, including the introduction of 41 new Intercity Rail Carriages (ICRs) into the fleet this year. Decisions on the deployment of the 41 intercity carriages will be based on current and projected demand and infrastructure capacity, and subject to approval of the NTA. Therefore, I have referred the Deputy's question to Irish Rail and the NTA for direct response to the Deputy. Please advise my private office if you do not receive replies within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 87 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Irish Rail have taken delivery of 41 new Intercity railcar carriages, and their deployment into the fleet has commenced and is progressing. As they are intermediate carriages, they will facilitate the lengthening of existing train sets.</p> <p>Irish Rail in conjunction with NTA are finalising the deployment plan for these carriages, and anticipate these will be confirmed in the coming weeks. We do anticipate that additional capacity will be provided on a number of Sligo line services from Autumn 2024 arising from this deployment, and will confirm these details to you as soon as they are available.</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Robert Troy, T.D.
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21/03/2024	98	<p>PQ Referred: 13283/24, for answer 21/03/2024, Oral from - James O'Connor</p>	<p>Dail Question No: 98 To ask the Minister for Transport the status of the CMATS projects; the timeline for the delivery of the opening of the stations within this project; and if he will make a statement on the matter.</p> <p>Answer The Cork Metropolitan Area Transport Strategy will deliver an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area, both now and for the decades to come. We have already made good progress in delivering key projects within the strategy, including the Cork Area Commuter Rail Programme.</p> <p>The Cork Area Commuter Rail Programme represents the largest investment in the rail network in Cork undertaken by the State. The programme includes the delivery of increased train capacity and frequency, providing for more connected communities and a more sustainable transport network. The three phase 1 elements of the programme, a signalling upgrade, the development of a through-platform at Kent Station, and double-tracking from Glounthaune to Midleton are on track to be completed by the end of 2026. A Preliminary Business Case in relation to the full Cork Area Commuter Rail programme is currently being developed. The opening of additional rail</p>	<p>Dear Deputy, I am writing to you concerning the matter you raised in Parliamentary Question No. 98 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>BusConnects Cork – Sustainable Transport Corridors On 6th November 2023, the National Transport Authority (NTA) published updated Preferred Route Options for the 11 Sustainable Transport Corridors (STCs) as part of the BusConnects Cork programme for a third round of public consultation.</p> <p>The third round of public consultation on the Sustainable Transport Corridors ran from Monday November 6th 2023 and concluded on Monday December 18th 2023.</p> <p>5 Public Information Events and 5 Community Forums have taken place during November/December as part of the public consultation.</p> <p>It is anticipated that Statutory Consent Application (SCA) and Compulsory Purchase Order (CPO) packs will be prepared during 2024 for submission to An Bord Pleanála (ABP) in Q1-Q2 2025.</p> <p>BusConnects Cork - Network Redesign The process for redesigning the bus network for Cork was completed in 2022 following two rounds of public consultation. The Network Redesign will involve the creation of new bus routes and improved bus frequencies to help transform the public transport network to meet anticipated growth and future demand. When fully implemented the Network Redesign will see an overall increase of 53% in bus services across the Cork Metropolitan Area. The NTA are currently working through all elements required for the successful delivery of the Network Redesign including on-street modifications to accommodate the significant uplift in services and increased depot capacity to accommodate the corresponding increased fleet requirement. Subject to PSO funding availability, it is intended that the first phase of Cork Network Redesign will be delivered in 2025 with the remaining phases to be fully implemented by mid-2026.</p> <p>Cork Light Rail The project is being developed by Transport Infrastructure Ireland (TII) in collaboration with the NTA. TII have appointed an engineering design team to undertake an alignment options assessment study and identify the optimum alignment for the proposed light rail line between Ballincollig and Mahon. This options assessment process has been a very comprehensive undertaking, with numerous routes identified along the overall corridor, each of which was checked for feasibility and comparatively assessed with the other identified options. That work is nearing completion with some additional assessment work still ongoing within the core city centre area. This additional work arose from discussions between Cork City Council, TII and the NTA where it was identified that a further option in the city centre area should be assessed and considered in the options assessment process. Following further discussions with Cork City Council, a further two sub-options were developed within the</p>	James O'Connor, T.D.
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21/03/2024	105	<p>PQ Referred: 8010/24, for answer 21/03/2024, Oral from - James Lawless</p>	<p>Dail Question No: 105 To ask the Minister for Transport if the Dart South West scheme can be expanded to include Sallins station, particularly given that very significant numbers of passengers, as evidenced in recent surveys, is at that station; and if he will make a statement on the matter.</p> <p>Answer As the Deputy may be aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ programme. Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 105 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>DART+ South West is currently with An Board Pleanála for consideration of the Railway Order application, this element of the DART+ Programme will ultimately lead to increased capacity on the Kildare Line.</p> <p>In respect of the potential further extension of services westwards to Sallins, which is now included as an objective in the new Greater Dublin Area Transport Strategy 2022-2042 adopted last year, this will be developed as a separate follow-on project. It was not possible to advance this extension as part of the current DART+ Programme, as the previous transport strategy had set Hazelhatch as the extent of the electrification. The further extension will also require additional funding under the current National Development Plan (NDP) 2021-2030, and therefore it may have to await for the mid-term review of the NDP, which we currently anticipate will take place in 2025.</p> <p>Please note that Irish Rail recently announced timetable changes which included some additional services on the Kildare Line which will benefit customers using Sallins and Naas and Hazelhatch and Celbridge train stations. More information on the recent timetable changes can be found at the link below:</p> <p>https://www.transportforireland.ie/news/new-iarnrod-eireann-irish-rail-timetable-from-10th-december-2023/</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	James Lawless, T.D.
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21/03/2024	122	<p>PQ Referred: 8009/24, for answer 21/03/2024, Oral from - James Lawless</p>	<p>Dail Question No: 122 To ask the Minister for Transport if the Dart West scheme can be expanded to include Kilcock station, particularly given that the depot for storing vehicles will be just on the edge of Kilcock town; and if he will make a statement on the matter.</p> <p>Answer As the Deputy may be aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ programme. Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 122 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The DART+ West project, which proposes electrification of the railway line from Dublin City Centre to Maynooth, is currently with An Bord Pleanála for determination. An Oral Hearing in relation to the scheme was convened by An Bord Pleanála at the end of September last which heard submissions for various parties. That oral hearing concluded in October and it is now a matter for An Bord Pleanála to consider and to issue its determination in due course.</p> <p>In respect of the potential further extension of services westwards to Kilcock, which is now included as an objective in the new Greater Dublin Area Transport Strategy 2022-2042 adopted last year, this will be developed as a separate follow-on project. It was not possible to advance this extension as part of the current DART+ Programme, as the previous transport strategy had set Maynooth as the extent of the electrification. The further extension will also require additional funding under the current National Development Plan (NDP) 2021-2030, and therefore it may have to await for the mid-term review of the NDP, which we currently anticipate will take place in 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	James Lawless, T.D.
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21/03/2024	162	<p>PQ Referred: 13361/24, for answer 21/03/2024, Written from - Claire Kerrane</p>	<p>Details Supplied Aircoach</p> <p>PQ 13361/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 162 To ask the Minister for Transport his views on a second operator (details supplied) pulling out of the Galway to Dublin route from April; if he is concerned at bus routes being pulled at a time when people are being encouraged to use public transport; his plans to ensure greater public transport options for rural communities; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I am responsible for policy and overall funding in relation to public transport. However, I am not involved in day-to-day operational matters. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling of those services in conjunction with the relevant transport operators.</p> <p>While most public transport in Ireland comprises the bus and rail services funded through the NTA's public service obligation (PSO) programme, there is part of the national public transport system that comprises non-subsidised bus services, which are run on a commercial basis by</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 162 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is aware of the withdrawal of the licensed commercial service operated by Aircoach on the Dublin to Galway route, scheduled to begin on the 7th April. The NTA has no powers to require an operator to operate a commercial route. The Authority will now assess the impact of the withdrawal of the licensed service to determine whether a Public Service Obligation remains post their departure on all or part of the route. This work will be carried out in the coming weeks, after which our decision will be made public.</p> <p>In the meantime, the NTA is continuing to deliver new and enhanced public transport services across rural Ireland as part of the Connecting Ireland programme.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	<p>Claire Kerrane, T.D.</p>
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		<p>bus and coach businesses of varying sizes throughout the country. As a commercial operator, any decisions taken by Aircoach regarding routes scheduling and timetabling are a matter for the company, the NTA has no powers to refuse an application from an operator to reduce or withdraw services on a commercial route.</p> <p>In circumstances where a commercial operator ceases operating a specific route, such as Aircoach route 706/706X, the NTA undertakes an examination to determine whether, with the discontinuation of the commercial service, it is necessary for a replacement PSO service to be introduced to ensure no loss of connectivity to the travelling public. This process includes an assessment of the level of demand for public transport services in the affected area, an evaluation of whether existing PSO services can be reconfigured to meet any shortfall, or whether it is necessary to competitively tender for the provision of services.</p> <p>Given the NTA's statutory responsibility for securing the provision of public passenger transport services nationally, I have also forwarded the Deputy's question to the NTA for reply. Please advise my private office if you do not receive a reply within ten working days.</p>		
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21/03/2024	153	<p>PQ Referred: 8008/24, for answer 21/03/2024, Written from - James Lawless</p>	<p>PQ 8008/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 153 To ask the Minister for Transport if he will provide a progress update on the execution of the DART + Programme and in particular the Dart West and Dart South West programmes; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ programme.</p> <p>Noting the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 153 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>DART+ West and DART+ South West are currently with An Bord Pleanála for consideration of the Railway Order applications.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Deputy Chief Executive.</p>	James Lawless, T.D.
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21/03/2024	178	<p>PQ Referred: 13534/24, for answer 21/03/2024, Written from - Richard Bruton</p>	<p>PQ 13534/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 178 To ask the Minister for Transport if he has considered the possibility of creating a digital platform for people living in isolated areas where public service transport is not feasible to access rides either by volunteers or on a cost covering basis; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services, the Connecting Ireland Rural Mobility Plan and the rollout of new Town services.</p> <p>Under Connecting Ireland, the NTA is examining the potential for non-conventional public transport services in rural areas, including the Smart (app-based) Demand Responsive Transport (DRT) pilot. For rural areas, it has the potential to integrate 'first and last mile' connections,</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 178 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is currently procuring a digital platform for access to rural open public transport – the Smart DRT pilot. The platform is expected to both improve people’s access to open public transport and provide automated & optimised bus service routing/scheduling in rural areas. The pilot project is due to start in 2025 in three areas (Rural, Suburban and Urban), and if proved successful could expand further from 2026 onwards. The digital platform is expected to be piloted in selected areas that currently do not have an existing open public transport service and areas where there is an existing door to door rural service operated by TFI Local Link (where booking is principally conducted by telephone</p> <p>Further, the NTA also supports community transport schemes where at all possible. Community transport schemes provide opportunities for charities to engage with volunteers to apply for an exemption from the Taxi Regulation Act 2015 and provide transport in community- owned cars to assist specific communities. The booking platforms for these community cars are managed locally by the relevant charities</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Richard Bruton, T.D.
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reduce vehicle emissions and mitigate some of the risks of scheduled services while providing access to more places for more people.

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

21/03/2024	165	<p>PQ Referred: 13429/24, for answer 21/03/2024, Written from - Aengus Ó Snodaigh</p>	<p>PQ 13429/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 165 To ask the Minister for Transport if he funds the National Transport Authority's installations of school zones as part of the Safer Routes to School Programme; the process and the funding stream; the progress to date; what schools have engaged in the programme; the schools that have had school zones installed; when the next round of funding/applications will be announced in order that other schools can benefit; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Safe Routes to School (SRTS) Programme was launched in March 2021 with the aim of supporting walking, scooting, and cycling to primary and post-primary schools, and creating safer walking and cycling routes within communities, through the provision of infrastructure interventions including, in some cases, School Zones. These projects should help alleviate congestion at school gates and increase the number of students who walk or cycle to school. The Safe Routes to School Programme is funded by my Department through the National Transport Authority (NTA) and An Taisce's Green Schools is co-ordinating the</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 165 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Safe Routes to School Programme (SRTS) is funded by the Department of Transport through the National Transport Authority (NTA) – developing “school zones” are a key outcome of SRTS projects.</p> <p>The Safe Routes to School (SRTS) Programme was launched in March 2021 with the aim of supporting walking, scooting, and cycling to primary and post-primary schools, and creating safer walking and cycling routes within communities, through the provision of infrastructure interventions.</p> <p>All schools in the State were eligible to apply to the Safe Routes to School (SRTS) Programme, and information was circulated in March 2021 from the Departments of Education and Transport to schools nationwide. By the deadline of 16th April 2021, 932 applications had been received from schools in every county in Ireland.</p> <p>170 schools were notified about their inclusion in the first round of the SRTS Programme in June 2021. 108 additional schools (forming Round 2) were brought into the active programme in December 2022.</p> <p>Schools that have applied and have not been included in the first two rounds of funding (654 schools) will not be required to reapply, as they will come into the programme on a phased basis.</p> <p>The process is that the SRTS team meet with the schools and local authority personnel, conduct school travel surveys, parent attitude and behaviour surveys, route audits and produce delivery plans, which include infrastructure recommendations, including school zones in the vast majority of schemes.</p> <p>Delivery plans are reviewed by the NTA and submitted to Local Authorities for progression through planning, detailed design and implementation. In this way, a comprehensive, community driven, evidence based, rationale for infrastructure is developed, which can generate public support to help schemes through the planning process and increases the likelihood of modal shift.</p> <p>The NTA funds the SRTS programme officers and funds to local authorities to design and implement measures arising from the delivery plans. This funding comes from the active travel allocation provided through the Programme for Government commitment that €360 million in cross-Government funding will be spent on walking and cycling per annum over the lifetime of the Government.</p> <p>The following information represents the status of the SRTS programme at the end of Feb 2024 programme</p> <ul style="list-style-type: none"> • 58 SRTS projects including School Zones have been completed • 16 are under construction; • 38 are at post planning design having secured planning approval; • 7 are undergoing statutory consent processes; • 85 are at pre-planning design; • 71 are at options development stage • The remaining schools are not yet in the active programme 	Aengus Ó Snodaigh, T.D.
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		<p>programme.</p> <p>Invitations to express interest were sent to all primary and secondary schools in the country, and 931 applications were received from schools across every county in Ireland. 167 schools form Round 1 of the SRTS Programme while a further 108 schools were announced for Round 2 in December 2022. It should be noted that all schools that applied to the original call for applications were accepted into the programme, and if not selected in Rounds 1 and 2 will be selected for forthcoming rounds. Round 3 of the SRTS Programme is expected to be announced later this year.</p> <p>Given the number of schools currently registered with the Programme, there is currently no plans to open up the Programme for additional applications. It should be noted, however, that funding for Active Travel infrastructure for schools is not confined to the Safe Routes to Schools Programme alone. In some cases, schools outside the SRTS Programme are included in wider Active Travel projects if they are in the vicinity of these works. All Active Travel funding looks to improve links to schools where possible, and this will be provided through the Programme for Government commitment that €360 million in cross-Government funding will be spent on walking and cycling per annum over the lifetime of the Government.</p>	<ul style="list-style-type: none"> • In addition cycle parking has been provided at 616 schools that applied to SRTS <p>In terms of the the next round of funding, schools that have applied and have not been included in the first two rounds of funding will not be required to reapply, as they will come into the programme on a phased basis.</p> <p>Due to the overwhelming response to the programme 931 schools (almost 1/4 of schools in Ireland have applied), there are no plans for an additional call for schools to join the SRTS programme at this time.</p> <p>Schools outside of the programme may contact the relevant Local Authority regarding specific safety or infrastructure issues at their school. Information on what schools can do to support active travel is contained in the NTA’s Toolkit for School Travel, available on the NTA’s website. Guidance regarding the infrastructure that might support active travel is available in the NTA’s Safe Routes to School Design Guide, also available on the NTA’s website.</p> <p>It should be noted that funding for Active Travel infrastructure for schools is not confined to the Safe Routes to Schools Programme alone. In many cases, schools outside the SRTS Programme are included in wider Active Travel projects if they are in the vicinity of these schemes. All Active Travel funding looks to improve links to schools where possible, and this will be provided through the Programme for Government commitment that €360 million in cross-Government funding will be spent on walking and cycling per annum over the lifetime of the Government.</p> <p>Please find list of 58 schools attached – “List of SRTS schools with school zones installed to end Feb 2024”</p> <p>Please find list attached of 932 schools that applied to the programme – “List of all schools that applied to SRTS programme”</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan, Deputy Chief Executive.</p>	
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			<p>Given the role of the NTA in the administration of this Programme, I have referred your question to that agency who should be able to provide further detail on the progress of the Programme to date. If you do not receive a reply within 10 working days, please contact my private office.</p>		
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21/03/2024	169	<p>PQ Referred: 13455/24, for answer 21/03/2024, Written from - Bernard J. Durkan</p>	<p>PQ 13455/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 169 To ask the Minister for Transport the extent to which rural transport continues to be improved nationwide with particular reference to the provision of new routes; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services, the Connecting Ireland Rural Mobility Plan and the rollout of new Town services.</p> <p>In light of the NTA's responsibilities for new and enhanced public transport services in rural areas nationwide, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 169 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Connecting Ireland Rural Mobility Plan is a public transport initiative developed by the National Transport Authority (NTA) with the aim of increasing connectivity, particularly for people living outside our major cities and towns. The plan aims to improve mobility in rural areas, and it will do this by providing better connections between villages and towns by linking these areas with an enhanced regional network connecting cities and regional centres nationwide. The plan has introduced 37 new routes to the TFI Network over the course of 2022 and 2023 and improvements to other existing services. Further information on Connecting Ireland can be found by clicking the link below;</p> <p>https://www.nationaltransport.ie/connecting-ireland/.</p> <p>The NTA will continue to roll out new and improved services this year to the extent that government funding will allow.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Bernard Durkan T.D
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21/03/2024	161	<p>PQ Referred: 13359/24, for answer 21/03/2024, Written from - Gary Gannon</p>	<p>PQ 13359/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 161 To ask the Minister for Transport how Transport Infrastructure Ireland's current practice of negotiating with groups and organisations outside of An Bord Pleanála oral hearings, not disclosing any details of subsequent agreements to An Bord Pleanála, and citing non-disclosure agreements as the reason (NDAs), is appropriate in the planning of publicly-funded projects such as MetroLink.</p> <p>Answer</p> <p>As the Deputy may be aware, in September 2022 Transport Infrastructure Ireland (TII) submitted a Railway Order application for MetroLink to An Bord Pleanála. The statutory planning consultation for the project closed in January 2023.</p> <p>The Railway Order consultation period provided the opportunity for stakeholders along the MetroLink route to raise concerns with the project. As part of the Railway Order planning process, TII reviewed submissions, constructively engaged with stakeholders on their concerns, developed mitigations and prepared responses to the submissions received.</p> <p>An Bord Pleanála commenced</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 161 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Your query refers to “Transport how Transport Infrastructure Ireland's current practice of negotiating with groups and organisations outside of An Bord Pleanála oral hearings” and querying whether it “is appropriate in the planning of publicly-funded projects such as MetroLink”. The direct answer is that such an approach is both appropriate and customary on major public projects.</p> <p>The process for large projects requiring planning consent from An Bord Pleanála includes the making of submissions by third parties directly to An Bord Pleanála. It is a function of the process for An Bord Pleanála to assess and consider those submissions.</p> <p>However, in many cases the issues at the heart of the submission are outside the remit of An Bord Pleanála to deal with, the most frequent one being the issue of financial compensation to a property owner from whom property is proposed to be acquired. An Bord Pleanála are not permitted to address or deal with financial compensation issues – such issues are outside of the planning consent process.</p> <p>Because financial compensation matters cannot be addressed by An Bord Pleanála, it falls to the project developer, in this case Transport Infrastructure Ireland (TII), to deal directly with relevant property owner in respect of those aspects of their submissions. Having discussions with impacted property owners has been custom and practice for decades in relation to project approval applications. Those bilateral discussions between the property owner and the project developer frequently bring agreement on financial compensation matters and overall acquisition arrangements, and allow objections to the proposal, which in some cases are linked to compensation concerns, to be subsequently withdrawn.</p> <p>It should be noted that no changes to the scheme in respect of which approval is being sought can be made through unilaterally through such discussions. Any changes that could emerge from those discussions have to be brought as an amendment proposal to An Bord Pleanála. It is occasionally the case that such discussions give rise to a proposed planning condition that both parties recommend to An Bord Pleanála for its consideration. This process is a customary process that has operated for many years and contributes to a more efficient overall procedure, particularly given the position that financial compensation matters are outside the remit of An Bord Pleanála.</p> <p>I hope that the above information clarifies the position.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive</p>	Gary Gannon, T.D.
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		<p>an Oral Hearing in relation to MetroLink on February 19th, which is scheduled to run until March 28th. This open and transparent process will allow planning authorities, prescribed bodies, elected representatives and observers to share their views on the project.</p> <p>TII continues to engage constructively with all parties as part of the Oral Hearing. Where possible, following engagement, TII has provided An Bord Pleanála with conditions agreed by both parties aimed at addressing their specific concerns. These agreements are conditional upon the granting of a Railway Order. Certain agreements contain confidentiality provisions to protect commercially sensitive information while TII are engaging in active negotiations with stakeholders directly impacted by the project.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the MetroLink, in conjunction with TII.</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>	
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21/03/2024	164	<p>PQ Referred: 13392/24, for answer 21/03/2024, Written from - Peter Burke</p>	<p>Details Supplied Mullingar Town Bus Service, Co Westmeath.</p> <p>PQ 13392/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 164 To ask the Minister for Transport when funding will be allocated to a project (details supplied); the timeframe for the delivery of this project; and if he will make a statement on the matter.</p> <p>Details Supplied: Mullingar Town Bus Service, Co Westmeath.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including the rollout of new and enhanced Town services.</p> <p>In light of the NTA's responsibilities for public transport services in County Westmeath, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 164 of 21 March last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In respect of the Mullingar Town Bus Service, it is currently anticipated that the Authority will launch services in late 2025. This will be subject to funding availability and the successful completion of the procurement process for an operator to provide the service.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Peter Burke, T.D.
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09/04/2024	187	<p>PQ Referred: 13775/24, for answer 09/04/2024, Written from - Peadar Tóibín</p>	<p>PQ 13775/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 187 To ask the Minister for Transport the reason the Mullingar train stop does not have any Leap card infrastructure, especially considering that the station is used largely by students travelling to college in Maynooth; if he has any intention of introducing Leap card infrastructure at the station; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators.</p> <p>The issue raised by the Deputy in relation to Leap Card infrastructure in Maynooth is a matter for the NTA. Therefore, I have referred the Deputy's question to the NTA for direct response to the Deputy.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 187 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>When introduced in 2011, it was necessary to define the scope and scale of Leap card implementation for budgetary and project management purposes. The boundary of the existing Dublin Short Hop Zone was determined to be the limit of the deployment of Leap enabled equipment on rail services, such as pole mounted smart card validators and station gates. Leap ePurse is therefore used for journeys within the greater Dublin area and is very effective; it is less well suited to longer distance trips and therefore higher fares as the system requires customers to have the fare level on their Leap card at the start of the journey.</p> <p>As part of the National Fares Strategy, the Authority is extending the use of the Leap card for ePurse journeys within a newly defined Dublin Commuter area, extending to approximately 50km from Dublin city centre. This area was selected based on a review of future public transport network proposals (e.g. the implementation of DART+) along with analysis of ticket sales information to determine the majority of commuter travel demand to Dublin.</p> <p>In relation to fares more generally, the 2022 fares determination implemented the government's 20% cost of living fares reduction, which will continue to apply in 2024 on all subsidised public transport services. In addition, the eligibility of the Young Adult Leap Card, which provides young people with fares discounted by approximately 50% of the equivalent Adult fare, has been extended to include those aged up to 25 (including mature students enrolled in fulltime third level education) in 2024. The combination of these measures has ensured that significant reductions continue to apply on all forms of subsidised public transport.</p> <p>It is the intention of the Authority to announce proposals for the future rollout of the National Fares Strategy later this year, which will introduce new fares structures on Intercity Rail and national Bus services beyond the Dublin Commuter area, including locations such as Mullingar.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Peadar Tóibín, T.D.
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			<p>Please advise my private office if you do not receive a reply within ten working days.</p>		
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09/04/2024	181	<p>PQ Referred: 13726/24, for answer 09/04/2024, Written from - Paul Murphy</p>	<p>PQ 13726/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 181 To ask the Minister for Transport if he will act to ensure that a public bus service is reinstated between Galway and Dublin; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I am responsible for policy and overall funding in relation to public transport. However, I am not involved in day-to-day operational matters. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling of those services in conjunction with the relevant transport operators.</p> <p>While most public transport in Ireland comprises the bus and rail services funded through the NTA's public service obligation (PSO) programme, there is part of the national public transport system that comprises non-subsidised bus services, which are run on a commercial basis by bus and coach businesses of varying sizes throughout the country. As a commercial operator, any decisions taken by Aircoach regarding routes scheduling and timetabling are a matter for the company, the</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 181 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is aware of the withdrawal of the licensed commercial service operated by Aircoach on the Dublin to Galway route, which began on the 7th April. The NTA has no powers to require an operator to operate a commercial route. The Authority will now assess the impact of the withdrawal of the licensed service to determine whether a Public Service Obligation remains post their departure on all or part of the route. This work will be carried out in the coming weeks, after which our decision will be made public.</p> <p>In the meantime, the NTA is continuing to deliver new and enhanced public transport services across rural Ireland as part of the Connecting Ireland programme.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Paul Murphy, T.D.
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		<p>NTA has no powers to refuse an application from an operator to reduce or withdraw services on a commercial route.</p> <p>In circumstances where a commercial operator ceases operating a specific route, such as Aircoach route 706/706X, the NTA undertakes an examination to determine whether, with the discontinuation of the commercial service, it is necessary for a replacement PSO service to be introduced to ensure no loss of connectivity to the travelling public. This process includes an assessment of the level of demand for public transport services in the affected area, an evaluation of whether existing PSO services can be reconfigured to meet any shortfall, or whether it is necessary to competitively tender for the provision of services.</p> <p>Given the NTA's statutory responsibility for securing the provision of public passenger transport services nationally, I have also forwarded the Deputy's question to the NTA for reply. Please advise my private office if you do not receive a reply within ten working days.</p>		
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09/04/2024	180	<p>PQ Referred: 13720/24, for answer 09/04/2024, Written from - Michael Healy-Rae</p>	<p>Details Supplied Minister Bus Eireann in the past operated a bus stop in Headley's Bridge, Knocknagoshel, this no longer is in place and I am seeking that it returns. Headley's Bridge is just off the N21 and has a massive turn table for the bus to pull in and turn and join the road again. This would serve the greater Knocknagoshel area which is being left without a bus service and it is no good enough. Will you commit to reinstating this stop ?</p> <p>PQ 13720/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 180 To ask the Minister for Transport if a bus stop (details supplied) will be reinstated in a location 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 policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, for decisions in relation to the routes of these services in conjunction with the relevant transport operators, and for the planning and development of</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 180 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Bus Éireann Expressway and Dublin Coach operate commercial services on this corridor under licence by the Authority. May I respectfully suggest that you contact these operators in the first instance to ascertain if they will be open to serve the Headley's Bridge, Knocknagoshel stops, and if amenable, to apply to the Authority to vary their licences.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Michael Healy-Rae, T.D.
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		<p>public transport infrastructure, including the national provision of bus stops and bus shelters.</p> <p>In light of the NTA's responsibilities in these areas, I have forwarded your questions to the NTA for direct reply to you. Please advise my private office if you do not receive a response within ten working days.</p>		
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09/04/2024	177	<p>PQ Referred: 13697/24, for answer 09/04/2024, Written from - Sorca Clarke</p>	<p>Details Supplied Aircoach</p> <p>PQ 13697/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 177To ask the Minister for Transport if he can explain in detail why route 706 and 706X, run by a company (details supplied) will cease to exist in April 2024; if he will reconsider this decision and maintain this service; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I am responsible for policy and overall funding in relation to public transport. However, I am not involved in day-to-day operational matters. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling of those services in conjunction with the relevant transport operators.</p> <p>While most public transport in Ireland comprises the bus and rail services funded through the NTA's public service obligation (PSO) programme, there is part of the national public transport system that comprises non-subvented bus services, which are run on a commercial basis by bus and coach businesses of varying sizes throughout the country. As a commercial operator, any decisions taken by</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 177 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is aware of the withdrawal of the licensed commercial service operated by Aircoach on the Dublin to Galway route, which began on the 7th April. The NTA has no powers to require an operator to operate a commercial route. The Authority will now assess the impact of the withdrawal of the licensed service to determine whether a Public Service Obligation remains post their departure on all or part of the route. This work will be carried out in the coming weeks, after which our decision will be made public.</p> <p>In the meantime, the NTA is continuing to deliver new and enhanced public transport services across rural Ireland as part of the Connecting Ireland programme.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Sorca Clarke, T.D.
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		<p>Aircoach regarding routes scheduling and timetabling are a matter for the company, the NTA has no powers to refuse an application from an operator to reduce or withdraw services on a commercial route.</p> <p>In circumstances where a commercial operator ceases operating a specific route, such as Aircoach route 706/706X, the NTA undertakes an examination to determine whether, with the discontinuation of the commercial service, it is necessary for a replacement PSO service to be introduced to ensure no loss of connectivity to the travelling public. This process includes an assessment of the level of demand for public transport services in the affected area, an evaluation of whether existing PSO services can be reconfigured to meet any shortfall, or whether it is necessary to competitively tender for the provision of services.</p> <p>Given the NTA's statutory responsibility for securing the provision of public passenger transport services nationally, I have also forwarded the Deputy's question to the NTA for reply. Please advise my private office if you do not receive a reply within ten working days.</p>		
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09/04/2024	179	<p>PQ Referred: 13719/24, for answer 09/04/2024, Written from - Michael Healy-Rae</p>	<p>Details Supplied Minister, the parish of Ballymacelligott in Tralee, Co.Kerry is one of the largest parishes in the country, it is not served by an adequate bus service, the local link is not sufficient enough. I am seeking that a regular bus service be supplied for the parish to connect it with both Tralee and Castleisland.</p> <p>PQ 13719/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 179To ask the Minister for Transport if a regular bus service will be provided to an area (details supplied) 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 policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for public transport services in County Kerry, I have referred your question to the NTA for direct</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 179 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority has no current plans for regular bus services to serve the parish of Ballymacelligott, Co. Kerry. Please note that this proposal is not part of the Connecting Ireland programme at this time. Our focus is on delivery of the programme first followed by a review where additional gaps might be identified and delivered.</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Michael Healy-Rae, T.D.
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			reply to you. Please advise my private office if you do not receive a reply within ten working days.		
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09/04/2024	173	<p>PQ Referred: 13602/24, for answer 09/04/2024, Written from - Peter Burke</p>	<p>Details Supplied Aircoach have announced a discontinuation of the 706 service from Athlone, which impacts the college student users to Maynooth College and also to Dublin Airport, the only direct service from Athlone.</p> <p>PQ 13602/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 173 To ask the Minister for Transport if he will review the public and private bus transport available (details supplied) in light of recent announcements of service withdrawal; what measures are in place to service this route; and if he will make a statement on the matter.</p> <p>Details Supplied: Aircoach have announced a discontinuation of the 706 service from Athlone, which impacts the college student users to Maynooth College and also to Dublin Airport, the only direct service from Athlone.</p> <p>Answer</p> <p>As Minister for Transport, I am responsible for policy and overall funding in relation to public transport. However, I am not involved in day-to-day operational matters. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and</p>	<p>Dear Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 173 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is aware of the withdrawal of the licensed commercial service operated by Aircoach on the Dublin to Galway route, which began on the 07 April. The NTA has no powers to require an operator to operate a commercial route. The Authority will now assess the impact of the withdrawal of the licensed service to determine whether a Public Service Obligation remains post their departure on all or part of the route. This work will be carried out in the coming weeks, after which our decision will be made public.</p> <p>In the meantime, the NTA is continuing to deliver new and enhanced public transport services across rural Ireland as part of the Connecting Ireland programme.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Peter Burke, T.D.
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for the scheduling of those services in conjunction with the relevant transport operators.

While most public transport in Ireland comprises the bus and rail services funded through the NTA's public service obligation (PSO) programme, there is part of the national public transport system that comprises non-subsidised bus services, which are run on a commercial basis by bus and coach businesses of varying sizes throughout the country. As a commercial operator, any decisions taken by Aircoach regarding routes scheduling and timetabling are a matter for the company, the NTA has no powers to refuse an application from an operator to reduce or withdraw services on a commercial route.

In circumstances where a commercial operator ceases operating a specific route, such as Aircoach route 706/706X, the NTA undertakes an examination to determine whether, with the discontinuation of the commercial service, it is necessary for a replacement PSO service to be introduced to ensure no loss of connectivity to the travelling public. This process includes an assessment of the level of demand for public transport services in the affected area, an evaluation of whether existing PSO services can be reconfigured to meet any shortfall, or whether it is necessary to competitively tender for the provision of services.

			<p>Given the NTA's statutory responsibility for securing the provision of public passenger transport services nationally, I have also forwarded the Deputy's question to the NTA for reply. Please advise my private office if you do not receive a reply within ten working days.</p>		
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09/04/2024	204	<p>PQ Referred: 14178/24, for answer 09/04/2024, Written from - Steven Matthews</p>	<p>PQ 14178/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 204 To ask the Minister for Transport the position regarding the proposal to extend the DART to Wicklow town; the work that has been done to date by his Department to support this project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy is aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the Wicklow Capacity Enhancement Study.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 204 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the current DART+ Programme, DART Coastal South aims to achieve a DART service operating every 20 minutes in each direction between Bray and Greystones through smaller infrastructure and signalling interventions. Design work is ongoing at present on the DART+ Coastal South project, to plan for the enhanced DART service level to Greystones and a public consultation will be undertaken in relation to those proposals later this year.</p> <p>The potential extension of DART services southwards to Wicklow is included as an objective in the new Greater Dublin Area Transport Strategy 2022-2042 adopted last year. Initial planning/design work is currently ongoing to establish the feasibility of operating an hourly DART service to Wicklow town using battery electric train sets that could operate along the un-electrified section between Greystones and Wicklow. Under this arrangement, one DART per hour arriving at Greystones would be a battery/electric train set, which would be able to continue further south along the un-electrified line and terminate at Wicklow town train station. The current single line between Greystones and Wicklow should be able to accommodate an hourly service (in each direction) without any significant infrastructure development. A charger installation is likely to be required in Wicklow Station to recharge the train batteries, along with platform and siding changes. These issues are currently being examined as part of the current planning work. An initial feasibility report which confirms the technical feasibility of these arrangements is being finalised by Irish Rail and is nearing completion. That will lead into a more detailed options analysis stage, which will evaluate some issues in more detail, such as optimal turn-back arrangements, platform amendments, charging equipment location, train protection systems and similar.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Steven Matthews T.D
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09/04/2024	200	<p>PQ Referred: 14120/24, for answer 09/04/2024, Written from - Sorca Clarke</p>	<p>PQ 14120/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 200 To ask the Minister for Transport the capital and current funding allocated to safe routes to school programmes in each of the years 2022, 2023 and 2024.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question Nos. 200 & 201 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The SRTS programme is funded from the NTA's Active Travel Grant. The responses to your Parliamentary Question Nos 200 and 201 are set out below;</p> <p>In 2022 €10,870,000 was allocated to the SRTS programme, comprising:</p> <ul style="list-style-type: none"> • €7,770,000 to Local Authorities to progress SRTS projects; • € 2,500,000 on cycle parking at SRTS schools; and • €600,000 on SRTS programme staff. <p>In 2022 €4,768,915 was spent on the SRTS programme, comprising:</p> <ul style="list-style-type: none"> • € 2,277,208 to Local Authorities to progress SRTS projects; • €1,998,548 on cycle parking at SRTS schools; and • €493,159 on SRTS programme staff. <p>This represented 44% of the funding allocated. This was not unexpected as this was at the start of the programme. Schools were selected in June 2021, and it took some time to establish and staff the programme and move through the stages with the school communities including engagement with principals, site audits, parents surveys, consultation, design, and securing planning permission into the construction delivery stage, where the bulk of expenditure happens. Monies not spent were reallocated to other projects in the active travel programme, many of which also benefit schools.</p> <p>In 2023 €18,577,389 was allocated to SRTS, comprising:</p> <ul style="list-style-type: none"> • €15,527,389 in grants to Local Authorities to progress SRTS projects; • € 2,250,000 on cycle parking at SRTS schools; and • €800,000 on SRTS programme staff. <p>In 2023 € 13,829,693 was spent on the SRTS programme, comprising:</p> <ul style="list-style-type: none"> • € 11,302,187 to Local Authorities to progress SRTS projects; • € 1,816,186 on cycle parking at SRTS schools; and • € 711,320 on SRTS programme staff. <p>This represented almost a tripling of spend between 2022 and 2023 and shows an increase in the rate of delivery of projects on the ground.</p> <p>For 2024, €21,261,500 has been allocated to SRTS, comprising:</p> <ul style="list-style-type: none"> • € 19,821,500 in grants to Local Authorities to progress SRTS projects; • € 600,000 on cycle parking (as the demand has mostly been met in the first 2 years of the programme) and • €840,000 on SRTS programme staff <p>To date just €210,847 has been claimed. However this is not indicative in any way of the actual or likely year spend on the programme, as most Local Authorities' grant claims are submitted later in the year.</p>	Sorca Clarke, T.D.
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I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Deputy Chief Executive.

09/04/2024	198	<p>PQ Referred: 14065/24, for answer 09/04/2024, Written from - Robert Troy</p>	<p>PQ 14065/24 has been referred to Iarnród Éireann; National Transport Authority by (Transport)</p> <p>Dail Question No: 198 To ask the Minister for Transport when the additional capacity will be in service on the Sligo to Dublin rail line.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators.</p> <p>The issue raised by the Deputy in relation to when additional capacity will be in service on the Sligo to Dublin rail line is a matter for Irish Rail in conjunction with the NTA. Therefore, I have referred the Deputy's question to Irish Rail and the NTA for direct response to the Deputy.</p> <p>Please advise my private office if you do not receive replies within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 198 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that Irish Rail have provided a substantive response to your Parliamentary Question No 198 of 09 April 2024. The NTA has nothing further to add that response.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Robert Troy, T.D.
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09/04/2024	197	<p>PQ Referred: 14063/24, for answer 09/04/2024, Written from - Róisín Shortall</p>	<p>Details Supplied For example, Trinity College and Our Lady of Victories schools both withdrew their concerns as TII had “addressed” them</p> <p>PQ 14063/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 197 To ask the Minister for Transport the number of agreements that have been reached between Transport Infrastructure Ireland and organisations who had previously expressed concerns about the MetroLink project, since the beginning of the Railway Order application oral hearing (details supplied); the details of these agreements; if any are non-disclosure agreements; and if he will make a statement on the matter.</p> <p>Answer MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre, the first of its kind in Ireland. It is a key project under the National Development Plan 2021-30.</p> <p>Further to the planning application for MetroLink, the Oral Hearing began on 19th February and is scheduled to run until 28th March. This process will allow planning authorities, prescribed bodies, elected representatives and observers to</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 197 of 09 April 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Since the beginning of the MetroLink Oral Hearing, TII has entered several agreements with third parties. The current list of agreements was uploaded on the Metrolink Railway Order website on 27th March 2024, please see attached link as follow Updated Schedule of Third Party Agreements.pdf (metrolink.ie In the making of the Railway Order, An Bord Pleanála will include the most updated list as part of Schedule 13. The agreements with third parties are private agreements.</p> <p>The process for large projects requiring planning consent from An Bord Pleanála includes the making of submissions by third parties directly to An Bord Pleanála. It is a function of the process for An Bord Pleanála to assess and consider those submissions.</p> <p>The practice of negotiating and developing agreements with groups and organisations outside of An Bord Pleanála oral hearings is both customary and appropriate in the planning of major publicly-funded projects such as MetroLink.</p> <p>However, in many cases the issues at the heart of the submission are outside the remit of An Bord Pleanála to deal with, the most frequent one being the issue of financial compensation to a property owner from whom property is proposed to be acquired. An Bord Pleanála are not permitted to address or deal with financial compensation issues – such issues are outside of the planning consent process.</p> <p>Because financial compensation matters cannot be addressed by An Bord Pleanála, it falls to the project developer, in this case Transport Infrastructure Ireland (TII), to deal directly with relevant property owners in respect of those aspects of their submissions. Those bilateral discussions between the property owner and the project developer frequently bring agreement on financial compensation matters and overall acquisition arrangements, and allow objections to the proposal, which in some cases are linked to compensation concerns, to be subsequently withdrawn.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Róisín Shortall, T.D.
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		<p>share their views on the project.</p> <p>Transport Infrastructure Ireland (TII) continues to engage constructively with all parties as part of the Oral Hearing. Where possible, following engagement, TII has provided An Bord Pleanála with conditions agreed by both parties aimed at addressing their specific concerns.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including MetroLink in conjunction with TII.</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>	
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09/04/2024	195	<p>PQ Referred: 14049/24, for answer 09/04/2024, Written from - Patrick Costello</p>	<p>PQ 14049/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 195 To ask the Minister for Transport if his Department will liaise with Dublin City Council in relation to funding options for the expansion of the highly successful now Dublin bikes scheme.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA) who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area, including the public bike schemes.</p> <p>Matters regarding the management or expansion of public bike schemes are therefore to be considered, in the first instance, by relevant local authorities in conjunction with the NTA.</p> <p>Accordingly, I have referred your question to the NTA for a more detailed reply. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 195 of 9 April last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The current contract for the provision and operation of the Dublin bikes scheme in Dublin commenced around 2009 and is approaching the end of its term. Discussions have commenced between the NTA and the Council in relation to future arrangements to replace the current provision, and it is expected that a final decision on the selected approach will be made later this year. Given that the current contract is nearing its expiry date, it is unlikely that further expansion of the current scheme will be initiated under the existing contract.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Deputy Chief Executive.</p>	Patrick Costello, T.D.
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09/04/2024	193	<p>PQ Referred: 14006/24, for answer 09/04/2024, Written from - Robert Troy</p>	<p>PQ 14006/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 193 To ask the Minister for Transport if he has engaged with the National Transport Authority following the decision by Aircoach to withdraw the Athlone service, to ensure connectivity is maintained in this growth centre.</p> <p>Answer</p> <p>As Minister for Transport, I am responsible for policy and overall funding in relation to public transport. However, I am not involved in day-to-day operational matters. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling of those services in conjunction with the relevant transport operators.</p> <p>While most public transport in Ireland comprises the bus and rail services funded through the NTA's public service obligation (PSO) programme, there is part of the national public transport system that comprises non-subsidised bus services, which are run on a commercial basis by bus and coach businesses of varying sizes throughout the country. As a commercial operator, any decisions taken by Aircoach regarding routes scheduling and timetabling are a matter for the company, the</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 193 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is aware of the withdrawal of the licensed commercial service operated by Aircoach on the Dublin to Galway route, which began on the 07 April. The NTA has no powers to require an operator to operate a commercial route. The Authority will now assess the impact of the withdrawal of the licensed service to determine whether a Public Service Obligation remains post their departure on all or part of the route. This work will be carried out in the coming weeks, after which our decision will be made public.</p> <p>In the meantime, the NTA is continuing to deliver new and enhanced public transport services across rural Ireland as part of the Connecting Ireland programme.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Robert Troy, T.D.
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		<p>NTA has no powers to refuse an application from an operator to reduce or withdraw services on a commercial route.</p> <p>In circumstances where a commercial operator ceases operating a specific route, such as Aircoach route 706/706X, the NTA undertakes an examination to determine whether, with the discontinuation of the commercial service, it is necessary for a replacement PSO service to be introduced to ensure no loss of connectivity to the travelling public. This process includes an assessment of the level of demand for public transport services in the affected area, an evaluation of whether existing PSO services can be reconfigured to meet any shortfall, or whether it is necessary to competitively tender for the provision of services.</p> <p>Given the NTA's statutory responsibility for securing the provision of public passenger transport services nationally, I have also forwarded the Deputy's question to the NTA for reply. Please advise my private office if you do not receive a reply within ten working days.</p>		
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09/04/2024	210	<p>PQ Referred: 14316/24, for answer 09/04/2024, Written from - Richard Boyd Barrett</p>	<p>PQ 14316/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 210 To ask the Minister for Transport to provide all available information on the recipients of the wheelchair accessible grant for taxis; for a breakdown of these recipients, by category (individually owned or rental taxis); and if he will make a statement on the matter.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including the Wheelchair Accessible Grant Scheme, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. The NTA is responsible for the collection and publication of statistics in relation to the Wheelchair Accessible Grant Scheme. I am not involved in the day-to-day operations of the SPSV industry.</p> <p>Accordingly, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 210 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA wishes to advise that it does not hold the exact data requested. The NTA can provide the following to assist you:</p> <ol style="list-style-type: none"> The NTA has operated a Wheelchair Accessible Vehicle Grant Scheme for the SPSV industry since 2014. The 2024 scheme saw unprecedented numbers of applications with over 2,900 applications having been received by 1st February 2024, when it closed to new applications. The NTA continues to process successful applications for 2024 funding. The 2023 scheme resulted in 411 grants being made; the table below shows WAV grants issued each year from 2014 to 2023. <table border="1" data-bbox="1139 695 2030 1287"> <caption>Grant Assisted Wheelchair Accessible Vehicles, 2014 – 2023</caption> <thead> <tr> <th></th> <th>Grants</th> <th>Capital</th> <th>New WAV to fleet</th> <th>Replacement of WAV within fleet</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>128</td> <td>€819,000</td> <td>92</td> <td>36</td> </tr> <tr> <td>2015</td> <td>153</td> <td>€871,000</td> <td>134</td> <td>19</td> </tr> <tr> <td>2016</td> <td>335</td> <td>€1,987,500</td> <td>284</td> <td>51</td> </tr> <tr> <td>2017</td> <td>284</td> <td>€1,747,500</td> <td>233</td> <td>51</td> </tr> <tr> <td>2018</td> <td>761</td> <td>€3,366,000</td> <td>679</td> <td>82</td> </tr> <tr> <td>2019</td> <td>1,039</td> <td>€4,420,000</td> <td>907</td> <td>132</td> </tr> <tr> <td>2020</td> <td>264</td> <td>€1,240,500</td> <td>227</td> <td>37</td> </tr> <tr> <td>2021</td> <td>379</td> <td>€1,605,500</td> <td>271</td> <td>108</td> </tr> <tr> <td>2022</td> <td>312</td> <td>€1,320,500</td> <td>231</td> <td>81</td> </tr> <tr> <td>2023</td> <td>411</td> <td>€5,452,500</td> <td>309</td> <td>102</td> </tr> </tbody> </table> <ol style="list-style-type: none"> The NTA publishes data on vehicle licences on its website which are updated on a monthly basis. The vehicle licence statistics, which include WAV vehicles, for the period ending 31/03/2024 can be found here. The NTA would also draw the Deputy's attention to the statistical bulletins published on nationaltransport.ie which provide statistics for all SPSV categories (taxis, hackneys and limousines) and SPSV drivers. These numbers are dynamic and it should be noted that vehicles which were grant aided in the past may no longer be part of the fleet. WAV Schemes are subject to the de minimis provisions regarding state aid. Currently, the threshold for de minimis is €300,000 for any one entity in a 3 year fiscal period. This threshold was increased from €200,000 following the commencement of EU Commission Regulation No 2023/2831 of 13 December 2023. Additionally, each applicant is limited to a maximum of 10 applications in any one year. <p>I trust that the above is of assistance.</p>		Grants	Capital	New WAV to fleet	Replacement of WAV within fleet	2014	128	€819,000	92	36	2015	153	€871,000	134	19	2016	335	€1,987,500	284	51	2017	284	€1,747,500	233	51	2018	761	€3,366,000	679	82	2019	1,039	€4,420,000	907	132	2020	264	€1,240,500	227	37	2021	379	€1,605,500	271	108	2022	312	€1,320,500	231	81	2023	411	€5,452,500	309	102	Richard Boyd Barrett, T.D.
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Yours Sincerely,

Anne Graham
Chief Executive

09/04/2024	215	<p>PQ Referred: 14358/24, for answer 09/04/2024, Written from - Steven Matthews</p>	<p>Details Supplied Bus Eireann route 2 (Wexford to Dublin Airport) are awaiting timetable amendments which will significant improve passenger services. There seems to be delays or backlogs in the NTA in processing this request</p> <p>PQ 14358/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 215To ask the Minister for Transport if his attention has been drawn to delays in the issuing of new bus route licences by the National Transport Authority (details supplied); the actions he will take to ensure that there are no further delays in this process; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. Under the Public Transport Regulation Act 2009, the National Transport Authority (NTA) is responsible for the licensing of public bus passenger services.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 215 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Bus Éireann Expressway have had their amendment to regularise the current operating position approved and offered to them by the Authority. Once they accept this offer and this process is completed, the new proposed timetable can be commenced.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Steven Matthews T.D
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			response within ten working days.		
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09/04/2024	202	<p>PQ Referred: 14161/24, for answer 09/04/2024, Written from - Steven Matthews</p>	<p>Details Supplied Roundwood – Bray, Co. Wicklow. Route would also take in Laragh and Annamoe. Route is mapped – requires funding support. Demand is significant in the area. Hugely underserved by public transport</p> <p>PQ 14161/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 202To ask the Minister for Transport the position regarding the proposed connecting Ireland Route (details supplied); the actions he will take to ensure this is prioritised for funding; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for new and enhanced public transport services under Connecting</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 202 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority is currently reviewing options between Roundwood and Bray. This needs to take into account existing services that operate in the area.</p> <p>There is no agreed route map and there is no timeline for its introduction. However, we are discussing with Local Link Carlow Kilkenny Wicklow and we will look to progress the planning of the route over the next 3 months.</p> <p>Trust that the above is of assistance and clarifies the current status of the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Steven Matthews T.D
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			<p>Ireland, including services in County Wicklow, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>		
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09/04/2024	263	<p>PQ Referred: 15325/24, for answer 09/04/2024, Written from - Brian Leddin</p>	<p>PQ 15325/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 263 To ask the Minister for Transport the progress of the Moyross train station as the pathfinder project for Limerick city; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the works at Moyross train station.</p> <p>Construction of a new train station at Moyross is proposed under the Limerick Shannon Metropolitan Area Transport Strategy (LSMATSMoreover, in order to support the delivery of the National Sustainable Mobility Policy, which in turn is a key part of the Government's plan to achieve a 50% reduction in transport greenhouse gas emissions in Ireland by 2030, I launched the Pathfinder Programme in October 2022. Construction of a new train station at Moyross was selected for inclusion in the Pathfinder Programme.</p> <p>Noting the NTA's responsibility</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 263 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Irish Rail have appointed an engineering design firm - AtkinsRéalis - to undertake the Preliminary Design and support the statutory planning process for Moyross Station. Ground investigations to inform the design are due to commence in late March ahead of a non-statutory public consultation on the project which is planned for Q2 of this year. Subject to planning consent and funding, the station is currently expected to be completed in the second half of 2026, with commissioning of the station expected thereafter.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Deputy Chief Executive.</p>	Brian Leddin T.D.
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			<p>in this matter and the specific queries raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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09/04/2024	267	<p>PQ Referred: 15365/24, for answer 09/04/2024, Written from - Éamon Ó Cuív</p>	<p>PQ 15365/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 267 To ask the Minister for Transport when the draft revised transport strategy for Galway will be published; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The National Transport Authority (NTA), in conjunction with Galway City Council and Galway County Council, is currently developing the Galway Metropolitan Area Transport Strategy. The new strategy will provide a long-term strategic planning framework for the delivery of transport and the integrated development of transport infrastructure and services in the Galway Metropolitan Area. It will replace the existing Galway Transport Strategy which was published in 2016.</p> <p>Given the NTA's role in the development of the strategy, I have referred the Deputy's question to the NTA for further information. Please contact my office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 267 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (NTA) has commenced the development of a transport strategy ("Transport Strategy") for the Galway Metropolitan Area ("GMA") covering a twenty year period and addressing all land transport modes. The Transport Strategy will provide a long-term strategic planning framework for the delivery of transport and the integrated development of transport infrastructure and services in the GMA and will replace the existing 'Galway Transport Strategy' 2016.</p> <p>The draft GMATS once complete, will also address Traffic Management, Demand Management, Behavioural Change Measures, Measures to Promote Integration between Modes, policies related to the management of freight and planning policies aimed at closer integration between land use development and sustainable transport.</p> <p>Following the preparation of the draft GMATS, the NTA shall undertake a non-statutory public consultation process in relation to this. Background technical reports and feasibility studies will be published as supporting documents with the Draft Strategy. It is currently anticipated that the public consultation will commence later this year.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Éamon Ó Cuív, T.D.
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09/04/2024	252	<p>PQ Referred: 15254/24, for answer 09/04/2024, Written from - Violet-Anne Wynne</p>	<p>PQ 15254/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 252 To ask the Minister for Transport if he has any plans to take a public transport audit in County Clare; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for public transport services in County Clare, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 252 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>An audit of County Clare's public transport was carried out as part of the planning for Connecting Ireland and proposed interventions were outlined in the Programme Plan. The Authority's Service Planning section is currently preparing to consult with the public on;</p> <p>Ø plans to reconfigure the corridor for bus transport between Ennis, Newmarket on Fergus, Shannon Town and Limerick City. The level of bus service on this corridor requires review as there is a regular increase in demand (ie each Autumn) that requires additional resources which can be difficult to both secure and deploy in a way that minimises disruption to passengers;</p> <p>Ø plans to reconfigure and improve the West Clare network of bus services involving routes 350, 333 and 331 to better address the demand for access from Galway and Ennis to amenities within West Clare and the demand for local services from hinterland areas into Galway and Ennis for access to employment and education opportunities.</p> <p>Regarding the provision of local town services within Ennis, the NTA and Clare County Council have now finalised route and stop bus stop infrastructure arrangements for the planned town bus network. Detailed stop and associated infrastructure designs will be finalised over the coming months. Ennis is on the NTA's Town Bus Services programme. Implementation of bus stop infrastructure and a service operator procurement is expected to commence during 2025, subject to the availability of the necessary additional funding.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Violet-Anne Wynne, T.D.
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09/04/2024	255	<p>PQ Referred: 15282/24, for answer 09/04/2024, Written from - Brendan Howlin</p>	<p>PQ 15282/24 has been referred to Iarnród Éireann; National Transport Authority by (Transport)</p> <p>Dail Question No: 255 To ask the Minister for Transport his views on the proposal by the National Transport Authority to terminate the Wexford to Dublin Intercity rail link in either Greystones or Wicklow town and to require passengers to disembark there to access commuter DART services; if he accepts that this substantial down grading of a main intercity link is totally unacceptable, if he will contact the NTA and Irish Rail on this issue; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators.</p> <p>The issue raised by the Deputy is a matter for Irish Rail in conjunction with the NTA.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 255 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The South East Railway Line (Dublin to Rosslare) is a single track line south of Bray Station, with short sections of double track at some stations platforms to allow for passing trains.</p> <p>This single line arrangement, coupled with challenging track alignments and, consequently, low speeds, significantly constraints the level of train service that can currently be provided along this line, particularly on the DART section between Bray and Greystones. The line operates partially in tunnel through Bray Head, a designated area of environmental sensitivity, and the construction of additional tracks through this area would be difficult and challenging.</p> <p>However, as part of the current DART+ Programme, DART Coastal South aims to achieve a DART service operating every 20 minutes in each direction between Bray and Greystones through smaller infrastructure and signalling interventions. Additionally, under the Greater Dublin Area Transport Strategy 2022-2042 adopted last year, it is intended to further expand the DART system to Wicklow town. Design work is ongoing at present on the DART+ Coastal South project, to plan for the enhanced DART service level to Greystones and a public consultation will be undertaken in relation to those proposals later this year.</p> <p>In addition, initial planning/design work is currently ongoing to establish the feasibility of operating an hourly DART service to Wicklow town using battery electric train sets that could operate along the un-electrified section between Greystones and Wicklow. Under this arrangement, one DART per hour arriving at Greystones would be a battery/electric train set, which would be able to continue further south along the un-electrified line and terminate at Wicklow town train station. The current single line between Greystones and Wicklow should be able to accommodate an hourly service (in each direction) without any significant infrastructure development. A charger installation is likely to be required in Wicklow Station to recharge the train batteries, along with platform and siding changes. These issues are currently being examined as part of the current planning work.</p> <p>Currently, three train services run from Wicklow to Dublin during weekday morning hours with a further three services operating during weekday afternoon/evening hours. There are gaps of up to five and a half hours between consecutive services in the daytime. Instead of the current train pattern, the above DART extension arrangement would allow an hourly DART service from Wicklow town into Dublin City Centre, significantly enhancing the train service to and from Wicklow town.</p> <p>South of Wicklow, the provision of a diesel train shuttle service between Rosslare and Wicklow would provide the potential for a much more frequent train service along the southern sections of the South East Line. With an hourly DART running from Wicklow Station, the connecting shuttle service could be timetabled to conveniently connect to the DART service, minimising time delays. This is similar to the interchange arrangement that operates at Limerick Junction on the Cork Line for passengers seeking to travel to and from Limerick. A similar interchange arrangement also applies at Mallow for passengers connecting from the Killarney/Tralee Line to the Cork line. These types of interchange between different transport services is a common feature of developed transport systems across the world.</p>	Brendan Howlin, T.D.
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		<p>Therefore, I have referred the Deputy's question to Irish Rail and the NTA for direct response to the Deputy.</p> <p>Please advise my private office if you do not receive replies within ten working days.</p>	<p>Overall, the above arrangements offer the potential for a much higher level of train service to operate on the South East line, which would provide substantial benefits to train passengers along this line. It enables more train service to Wicklow town, up from six trains across the day to possibly one DART per hour. For origins and destinations south of Wicklow town, the shuttle service suggested above would similarly allow a much more frequent service to also be provided along this section of the line, which would involve an interchange with the DART system at Wicklow Station.</p> <p>The above proposals are largely focussed on infrastructure and fleet changes. No decisions have yet been made to alter services on the Rosslare line. At a later stage when infrastructure proposals are finalised and in development, detailed train operating timetables will be prepared. This timetabling exercise will consider both interchange services, where passengers would change from diesel services to DART trains at Wicklow, and the potential for some direct non-DART services running into Dublin City Centre. There will be a public consultation process undertaken at the relevant stage in relation to any new timetabling proposals.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	
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09/04/2024	253	<p>PQ Referred: 15255/24, for answer 09/04/2024, Written from - Violet-Anne Wynne</p>	<p>PQ 15255/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 253 To ask the Minister for Transport if he is aware of the issues that people with disabilities face when it comes to using public transport and space for their mobility device; if he is aware that some disability spaces on public transport are not big enough and that mobility devices are being damaged trying to fit in the space provided; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport I have responsibility for policy and overall funding in relation to public transport.</p> <p>Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for promoting the development of an integrated, accessible public transport network.</p> <p>The NTA works with the relevant public transport operators, who have responsibility for day to day operational issues, to progressively make public transport accessible.</p> <p>In light of the NTA's responsibilities for accessible public transport, in conjunction with the transport operators as</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 253 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA is responsible for the provision of Public Service Obligation (PSO) bus services and since 2017 has purchased new buses for use on the majority of, but not all, Transport For Ireland (TFI) bus services; hence any dimensions exceeding the regulatory minima that are mentioned below relate only to new buses purchased by the NTA.</p> <p>All new buses purchased by the NTA must comply with UNECE Regulation No.107 (R107) which states that the wheelchair space must be at least 750mm wide x 1300mm long in order to accommodate a reference wheelchair that is 700mm wide x 1200mm long.</p> <p>The (flat floor) width of the wheelchair space on these new buses is currently limited to 750mm as the regulations require a lateral restraint/pole to be provided opposite the sidewall in order to permit unassisted use of the space by the wheelchair user. However, all of the new buses offer an effective width above floor level that exceeds 750mm as the sidewall of the bus projects outwards above floor level.</p> <p>The (flat floor) length of the wheelchair space on these new buses varies between 1660mm and 1900mm; the lower end of this range is significantly in excess of the regulatory minimum of 1300mm. The NTA has instructed bus manufacturers to apply this enhanced dimension to its new buses as the dimensions of the reference wheelchair in R107 are not representative of present day electrically-powered wheelchairs in Ireland.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Violet-Anne Wynne, T.D.
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09/04/2024	250	<p>PQ Referred: 15250/24, for answer 09/04/2024, Written from - Violet-Anne Wynne</p>	<p>Details Supplied Bus shelter for Kilmihil village, Co. Clare</p> <p>PQ 15250/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 250 To ask the Minister for Transport for a status update in respect of a bus stop (details supplied); and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 250 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Over the last number of years, the NTA has worked in conjunction with local authorities to deliver enhanced bus stop infrastructure through a number of separate projects and programmes. However, it is recognised that the volume and distribution of enhancements needs to be increased to support the on-going transition to public transport and the rollout of enhanced bus services nationally.</p> <p>As part of the 2024 NTA grant programme, the NTA has provided an allocation of €500,000 to Clare County Council for the "Bus Stop Enhancement Programme" within County Clare.</p> <p>At the recent March meeting of West Clare Municipal District, a Notice of Motion was raised by Councillor Cillian Murphy requesting the Municipal District to engage with the NTA in order that "a bus shelter be put in place at Kilmihil". Clare County Council is currently reviewing the request with a view to including Kilmihil on the proposed list of locations falling under the "Bus Stop Enhancement Programme" within County Clare. In that regard the NTA will continue to work with the Council on the roll out of this programme and, in addition to funding, will assist with the provision of bus stop information, bus pole provision, construction details plus making our bus shelter contractor available to install bus shelters in prepared areas. For completeness, it is worth noting that not all locations are suitable for the installation of bus shelters due to underground services, width issues, sight line issues, access issues, negative impact on affected parties / adjacent premises, or similar other items.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Violet-Anne Wynne, T.D.
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09/04/2024	241	<p>PQ Referred: 14894/24, for answer 09/04/2024, Written from - Michael Healy-Rae</p>	<p>Details Supplied Minister I wish to highlight a situation in Lixnaw Co Kerry where the bus stop is not wheelchair accessible so a person cannot board the bus on this location if they are wheelchair users. They are asked to go to Listowel to get on the bus there to go to Tralee. Surely this is something that needs to be urgently addressed</p> <p>PQ 14894/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 241 To ask the Minister for Transport to improve public transport access for wheelchair users (details supplied); and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for the provision of public transport infrastructure as well as the provision of an accessible, integrated public transport system for all users. The NTA works with the relevant public transport companies, as appropriate.</p> <p>In light of the NTA's responsibilities, including the provision of accessible public transport services for people with disabilities in county Kerry, I have forwarded your question</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 241 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>To facilitate increased access by wheelchair users to the public transport network the Authority has developed a three-pronged approach; firstly, by providing and requiring low floor buses and accessible coaches for the state subsidised PSO services, secondly by upgrading bus stops and thirdly by developing licensed conditions for commercial public transport services in regards accessibility.</p> <p>Regarding the first element of the Authority's approach, while there is currently no viable alternative to the use of high-floor single-deck coaches equipped with wheelchair lifts on longer-distance services where significant luggage capacity is required, the Authority, along with Bus Éireann and Go-Ahead Ireland, has over the last few years introduced into service a fleet of 142 low-entry single-deck coaches designed for shorter-distance regional and commuter services, and are in the latter stages of introducing into service a fleet of 133 low-entry double-deck coaches. The advent of these new fleets, which are equipped with a ramp at the low-entry doorway suitable for use by persons with reduced mobility and a permanent wheelchair space within a low-floor area adjacent to that doorway, means that almost all bus stops at which these coaches call are accessible for wheelchair users without the need for any modifications to the footpath at the bus stop. For Local Link service contracts there is a requirement for wheelchair accessibility and a drive towards low floor ramp access and 95% of those services are accessible.</p> <p>Regarding the second element of the Authority's approach, the arrangements for boarding and alighting wheelchairs on single-deck coaches typically differ significantly from those on buses (the exceptions being the low-entry coaches mentioned above. Many of the single-deck coaches in use are "high floor" vehicles and require a wheelchair lift to be fitted as opposed to a ramp in order to access the wheelchair space within the passenger saloon which is positioned at a much higher level relative to the ground compared to a low-floor single-deck bus. Those wheelchair lifts require a large area of adjacent footpath to operate, typically 3.5 metres in width. In many towns and villages it is extremely challenging to achieve the necessary footpath width for the vehicle lift to function. Solutions such as relocating the bus stop to an alternative location may be necessary, but this can give rise to additional problems in that the alternative stop location may not suit other users. In other cases land or property acquisition may be required to obtain the necessary space, potentially requiring the exercise of compulsory acquisition powers to acquire the relevant lands. The Authority is actively working with operators and local authorities and we are committed to upgrading bus stops to ensure that every town with a population of over 1,000 has at least one wheelchair lift accessible bus stop serving both the inbound and outbound journeys of a Public Service Obligation (PSO) route.</p> <p>Lixnaw has a population under 700 people. Therefore it is not currently on the Authority's priority list for the construction of a wheelchair lift accessible bus stop. However, the Authority does regularly review the allocation of its low-entry coach fleet in order to ensure that the needs of stakeholders in places like Lixnaw are taken into account. The Authority has also recently undertaken a market consultation exercise to establish what alternatives to high-floor single-deck coaches equipped with wheelchair lifts exist, and will be using the information obtained to help inform its future procurements of new coach fleet.</p> <p>For the stop under question, NTA will consider the request and will commence the study about the feasibility for provision of wheel chair accessibility stop in line with the above requirements.</p>	Michael Healy-Rae, T.D.
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to the NTA for direct reply to you. Please advise my private office if you do not receive a response within ten working days.

In relation to the third element, the Authority will be publishing proposals for increasing the accessibility of commercial licensed services for public consultation shortly.

I trust that the above is of assistance and clarifies the current status of the matter.

Yours Sincerely,

Anne Graham
Chief Executive

09/04/2024	236	<p>PQ Referred: 14788/24, for answer 09/04/2024, Written from - Paul Donnelly</p>	<p>PQ 14788/24 has been referred to Iarnród Éireann; National Transport Authority by (Transport)</p> <p>Dail Question No: 236 To ask the Minister for Transport for an update on the delivery of additional carriages for Dublin-Rosslare Europort rail line.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators.</p> <p>The issue raised by the Deputy in relation to the delivery of additional carriages for the Dublin to Rosslare line is a matter for Irish Rail in conjunction with the NTA. Therefore, I have referred the Deputy's question to Irish Rail and the NTA for direct response to the Deputy.</p> <p>Please advise my private office if you do not receive replies within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 236 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>We note that Irish Rail provided a response to this Parliamentary Question on the 14 May. As such, the NTA has nothing further to add.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Paul Donnelly, T.D.
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09/04/2024	239	<p>PQ Referred: 14836/24, for answer 09/04/2024, Written from - Martin Kenny</p>	<p>PQ 14836/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 239 To ask the Minister for Transport if he can provide an update of the current stages of the Connecting Ireland rural bus scheme, including how many routes have been rolled out and which are yet to be rolled out, by county, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for new and enhanced public transport services under Connecting Ireland, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 239 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Connecting Ireland Rural Mobility Plan is a public transport initiative developed by the National Transport Authority (NTA) with the aim of increasing connectivity, particularly for people living outside our major cities and towns. The plan aims to improve mobility in rural areas, and it will do this by providing better connections between villages and towns by linking these areas with an enhanced regional network connecting cities and regional centres nationwide. Since January 2022, Connecting Ireland have launched 103 new or enhanced bus services nationwide providing frequent, affordable bus services that offer freedom to travel and sustainable transport connections that can connect with the wider TFI Public Transport Network. The planned services are not being planned or tracked on a county basis as they can be cross – county, therefore we are not in a position to provide the information in the format that has been requested.</p> <p>For further information, please visit the Connecting Ireland webpage on the NTA website, link of which I have provided below;</p> <p>https://www.nationaltransport.ie/connecting-ireland/.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Martin Kenny T.D
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09/04/2024	238	<p>PQ Referred: 14806/24, for answer 09/04/2024, Written from - Bernard J. Durkan</p>	<p>PQ 14806/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 238 To ask the Minister for Transport the extent to which it might be possible for the 139 bus service to service Clonaugh, County Kildare; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for decisions regarding the routes of these services in conjunction with the relevant transport operators, in this instance JJ Kavanagh Sons Limited.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 238 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority has no plans to extend route 139 to serve Clonaugh, Co. Kildare.</p> <p>I trust that the above is of assistance and clarifies the status of the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Bernard Durkan T.D
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09/04/2024	229	<p>PQ Referred: 14683/24, for answer 09/04/2024, Written from - Martin Kenny</p>	<p>PQ 14683/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 229 To ask the Minister for Transport to provide an update on the status of the Dublin-Navan rail line upgrade, including the cost of work completed to date; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority, or NTA, has statutory responsibility for transport planning in the Greater Dublin Area, including County Meath.</p> <p>The NTA's Transport Strategy for the Greater Dublin Area, which I approved early last year, sets out a framework for transport investment across the region over a 20-year period from 2022 to 2042, and it provides a clear statement of transport planning policy for Counties Meath, Dublin, Louth, Kildare and Wicklow. Having a transport strategy is vitally important to ensure we assess how the different modes can deliver for the region and also how we can sequence delivery to maximise benefits and deliver value for money.</p> <p>The issue of a rail connection between Dublin and Navan was re-examined as part of the development of the Transport Strategy. That re-examination supported the development of a</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 229 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In line with the National Development Plan, and as noted within the Greater Dublin Area Transport Strategy 2022-2042, the Navan rail line is phased for delivery post 2030. In order to be in a position to deliver the project during this period, the NTA has allocated funding to Irish Rail in 2024 for the establishment of an engineering design team to commence the planning and design phase of the project. Irish Rail has commenced the procurement process for this team and has now prequalified a number of firms, and is progressing the finalisation of the tender documents for issue in Q2 2024. In addition, Irish Rail has appointed a Project Manager to progress the planning and design stage of the project.</p> <p>Once the engineering design team have been appointed, they will progress as outlined above which will include a public consultation process in relation to route and station details. Whilst it is too early to indicate a precise timing of the public consultation, it is currently anticipated that a public consultation will take place in the latter part of 2025 or early 2026.</p> <p>The expenditure incurred to date is €6,000.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Martin Kenny T.D
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		<p>rail line to Navan and the final Strategy now includes delivery of the line over the medium term.</p> <p>I am pleased to say that the NTA has allocated funding to Iarnród Éireann for the establishment of a design team to commence work in 2024. This work will involve the route option selection, planning and design phases of the project. Iarnród Éireann has commenced the procurement process for this pre-construction phase of the project. It is anticipated that a route options public consultation will take place in late 2025 or early 2026.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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09/04/2024	218	<p>PQ Referred: 14528/24, for answer 09/04/2024, Written from - John Lahart</p>	<p>PQ 14528/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 218 To ask the Minister for Transport to outline in detail what plans and action have been taken by the NTA to date, or are planned for the future, in terms of providing park-and-ride facilities for Dublin commuters - particularly on the southside of the city, to take advantage of any proposed BusConnects projects which are due to be implemented subject to An Bord Pleanála decisions; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of park and ride facilities.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 218 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA established a Park and Ride Development Office (PRDO) in February 2020. The function of the Park and Ride Development Office is to enable the delivery of strategic Park & Ride sites in collaboration with Local Authorities and transport operators such as Irish Rail. To this end, the NTA provides full time specialist resources to enable projects be advanced, particularly in the Greater Dublin Area (GDA) but also at strategic locations on the periphery of regional cities.. The provision of Strategic Park & Ride measures is a complimentary measure which accompanies the development of the other major Public Transport Investments, such as BusConnects, DART + and Metrolink, but is not necessarily contingent upon those investments. The NTA Park and Ride Strategy for the Greater Dublin Area (published as part of the Greater Dublin Area (GDA) Transport Strategy 2022-2042) is available here.</p> <p>The GDA Strategy proposes 7 new bus based Strategic Park & Ride sites across 5 corridors including new dedicated bus services to service these locations. The overarching objective of Park & Ride is to intercept predominately single occupancy car trips, offering people an alternative mode to access congested urban centres. One of the functions of the PRDO is to identify the most optimal location for P&R thus encouraging people to transfer to a more sustainable mode of transport. This has the dual advantage of reducing the distances travelled by private car whilst also helping to reduce carbon emissions and and noxious gases in our urban centres. The core bus corridors being developed under the BusConnects programme will provide new bus priority measures on approach these urban centre and will enhance the customer experience for P&R patrons.</p> <p>To date, Part 8 planning has been granted for a new strategic Park and Ride site at Junction 6, Fassaroe on the M11. This is the first of the 7 locations mentioned above with the remaining six at different stages of development. Construction is expected to commence in Q3 2024 at Fassaroe, whilst statutory planning approval is being sought elsewhere.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	John Lahart, T.D.
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10/04/2024	53	<p>PQ Referred: 15547/24, for answer 10/04/2024, Written from - Catherine Murphy</p>	<p>Details Supplied Dublin Bus Pole number 738</p> <p>PQ 15547/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 53 To ask the Minister for Transport the progression made by NTA regarding the installation of a bus shelter at a location (details supplied); and when these works will commence at this location.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 53 of 10 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In response to similar earlier requests relating to bus stop number 738, Grange Road, Dublin 13, we have undertaken a technical assessment of this site and have confirmed that it is suitable for the installation of a bus shelter. Our bus shelter contractor, JCDecaux Ireland, has finalised the required draft design work and planning pack, and is going through a pre-application process with Dublin City Council (DCC). JCDecaux met with DCC the week commencing 1 April, for a preliminary meeting, and DCC is now reviewing 12 proposed bus shelter locations with the Council's area, including bus stop number 738 internally, with area planners, and the transport department, in advance of confirming a date for a pre-application meeting. This preapplication meeting has been requested by JCDecaux Ireland since the beginning of the year.</p> <p>Pending a positive outcome at that meeting we will shortly be submitting a planning application to DCC for the provision of a bus shelter at the location. This application is one of several applications being prepared by our contractor and the application will be submitted on the final completion of the planning pack, any actions emerging from the preplanning consultation, and the receipt of the necessary letter of consent from DCC. We should have a clearer indication if a shelter will be provided at this bus stop location following determination of the planning application by DCC.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Catherine Murphy, T.D.
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11/04/2024	103	<p>PQ Referred: 15925/24, for answer 11/04/2024, Written from - Darren O'Rourke</p>	<p>PQ 15925/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 103 To ask the Minister for Transport to outline the oversight of Active Travel spend; the role of his Department, NTA, local authority and others in same; the initial cost estimate of the Ashbourne R135 Cycle Network Design in Ashbourne, County Meath; the cost to date and the expected full cost at completion; the original expected date for completion of this project and the expected date for completion now; the way responsibility for cost overruns and delays are handled; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>The Department maintains oversight of the overall spend of the Active Travel Programme through informal weekly meetings and formal quarterly oversight meetings with the NTA. The NTA in turn work closely with local authorities at</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 103 of 11 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We contacted Meath County Council in respect of this matter. Meath County Council informed us of the following;</p> <p>The construction works were tendered in accordance with the Office of Government Procurement's Capital Works Management Framework and the contract was awarded to Fox Building and Engineering Ltd in February 2022 for the Contract Sum of €6,132,716.43 (ex VAT). The works were originally programmed to take 16 months. It is noted that the start of the scheme was affected by world events which created uncertainty and affected construction inflation and supply chains for the supply of goods and materials. It is acknowledged that initial progress on the R135 site in Ashbourne was slow as a result. In recognition of the difficulties that have been experienced in the construction sector, the Office of Government Procurement issued advice to local authorities on how this inflation and supply chain disruption should be handled. Meath County Council is applying this advice accordingly as it pertains to this contract.</p> <p>The Public Works Contract for Civil Engineering Works Designed by the Employer (PW-CF3) is the form of contract used on this scheme. It sets out the rights and obligations of the parties and the processes, principles and procedures to be followed to apply and administer the contract. The Contract sets out how risks are allocated between the parties and the circumstances in which the Contract Sum and time to complete the works can be adjusted. It also sets out the process for applying penalties in the form of liquidated damages and how disputes between the parties should be dealt with.</p> <p>To date approximately 70% of the works are now completed and the anticipated completion date is Q3 2024. The final cost of the works is not determined as yet. The parties continue to apply the provisions of the contract to deliver the works in accordance with their respective responsibilities and entitlements. Ultimately the final costs will be determined in accordance with the provisions of the contract, including formal dispute resolution if necessary, having considered all relevant issues.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Darren O'Rourke, T.D.
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		<p>project level, overseeing the progress of the 1000+ projects being funded around the country under the Active Travel Programme and monitoring spend and timeframe. Any projects of significant concern are flagged by the NTA to the Department during scheduled meetings.</p> <p>Noting the role of the NTA in the matter, I have referred your specific queries relating to the Ashbourne R135 Cycle Network Design project to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>		
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11/04/2024	102	<p>PQ Referred: 15818/24, for answer 11/04/2024, Written from - Róisín Shortall</p>	<p>Details Supplied Details emailed to 11:50 11th April</p> <p>PQ 15818/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 102 To ask the Minister for Transport if he will respond to correspondence (details supplied); his views on the concerns raised; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the Oral Hearing in relation to MetroLink began on the 19th February and ran until the 28th March. This process allowed planning authorities, prescribed bodies, elected representatives and observers to share their views on the project. TII continues to engage constructively with all parties. Where possible, following engagement, TII has provided An Bord Pleanála with conditions agreed by both parties aimed at addressing their specific concerns.</p> <p>Currently the MetroLink Railway Order website has information submitted by TII to An Bord Pleanála as part of the Oral Hearing process. During the Oral Hearing process, the Inspector confirmed the requirement to re-advertise relevant material following the conclusion of the Oral Hearing. TII will make all relevant information will be made publicly available as</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 102 of 11 April 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>TII is awaiting formal notification from An Bord Pleanála on the timing and arrangements for the publication of revised MetroLink Railway Order documentation for public consultation. In the interim, TII and their consultants, Jacobs/IDOM, are carrying out the necessary amendments to the relevant documentation, incorporating the additional information submitted to the Inspector during the Oral Hearing process.</p> <p>RINA remains in contract with TII to provide independent engineering expertise to resident groups up until the conclusion of the Railway Order process by An Bord Pleanála, and will be requested to review the amended documentation once complete and provide resident groups with a report to assist in their preparation of any additional submissions on this updated material if required, and to assist resident groups with any queries or comments they may have</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Róisín Shortall, T.D.
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		<p>required.</p> <p>In relation to your specific query, as Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including MetroLink, in conjunction with TII.</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>	
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16/04/2024	210	<p>PQ Referred: 16484/24, for answer 16/04/2024, Written from - Cormac Devlin</p>	<p>PQ 16484/24 has been referred to Iarnród Éireann; National Transport Authority by (Transport) .</p> <p>Dail Question No: 210 To ask the Minister for Transport what publicity there has been around the temporary closure of the DART line; and what advance plans are already known for future works over the next 12 months, two years and five years.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators.</p> <p>The issue raised by the Deputy in relation to temporary closures and future works are matters for Irish Rail, in conjunction with the NTA. Therefore, I have referred the Deputy's question to Irish Rail and the NTA for direct response to the Deputy.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 210 of 16 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that Irish Rail have provided a substantive response to your Parliamentary Question No 210 of 16 April 2024. The NTA has nothing further to add that response.</p> <p>I trust that the above is of assistance.</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Cormac Devlin, T.D.
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16/04/2024	208	<p>PQ Referred: 16409/24, for answer 16/04/2024, Written from - Alan Kelly</p>	<p>PQ 16409/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 208To ask the Minister for Transport the estimated full-year cost of establishing a public bike scheme in County Tipperary consisting of eight bike stations and 64 bikes.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area, including the public bike schemes.</p> <p>Therefore, matters related to the management or expansion of public bike schemes is a matter for relevant local authorities, in conjunction with the NTA.</p> <p>Accordingly, I have referred your question to the NTA for a more detailed reply.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 208 of 16 April 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA entered into a contract some years ago for the provision of bike share schemes in Cork, Galway, Limerick and, subsequently, Waterford. That contract, with a company called Telfourth Limited, provided for the potential of further extensions to other towns on a pre-defined price basis, subject, of course, to funding. Based on that model, which uses bike stations and “docked” bikes, the approximate cost of establishing a public bike scheme in County Tipperary consisting of eight bike stations and 64 bikes, would be in the range of €500,000 to €600,000 (capital costs) and would cost between €150,000 - €200,000 per year to operate and maintain. The exact costs would be dependent upon site circumstances and final bike station sizes.</p> <p>The above figures are based upon a model which uses defined bikes stations and fixed “docking” bollards. Other, potentially lower cost, options are now available. It is intended to commence a new tender process later this year to replace the existing bike scheme contract in the above referenced cities, and it is likely that alternative bike share models will be considered as part of that contract renewal.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Alan Kelly T.D
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16/04/2024	197	<p>PQ Referred: 15977/24, for answer 16/04/2024, Written from - Sorca Clarke</p>	<p>PQ 15977/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 197To ask the Minister for Transport to outline the proportion of the funding allocated to the safe routes to school programme that has been expended for the purposes of improving walking and cycling infrastructure in each of the years 2022, 2023 and to date in 2024; and to provide a breakdown of the projects funded to date and the nature of works carried out.</p> <p>Answer</p> <p>The Safe Routes to School (SRTS) Programme was launched in March 2021 with the aim of supporting walking, scooting, and cycling to primary and post-primary schools, and creating safer walking and cycling routes within communities, through the provision of infrastructure interventions including, in some cases, School Zones. These projects should help alleviate congestion at school gates and increase the number of students who walk or cycle to school.The Safe Routes to School Programme is funded by my Department through the National Transport Authority (NTA) and An Taisce's Green Schools is co-ordinating the programme.</p> <p>Invitations to express interest were sent to all primary and secondary schools in the country, and 931 applications</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 197 of 16 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The SRTS programme is funded from the NTA's Active Travel Grant. The responses to your Parliamentary Question Nos 200 and 201 are set out below;</p> <p>In 2022 €10,870,000 was allocated to the SRTS programme, comprising:</p> <ul style="list-style-type: none"> • €7,770,000 to Local Authorities to progress SRTS projects; • € 2,500,000 on cycle parking at SRTS schools; and • €600,000 on SRTS programme staff. <p>In 2022 €4,768,915 was spent on the SRTS programme, comprising:</p> <ul style="list-style-type: none"> • € 2,277,208 to Local Authorities to progress SRTS projects; • €1,998,548 on cycle parking at SRTS schools; and • €493,159 on SRTS programme staff. <p>This represented 44% of the funding allocated. This was not unexpected as this was at the start of the programme. Schools were selected in June 2021, and it took some time to establish and staff the programme and move through the stages with the school communities including engagement with principals, site audits, parents surveys, consultation, design, and securing planning permission into the construction delivery stage, where the bulk of expenditure happens. Monies not spent were reallocated to other projects in the active travel programme, many of which also benefit schools.</p> <p>In 2023 €18,577,389 was allocated to SRTS, comprising:</p> <ul style="list-style-type: none"> • €15,527,389 in grants to Local Authorities to progress SRTS projects; • € 2,250,000 on cycle parking at SRTS schools; and • €800,000 on SRTS programme staff. <p>In 2023 € 13,829,693 was spent on the SRTS programme, comprising:</p> <ul style="list-style-type: none"> • € 11,302,187 to Local Authorities to progress SRTS projects; • € 1,816,186 on cycle parking at SRTS schools; and • € 711,320 on SRTS programme staff. <p>This represented almost a tripling of spend between 2022 and 2023 and shows an increase in the rate of delivery of projects on the ground.</p> <p>For 2024, €21,261,500 has been allocated to SRTS, comprising:</p> <ul style="list-style-type: none"> • € 19,821,500 in grants to Local Authorities to progress SRTS projects; • € 600,000 on cycle parking (as the demand has mostly been met in the first 2 years of the programme) and • €840,000 on SRTS programme staff <p>To date just €210,847 has been claimed. However this is not indicative in any way of the actual or likely year spend on the programme, as most Local Authorities' grant claims are submitted later in the year.</p>	Sorca Clarke, T.D.
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		<p>were received from schools across every county in Ireland. 167 schools form Round 1 of the SRTS Programme while a further 108 schools were announced for Round 2 in December 2022. It should be noted that all schools that applied to the original call for applications were accepted into the programme, and if not selected in Rounds 1 and 2 will be selected for forthcoming rounds. Round 3 of the SRTS Programme is expected to be announced later this year.</p> <p>Given the role of the NTA in the administration of this Programme, I have referred your question in relation to Programme expenditure to that agency who should be able to provide more detail on this matter. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	
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17/04/2024	12	<p>PQ Referred: 16797/24, for answer 17/04/2024, Written from - Jennifer Whitmore</p>	<p>Details Supplied Students working on this in UCD have found that for such a service to exist in Ireland, the driver would be required to possess a professional license, rendering its feasibility void at this time</p> <p>PQ 16797/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 12To ask the Minister for Transport if he is aware of the barriers to student bodies establishing a carpooling scheme for travel to a university campus (details supplied); and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The TFI Smarter Travel is a national behavioural change programme, led by the National Transport Authority (NTA), which supports employers and third level institutions to implement voluntary Travel Plans. These plans focus on promoting and encouraging staff and students to sustainably and actively commute and beyond, and for organisations to consider flexible working arrangements. Campuses are also encouraged to promote Smarter Travel as part of the curriculum and through student</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 12 of 17 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is not aware of the particular barriers referenced in your Parliamentary Question. However, the NTA has published a helpful carpooling guide on our website which can be accessed by clicking the link below:</p> <p>https://www.nationaltransport.ie/tfi-smarter-travel/resources-events/carpooling/</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Jennifer Whitmore, T.D.
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projects.

In light of the NTA's responsibility for this programme, I have forwarded the Deputy's question regarding the Smarter Travel Campuses to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.

18/04/2024	148	<p>PQ Referred: 17271/24, for answer 18/04/2024, Written from - Bernard J. Durkan</p>	<p>PQ 17271/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 148 To ask the Minister for Transport if a bus service from Leixlip to Blanchardstown Hospital can be facilitated or incorporated into current routes to facilitate elderly people from this area getting to and from medical appointments, who cannot always drive and may experience mobility issues; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations, scheduling or planning of public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. The NTA also has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the BusConnects Dublin programme.</p> <p>For the information of the Deputy, my remit and that of the NTA relates to 'open' public</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 148 of 18 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority has no current plans for a direct bus service between Leixlip and Blanchardstown Hospital.</p> <p>Travel between Leixlip and Blanchardstown Hospital is possible by taking the route 139 bus to Blanchardstown Centre and changing there to the frequent service on route N6. It should be noted that the enhanced service on route 139 recently commenced operations providing an hourly service.</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Bernard Durkan T.D
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		<p>transport services, available to everyone. However, 'closed' or dedicated transport services, for example non-emergency hospital only transport services, are outside of that public transport remit.</p> <p>In light of the NTA's responsibility for the provision of 'open' public transport services, I have forwarded the Deputy's query to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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18/04/2024	144	<p>PQ Referred: 17142/24, for answer 18/04/2024, Written from - Jennifer Whitmore</p>	<p>PQ 17142/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 144To ask the Minister for Transport when the first 95 electric and battery-electric carriages will be deployed; what services they will be deployed to; how decisions on deployment will be made; and if he will make a statement on the matter.</p> <p>Answer</p> <p>Following Government approval for a fleet framework agreement between Irish Rail and Alstom in December 2021, 95 additional DART carriages were purchased for arrival in 2025. In November 2022, the Government approved a second purchase of fleet under the framework agreement, which will see 90 new battery-electric multiple units arrive by 2026.</p> <p>The first of the new trains are due to arrive later this year, for testing and commissioning before deployment. The 30 electric carriages will be used, at least initially, to augment existing DART train services along the coast. The first batch of 65 battery-electric train carriages are expected to enter service on the Dublin to Drogheda line, in early 2026. To enable the roll-out of these DART trains to Drogheda, new battery-electric charging infrastructure is being</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 144 of 18 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We currently expect that the first unit of the 95 new DART carriages will arrive around October of this year to allow for extensive testing and familiarisation prior to commissioning. The remaining units of this overall order of 95 DART carriages will be delivered during 2025.</p> <p>A total of 65 carriages of the first order are battery-electric carriages, which are planned to be deployed on the Drogheda commuter line, directly replacing the diesel services operating from Drogheda to the City. The replaced diesel trains will then be cascaded into service on other lines. The remaining units of this fleet order are fully electric units, which are intended to be used to extend the “shorter” DART trainsets that currently operate in 4-carriage or 6-carriage formation, to operate in the full 8-carriage arrangement.</p> <p>The process of testing, commissioning and getting safety approvals for a new train fleet is a complex process. Accordingly, we anticipate the new DART fleet going into operational service in early 2026.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Jennifer Whitmore, T.D.
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		<p>developed at Drogheda station. This will allow the DART trains to operate on battery power between Malahide and Drogheda, in advance of the extension of overhead electric wires in future.</p> <p>As the Deputy may be aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure, including the DART+ programme.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	
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18/04/2024	143	<p>PQ Referred: 17141/24, for answer 18/04/2024, Written from - Jennifer Whitmore</p>	<p>PQ 17141/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 143 To ask the Minister for Transport to detail which Intercity rail services will be allocated the new railcar carriages; when they will be deployed; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators, in this case Irish Rail.</p> <p>Decisions on the deployment of the 41 intercity carriages will be based on current and projected demand and infrastructure capacity, and subject to approval of the NTA. Therefore, I have referred the Deputy's question to Irish Rail and the NTA for direct response to the Deputy. Please advise my private office if you do not receive replies within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 143 of 18 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Irish Rail have taken delivery of 41 new Intercity railcar carriages, and their deployment into the fleet has commenced and is progressing. As they are intermediate carriages, they will facilitate the lengthening of existing train sets.</p> <p>Irish Rail in conjunction with NTA are finalising the deployment plan for these carriages, and anticipate these will be confirmed in the coming weeks. Once allocations are fully finalised we will confirm these details to you as soon as they are available</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Jennifer Whitmore, T.D.
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18/04/2024	147	<p>PQ Referred: 17238/24, for answer 18/04/2024, Written from - Brendan Griffin</p>	<p>PQ 17238/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 147To ask the Minister for Transport the number of schools in County Kerry that applied for the safe routes to school scheme; the status of each application, in tabular form, outlining the schools whose programmes have been fully implemented, the planned completion dates, approved but no works commenced, and awaiting inclusion in the scheme; the number of schools completed to date that are classed as rural schools or are outside urban areas; and if he will make a statement on the matter.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 147 of 18 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Safe Routes to School (SRTS) Programme is operated by the NTA with funding provided by the Department of Transport. The scheme was launched in 2021 with a request for applications from schools who wished to be part of the programme. A total of 931 applications were received from schools in every county in Ireland. A total of 42 schools in County Kerry applied for the scheme. Because of the volume of applications, and the resources, both personnel and funding, it was, and is, necessary to deliver the programme in tranches of schools.</p> <p>The Round 1 schools (170 schools of which 5 are located in Kerry County) were selected using the following criteria:</p> <ul style="list-style-type: none"> • Mix of school type (primary, secondary), • Mix of location [those within urban speed limits of 60kph or less (village, town, city, suburban) and rural – schools situated on 80pkh roads, • Socio-economic mix (non-DEIS, DEIS schools), • School’s commitment to sustainable travel [the school has already demonstrated a commitment to promote walking or cycling and other active modes (e.g. Walk on Wednesday, Cycle on Wednesday, Cycle Bus, Park’n’Stride, audits etc.)], and • Cluster of schools (if schools are located on the same campus or street/section of road <p>108 additional schools (forming Round 2) including 3 schools in Kerry County, were brought into the active programme in December 2022, determined by the original criteria and complementary with other active travel schemes being implemented or planned by local authorities.</p> <p>Schools that have applied and have not been included in the first two rounds of funding will not be required to reapply, as they will come into the programme on a phased basis. It is planned that in late 2024, 100 additional schools (forming Round 3) will be brought into the active programme, selected by the original criteria.</p> <p>Below are two tables, with the first table detailing the status of the 8 schools in County Kerry that were selected under Round 1 and Round 2. The second table details the remaining schools which forms the list of 42 schools in County Kerry who applied for participation in the SRTS Programme. Please note:</p> <ul style="list-style-type: none"> • The definition of Urban/Rural schools in the SRTS programme is based on the location of the school within or outside urban speed limits, e.g. 60kph or less as defined by the Design Manual for Urban Roads and Streets and therefore ‘urban’ includes all schools that are not on 80kph or above roads. • Project timelines can vary significantly, depending on several factors, including Local Authority and external resources (design and construction), timelines for public consultation and securing planning consent, timing construction periods to reduced school disturbance and annual funding envelopes. • It should be noted, that funding for Active Travel infrastructure for schools is not confined to the Safe Routes to Schools Programme alone. In many cases, schools outside the SRTS Programme are included in wider Active Travel projects if they are in the vicinity of these works. All Active Travel funding looks to improve links to schools where possible. 	Brendan Griffin, T.D
			<p>Answer</p> <p>The Safe Routes to School (SRTS) Programme was launched in March 2021 with the aim of supporting walking, scooting, and cycling to primary and post-primary schools, and creating safer walking and cycling routes within communities, through the provision of infrastructure interventions. This should help alleviate congestion at school gates and increase the number of students who walk or cycle to school.The Safe Routes to School Programme is funded by my Department through the National Transport Authority and An Taisce’s Green Schools is co-ordinating the programme.</p>		

Invitations to express interest were sent to all primary and secondary schools in the country, and 931 applications were received from schools across every county in Ireland. 170 schools were notified on 21st June 2021 that they were selected for inclusion in the first round of the SRTS Programme with 1 school subsequently withdrawing, while a further 108 schools were announced for Round 2 in December 2022. It should be noted that all schools that applied to the original call for applications were accepted into the programme, and if not selected in Rounds 1 and 2 will be selected for forthcoming rounds. Round 3 of the SRTS Programme is expected to be announced later this year.

Noting the role of the NTA in the programme, I have referred your specific queries relating to Safe Routes to School to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.

SRTS Schools for Kerry County Council - Round 1 and 2 SRTS Schemes

	NTA project name	Update status of the current SRTS project 24/04/2024
1	SRTS (R1) Moyderwell Mercy Primary School, Moyderwell, Tralee	KY/23/0019, KY/23/0020 & KY/23/0021. These three schools are being treated as a cluster, in Tralee town. The design is being progressed. It is anticipated that construction will commence in Q4 and is planned to be completed in Q4 2024 after completing the Statutory Process phase, subject to no significant delays occurring.
2	SRTS (R1) Presentation Secondary School, Ballymullen, Tralee	
3	SRTS (R1) Sacred Heart Primary School, Castle Street Upper, Tralee	
4	SRTS (R1) Mercy Secondary School, Mounthawk,	The design is being progressed for a pilot scheme by Kerry County Council. It is anticipated that construction will commence and pending no unforeseen delays is planned to be completed by end of Q3 2024 after completing the Statutory Process phase.
5	SRTS (R1) Scoil Mhuire na mBriathre (CBS Primary),	Kerry County Council is waiting receipt of the Draft Delivery Plan from An Taisce/Green-Schools before the design can be progressed.
6	Scoil Mhuire National School and for the Intermediate School secondary school	There are two other SRTS schemes in Killorglin for the Scoil Mhuire National School and for the Intermediate School secondary school. Kerry County Council is waiting receipt of the Draft Delivery Plan from An Taisce/Green-Schools before the design can be progressed.
7	Gaelscoil Road / Chestnut Drive, Killarney (Pathfinder)	Kerry County Council are preparing a preliminary business case for a new road linking the N22 Killarney Bypass to Regional road Park road R876. As part of this scheme, a link road through Gaelscoil road is being considered to link to the existing roundabout on the N22 at the Leisure centre. Cycle lanes will be provided as part of this scheme which will cover this pathfinder project.
8	SRTS (R2) Fossa National School, Killarney	This SRTS scheme is part of the TII road pavement and safety improvement scheme along the N72 at Fossa. This includes SRTS proposals for Fossa national school. Planning approval is in place for the entire scheme. Construction works will commence in Q3 2024 and the overall schemes is planned to be complete in Q3 2025.

Subsequent Schools not yet in active programme

School	Rural (80kph+ roads / Urban schools on 60kph or less roads
1 Ardferd Central National School	Urban
2 Ballyfinane National School	Rural
3 Caherdaniel National School	Rural
4 Castledrum National School	Rural
5 Coláiste Gleann Uí	Urban
6 Coolick National School	Urban
7 Cullina National School	Rural
8 Eilín Naofa	Urban
9 Faha National School	Urban
10 Firies National School	Urban
11 Gaelcholáiste Chiarraí	Urban
12 Gaelscoil Lios Tuathail	Urban
13 Glounagullagh National School	Urban
14 Kilcummin National School	Urban
15 Loughfouder National School	Rural
16 Muire na Mainistreach National School	Urban
17 O'Brennan National School	Urban
18 Presentation Primary School	Urban
19 Raheen National School	Rural
20 Scartaglin National School	Urban
21 Scoil an Ghleanna	Urban
22 Scoil Bhride (Loreto National School)	Urban
23 Scoil Iognáid Rís	Urban
24 Scoil Mhichil Naofa	Urban
25 Scoil náisiúnta Naomh Gobnait	Urban
26 Scoil Naomh Charthaigh Boys' National School	Urban
27 Spa National School	Urban
28 St John's Parochial School	Urban
29 St Brendan's National School (168985)	Urban
30 St Brendan's National School (19659p)	Urban
31 St Brigid's Presentation Secondary School	Urban
32 St Joseph's National School (18856M)	Rural
33 St Joseph's National School (18832v)	Urban
34 St Michael's College	Urban

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Deputy Chief Executive.

18/04/2024	145	<p>PQ Referred: 17143/24, for answer 18/04/2024, Written from - Jennifer Whitmore</p>	<p>PQ 17143/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 145 To ask the Minister for Transport to provide an update on the electric dart for Wicklow town; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy is aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including through the Wicklow Capacity Enhancement Study.</p> <p>Initial planning/design work is currently ongoing to establish the feasibility of operating an hourly DART service to Wicklow town using battery-electric trains that could operate along the un-electrified section between Greystones and Wicklow. Under this arrangement, one DART per hour arriving at Greystones would be a battery-electric train, which would be able to continue further south along the un-electrified line and terminate at Wicklow town train station.</p> <p>Noting the NTA's responsibility in this matter and the specific</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 145 of 18 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the current DART+ Programme, DART Coastal South aims to achieve a DART service operating every 20 minutes in each direction between Bray and Greystones through smaller infrastructure and signalling interventions. Design work is ongoing at present on the DART+ Coastal South project, to plan for the enhanced DART service level to Greystones and a public consultation will be undertaken in relation to those proposals later this year.</p> <p>The potential extension of DART services southwards to Wicklow is included as an objective in the new Greater Dublin Area Transport Strategy 2022-2042 adopted last year. Initial planning/design work is currently ongoing to establish the feasibility of operating an hourly DART service to Wicklow town using battery electric train sets that could operate along the un-electrified section between Greystones and Wicklow. Under this arrangement, one DART per hour arriving at Greystones would be a battery/electric train set, which would be able to continue further south along the un-electrified line and terminate at Wicklow town train station. The current single line between Greystones and Wicklow should be able to accommodate an hourly service (in each direction) without any significant infrastructure development. A charger installation is likely to be required in Wicklow Station to recharge the train batteries, along with platform and siding changes.</p> <p>These issues are currently being examined as part of the current planning stage work. An initial feasibility report which confirms the technical feasibility of these arrangements is being finalised by Irish Rail and is nearing completion. That will lead into a more detailed options analysis stage, which will evaluate some issues in more detail, such as optimal turn-back arrangements, platform amendments, charging equipment location, train protection systems and similar.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Jennifer Whitmore, T.D.
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			<p>issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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23/04/2024	189	<p>PQ Referred: 18122/24, for answer 23/04/2024, Written from - Ivana Bacik</p>	<p>PQ 18122/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 189To ask the Minister for Transport the value of performance-related penalties issued to each public transport provider by the National Transport Authority in 2023.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>The performance of all public transport operators is monitored by the NTA as part of the contractual arrangements in place between it and the operators. These contractual arrangements allow for not just the monitoring of performance by the NTA and the publication by it of annual performance reports, but importantly, the contracts also allow for the imposition of financial penalties where performance does not meet the required standard.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 189 of 23 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>See below table of operator performance related deductions for Q1 & Q2 2023. Deductions for Q3 & Q4 of 2023 are not yet finalised, and we expect to finalise them during the second quarter of this year.</p> <table border="1" data-bbox="1139 478 1843 863"> <thead> <tr> <th>Operator / Contract</th> <th>2023 Q1 & Q2 deductions applied (€m)</th> <th>2023 Q1 & Q2 incentives applied (€m)</th> </tr> </thead> <tbody> <tr> <td>Iarnród Éireann</td> <td>0.370</td> <td>0</td> </tr> <tr> <td>Dublin Bus</td> <td>4.512</td> <td>0</td> </tr> <tr> <td>Bus Éireann (Direct Award)</td> <td>1.553</td> <td>0</td> </tr> <tr> <td>Bus Éireann Waterford City</td> <td>0.021</td> <td>0</td> </tr> <tr> <td>Go-Ahead Ireland Outer Dublin Metropolitan Area</td> <td>0.388</td> <td>0</td> </tr> <tr> <td>Go-Ahead Ireland Dublin Commuter Outer Metropolitan</td> <td>0.151</td> <td>0</td> </tr> </tbody> </table> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Operator / Contract	2023 Q1 & Q2 deductions applied (€m)	2023 Q1 & Q2 incentives applied (€m)	Iarnród Éireann	0.370	0	Dublin Bus	4.512	0	Bus Éireann (Direct Award)	1.553	0	Bus Éireann Waterford City	0.021	0	Go-Ahead Ireland Outer Dublin Metropolitan Area	0.388	0	Go-Ahead Ireland Dublin Commuter Outer Metropolitan	0.151	0	Ivana Bacik, T.D.
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			<p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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23/04/2024	186	<p>PQ Referred: 18019/24, for answer 23/04/2024, Written from - Steven Matthews</p>	<p>PQ 18019/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 186To ask the Minister for Transport the position regarding the extension of the N6 bus route to the Howth Road; if there is a timeline for this project to come into operation; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 186 of 23 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The section of the N6 bus route to Howth Road was not included in the initial implementation plan as no suitable turning place / layover point could be identified. We are continuing to discuss this with Dublin City Council and will implement, if, and when, a suitable turning place or layover point can be identified.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Steven Matthews T.D
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23/04/2024	176	<p>PQ Referred: 17800/24, for answer 23/04/2024, Written from - Paul Donnelly</p>	<p>PQ 17800/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 176 To ask the Minister for Transport if all new commuter and Intercity rail carriages that are coming into the fleet over the next few years will now include automatically have ramp covering the gap distance between carriage and platform at all the stations.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including, in consultation with Iarnród Éireann, the purchase of 41 additional intercity railcars and the DART+ Programme.</p> <p>The delivery of 41 additional intercity railcars was completed in March 2023 and this fleet has recently begun to enter service on a phased basis. These new railcars will allow for enhanced services across the rail network as they are introduced into service this year.</p> <p>Approval by Government in December 2021 permitted the purchase of 95 DART carriages from Alstom, to start entering into service by 2026. In November 2022, the Government approved a second purchase of fleet under the framework agreement with</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 176 of 23 April 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In December 2021, a major framework contract was awarded to Alstom, under the DART+ Programme, for the manufacture and delivery of up to 750 new rail carriages over 10 years. As part of the procurement process for those new carriages, there was a high level of focus given to accessibility features associated with the new trains. A key feature of the new fleet is the inclusion of a retractable step in the door thresholds of the carriages. This retractable step will automatically deploy, as part of the door opening, to bridge the gap between the platform edge and the carriage floor. In addition, the low level flooring and entrance doors of the new carriages will reduce the stepping height for passengers and improve access for persons with reduced mobility.</p> <p>In addition to the fleet improvements, Iarnród Éireann, in collaboration with the NTA, is developing the DART Accessibility Strategy. This project aims to reduce ramp usage on the DART network (existing and proposed under the DART+ Programme) by reviewing platform heights and layouts seeking opportunities to minimise the gap and reduce the stepping between the train and the platform, with a special focus on the standards defined in the Persons with Reduced Mobility Technical Specification for Interoperability.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Paul Donnelly, T.D.
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		<p>Alstom, which will see an additional 90 new battery-electric multiple units enter service from around 2026.</p> <p>Noting the NTA's responsibility in this matter I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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23/04/2024	185	<p>PQ Referred: 18018/24, for answer 23/04/2024, Written from - Steven Matthews</p>	<p>PQ 18018/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 185 To ask the Minister for Transport if his attention has been drawn to the installation of new bus stops at Portmarnock train station; if local school buses will be permitted to use these stops for pick up and collection in addition to the assigned routes; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 185 of 23 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Irish Rail are responsible for the works at Portmarnock Train Station. Irish Rail are the landowner and we worked with them to develop the new bus stop. The facility was designed primarily for buses turning in and out from the coastal direction. I would respectfully suggest contacting Irish Rail on this particular matter.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Steven Matthews T.D
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23/04/2024	171	<p>PQ Referred: 17653/24, for answer 23/04/2024, Written from - Jennifer Whitmore</p>	<p>PQ 17653/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 171To ask the Minister for Transport for an update on the proposed coastal local link bus service serving towns and villages between Arklow and Greystones; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including the Rural Transport Programme management, which operates under the TFI Local Link brand.</p> <p>In light of the NTA's responsibilities for public transport services, including in County Wicklow, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 171 of 23 April last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Connecting Ireland Rural Mobility Plan does not entail securing provision of a service on the entire coastal alignment between Arklow and Greystones. The NTA has done a preliminary examination of the potential for a service between Wicklow Town and Arklow, serving Brittas, Red Cross and Barndarrig. We discussed this issue with TFI Local Link Carlow Kilkenny Wicklow. However, it is very early stages, and there are no plans to progress the implementation of a new service during 2024</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Jennifer Whitmore, T.D.
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23/04/2024	163	<p>PQ Referred: 17510/24, for answer 23/04/2024, Written from - Noel Grealish</p>	<p>PQ 17510/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 163To ask the Minister for Transport if he will allow for a VAT exemption on the purchase of new buses for deployment in passenger transport given the overarching benefits to decarbonising the national fleet; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the procurement of the national Public Service Obligation bus fleet.</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 within10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 163 of 23 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>VAT rates on the purchase of products and services including the purchase of buses is matter for the Department of Finance. The Authority has no role in the setting of such rates for the purchase of new buses.</p> <p>I trust that the above information is of assistance and clarifies our position on this matter.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Deputy Chief Executive.</p>	Noel Grealish, T.D.
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23/04/2024	153	<p>PQ Referred: 17308/24, for answer 23/04/2024, Written from - Jennifer Whitmore</p>	<p>PQ 17308/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 153 To ask the Minister for Transport if he has been informed of the allocation of new carriages coming on stream in 2024; if carriages will be allocated to Wicklow line services; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators.</p> <p>In 2019, Irish Rail placed the order for 41 InterCity Rail cars with Hyundai Rotem. They were delivered to Inchicore to undergo testing and were due to enter service on the basis of increasing capacity on existing services. Decisions on the deployment of the 41 ICRs will be based on current and projected demand and infrastructure capacity, and subject to approval of the National Transport Authority.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 153 of 23 April 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>As you will be aware, Irish Rail, funded through the NTA, have purchased 41 additional InterCity Rail (ICR) train carriages, to add extra capacity to the train fleet. All 41 carriages have been delivered and are at various stages of testing and commissioning.</p> <p>A deployment plan for the 41 additional carriages has not yet been fully finalised, but is expected to be completed soon. Accordingly, it is not possible at this point in time to give a definitive response to your query regarding the distribution of the new carriages. However, it is worth noting that these additional carriages are what is referred to as “intermediate carriages”, meaning they can only be used for lengthening trains sets – they are not “driving cars” for powering and driving a full trainset.</p> <p>The deployment plan for the new fleet is being prepared alongside a draft revised national train timetable, which will be the subject of a public consultation process. That new draft timetable is expected to be published later this month.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Jennifer Whitmore, T.D.
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The issue raised by the Deputy in relation to the allocation of new train carriages is a matter for Irish Rail, in conjunction with the NTA. Therefore, I have referred the Deputy's question to Irish Rail and the NTA for direct response to the Deputy.

Please advise my private office if you do not receive replies within ten working days.

23/04/2024	152	<p>PQ Referred: 17307/24, for answer 23/04/2024, Written from - Jennifer Whitmore</p>	<p>PQ 17307/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 152 To ask the Minister for Transport for an update on the progress of the assessment for the reopening of Avoca train station; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy is aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the feasibility study on the proposed reopening of Avoca train station..</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 152 of 23 April 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA has provided funding to Irish Rail to undertake a pre-feasibility study of the reopening of Avoca Station located on the Dublin to Rosslare line, between Rathdrum and Arklow in the Wicklow area. The pre-feasibility study will consider, amongst other things, potential passenger demand, potential stopping patterns, engineering feasibility and high level cost estimation of reopening this station. Effectively, the study will identify the merits of further progressing the project through subsequent planning stages, and allow a decision to be made as to whether there is likely to be a reasonable economic case to support the scheme. The pre-feasibility report is being finalised by Irish Rail and is nearing completion.</p> <p>It is important to note that, at this stage, there is no commitment to proceed with the reopening of Avoca Station – this pre-feasibility study is the first stage in a multi-phase process which applies to all transport infrastructure schemes.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Jennifer Whitmore, T.D.
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23/04/2024	151	<p>PQ Referred: 17306/24, for answer 23/04/2024, Written from - Jennifer Whitmore</p>	<p>PQ 17306/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 151To ask the Minister for Transport if there are plans to deal with increased capacity for traffic at Bray train station in light of BusConnects proposals for the area; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. In both the policy and funding areas there have been significant developments since this Government came into office, with the publication of a new Sustainable Mobility Policy and its five-year action plan providing strong policy support to the continued expansion and enhancement of bus services. I am also delighted to say that this strong policy support has been backed up by increased levels of Exchequer funding, which is supporting the roll-out of initiatives such as BusConnects Dublin.</p> <p>The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including BusConnects.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 151 of 23 April 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The Bray/ Daly station plaza recently commenced construction. When completed, which is expected to be in spring 2025, the hub at Bray's Daly Station will have new widened footpaths and pedestrian crossings, better facilities for cycling and walking and realigned bus interchange facilities that will make customers more comfortable and safer.</p> <p>There will also be improved bus parking and taxi spaces and one parking space for people with disabilities in which there is none at present. In addition, there will be new seating areas, cycle parking zones, and tree planting.</p> <p>The NTA is not aware of any other plans to increase general traffic capacity at Bray's Daly Station.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Jennifer Whitmore, T.D.
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NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.

24/04/2024	21	<p>PQ Referred: 18143/24, for answer 24/04/2024, Written from - Ciarán Cannon</p>	<p>Details Supplied Aircoach</p> <p>PQ 18143/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 21To ask the Minister for Transport if he plans to carry out a review of the Dublin-Galway bus service following the withdrawal of a provider (details supplied) from the route; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I am responsible for policy and overall funding in relation to public transport. However, I am not involved in day-to-day operational matters. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling of those services in conjunction with the relevant transport operators.</p> <p>While most public transport in Ireland comprises the bus and rail services funded through the NTA's public service obligation (PSO) programme, there is part of the national public transport system that comprises non-subvented bus services, which are run on a commercial basis by bus and coach businesses of varying sizes throughout the country. As a commercial operator, any decisions taken by Aircoach regarding routes scheduling and timetabling are a</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 21 of 24 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I believe the service you were referring to in your Parliamentary Question is the route 706 service operated by Aircoach from Galway to Dublin. Following the notice of withdrawal of their service, the NTA undertook an assessment on the impact of the withdrawal of the licensed service to determine whether a Public Service Obligation exists.</p> <p>The NTA has now completed its assessment and the report can be read by clicking the link below;</p> <p>https://www.nationaltransport.ie/publications/route-706-public-service-obligation-pso-determination/</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Ciaran Cannon T.D
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		<p>matter for the company, the NTA has no powers to refuse an application from an operator to reduce or withdraw services on a commercial route.</p> <p>In circumstances where a commercial operator ceases operating a specific route, such as Aircoach route 706/706X, the NTA undertakes an examination to determine whether, with the discontinuation of the commercial service, it is necessary for a replacement PSO service to be introduced to ensure no loss of connectivity to the travelling public. This process includes an assessment of the level of demand for public transport services in the affected area, an evaluation of whether existing PSO services can be reconfigured to meet any shortfall, or whether it is necessary to competitively tender for the provision of services.</p> <p>Given the NTA's statutory responsibility for securing the provision of public passenger transport services nationally, I have also forwarded the Deputy's question to the NTA for reply. Please advise my private office if you do not receive a reply within ten working days.</p>	
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09/04/2024	201	PQ Referred: 14120/24, for answer 09/04/202 4, Written from - Sorca Clarke Case	Dail Question No: 201 To ask the Minister for Transport the proportion of the funding allocated to the safe routes to school programme that has been expended for the purposes of years 2022, 2023 and to date in 2024.	<p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question Nos. 200 & 201 of 09 April last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The SRTS programme is funded from the NTA's Active Travel Grant. The responses to your Parliamentary Question Nos 200 and 201 are set out below;</p> <p>In 2022 €10,870,000 was allocated to the SRTS programme, comprising:</p> <ul style="list-style-type: none"> • €7,770,000 to Local Authorities to progress SRTS projects; • € 2,500,000 on cycle parking at SRTS schools; and • €600,000 on SRTS programme staff. <p>In 2022 €4,768,915 was spent on the SRTS programme, comprising:</p> <ul style="list-style-type: none"> • € 2,277,208 to Local Authorities to progress SRTS projects; • €1,998,548 on cycle parking at SRTS schools; and • €493,159 on SRTS programme staff. <p>This represented 44% of the funding allocated. This was not unexpected as this was at the start of the programme. Schools were selected in June 2021, and it took some time to establish and staff the programme and move through the stages with the school communities including engagement with principals, site audits, parents surveys, consultation, design, and securing planning permission into the construction delivery stage, where the bulk of expenditure happens. Monies not spent were reallocated to other projects in the active travel programme, many of which also benefit schools.</p> <p>In 2023 €18,577,389 was allocated to SRTS, comprising:</p> <ul style="list-style-type: none"> • €15,527,389 in grants to Local Authorities to progress SRTS projects; • € 2,250,000 on cycle parking at SRTS schools; and • €800,000 on SRTS programme staff. <p>In 2023 € 13,829,693 was spent on the SRTS programme, comprising:</p> <ul style="list-style-type: none"> • € 11,302,187 to Local Authorities to progress SRTS projects; • € 1,816,186 on cycle parking at SRTS schools; and • € 711,320 on SRTS programme staff. <p>This represented almost a tripling of spend between 2022 and 2023 and shows an increase in the rate of delivery of projects on the ground.</p> <p>For 2024, €21,261,500 has been allocated to SRTS, comprising:</p> <ul style="list-style-type: none"> • € 19,821,500 in grants to Local Authorities to progress SRTS projects; • € 600,000 on cycle parking (as the demand has mostly been met in the first 2 years of the programme) and • €840,000 on SRTS programme staff <p>To date just €210,847 has been claimed. However this is not indicative in any way of the actual or likely year spend on the programme, as most Local Authorities' grant claims are submitted later in the year.</p>	Sorca Clarke, T.D.
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I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan,
Deputy Chief Executive.

25/04/2024	149	<p>PQ Referred: 18498/24, for answer 25/04/2024, Written from - Martin Kenny</p>	<p>PQ 18498/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 149 To ask the Minister for Transport for an update on the transition to low-emission buses in the public urban fleets as outlined in the National Development Plan; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Government is committed to the decarbonisation of the public transport sector in line with the Climate Action Plan. No new diesel-only buses have been purchased for urban public service obligation bus fleets since July 2019, as set out in the National Development Plan 2018-2027. The transition to a zero-emission urban bus fleet is currently programmed to take up until 2035, based on replacement of non-zero-emission buses as they reach the end of their efficient service lives.</p> <p>Electric buses produce no emissions and offer reduced interior and exterior noise levels compared to diesel buses. This transition to electric buses will result in cleaner air and less noise pollution in areas where the buses are operating, while also providing a quieter journey for passengers.</p> <p>The first order of 100 double</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 149 of 25 April 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As of today, there are a total of 287 low-emission hybrid electric buses in service in Dublin, Galway and Limerick.</p> <p>However, the NTA is now purchasing only zero-emission buses for the urban public bus fleet, with the last hybrid buses having been purchased in 2022.</p> <p>A total of 55 single deck electric buses have been ordered, of which 45 have been delivered to-date, with 11 of these in service on Ireland’s first zero-emission town bus service in Athlone since January 2023. Single deck electric buses are also now in use in Dublin ahead of their full introduction into service later in 2024.</p> <p>In respect of double deck electric vehicles, an initial order for 120 vehicles was placed in 2022, comprising 100 double-deck electric buses for Dublin Bus and 20 double-deck electric buses for Bus Éireann. A second order for 91 vehicles was placed in 2023 comprising of 50 double-deck electric buses for Dublin Bus and 41 double-deck electric buses for Bus Éireann.</p> <p>In Dublin, the introduction into passenger service of the double-deck battery-electric buses is well advanced, with 45 of these buses now in service and additional vehicles being added into operation each week. In respect of the Bus Éireann fleet, the first 34 double-deck battery-electric buses are now in Limerick and have been piloted on a variety of routes in the city since February 2024. It is currently anticipated that from Q2, 2024 onwards, all Limerick city bus services provided by Bus Éireann will be operated by either zero-emission double-deck battery-electric buses or low-emission double-deck plug-in hybrid buses.</p> <p>Three hydrogen fuel cell double deck buses were purchased in 2021 and are now engaged in the second phase of a technology pilot, with the fuel cell technology having proven to be reasonably trouble-free in operation during the first phase of the pilot.</p> <p>There are now a total of 529 low- and zero-emission urban buses delivered, which equates to approximately one-third of the PSO urban bus fleet.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Martin Kenny T.D
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		<p>deck electric buses for the Dublin network was placed in 2022 and all were delivered by the end of last year. Circa 40 of these buses are in service now using charging infrastructure at Phibsborough and Summerhill bus depots and all are scheduled to go into operation over the coming months.</p> <p>The first phase of depot electrification to support the transition to zero-emission buses for Limerick city was inaugurated in April, providing 30 high-power charging guns at Bus Éireann's Limerick Roxboro bus depot. The first 34 double-deck battery-electric buses are now in Limerick and have been piloted on a variety of routes in the city since February 2024.</p> <p>In addition to the above, under the Sustainable Mobility Policy Pathfinder Programme, a fully electric town bus service, with 11 new single-deck battery-electric buses, is operating in Athlone.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of the national Public Service Obligation bus fleet. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for</p>	
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			a direct reply. Please contact my private office if you do not receive a reply within10 days.		
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25/04/2024	148	<p>PQ Referred: 18497/24, for answer 25/04/2024, Written from - Martin Kenny</p>	<p>PQ 18497/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 148 To ask the Minister for Transport for an update on the circa €2.5 billion investment in BusConnects Programme for Dublin, Cork and Galway, including redesign of the bus network, bus corridors including segregated cycling facilities and new bus stops and shelters as outlined in the National Development Plan; and if he will make a statement on the matter.</p> <p>Answer</p> <p>BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities. It is the largest investment in the bus system in the history of the State, and is managed by the National Transport Authority (NTA</p> <p>In Dublin, the major infrastructure element of of BusConnects comprises 12 Core Bus Corridor schemes. These Corridors aim to provide over 200 km of enhanced walking, cycling, and bus route infrastructure in the Dublin region. An Bord Pleanála has granted planning permission to four of the Corridors - the Clongriffin, Liffey Valley, Ballymun/Finglas and Belfield/Blackrock schemes.</p> <p>Meanwhile, new bus services in Dublin are already being</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 148 of 25 April 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I note that the Minister has provided a comprehensive response to your Parliamentary Question. I also attach a status update note for BusConnects Dublin which may be of assistance.</p> <p>I would also note that planning for the construction stage of the BusConnects Dublin Core Bus Corridor schemes has commenced, with a view to construction commencing on two of the approved Core Bus Corridor schemes in early 2025.</p> <p>More information about BusConnects including the Core Bus Corridors and Sustainable Transport Corridors schemes for Dublin, Cork and Galway can be found at the link below;</p> <p>https://busconnects.ie/</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Martin Kenny T.D
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delivered with the first five phases of the Network Redesign rolled out in recent years. This roll out will continue in the coming years.

In Cork, following a public consultation, the new BusConnects network was published in June 2022, and it aims to provide an increase of over 50% in bus services across the city. Planning for the implementation of the new bus network has commenced and it is expected that the new network will be implemented in the coming years.

Another key component of the BusConnects Cork programme is the implementation of bus priority measures, generally bus lanes, on key bus corridors serving the city. A third round of non-statutory public consultation on the 11 Sustainable Transport Corridors commenced ran from November to December 2023. Preparation of a Preliminary Business Case for the programme is ongoing.

Similarly, BusConnects Galway will provide a major enhancement to the bus system there. Key elements are currently under development, namely the Cross City Link project and the Dublin Road scheme. The Salmon Weir Pedestrian/Cycling Bridge was officially opened to the public last May. The bus network design was finalised last December following a public consultation, and it will provide

		<p>improved services, including in Bearna and Oranmore.</p> <p>Overall, BusConnects will transform bus services in our cities, allowing passengers to travel more conveniently, quickly and sustainably, and I look forward to its full implementation.</p> <p>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 BusConnects. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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25/04/2024	146	<p>PQ Referred: 18492/24, for answer 25/04/2024, Written from - Martin Kenny</p>	<p>PQ 18492/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 146To ask the Minister for Transport for an update on the park-and-ride programme serving Irish Rail, Luas and bus stations, as outlined in the National Development Plan; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including park ride facilities.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 146 of 25 April 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA established a Park and Ride Development Office (PRDO) in February 2020. The function of the PRDO is to advance plans and proposals for the delivery of strategic Park & Ride facilities in the Greater Dublin Area and in the Regional Cities. This involves working with Local Authorities and transport operators, such as Iarnród Éireann, by providing full time specialist resources to develop designs and secure the necessary approvals or permits for individual sites.</p> <p>The National Development Plan (NDP) identifies a Park-and-Ride Programme serving Irish Rail, Luas and bus stations in its national investment priorities for the transport sector. Building on these high level priorities, NTA has published various transport strategies to include Park and Ride measures. To date, three transport strategies have been published, namely the Transport Strategy for the Greater Dublin Area 2022-2042, the Limerick Shannon Metropolitan Area Transport Strategy and the Waterford Metropolitan Area Transport Strategy. Furthermore, the NTA PRDO is also building on the work done in Galway Transport Strategy and Cork Metropolitan Area Transport Strategy to advance proposals in these locations.</p> <p>These strategies sets out the vision and objectives for Park & Ride facilities and identify the zones for intervention for both bus and rail based strategic Park and Ride sites. To this end, the NTA PRDO has identified several strategic sites within the recommended zone of intervention in the Greater Dublin Area, Galway, Limerick and Waterford. Furthermore, work is ongoing to identify potential locations in the Cork Metropolitan Area.</p> <p>At present, Statutory Planning approval has been granted for a new bus based strategic Park and Ride site at Junction 6 on the M11 (Fassaroe Interchange Design and Tender preparation work is currently underway with construction expected to commence in Q3 2024. In parallel, preliminary design work and statutory planning consent is being sought elsewhere in Wicklow, Kildare and Fingal. Work is ongoing to advance proposals at Kilpeddar; Ashford/Rathnew; Kill; Ashbourne; and Lissenhall.</p> <p>Arising from the above mentioned studies, several rail based Strategic Park and Ride sites have been identified including; Collinstown, Sallins and Woodbrook in the Greater Dublin Areas, work at Oranmore in Galway, Dunkettle & Blarney in Cork and Ballysimon in Limerick. Albeit, the delivery of the rail based park and ride sites may be contingent on the delivery of other rail related proposals such as the DART+ programme in Dublin, the Cork Area Commuter Rail, and track upgrades, work is ongoing to advance proposals in advance of such interventions where possible.</p> <p>In addition, the PRDO is also working with Iarnród Éireann to deliver improved access for other modes, particularly Bus and where appropriate increases to parking. To this end, the following projects have been delivered;</p> <ul style="list-style-type: none"> • A new car park has been constructed at Ballybrophy Station and is operational providing an additional 	Martin Kenny T.D
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			<p>90 car parking spaces, along with improved pedestrian access and cycle parking;</p> <ul style="list-style-type: none">• A upgrade arrangement at Clontarf Road DART station to include improved bus access;• An upgrade to the car park facilities at Kildare Rail station to include an additional 50 spaces which just recently commenced construction; and• Statutory planning has been granted to increase the parking quantum at Edgeworthstown Station in Longford. <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	
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25/04/2024	145	<p>PQ Referred: 18491/24, for answer 25/04/2024, Written from - Martin Kenny</p>	<p>PQ 18491/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 145 To ask the Minister for Transport for an update on the circa €2 billion investment in the DART expansion programme, including electrification of services to Drogheda, Celbridge/Hazelhatch, Maynooth and M3 Parkway, hybrid-electric fleet expansion and new interchange stations with bus, LUAS and Metro networks as outlined in the National Development Plan; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure, including the DART+ programme.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 145 of 25 April 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The DART+ Programme, which is in development, will provide frequent, modern, electrified services to Drogheda on the Northern Line (DART+ Coastal North), Hazelhatch - Celbridge on the Kildare Line (DART+ South West), Maynooth and M3 Parkway on the Maynooth/Sligo Line (DART+ West), while improving DART services on the South-East Line as far south as Greystones (DART+ Coastal South</p> <p>DART+ West and DART+ South West projects are currently with An Bord Pleanála for consideration of the Railway Order applications.</p> <p>Iarnród Éireann is currently completing the operational modelling and infrastructure options studies to determine the required interventions to enable increased rail capacity on the Northern Line (DART+ Coastal North Project) and the next step in delivering this aspect of the DART+ Programme is the approval of the Railway Order application which will be submitted to An Bord Pleanála by mid-2024.</p> <p>Design work is ongoing at present on the DART+ Coastal South project, to plan for the enhanced DART service level to Greystones and a public consultation will be undertaken in relation to those proposals later this year.</p> <p>In relation to fleet, it is expected that the first unit of the new DART carriages which have been ordered for the DART+ Programme, will arrive around October of this year, to allow for extensive testing and familiarisation prior to commissioning. The remaining units of this order of 95 DART carriages will be delivered during 2025, and are expected to enter into operational service in 2026.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Martin Kenny T.D
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25/04/2024	147	<p>PQ Referred: 18493/24, for answer 25/04/2024, Written from - Martin Kenny</p>	<p>PQ 18493/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 147 To ask the Minister for Transport for an update on the complete construction of the national train control centre as outlined on the National Development Plan; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure, including the National Train Control Centre.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 147 of 25 April 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The National Train Control Centre (NTCC) project comprises 5 main work packages:</p> <ol style="list-style-type: none"> 1. NTCC Building Works – Includes (a) the construction of the NTCC building at Heuston Station which was commissioned in November 2022, and (b) the refurbishment of the existing CTC (Central Traffic Control) building at Connolly Station to create a back-up train control centre. The main refurbishment works at the CTC building will commence following the commissioning of the NTCC Traffic Management System. 2. Traffic Management System (TMS) – The development of a TMS which will provide signalling control for the entire Iarnród Éireann network. It will automatically set routes for trains and log train movements as well as detecting and resolving potential train conflicts. Included within this package of work is the design, software development, hardware procurement & installation, testing and commissioning of the TMS and integrated systems. It also includes data configuration management and the safety assurance of the system. This workstream is now 77% complete. 3. Signalling, Electrification & Telecoms (SET) enabling and integration works – There are 26 sub-projects and 43 associated work packages required to deliver the SET enabling and TMS integration works. Some of these works need to be completed in advance of the TMS commissioning, some are completed in tandem with the migration of signalling control from the CTC to NTCC, and some need to be completed in advance of the CTC TMS back-up commissioning. This workstream is currently 66% complete. 4. Information and Communication Technology (ICT) Integration Works - There are 5 number of ICT Integration works packages being implemented as part of the project. These projects remain on target to support the current TMS Programme. 5. Operational Readiness – includes training of existing and new staff; finalising the details of the TMS maintenance contract, and agreement of protocols in respect of the management of post commissioning configuration changes to the TMS; and organisational changes, i.e. validation of new safety and operational procedures. This workstream is broadly on target to support the current TMS Programme. <p>Full operation of the NTCC is currently scheduled for Q3-2025, and overall project completion is scheduled for early 2027</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Martin Kenny T.D
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25/04/2024	133	<p>PQ Referred: 18455/24, for answer 25/04/2024, Written from - Martin Kenny</p>	<p>PQ 18455/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 133To ask the Minister for Transport for an update on the comprehensive urban cycling and walking network for metropolitan areas, including 200km of cycle lanes under BusConnects; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel and Public Transport.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area, including the development of Active Travel networks as well as BusConnects and its associated walking and cycling infrastructure.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 133 of 25 April 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The NTA's Active Travel Programme is delivering approximately 1,000 projects across the country to improve and expand walking, wheeling and cycling infrastructure across Ireland, with over €300m now being spent each year on delivery by the Local Authorities. From 2021 to 2023, in the GDA and Regional Cities, over 400km of active travel network was upgraded or created, in addition over 1,000 junctions/crossing were upgraded, over 6,500 cycle parking stands provided (on urban streets), and 6 pedestrian/cycle bridges constructed, including the Salmon Weir Bridge in Galway and the Vernon Mount Bridge in Cork. In addition the programme manages the Safe Routes To Schools project which is delivering improvements to schools in the urban areas; this has resulted in over 47 schools frontages being upgraded by the end of 2023 and a further 20 under construction (now complete), and 100's more in development. In addition, a further 10,000 cycle and scooter parking stands has been provided within school grounds as part of this programme.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Martin Kenny T.D
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30/04/2024	211	<p>PQ Referred: 19227/24, for answer 30/04/2024, Written from - Thomas Gould</p>	<p>Details Supplied Scoil Oilibhéir in Cork city.</p> <p>PQ 19227/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 211 To ask the Minister for Transport whether a funding request has been received for a pedestrian crossing at a location (details supplied); and when this was received; and whether it was approved.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 211 of 30 April 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA have liaised with Cork City Council to identify this particular project. This project is not an Active Travel project funded by the NTA. However, we understand that a project to upgrade the pedestrian crossing at Scoil Oilibhéir is underway and is being self-funded by Cork City Council.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Thomas Gould T.D
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30/04/2024	191	<p>PQ Referred: 18798/24, for answer 30/04/2024, Written from - Robert Troy</p>	<p>PQ 18798/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 191 To ask the Minister for Transport if he will engage with Irish Rail/Bus Éireann to see how additional car spaces could be provided at Athlone bus and train station to incentivise people to use public transport; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of park ride facilities.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 191 of 30 April 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA established a Park and Ride Development Office (PRDO) in February 2020. The function of the PRDO is to enable the delivery of strategic Park & Ride facilities throughout the Greater Dublin Area and the regional cities, in collaboration with Local Authorities and transport agencies such as Irish Rail. This office is staffed with full time specialist resources dedicated towards the delivery of Park and Ride.</p> <p>In 2020 Irish Rail undertook an assessment of existing car parking facilities which concluded with the publication of a rail based car parking implementation strategy. The overarching objective of this report is to develop a demand based national car park programme which supports Iarnród Éireann's growth targets of across the national rail network.</p> <p>The report analysed 144 stations on the Iarnród Éireann Network and assessed the existing parking demand coupled with projected future demand based on land use policy and projected growth on the rail network. In addition, the feasibility of providing increase parking at various locations was considered. The overall approach to this strategy is to identify the car park requirements going forward and to prioritise delivery on the basis of projected demand and the availability of land to meet that demand. Furthermore, the report considered the estimated costs including opportunity cost, the risks associated with Statutory Approval, design and delivery capacity issues and increased rail frequency to determine a prioritized list of interventions.</p> <p>With respect to Athlone Train Station, the report recommended that an additional 20 surface car park spaces could be provided and furthermore, categorised this intervention as a medium term priority. At present, the NTA PRDO is assisting Irish Rail on the delivery of eight near term priority locations. Following the completion of this work, and subject to the availability of resources and funding, the NTA PRDO will assist Irish Rail to deliver medium term priorities as identified in the above mentioned strategy.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Robert Troy, T.D.
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08/05/2024 146

PQ Referred: 20918/24, for answer 08/05/2024, Written from - Jennifer Whitmore

PQ 20918/24 has been referred to National Transport Authority by (Transport) .
Dail Question No: 146 To ask the Minister for Transport for a breakdown of spending on cycling infrastructure from 2020 to 2024, by county, in tabular form; and if he will make a statement on the matter.

Answer

As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific walking and cycling projects in each local authority area.

Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer in relation to funding for cycling infrastructure. If you do not receive a reply within 10 working days, please contact my private office.

Dear Deputy,

I am writing to you concerning the matter you raised in Parliamentary Question No. 146 of 08 May 2024, which has been referred to the National Transport Authority (NTA) for reply.

Please see table below in response to your Parliamentary Question 146 of the 08 May 2024. Please note that the 2024 figure is the amount that has been drawn down up to and including the 13 May 2024.

Greater Dublin Area Programme	2020	2021	2022	2023	2024*
Dublin City Council	€24,153,950	€26,247,346	€43,181,468	€69,652,582	€143,553
South Dublin CC	€8,571,158	€10,959,422	€15,496,892	€22,333,365	
Dun Laoghaire Rathdown CC	€19,742,411	€17,911,055	€24,630,871	€19,684,454	€1,977,881
Fingal County Council	€4,926,052	€9,078,369	€13,608,092	€15,749,556	€714,991
Wicklow County Council	€3,877,457	€5,550,884	€7,864,185	€7,548,733	€1,125
Kildare County Council	€2,214,122	€3,222,858	€9,707,909	€10,562,169	€777,162
Meath County Council	€8,535,433	€11,103,929	€13,159,432	€17,161,620	€2,219,771
	€72,020,583	€84,073,863	€127,648,848	€162,692,478	€5,834,483

Regional Cities Programme	2020	2021	2022	2023	2024
Cork City Council	€11,870,070	€19,158,352	€29,752,251	€35,190,079	€4,366,905
Limerick City and County Council	€4,525,229	€18,014,271	€18,322,601	€22,420,825	€2,610,118
Waterford City and County Council	€9,635,859	€9,751,275	€40,588,903	€21,365,285	€2,155,941
Galway City Council	€4,636,517	€5,571,513	€8,994,120	€11,991,637	
Cork County Council	€2,419,640	€11,162,596	€18,477,287	€24,429,216	
	€33,087,315	€63,658,007	€116,135,163	€115,397,042	€9,132,964

Non-Metropolitan Programme	2020	2021	2022	2023	2024
Carlow County Council	€234,920	€1,181,697	€2,371,361	€2,712,877	
Cavan County Council		€1,323,005	€3,505,543	€3,342,736	€84,673
Clare County Council	€291,449	€1,113,509	€3,915,877	€2,782,567	€168,422
Donegal County Council		€2,281,572	€4,595,480	€4,187,736	
Galway County Council		€4,547,001	€2,667,256	€2,234,167	€111,520
Kerry County Council	€364,311	€1,009,038	€1,914,431	€1,528,981	
Kilkenny County Council	€211,030	€1,608,936	€2,907,325	€3,012,064	€169,608
Laois County Council		€413,100	€3,137,834	€3,251,839	€102,452
Leitrim County Council		€1,073,787	€1,558,269	€1,910,854	€166,807
Longford County Council		€74,183	€1,098,684	€3,268,464	€110,333
Louth County Council	€585,193	€1,788,045	€4,285,635	€3,355,166	€197,419
Mayo County Council		€3,671,567	€4,444,970	€1,152,092	€124,377
Monaghan County Council		€249,621	€2,587,640	€2,470,822	€13,968
Offaly County Council		€662,171	€1,831,240	€3,314,689	€706,158
Roscommon County Council		€1,652,647	€1,509,094	€1,483,084	
Sligo County Council	€71,877	€1,232,840	€2,002,356	€2,136,957	
Tipperary County Council	€52,381	€5,060,811	€7,374,513	€4,266,476	€119,371
Westmeath County Council		€205,038	€2,333,465	€2,757,448	€402,575
Wexford County Council		€3,041,275	€2,839,650	€3,511,231	
	€1,811,161	€32,189,841	€56,880,623	€52,680,249	€2,477,682

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan
Deputy Chief Executive

Jennifer Whitmore, T.D.

08/05/2024	147	<p>PQ Referred: 20919/24, for answer 08/05/2024, Written from - Jennifer Whitmore</p>	<p>PQ 20919/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 147To ask the Minister for Transport the number of contracts tendered to private transport companies to cover routes previously covered by public transport companies from 2010 to 2023; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA’s responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 147 on 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In response to your Parliamentary Question 147 of the 08 May 2024, please see details below;</p> <p>Contracts to operate the services below were awarded to Go-Ahead Ireland, following tender competitions to operate these services on behalf of the Authority.</p> <ul style="list-style-type: none"> - Outer Dublin Metropolitan Area bus services, previously operated by Dublin Bus (commenced 2018) - Dublin Commuter Kildare Corridor, previously operated by Bus Éireann (commenced 2019) <p>In addition, Bus Éireann won tender competitions to operate contracted services in the following areas on behalf of the Authority:</p> <ul style="list-style-type: none"> - Waterford City (commenced 2019) - East Coast Commuter services (commenced 2023) <p>Services in these areas were previously operated by Bus Éireann as part of a direct award contract with the NTA.</p> <p>Several smaller contracts have also been awarded to operators for services in areas where they previously operated without subsidy:</p> <ul style="list-style-type: none"> - 828 Cashel/Urlingford to Portlaoise (series of contracts, from 2014 onwards) - 817 Kilkenny to Dublin (Bernard Kavanagh 2015 onwards – now discontinued) - 975 Cavan to Longford (Wharton - 2016 onwards) - 310 Limerick City (Dublin Coach – awarded 2022) - 143 and 144 Bray (Finnegans Bray – awarded 2023) - Clonmel Town services (JJ Kavanagh – awarded 2023) <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Jennifer Whitmore, T.D.
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08/05/2024	144	<p>PQ Referred: 20916/24, for answer 08/05/2024, Written from - Jennifer Whitmore</p>	<p>PQ 20916/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 144To ask the Minister for Transport for a breakdown of spending on bus services from 2020 to 2024, by county, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA’s responsibility in this area, I have forwarded the Deputy’s request to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 144 on 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Currently, we don’t capture information on the basis set out in your request and it would require a significant diversion of personnel resources to properly calculate the metrics sought in this query. Many of the subsidised bus services operated on behalf of the NTA cross county boundaries, consequently, it would require extensive analysis to disaggregate the costs.</p> <p>Accordingly, we are not in a position to provide the information sought in your query.</p> <p>Yours sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Jennifer Whitmore, T.D.
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08/05/2024	141	<p>PQ Referred: 20913/24, for answer 08/05/2024, Written from - Jennifer Whitmore</p>	<p>PQ 20913/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 141To ask the Minister for Transport for details of the contractual obligations of public transport companies in Ireland to provide alternative transport /replacement services during periods of planned disruption; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 141 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Under the Direct Award contract with the Authority, Irish Rail are obliged to develop remedial measures proposed to cater for displaced passengers during each period of planned service interruption. Depending on the scale of the interruption, this may include ticket activations on other PSO services, or the provision of bus replacement services.</p> <p>In respect of Luas, in the event of a service interruption, the operator shall take all reasonable and practicable steps to maintain services either side of the affected section of the system. The measures that the operator is required to take depend on the nature and duration of the service interruption and the part of the system affected by the service interruption. For some service interruptions, the operator shall be required to secure the provision of substitute bus services for each trip or part of a trip affected by the service interruption. For other service interruptions, the operator shall be required to activate the acceptance of Luas tickets on scheduled bus services, including Dublin Bus and Go Ahead services.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Jennifer Whitmore, T.D.
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08/05/2024	139	<p>PQ Referred: 20826/24, for answer 08/05/2024, Written from - Alan Kelly</p>	<p>PQ 20826/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 139 To ask the Minister for Transport the number of taxis in Ireland, by LEA, as of 2 May 2024, in tabular form.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including the collection and publication of statistics relating to SPSV licensing, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I am not involved in the day-to-day operations of the SPSV industry.</p> <p>Accordingly, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 139 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Firstly, in relation to the matter of taxi statistics, the NTA would like to clarify the following:</p> <ol style="list-style-type: none"> 1. To operate in the Small Public Service Vehicle (SPSV) industry, 2 licences are required: a vehicle licence for the SPSV (vehicle) intended to be operated and an SPSV driver licence. The NTA is responsible for the issuing of SPSV (vehicle) licences and An Garda Síochána is responsible for the issuing of SPSV driver licences. 2. Small Public Service Vehicles which include taxis, hackneys and limousines are not restricted to a geographical area i.e. the licensed vehicles can be operated anywhere throughout Ireland. 3. SPSV driver licences set out the county (or counties) where the driver can stand and ply for hire on the street, which is restricted to a geographical area. <p>Pre-booked services are not restricted to a geographical area.</p> <p>The statistics for SPSV vehicles and drivers as at 30th April 2024 are set out below. Where appropriate these are provided by county. Figures by LEA (Local Electoral Area) are not compiled.</p> <p>Table 1: Active driver and vehicle licences*</p> <table border="1" data-bbox="1133 989 1626 1108"> <thead> <tr> <th></th> <th>Apr-24</th> </tr> </thead> <tbody> <tr> <td>Driver</td> <td>26,772</td> </tr> <tr> <td>Vehicle</td> <td>20,049</td> </tr> </tbody> </table> <p>*incl. taxi, hackney and limousine</p> <p>Table 2: All SPSV (vehicle) licences by category</p> <table border="1" data-bbox="1133 1226 2098 1377"> <thead> <tr> <th rowspan="2">DATE</th> <th rowspan="2">TOTAL</th> <th colspan="2">TAXI</th> <th colspan="3">HACKNEY</th> <th rowspan="2">LIMOUSINE</th> </tr> <tr> <th>Taxi</th> <th>Wheelchair Accessible Taxi</th> <th>Hackney</th> <th>Wheelchair Accessible Hackney</th> <th>Local Area Hackney</th> </tr> </thead> <tbody> <tr> <td>Apr-24</td> <td>20,049</td> <td>12,990</td> <td>3,725</td> <td>851</td> <td>155</td> <td>24</td> <td>2,304</td> </tr> </tbody> </table>		Apr-24	Driver	26,772	Vehicle	20,049	DATE	TOTAL	TAXI		HACKNEY			LIMOUSINE	Taxi	Wheelchair Accessible Taxi	Hackney	Wheelchair Accessible Hackney	Local Area Hackney	Apr-24	20,049	12,990	3,725	851	155	24	2,304	Alan Kelly T.D
	Apr-24																															
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Apr-24	20,049	12,990	3,725	851	155	24	2,304																									

Table 3: SPSV drivers by county of operation. Drivers are restricted to the counties below for standing or plying for hire.

County Name	Primary Area	Additional Area	Total
Carlow	182	398	580
Cavan	138	98	236
Clare	406	24	430
Cork	2,236	44	2,280
Donegal	453	16	469
Dublin	15,795	546	16,341
Galway	1,288	120	1,408
Kerry	1,019	24	1,043
Kildare	382	281	663
Kilkenny	225	256	481
Laois	200	149	349
Leitrim	73	142	215
Limerick	1,010	36	1,046
Longford	103	222	325
Louth	603	390	993
Mayo	372	11	383
Meath	347	612	959
Monaghan	106	106	212
Offaly	152	162	314
Roscommon	94	703	797
Sligo	212	62	274
Tipperary	305	3	308
Waterford	369	144	513
Westmeath	279	115	394
Wexford	228	164	392
Wicklow	176	596	772

Table 4: SPSV (vehicle) licences by address of licence holder NB: SPSVs are not restricted to a geographical area – the licenced vehicle can be operated anywhere throughout Ireland

County	Taxi		Hackney			Limousine	Total
	Taxi	WAT	Hackney	WAH	LAH		
Carlow	76	31	6	2		15	130
Cavan	49	32	18	2	3	6	110
Clare	125	36	43	22	1	149	376
Cork	976	278	157	14		244	1,669
Donegal	99	33	76	24	2	44	278
Dublin	7,987	2,051	11	2	0	567	10,618
Galway	459	234	52	4	2	150	901
Kerry	152	48	49	3	1	250	503
Kildare	464	175	48	4		91	782
Kilkenny	95	51	10	5	1	20	182
Laois	131	71	11	7		14	234
Leitrim	27	7	11	1		4	50
Limerick	374	80	19	8		138	619
Longford	35	20	10		1	12	78
Louth	367	91	19	1	1	75	554
Mayo	83	34	46	15	1	53	232
Meath	704	198	22	1	2	119	1,046
Monaghan	5	12	13	9	3	19	61
Offaly	55	20	38	5		19	137
Roscommon	39	17	39	2		10	107
Sligo	102	17	9	4	2	32	166
Tipperary	22	10	69	14	1	100	216
Waterford	135	41	14	1	1	40	232
Westmeath	159	43	6		1	38	247
Wexford	84	34	36	3	1	42	200
Wicklow	186	61	19	2		53	321
Grand Total	12,990	3,725	851	155	24	2,304	20,049

The NTA publishes statistics on driver and vehicle licences monthly on its website, and these statistics can be viewed here.

I trust that the above information is of assistance.

Yours Sincerely,

Anne Graham
Chief Executive

08/05/2024	128	<p>PQ Referred: 20479/24, for answer 08/05/2024, Written from - Paul Murphy</p>	<p>PQ 20479/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 128To ask the Minister for Transport in relation to reports received highlighting issues with the 56a bus route (details supplied); if he is aware that this bus is frequently late or fails to turn up at all; if the NTA foresees these issues and if they will put a plan in place to prevent delays or no shows; and what actions are the NTA taking to resolve these issues.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators, Dublin Bus in this instance.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to theNTA for direct reply, pertaining to the Deputy's NTA specific queries.</p> <p>Additionally, have forwarded the Deputy's question to Dublin Bus for direct reply on the operational matters of the 56a.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 128 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority is aware of issues relating to reliability of route 56a and have raised this with Dublin Bus. A revised schedule with improved runtimes has been developed, for implementation later this year.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Paul Murphy, T.D.
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Please advise my private office if you do not receive replies within ten working days.

08/05/2024	131	<p>PQ Referred: 20649/24, for answer 08/05/2024, Written from - Paul Donnelly</p>	<p>PQ 20649/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 131To ask the Minister for Transport the current update position regarding Dublin Bus having the necessary infrastructure installed in all buses to be able to accept credit or debit card payments.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including ticketing and technology projects.</p> <p>The NTA's Next Generation Ticketing (NGT) Project is an upgraded ticketing system project to facilitate a variety of payment methods on public transport services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 131 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The public procurement process for Next Generation Ticketing (NGT) is nearing completion and the NTA has selected a supplier. NGT will ultimately be deployed on all Public Service Operator (PSO) operators including on public transport services in Dublin City and County. NGT will initially complement the existing TFI Leap Card integrated ticketing system but will ultimately replace it once the new equipment is fully rolled out nationwide. The new ticketing equipment will facilitate contactless bank card payments including by smart phones (e.g. Apple Pay/Google Pay), and will also support the use of QR/Bar code ticketing.</p> <p>The Authority is currently engaged in planning how the solution will be deployed; once this planning phase is complete later this year the implementation timelines will be better known. There is a significant lead time involved in the manufacture, delivery, and testing of the thousands of new ticket validators that are required to be installed on each bus in Dublin and subsequently across other modes of transport. As the timelines are not yet clear, the NTA is not in a position to provide any further information at this time.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Paul Donnelly, T.D.
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08/05/2024	118	<p>PQ Referred: 20336/24, for answer 08/05/2024, Written from - Neasa Hourigan</p>	<p>Details Supplied Spreadsheets provided by Transport Infrastructure Ireland's posting on 20th March 2024 of additional information for the Metrolink planning application on the landside origin/destination of Dublin Airport passengers in the following three documents in the form of spreadsheets: 1. Dublin Airport - NTA Passenger Survey - Foreword 2. Dublin Resident_anon 3. Dublin Non Resident anon</p> <p>PQ 20336/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 118 To ask the Minister for Transport to provide NTA surveys of passengers at Dublin Airport 2016 and 2022 (details supplied), including a legend for the codes used in these spreadsheets; and to provide data on landside origins/destinations of passenger trips to and/or from Dublin Airport based on data NTA has collected in respect of 2016 and 2022.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 118 of 08 May 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please find the attached surveys of passengers at Dublin Airport Survey in 2016 and 2022.</p> <p>Please also find attached the questionnaires for Resident (passengers residing within Ireland) and non-resident (passengers residing outside of Ireland) which provides explanation of the codes referred to in the survey spreadsheets.</p> <p>The 2016 survey spreadsheets have the coded information explained in the spreadsheet themselves. Please note the data for 2016 is mixed – meaning both Ireland Residents and Overseas resident records are in the same spreadsheet.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Neasa Hourigan, T.D.
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transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.

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

08/05/2024	117	<p>PQ Referred: 20325/24, for answer 08/05/2024, Written from - Carol Nolan</p>	<p>PQ 20325/24 has been referred to CIÉ; Bus Átha Cliath; Bus Éireann; Iarnród Éireann; daa plc; Irish Aviation Authority; Shannon Group; Dublin Port Company; Port of Cork Company; Port of Waterford Company; Shannon Foynes Port Company; Commission for Aviation Regulation; Medical Bureau of Road Safety; National Transport Authority; Commission for Railway Regulation; Road Safety Authority; Transport Infrastructure Ireland; AirNav by (Transport) .</p> <p>Dail Question No: 117To ask the Minister for Transport the number of employees within his Department and bodies under the aegis of his Department who are currently suspended on full pay pending disciplinary investigations; to outline, in tabular form, the length of time these employees have been under suspension; and if he will make a statement on the matter.</p> <p>Answer</p> <p>My Department operates within the Disciplinary Code, the Dignity atWork Policy and other relevant HR policies developed by the Department of Public Expenditure, NDP Delivery and Reform for use in the Civil Service. Any instances of suspension are managed through the processes as set out in the relevant HR policy.</p> <p>As the Deputy will be aware,</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 117 of 08 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA operates within a practice of “Fair Treatment for You” through its Grievance Procedure, Dignity At Work Policy and Disciplinary Procedures. With this in mind the NTA does not have any staff members under suspension of any kind.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Carol Nolan, T.D.
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14/05/2024	222	<p>PQ Referred: 21772/24, for answer 14/05/2024, Written from - Martin Kenny</p>	<p>PQ 21772/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 222 To ask the Minister for Transport if there are plans to bring Drogheda within the short hop zone fares category; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 222 of 14 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>This year's fares determination will see the implementation of the first phase of the National Fares Strategy, and the introduction of a new national fare structure on Dublin Commuter Rail services. This will deliver more consistent and equitable fares, and reduce historic boundary issues between Short Hop Zone and Intercity fare levels.</p> <p>The new Dublin City Zone will extend to approximately 23km from Dublin City Centre. This zone will formalise the recent simplification of the Dublin fare structure with the implementation of the TFI 90 minute fare area. The new Dublin Commuter Area will comprise of a number of zones extending to approximately 50km from Dublin City Centre which includes Drogheda. This area was selected based on a review of future public transport network proposals (e.g. the implementation of DART+) along with analysis of ticket sales information to determine the majority of commuter travel demand to Dublin.</p> <p>In relation to fares more generally, the 2022 fares determination implemented the government's 20% cost of living fares reduction, which will continue to apply in 2024 on all subsidised public transport services. In addition, the eligibility of the Young Adult Leap Card, which provides young people with fares discounted by approximately 50% of the equivalent Adult fare, has been extended to include those aged up to 25 (including mature students enrolled in fulltime third level education) in 2024. The combination of these measures has ensured that significant reductions continue to apply on all forms of subsidised public transport.</p> <p>The Authority will implement the first phase of the Fares Restructuring in Q3 this year as outlined in its Fares Determination 2024 published in January (available on NTA website). It is the intention of the Authority to announce proposals for the future rollout of the National Fares Strategy later this year, which will introduce new fares structures on Intercity Rail and national Bus services beyond the Dublin area.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Martin Kenny T.D
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14/05/2024	221	<p>PQ Referred: 21771/24, for answer 14/05/2024, Written from - Martin Kenny</p>	<p>PQ 21771/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 221To ask the Minister for Transport the timeline for the extension of the use of Leap cards to Drogheda station; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for theregulation of farescharged to passengers in respectofpublic transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA’s responsibility in this area, I have forwarded the Deputy’s question to theNTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 221 of 14 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Leap Card capabilities will be extended out to all Commuter Zone stations (including Drogheda) following the implementation of the new Dublin Commuter Fare Zone & Dublin City Fare Zone by the end of Q3 2024. This timeline is dependent on the delivery of the appropriate infrastructure by Irish Rail's supplier.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Martin Kenny T.D
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14/05/2024	223	<p>PQ Referred: 21798/24, for answer 14/05/2024, Written from - Thomas Gould</p>	<p>PQ 21798/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 223To ask the Minister for Transport whether consideration will be given to providing a stop for the 203 bus in Onslow Gardens in Cork city, given it once stopped there.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</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 within10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 223 of 14 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In developing the new bus network in for Cork City and its metropolitan area, the NTA held two rounds of public consultation.</p> <p>The first was in July 2021 and was about the choices involved in creating a new network. It was publicised through local and national media, as well as NTA and local social media channels. A virtual public meeting was held on 06 July, comprising an information session followed by a questions and answer session with the planning team. The public were invited to complete an online survey: 1,121 completed, or partially completed, surveys were submitted to the NTA over the period and 79 emails were sent directly to the NTA. The second round of consultation ran between 02 November and 17 December 2021 where there was an opportunity to comment on the details of the proposed draft new network. Maps, reports and other materials were made available on the BusConnects Cork website. During the seven-week period, the public were invited to complete an online survey. It should be noted that 1,253 surveys were submitted to the NTA over the period. In addition, 42 emails were sent directly to the NTA.</p> <p>The network was reviewed in detail with the feedback in mind and it was decided to retain the majority of the present 203 route and its bus stops in the vicinity of Parkland Drive/Upper Fairhill. However the bus route will now travel directly onto Fairfield Avenue from Upper Fairhill and thus will not undertake the loop previously associated with Fairfield Road.</p> <p>The new route 11 aligns more closely with the NTA's policy to have pairs of stops and ensure a more effective services is still within acceptable walking distance of the majority of the population density. While the new route 11 will not service Onslow Gardens directly, it will have a number of bus stops in close walking distance to it.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Thomas Gould T.D
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14/05/2024	215	<p>PQ Referred: 21644/24, for answer 14/05/2024, Written from - Paul McAuliffe</p>	<p>PQ 21644/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 215 To ask the Minister for Transport to provide an updated timeline on the implementation of the E spine and associated changes of the BusConnects programme in Dublin.</p> <p>Answer</p> <p>As the Deputy may be aware, BusConnects is a transformative programme of investment in the bus system, providing better bus services across our cities. It is the largest investment in the bus system in the history of the State, and is managed by the National Transport Authority (NTA</p> <p>New bus services in Dublin are already being delivered with the first five phases of the Network Redesign rolled out in recent years.</p> <p>The first of these Spines—the H-Spine—launched in June 2021 and serves Howth and Malahide. The second Spine—the C-Spine serving the Lucan/Leixlip/Celbridge corridor —launched in November 2021.</p> <p>Phase 3—the Northern Orbital routes—was rolled out in May 2022, connecting Blanchardstown with the Point and Finglas with Howth Junction. Phase 4, comprising</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 215 of 14 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We currently anticipate that phase 6a of the BusConnects Network Redesign which includes the E-Spine and associated routes is due for implementation in Q3 of 2024. This date is subject to detailed checks being completed on operational readiness.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Paul McAuliffe, T.D.
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		<p>the G-Spine and Route 60 connecting Ballyfermot with the Docklands via the City Centre, was launched in October 2022.</p> <p>Phase 5a, the Western Orbitals, launched in June 2023 connecting the West of Dublin to Kildare. Phase 5b, the Southern Orbitals, was launched in November 2023 connecting the Southern and Western areas of Dublin.</p> <p>The E Spine (Ballymun to Bray) is expected to roll out later this year subject to funding and driver availability. The Network Redesign for the entire network will continue in the coming years.</p> <p>Overall, BusConnects will transform bus services in our cities, allowing passengers to travel more conveniently, quickly and sustainably, and I look forward to its full implementation.</p> <p>The NTA has responsibility for the planning and development of public transport infrastructure, including BusConnects. Noting the NTA's responsibility in the matter, I have referred the Deputy's questions to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	
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14/05/2024	214	<p>PQ Referred: 21633/24, for answer 14/05/2024, Written from - Robert Troy</p>	<p>Details Supplied Currently numerous buses to various towns in the midlands pass daily, none of which can stop as there is no official bus stop. Residents are severely restricted with a minimal bus service provided to Moate. The available transport times are stopping residents from taking up suitable employment and engaging in further educational courses. The lack of a bus stop at this point is severely affecting efforts to adequately integrate the residents of Temple Spa</p> <p>PQ 21633/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 214 To ask the Minister for Transport if he will ensure an additional bus stop is provided on the old N6 at Temple Spa to allow for additional transport links for residents (details supplied</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the provision of bus stops/shelters nationally.</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</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 214 of 14 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA are committed to improving the Public Transport experience throughout Ireland through the provision of improved service and facilities. On the back of this, the Connecting Ireland Rural Mobility Plan was launched to encourage the use of public transport and make it more accessible, particularly in more rural areas of the country.</p> <p>The NTA have commissioned surveys of the existing network of bus stops and recommend changes/improvements to the respective local authorities and phase one of the Westmeath report is substantially complete. The initial report concentrated on connectivity and facilities within and between larger settlements. Horseleap was omitted from the phase one report as it isn't a "Census Settlement". It is however anticipated that routes passing/stopping in Horseleap will be considered for enhancement during phase 2 of the Connecting Ireland audit which is scheduled to begin in late 2024.</p> <p>Your request for a stop facility within closer proximity to Temple Spa will be considered at this later date but I should point out that the carriageway (old N6) has a 100km/h speed limit which will require extensive Civil Engineering works and potential land take to provide a safe stopping facility. These factors along with the advice from Westmeath County Council will help determine the overall feasibility of the project.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Robert Troy, T.D.
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14/05/2024	176	<p>PQ Referred: 21394/24, for answer 14/05/2024, Written from - Paul Kehoe</p>	<p>Details Supplied Taxi drivers from Wexford have to present vehicles once or twice annually for NCT in Kilkenny, where in the past it could be done in Wexford</p> <p>PQ 21394/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 176To ask the Minister for Transport what assistance is available to industry workers (details supplied) to be able to test closer to place of work and not miss more off-road time; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) industry, including suitability tests for SPSVs, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Act 2013 and 2016. I have no role in the day-to-day operations of the SPSV industry.</p> <p>Accordingly, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a response within 10 working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 176 of 14 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>All SPSVs are tested for suitability before they are first licensed as SPSVs and again prior to renewal of the vehicle licence. The criteria used in suitability testing depends on the vehicle licence category and when the licence was first issued. They include the vehicle’s specification, age and condition, and, for wheelchair accessible vehicle licences, the additional equipment needed.</p> <p>The NTA can confirm that there are currently 12 centres authorised to carry out vehicle inspections to confirm a vehicle’s suitability for use as a Small Public Service Vehicles (SPSV The centres are located in Athlone, Cavan, Cork, Dublin (2 centres), Galway, Kilkenny, Killarney, Letterkenny, Limerick, Sligo and Westport. The inspection must be carried out at the authorised test centres where inspectors have available all necessary technology, testing equipment and support to properly perform the test.</p> <p>Under previous arrangements, SPSV testing was undertaken at a greater number of locations. However, many of these locations had very limited availability and the NTA can advise that this was noted as a frequent source of frustration. The current arrangements and locations were put in place in part to address these frustrations. The present locations of centres were carefully selected to reflect historic demand patterns and geographic spread and NTA is happy to report that the ability to secure an inspection at a time of choice has improved considerably.</p> <p>When operators contact the NTA to make an SPSV vehicle inspection booking, it is NTA policy to facilitate operators in so far as possible by offering a choice of dates and times for inspection allowing operators to choose the location and time which is most convenient to them. The NTA can further facilitate late bookings as these centres have capacity to provide appointments at short notice due to longer opening hours.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Paul Kehoe T.D
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14/05/2024	169	<p>PQ Referred: 21257/24, for answer 14/05/2024, Written from - Matt Shanahan</p>	<p>PQ 21257/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 169 To ask the Minister for Transport if he will advise, beyond a train Metrolink service connecting Dublin Airport to the Dublin city area, what other options have been explored recently in his Department or with outside agencies or private specialists in terms of looking at alternate proposals to increase connectivity between the airport and the city; if his Department has looked at the latest transport infrastructure being used in Asia to connect airports and urban areas, some of which includes articulated buses rotating at short intervals; what activity is ongoing in his Department to consider other transport options to comparatively price against the Metro North project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, MetroLink is a key project under the National Development Plan 2021-30. MetroLink will be a fully electrified, segregated and mostly underground new rail line from the Swords area to Charlemont in the south of Dublin City Centre via Dublin Airport.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 169 of 14 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Outside of the Metrolink project, the NTA is continuing the rollout of enhanced bus services as part of the Bus Connects Network Redesign project. This project includes for enhanced bus connectivity between the City Centre and Dublin Airport including the planned rollout of Route A2. There are also planned bus service enhancements connecting suburban areas with the Airport including Route N8, which will connect the Airport with Blanchardstown and Clongriffin and include direct connectivity with Clongriffin rail station. This planned enhancement of bus services connecting the Airport is expected to be complimented by improvements to the Ground Transportation Centre at the Airport.</p> <p>The infrastructure element of the overall Bus Connects programme includes for the development of enhanced bus priority along the Swords to City Centre corridor, connecting the City Centre with Dublin Airport. A planning consent application was submitted to An Bord Pleanála for the Swords to City Centre Core Bus Corridor Scheme in May of last year, and the NTA anticipates that An Bord Pleanála will issue its determination in respect of that application, later this year. If the scheme is approved, this will allow for continuous bus priority between the Airport and the City Centre, significantly improving bus journey times and reliability.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Matt Shanahan, T.D.
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The Transport Strategy for the Greater Dublin Area 2022-2042 is the statutory transport strategy for the region and sets out a range of ambitious proposals for delivery over the period to 2042. In relation to metro, and as outlined in the Strategy, the analysis conducted concluded that a metro line from Swords to Dublin City Centre via Dublin Airport would be the key area of focus for metro delivery out to 2042. The National Transport Authority (NTA) reviews and updates the Transport Strategy for the Greater Dublin Area every 6 years.

A significant milestone in the progression of the MetroLink project was cleared in July 2022, when the Government granted Decision Gate 1 approval in principle under the Public Spending Code to the project. This decision enabled the project to move to planning application stage and on 30 September Transport Infrastructure Ireland (TII) submitted a Railway Order application to An Bord Pleanála. An Oral Hearing for the project began on February 19th and concluded on March 28th 2024.

Separately, the Deputy may also be aware that the All-Island Strategic Rail Review is being undertaken in co-operation with the Department for Infrastructure in Northern Ireland. The results of the Review will inform the

		<p>development of the railway sector on the Island of Ireland over the coming decades. The recommendations set out in the Review are intended, within the Greater Dublin Area, to represent potential additional complementary provision which could be considered for inclusion in future updates to the GDA Transport Strategy, which is required to be updated every six years.</p> <p>The Review is considering the future of the rail network with regard to the following ambitions: improving sustainable connectivity between the major cities (including the potential for higher/high-speed rail), enhancing regional accessibility, supporting balanced regional development, improved connectivity to the North West, and rail connectivity to our international gateways, including Dublin airport. The draft Review recommends building a heavy rail spur from Clongriffin to Dublin Airport by 2050 in addition to MetroLink.</p> <p>Work on the Review is now at an advanced stage and a draft report was published for a Strategic Environmental Assessment (SEA) public consultation in July 2023. The public consultation phase of the SEA process concluded on 29th September 2023 and submissions have been reviewed by officials from both jurisdictions.</p>		
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It is expected that a final Review report, taking account of the comments raised in the consultation, will be submitted for Government approval in both jurisdictions and that the final Review will be published in the Summer.

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 MetroLink, in conjunction with TII. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.

14/05/2024	168	<p>PQ Referred: 21256/24, for answer 14/05/2024, Written from - Matt Shanahan</p>	<p>PQ 21256/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 168 To ask the Minister for Transport to provide an update on the status of Metro North, including the latest timelines to approval and tender award for initial construction; if he will outline the total projected project cost; if he concurs with recent NTA published material indicating a September 2024 start date for the project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, an Oral Hearing in relation to the planning application for MetroLink commenced on February 19th and concluded on March 28th. Dependent on the outcome of the planning process, construction of MetroLink is earmarked to commence over the coming years with a view to operation by the mid-2030s.</p> <p>MetroLink serves a different route to that proposed by Metro North, for example MetroLink will connect with the rail network at Tara Street, a new rail station at Glasnevin and the Green Line Luas at Charlemont. There are also a number of fundamental engineering and operational differences between Metro North and MetroLink, such as MetroLink's use of fully automated operation, reflecting technological advances over the</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 168 of 14 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the planning and development of the MetroLink Project, a Railway Order application was submitted to An Bord Pleanála (ABP) in September 2022. ABP determined that an Oral Hearing on the project would be required, and this commenced on 19 February 2024 and concluded on Thursday 28 March 2024. At the conclusion of the Oral hearing ABP determined that they would be requesting Transport Infrastructure Ireland (TII) (the applicant) to advertise material for consultation that was provided as part of the Oral Hearing process. TII are awaiting confirmation from ABP on the requirements of this advertisement. We do not have certainty on when a determination by ABP of the MetroLink Railway Order application will be made.</p> <p>In parallel, the procurement strategy is being developed as part of the submission of documents required under Approval Gate 2 (AG2) – Pre-Tender stage, of the Infrastructure Guidelines.</p> <p>Given the uncertainty around the ABP approval dates, it is not possible to provide a definitive date for construction commencement as the commencement date for construction is dependent upon the completion by ABP of the Railway Order application process, achievement of an enforceable Railway Order (ERO) and approval of the Final Business Case as part of Approval Gate 3 (AG3) – Post Tender stage, as required under the Infrastructure Guidelines.</p> <p>What can be confirmed is that it is expected that, allowing for the scale of the procurement process, the main construction work on MetroLink would commence approximately 2 years after an ERO is obtained, subject to Government approval at AG3.</p> <p>As the project is still going through the planning and procurement stages, the indicative capital delivery cost, as outlined in the Preliminary Business Case (PBC) for MetroLink, provides for a range of potential capital costs from €7.16bn to €12.25bn in 2021 prices, excluding VAT. A central scenario provides for an indicative capital delivery cost of €9.5bn. Please find attached a link to the PBC for further information if required MetroLink - Preliminary Business Case - National Transport .</p> <p>The most updated cost estimate for MetroLink will be known after the planning and procurement stages and after tender prices are returned and will be brought to Government for consideration at AG3, of the Infrastructure Guidelines, which is expected in Q4 2026, subject to an ERO and AG2 approval in Q4 2024/Q1 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Matt Shanahan, T.D.
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		<p>years.</p> <p>The Preliminary Business Case included a range of potential capital costs from €7.16bn to €12.25bn in 2021 prices, excluding VAT. An updated and more definite cost estimate for MetroLink will be known after the planning and procurement stages, and will be brought to Government for consideration at Approval Gate 3 of the Infrastructure Guidelines.</p> <p>The final budget for MetroLink will not be set until after the planning process and completion of tendering and procurement, with the Government having the final decision about whether to proceed to construction. Officials in my Department engage with the National Transport Authority (NTA) on an ongoing basis in relation to the budget and progress of all major projects, including MetroLink.</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 MetroLink.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions in relation to the areas raised to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	
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14/05/2024	174	<p>PQ Referred: 21353/24, for answer 14/05/2024, Written from - Michael Creed</p>	<p>Details Supplied Installation of traffic lights, traffic calming and a pedestrian footbridge at Crossbarry, Co. Cork.</p> <p>PQ 21353/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 174To ask the Minister for Transport if a request for funding for road and pedestrian safety measures was submitted by Cork County Council for a location (details supplied</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel.Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer.If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 174 of 14 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In late 2020, Cork County Council (CCC) included a new pedestrian bridge in Crossbarry on their long list of projects seeking NTA Active Travel funding for the 2021 programme. During discussions between CCC and the NTA, it was agreed that existing active travel projects on the programme at detailed design and construction, and several new projects elsewhere in the county, were of higher priority. As such, this project at Crossbarry was not taken forward.</p> <p>Given the ramping up of activities over the last few years in the Active Travel area, the number of projects being proposed now exceeds the level of funding made available to the NTA. Accordingly, the NTA is unable to fully fund all proposed Active Travel projects and has to prioritise certain projects over others in order to remain within its allocated budget.</p> <p>In general, the main focus of active travel investment will be to support high quality walking and cycling infrastructure, for everyday trips, in villages, towns and cities, particularly in designated growth settlements, with a view to promoting the greatest potential modal shift to active travel.</p> <p>In determining funding allocations, the NTA take into account the following considerations:</p> <ul style="list-style-type: none"> Ø Design quality of scheme, taking account of widths, gradients, continuity, interaction with parking bays/loading bays/bus stops, level of segregation and junction/crossing design; Ø Likely level of usage and overall benefits; Ø Integration and level of importance to an overall network; Ø Alignment with national, regional and local plans and planning policy; Ø Cost and value of scheme; and Ø Availability of co-funding from other funding sources. <p>While a project may not be selected by the NTA for funding in a particular year, it may be funded in subsequent years.</p> <p>As part of the allocations determination, the NTA liaises with each Local Authority to fully understand the projects being proposed by the local authority and its considerations in terms of priorities.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Michael Creed, T.D.
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14/05/2024	219	<p>PQ Referred: 21701/24, for answer 14/05/2024, Written from - Ged Nash</p>	<p>PQ 21701/24 has been referred to CIÉ; Bus Átha Cliath; Bus Éireann; Iarnród Éireann; daa plc; Irish Aviation Authority; Shannon Group; Dublin Port Company; Port of Cork Company; Port of Waterford Company; Shannon Foynes Port Company; Commission for Aviation Regulation; Medical Bureau of Road Safety; National Transport Authority; Commission for Railway Regulation; Road Safety Authority; Transport Infrastructure Ireland; Marine Casualty Investigation Board; AirNav by (Transport) .</p> <p>Dail Question No: 219To ask the Minister for Transport if any State, semi-State or commercial semi-State agency under the aegis of their Department is aware of any cases of bogus self-employment in any bodies under their remit from 2020 to 1 May 2024; if they will outline if there are currently any cases from such agencies or bodies currently before the SCOPE section of the Department of Social Protection for investigation or determination; if there are any SCOPE findings and recommendations relating to any agencies or bodies under their remit where SCOPE has found in favour of the worker, and where they recommended the reclassification of the workers' employment status to that of direct employee between 2020 and 1 May 2024; if they will provide information on the numbers involved and the names of the individual agencies</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 219 of 14 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA can confirm that it has no cases of bogus self-employment.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Ged Nash, T.D.
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		<p>and bodies in all cases; and if he will make a statement on the matter.</p> <p>Answer</p> <p>My Department currently has 19 agencies under its aegis, of which there are 12 commercial and 7 non-commercial agencies. The information requested by the Deputy is an operational matter for the agencies and I have referred your question to them for a direct reply.</p> <p>Please advise my private office if you do not receive a reply within 10 working days.</p>	
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16/05/2024	77	<p>PQ Referred: 21900/24, for answer 16/05/2024, Oral from - Catherine Connolly</p>	<p>PQ 21900/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 77To ask the Minister for Transport further to Parliamentary Question No. 77 of 21 March 2024, the status of the feasibility study for light rail in Galway, which is being undertaken as part of the Galway Metropolitan Area Transport Strategy; and if he will make a statement on the matter.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 77 of 16 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (NTA) has commenced the development of a transport strategy (“GMATS”) for the Galway Metropolitan Area (“GMA”) covering a twenty year period and addressing all land transport modes. The Transport Strategy will provide a long-term strategic planning framework for the delivery of transport and the integrated development of transport infrastructure and services in the GMA and will replace the existing ‘Galway Transport Strategy’ 2016.</p> <p>As part of the development of the new GMATS, mode specific analysis is being undertaken, and with regard to light rail, a ‘Light Rail Feasibility Study’ is being prepared. Work on this Study is substantially complete.</p> <p>Following the preparation of the Draft GMATS, the NTA shall undertake a non-statutory public consultation process in relation to this. Background technical reports , including the Light Rail Feasibility Study, will be published as supporting documents with the Draft Strategy for public review.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Catherine Connolly, T.D.
Answer			<p>As the Deputy is aware, the National Transport Authority (NTA), in conjunction with Galway City Council and Galway County Council, is currently developing the Galway Metropolitan Area Transport Strategy (GMATS The new strategy will replace the existing strategy adopted in 2016 and will provide a long-term strategic planning framework for the delivery of transport and integrated development of transport infrastructure and services in the Galway Metropolitan Area.</p>	<p>As part of the development of the new GMATS, mode specific analysis is being undertaken including a light rail feasibility study and this study is now substantially complete. After the draft GMATS has been finalised, the NTA will undertake a non-statutory public consultation</p>	

process which will give stakeholders the opportunity to share their views on the draft strategy.

Given the NTA's role in the development of the GMATS, I have referred the Deputy's question to the NTA for the latest available information in relation to its development. Please contact my office if you do not receive a reply within 10 days.

16/05/2024	71	<p>PQ Referred: 22096/24, for answer 16/05/2024, Oral from - Thomas Gould</p>	<p>PQ 22096/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 71 To ask the Minister for Transport whether a park and ride facility is planned for the northside of Cork city.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including park ride facilities.</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) established a Park and Ride Development Office (PRDO) in February 2020. The function of the PRDO is to advance plans and proposals for the delivery of strategic Park Ride facilities in the Greater Dublin Area and in the Regional Cities. This involves working with Local Authorities and transport operators, such as Iarnród Éireann, by providing full time specialist resources to develop designs and secure the necessary approvals or permits for individual sites.</p> <p>The National Development Plan (NDP) identifies a Park Ride Programme serving Irish Rail, Luas and bus stations in its national investment priorities for the transport sector. Building on these high-level priorities, work is ongoing to identify</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 71 of 16 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Building on the work undertaken as part of the Cork Metropolitan Area Transport Strategy 2040 (CMATS), the NTA Park and Ride Development Office (PRDO) is currently in the process of advancing proposals for Park and Ride in Cork. This includes the development of a P&R strategy that sets out the vision and objectives for Park & Ride measure in the Cork metropolitan area. Furthermore, it seeks to refine the zones for intervention and to identify appropriate locations through demand led analysis, for both bus and rail based Park & Ride facilities.</p> <p>Furthermore, the strategy seeks to integrate Park and Ride proposals with other planned and committed Public Transport investment programmes, such as Cork LRT, Cork BusConnects, Cork’s Bus Network Redesign programme and Active Travel plans.</p> <p>To date, analysis has shown sufficient demand along 4 corridors, namely the N20 – Blarney, N71 – Bandon, N22 – Ovens and the N25 – Midleton.</p> <p>In relation to Park & Ride to the north of Cork City, further work is required to consider the potential to integrate bus based Park and Ride in advance of a new rail station planned for Blarney, coupled with plans by TII to improve road connectivity along the Cork to Limerick N20 corridor. The PRDO will also consider how to integrate Park and Ride with major Public Transport interventions in the area, such as Cork BusConnects.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Thomas Gould T.D
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		<p>locations in the Cork metropolitan area in line with the Cork Metropolitan Area Transport Strategy.</p> <p>Arising from this work several rail based strategic Park and Ride sites have been identified including in Dunkettle and Blarney in Cork. However, the delivery of these Park Ride sites may be contingent on the delivery of proposals such as the Cork Area Commuter Rail Programme and track upgrades, work is ongoing to advance proposals in advance of such interventions where possible.</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>	
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15/05/2024	84	<p>PQ Referred: 22144/24, for answer 16/05/2024, Oral from - Ruairí Ó Murchú</p>	<p>PQ 22144/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 84 To ask the Minister for Transport if he will provide an update on the progress of the implementation of hourly cross-Border train services; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 84 of 16 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Iarnród Éireann are due to begin public consultation over the coming weeks regarding proposed timetable changes which have been developed in conjunction with the NTA. These include proposals to introduce an hourly Enterprise service between Dublin & Belfast as part of this timetable change, with an implementation date currently expected in Q4, some weeks after the opening of Belfast Grand Central Station and subject to funding availability.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Ruairí Ó Murchú, T.D.
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16/05/2024	82	<p>PQ Referred: 22115/24, for answer 16/05/2024, Oral from - Brian Leddin</p>	<p>PQ 22115/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 82 To ask the Minister for Transport to provide an update on the operation of the new electric bus fleet in Limerick city, including information on passenger numbers, reliability of service and if any impacts are expected on air quality in Limerick city; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 82 of 16 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In line with the relevant actions contained within the Climate Action Plan 2024 and the National Sustainable Mobility Policy Action Plan 2022-2025, and following completion of the pioneer Athlone Town bus service electrification project, the NTA has been progressing the transition of the urban public bus fleet in Ireland to operation by zero-emission buses through the electrification of bus depots in other locations.</p> <p>In Limerick, the first phase of depot electrification to support the transition of Limerick City bus services to operation by zero-emission buses was inaugurated on Friday 12 April 2024, providing 30 high-power charging guns and associated infrastructure at Bus Éireann's Limerick Roxboro bus depot.</p> <p>A second phase of depot electrification is expected to commence in the next few months, which will provide a further 40 charging guns, and will enable all Limerick City bus services provided by Bus Éireann to be operated by zero-emission double-deck battery-electric buses.</p> <p>There will also be sufficient charging guns to support the operation of further battery-electric buses on Limerick city bus services which will facilitate the enhanced services envisaged under the BusConnects Limerick Network Redesign project.</p> <p>The first 34 double-deck battery-electric buses are now in Limerick and have been piloted on a variety of routes in the city since February 2024. The buses are not yet in full operational service as, amongst other things, schedules need to be adapted and driver rosters amended, which Bus Éireann is currently progressing. It is therefore too early to provide an update on the impact of the electric buses' operation on passenger numbers or service reliability.</p> <p>Nonetheless, it is currently anticipated that from mid-2024 onwards all Limerick City bus services provided by Bus Éireann will be operated by either zero-emission double-deck battery-electric buses or low-emission double-deck plug-in hybrid buses.</p> <p>That will release more than 14 diesel-only buses from Bus Éireann's Limerick City bus services, which will result in a significant reduction in CO2 and other tailpipe emissions, with the complete elimination of tailpipe emissions from Bus Éireann's Limerick City bus services to follow once the full transition to zero-emission operation is complete.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Brian Leddin T.D.
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16/05/2024	94	<p>PQ Referred: 22090/24, for answer 16/05/2024, Oral from - Bernard J. Durkan</p>	<p>PQ 22090/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 94 To ask the Minister for Transport the extent to which plans are afoot for the implementation of the extension of the DART to Leixlip, Celbridge, Maynooth, Kilcock, Sallins, Naas and further afield; the extent to which such works are in hand; whether requests from the commuters in north Kildare to extend the turntable points to an area beyond Maynooth and Kilcock given the wider catchment area and demand for transport services; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area including, in consultation with Iarnród Éireann, the planning and implementation of the DART+ programme.</p> <p>The DART+ programme comprises of five related projects for the development of rail in the Greater Dublin Area (GDA) and eastern region, covering DART+ Fleet, DART+ West, DART+ South West, DART+ Coastal South and DART+ Coastal North projects.</p> <p>Railway Order applications for</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 94 of 16 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The DART+ Programme, which is in development, will provide frequent, modern, electrified services to Drogheda on the Northern Line (DART+ Coastal North), Hazelhatch - Celbridge on the Kildare Line (DART+ South West), Maynooth and M3 Parkway on the Maynooth/Sligo Line (DART+ West), while improving DART services on the South-East Line as far south as Greystones (DART+ Coastal South</p> <p>DART+ West and DART+ South West projects are currently with An Board Pleanála for consideration of the Railway Order applications.</p> <p>In respect of the potential further extensions of services westwards, please note that the an extension of the DART westwards to Kilcock on the Maynooth/ Sligo Line and Sallins and Naas on the Kildare Line has been included as an objective in the new Greater Dublin Area Transport Strategy 2022-2042 adopted last year. These will be developed as separate follow-on projects. It was not possible to advance these extensions as part of the current DART+ Programme, as the previous transport strategy had set Hazelhatch and Maynooth as the extent of the electrification. The further extensions will also require additional funding under the current National Development Plan (NDP) 2021-2030, and therefore they may have to await for the mid-term review of the NDP, which we currently anticipate will take place in 2025.</p> <p>Please note that Irish Rail announced timetable changes at the end of 2023 which included some additional services on the Kildare Line which will benefit customers using Sallins and Naas and Hazelhatch and Celbridge train stations. More information on the recent timetable changes can be found at the link below. Pleas also note that a public consultation on a new timetable is expected to commence shortly by Irish Rail.</p> <p>https://www.transportforireland.ie/news/new-iarnrod-eireann-irish-rail-timetable-from-10th-december-2023/</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____</p> <p>Hugh Creegan Deputy Chief Executive</p>	Bernard Durkan T.D
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		<p>DART+ West and Dart+ South West have been lodged with An Bord Pleanála in July 2022 and March 2023 respectively. Subject to the projects receiving planning approval, and there being no successful legal challenge to this decision, procurement documents will be prepared for the projects, which will require Ministerial approval at Approval Gate 2 of the Infrastructure Guidelines. Following the procurement process, the projects will be submitted for Government Consent at Approval Gate 3 under the Infrastructure Guidelines.</p> <p>They Deputy may also be aware that funding for the DART+ programme as a whole is provided for under the Government's National Development Plan 2021-2030 (NDP A final decision on the funding of the DART+ West and DART+ South West projects will be made at Approval Gate 3 of the Infrastructure Guidelines.</p> <p>Noting the NTA's responsibility in the matter, I have also 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>	
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16/05/2024	143	<p>PQ Referred: 22320/24, for answer 16/05/2024, Written from - Bernard J. Durkan</p>	<p>PQ 22320/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 143 To ask the Minister for Transport when any rail carriages in storage will be brought into service; the manner in which this could benefit commuters in north County Kildare and throughout the greater Dublin region; and if he will make a statement on the matter.</p> <p>Dail Question No: 146 To ask the Minister for Transport the extent to which it might be possible to ensure the availability of extra carriages to meet commuter demands affecting the towns of Kilcock, Maynooth, Leixlip, Confey and Celbridge, Hazelhatch, Sallins and Newbridge; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators, in this case</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 143 & 146 of 16 May last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>As you are aware Irish Rail have taken delivery of 41 new Intercity railcar carriages, and their deployment into the fleet has commenced and is progressing. As they are intermediate carriages, they will facilitate the lengthening of existing train sets.</p> <p>In terms of how this will benefit commuters in County Kildare and the Greater Dublin Area; Irish Rail in conjunction with the NTA have developed a deployment plan for the 41 carriages. The deployment plan is being utilised to create a number of timetable amendments. The timetable amendments will be published via the Irish Rail website for public consultation in the coming weeks, whereby commuters in north County Kildare and throughout the Greater Dublin Area can provide submissions on the draft timetable. Following this (and based on customer feedback, resource and funding availability) the train timetable will be amended. At this time, it is currently anticipated that an implementation date for the updated timetable is proposed for August 2024. This will benefit commuters in north County Kildare and throughout the Greater Dublin Area as there will be additional services and capacity on existing services.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Bernard Durkan T.D
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		<p>Irish Rail.</p> <p>This Government is committed to improving public transport and is backing up that commitment with significant investments across the network, including the introduction of 41 new Intercity Rail Carriages (ICRs) into the fleet this year.</p> <p>Decisions on the deployment of the 41 intercity carriages will be based on current and projected demand and infrastructure capacity, and subject to approval of the NTA. Therefore, I have referred the Deputy's question to Irish Rail and the NTA for direct response to the Deputy. Please advise my private office if you do not receive replies within ten working days.</p>	
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16/05/2024	147	<p>PQ Referred: 22324/24, for answer 16/05/2024, Written from - Bernard J. Durkan</p>	<p>PQ 22324/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 147 To ask the Minister for Transport the progress to date in the preparation of the DART to Maynooth and further afield to such locations as Kilcock and Enfield with a view to catering for the commuter belt across north County Kildare; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ Programme and its constituent projects.</p> <p>As part of the DART+ Programme, the DART+ West project will provide an electrified and more frequent rail service to passengers between Maynooth and M3 Parkway and Dublin city centre. A Railway Order application for the project was submitted to An Bord Pleanála in July 2022 and an oral hearing held in the second half of last year. A planning decision from An Bord Pleanála is awaited.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 147 of 16 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The DART+ West project, which proposes electrification of the railway line from Dublin City Centre to Maynooth, is currently with An Bord Pleanála for determination. An Oral Hearing in relation to the scheme was convened by An Bord Pleanála at the end of September last which heard submissions for various parties. That oral hearing concluded in October and it is now a matter for An Bord Pleanála to consider and to issue its determination in due course.</p> <p>In respect of the potential further extension of services westwards, an extension of the DART westwards to Kilcock is now included as an objective in the new Greater Dublin Area Transport Strategy 2022-2042 adopted last year. This will be developed as a separate follow-on project. It was not possible to advance this extension as part of the current DART+ Programme, as the previous transport strategy had set Maynooth as the extent of the electrification. The further extension will also require additional funding under the current National Development Plan (NDP) 2021-2030, and therefore it may have to await for the mid-term review of the NDP, which we currently anticipate will take place in 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Bernard Durkan T.D
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			<p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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16/05/2024	145	<p>PQ Referred: 22322/24, for answer 16/05/2024, Written from - Bernard J. Durkan</p>	<p>PQ 22322/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 145 To ask the Minister for Transport the extent to which north Kildare rail commuters can expect enhanced and improved services in the future given the demographic trends and the need for the public to have confidence in the transport system in the future; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy is aware, as Minister for Transport I have responsibility for policy and overall funding of public transport in Ireland, including in relation to the rail network. The National Transport Authority, or NTA, has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ programme and commuter rail in County Kildare.</p> <p>The DART+ programme will modernise and improve existing rail services in the Greater Dublin Area, by electrifying the lines and purchasing new rolling stock among other work. The expansion will create a connected and electrified rail network for the Greater Dublin Area, increasing the network from circa 50km to 150km and</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 145 of 16 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The objective of the DART+ West project, which forms part of the overall DART+ Programme, is to increase passenger capacity in the Maynooth and M3 Parkway lines. This will be achieved by changing to electrified, high-capacity DART trains and increasing the frequency of trains services between Maynooth Station and M3 Parkway Station to Connolly Station and to a new proposed Spencer Dock Station.</p> <p>The DART+ West Project is currently with An Bord Pleanála for consideration of its Railway Order application.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Bernard Durkan T.D
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		<p>doubling city centre capacity from 26,000 passengers per hour per direction to 52,000 during peak hours.</p> <p>The DART+ programme comprises five different projects in and around the Greater Dublin Area and eastern region, including:</p> <p>DART+ Fleet: a ten-year procurement framework for electric and battery-electric fleet;</p> <p>DART+ West: extension of DART services from the City Centre to M3 Parkway and Maynooth;</p> <p>DART+ South West: extension of DART services from Dublin city centre to Hazelhatch and Celbridge;</p> <p>DART+ Coastal North: extension of DART services from Dublin city centre to Drogheda;</p> <p>DART+ Coastal South: improvement of current DART services from Dublin city centre to Greystones.</p> <p>In December 2021 the Government approved the Preliminary Business Case for the DART+ Programme, as well as providing Decision Gate 1 approval for DART+ West and Decision Gate 3 approval for a fleet framework agreement between Irish Rail and Alstom. This Decision Gate 1 approval enabled the submission of a Railway Order application for the DART+ West project in July 2022, and an Oral Hearing for the project was held in September/October 2023.</p> <p>DART+ West will enable an</p>		
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		<p>extension of electrified rail lines to Maynooth and will include a new DART depot facility west of Maynooth for the maintenance and parking of trains. These interventions will enable higher capacity and higher frequency services from Dublin City centre to Maynooth.</p> <p>Government approval in 2021 also permitted the purchase of 95 DART carriages under the fleet framework agreement, which are expected to enter service by 2026. In November 2022, the Government approved a second purchase of fleet under the framework, which will see 90 new battery-electric multiple units arrive in 2026 or early 2027.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	
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16/05/2024	139	<p>PQ Referred: 22315/24, for answer 16/05/2024, Written from - Bernard J. Durkan</p>	<p>PQ 22315/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 139To ask the Minister for Transport the progress to date in the electrification of the Dublin-Maynooth rail line, with particular reference to the towns likely to expect an enhanced service; the extent of the parking arrangements currently proposed; if such arrangements can be improved in line with local requests; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the DART+ Programme and its constituent projects.</p> <p>As part of the DART+ Programme, the DART+ West project will provide an electrified and more frequent rail service to passengers between Maynooth and M3 Parkway and Dublin city centre. A Railway Order application for the project was submitted to An Bord Pleanála in July 2022 and an oral hearing held in the second half of last year. A planning decision from An Bord</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 139 of 16 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The objective of the DART+ West project, which forms part of the overall DART+ Programme, is to increase passenger capacity in the Maynooth and M3 Parkway lines. This will be achieved by changing to electrified, high-capacity DART trains and increasing the frequency of train services between Maynooth Station and M3 Parkway Station to Connolly Station and to a new proposed Spencer Dock Station.</p> <p>The DART+ West Project has been subject of three rounds of public consultation. The feedback obtained from that process fed into the preparation of a Railway Order (RO) application to An Bord Pleanála (ABP) seeking statutory planning approval for the project. As approving authority, the NTA in its Approving Authority role has been properly informed by Iarnród Éireann during the preferred option development process, and has reviewed the RO documentation prior to lodgement. The RO was submitted to ABP on the 29 July 2022. Public submissions were collated by An Bord Pleanála and issued to the DART+ West project team for response. An Oral Hearing in relation to the scheme was convened by An Bord Pleanála at the end of September last which heard submissions from various parties. That oral hearing concluded in October and it is now a matter for An Bord Pleanála to consider and to issue its determination in due course.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Bernard Durkan T.D
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		<p>Pleanála is awaited.</p> <p>The objectives of the DART+ West project is to increase capacity/frequency and electrify the line. Additional car parking facilities are not within the scope of the DART+ West project. However, Iarnród Éireann's Network Enhancement Division and the NTA's Park Ride Development Office are working on other projects to deliver enhanced parking at stations, for cars and bicycles, in parallel to the DART+ West project.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>		
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16/05/2024	117	<p>PQ Referred: 19495/24, for answer 16/05/2024, Written from - Niamh Smyth</p>	<p>PQ 19495/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 117 To ask the Minister for Transport the status of the funding for the redevelopment of rail lines, particularly the Navan line in conjunction with Department of Transport; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority, or NTA, has statutory responsibility for transport planning in the Greater Dublin Area, including County Meath.</p> <p>The NTA's Transport Strategy for the Greater Dublin Area, which I approved early last year, sets out a framework for transport investment across the region over a 20-year period from 2022 to 2042, and it provides a clear statement of transport planning policy for Counties Meath, Dublin, Louth, Kildare and Wicklow. Having a transport strategy is important to ensure we assess how the different modes can deliver for the region and also how we can sequence delivery to maximise benefits and deliver value for money.</p> <p>The issue of a rail connection between Dublin and Navan was re-examined as part of the development of the Transport Strategy. That re-examination supported the development of a rail line to Navan and the final</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 117 of 16 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA can confirm that funding has been allocated to Iarnród Éireann for the establishment of a design team to commence work in 2024 on the development of the Navan Rail Line. The work to be commenced include the route feasibility and option selection, while the planning and design phases of the project will continue subject to the successful outcome at feasibility stage. Iarnród Éireann has commenced the procurement process for a consultant to develop the feasibility and options selection phases of the project. It is currently anticipated that a route options public consultation will take place in late 2025 or early 2026.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Niamh Smyth, T.D.
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		<p>Strategy now includes delivery of the line over the medium term.</p> <p>I am pleased that the NTA has allocated funding to Iarnród Éireann for the establishment of a design team to commence work in 2024. This work will involve the route option selection, planning and design phases of the project. Iarnród Éireann has commenced the procurement process for this pre-construction phase of the project. It is anticipated that a route options public consultation will take place in late 2025 or early 2026.</p> <p>Following this design work and public consultation process, the project will then advance through the relevant Approval Gates and planning process as required under the Infrastructure Guidelines.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	
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16/05/2024	114	<p>PQ Referred: 17514/24, for answer 16/05/2024, Written from - Niamh Smyth</p>	<p>PQ 17514/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 114 To ask the Minister for Transport to provide an update on the funding for the redevelopment of rail lines, particularly the Navan line, in conjunction with Department of Transport; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority, or NTA, has statutory responsibility for transport planning in the Greater Dublin Area, including County Meath.</p> <p>The NTA's Transport Strategy for the Greater Dublin Area, which I approved early last year, sets out a framework for transport investment across the region over a 20-year period from 2022 to 2042, and it provides a clear statement of transport planning policy for Counties Meath, Dublin, Louth, Kildare and Wicklow. Having a transport strategy is important to ensure we assess how the different modes can deliver for the region and also how we can sequence delivery to maximise benefits and deliver value for money.</p> <p>The issue of a rail connection between Dublin and Navan was re-examined as part of the development of the Transport Strategy. That re-examination supported the development of a</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 114 of 16 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA can confirm that funding has been allocated to Iarnród Éireann for the establishment of a design team to commence work in 2024 on the development of the Navan Rail Line. The work to be commenced include the route feasibility and option selection, while the planning and design phases of the project will continue subject to the successful outcome at feasibility stage. Iarnród Éireann has commenced the procurement process for a consultant to develop the feasibility and options selection phases of the project. It is currently anticipated that a route options public consultation will take place in late 2025 or early 2026.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Niamh Smyth, T.D.
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rail line to Navan and the final Strategy now includes delivery of the line over the medium term.

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Following this design work and public consultation process, the project will then advance through the relevant Approval Gates and planning process as required under the Infrastructure Guidelines.

Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.

16/05/2024	116	<p>PQ Referred: 21558/24, for answer 16/05/2024, Written from - Alan Farrell</p>	<p>PQ 21558/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 116 To ask the Minister for Transport to provide on update on his Department's efforts to ensure continued low fares for public transport passengers; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 116 of 16 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Government decided to reduce PSO fares by 20% as a cost of living measure which was implemented by the NTA in 2022. In addition, the eligibility of the Young Adult Leap Card, which provides young people with fares discounted by approximately 50% of the equivalent Adult fare, has been extended to include those aged up to 25 (including mature students enrolled in fulltime third level education) in 2024. These fare levels have been held in general in 2023 and 2024, however there is a dependence on the PSO funding to the NTA being sufficient to cover the fare foregone particularly when the cost of operation has increased.</p> <p>In the meantime the NTA is progressing structural changes to fares on a phased basis which will result in a fairer distance-based fare structure. This year's fares determination will see the implementation of the first phase of the National Fares Strategy, and the introduction of a new national fare structure on Dublin Commuter Rail services. This will deliver more consistent and equitable fares, and reduce historic boundary issues between Short Hop Zone and Intercity fare levels.</p> <p>The new Dublin City Zone will extend to approximately 23km from Dublin City Centre. This zone will formalise the recent simplification of the Dublin fare structure with the implementation of the TFI 90 minute fare area. The new Dublin Commuter Area will comprise of a number of zones extending to approximately 50km from Dublin City Centre which includes Drogheda. This area was selected based on a review of future public transport network proposals (e.g. the implementation of DART+) along with analysis of ticket sales information to determine the majority of commuter travel demand to Dublin.</p> <p>The Authority will implement the first phase of the Fares Restructuring in Q3 this year as outlined in its Fares Determination 2024 published in January (available on NTA website). It is the intention of the Authority to announce proposals for the future rollout of the National Fares Strategy later this year, which will introduce new fares structures on Intercity Rail and national Bus services beyond the Dublin area.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Alan Farrell, T.D.
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21/05/2024	206	<p>PQ Referred: 22945/24, for answer 21/05/2024, Written from - Pauline Tully</p>	<p>PQ 22945/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 206 To ask the Minister for Transport the number of persons who have used each local link bus service within Cavan and Monaghan in both directions in the years of 2023 and to date in 2024.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link and the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for the rollout of services under the Connecting Ireland, including in Counties Cavan and Monaghan, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 206 of 21 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please see table below for passenger numbers on Regular Rural Routes (RRS) in the Cavan Monaghan area. These are total figures for the routes, we do not report them on a directional basis.</p> <table border="1" data-bbox="1136 478 2116 840"> <thead> <tr> <th></th> <th>2023 (Full Year)</th> <th>2024 (up to 26/05/2024)</th> </tr> </thead> <tbody> <tr> <td><u>171 Shercock - Dundalk</u></td> <td>14,663*</td> <td>15,346</td> </tr> <tr> <td><u>176 Cavan - Monaghan</u></td> <td>57,837</td> <td>26,969</td> </tr> <tr> <td><u>929 Corlough - Cavan</u></td> <td>22,538</td> <td>9,938</td> </tr> <tr> <td><u>C1 Ballyhaise - Cavan</u></td> <td>69,393</td> <td>31,058</td> </tr> <tr> <td><u>C2 Ballinagh - Cavan</u></td> <td>57,763</td> <td>25,421</td> </tr> <tr> <td><u>C3 Redhills - Cavan</u></td> <td>32,641</td> <td>14,695</td> </tr> <tr> <td><u>M1 Tydavnet - Monaghan</u></td> <td>19,922</td> <td>8,847</td> </tr> <tr> <td><u>M2 Ballybay - Monaghan</u></td> <td>22,735</td> <td>10,246</td> </tr> <tr> <td><u>M3 Mullan - Monaghan</u></td> <td>19,543</td> <td>10,368</td> </tr> </tbody> </table> <p>* Note that route 171 commenced on the 24/07/2023, so this figure only covers part of 2023.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>		2023 (Full Year)	2024 (up to 26/05/2024)	<u>171 Shercock - Dundalk</u>	14,663*	15,346	<u>176 Cavan - Monaghan</u>	57,837	26,969	<u>929 Corlough - Cavan</u>	22,538	9,938	<u>C1 Ballyhaise - Cavan</u>	69,393	31,058	<u>C2 Ballinagh - Cavan</u>	57,763	25,421	<u>C3 Redhills - Cavan</u>	32,641	14,695	<u>M1 Tydavnet - Monaghan</u>	19,922	8,847	<u>M2 Ballybay - Monaghan</u>	22,735	10,246	<u>M3 Mullan - Monaghan</u>	19,543	10,368	Pauline Tully, T.D
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21/05/2024	183	<p>PQ Referred: 22412/24, for answer 21/05/2024, Written from - Noel Grealish</p>	<p>PQ 22412/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 183 To ask the Minister for Transport to provide automatic vehicle location information signage to all bus stops in Galway city, including those served by Bus Éireann and private operators.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's request to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 183 of 21 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>With regard to real-time digital panels our current policy is to integrate RTPI (Real Time Passenger Information) signs into new bus shelters. These signs require an electrical supply in order to operate and there is a prohibition under statutory regulation, derived from European legislation, that prevents the NTA from taking an electrical connection from an existing public lighting power supply, even where convenient and adjacent. (Solar PV power is not yet capable of satisfying the power demand throughout the year. Instead, a separate independent electrical connection is required from ESB Networks, which can often necessitate extensive trenching, road crossings and major reinstatement work, all contributing to significant costs. As a result of these costs, and to ensure value for money, it is intended to only provide RTPI as an integrated sign within a new bus shelters.</p> <p>Notwithstanding the above constraints and limitations, it is worth noting that all of the information available on such RTPI Displays is also available through the NTA's app for RTPI. The "TFI Real Time Ireland App" and the RTPI Displays are supported by the same back of house data feed. The "TFI Real Time Ireland App" is available free on Apple App store and the Google Play store and combines all real time information services from Bus Éireann, Dublin Bus, Go-Ahead Ireland, Iarnród Éireann and Luas. All bus stops have a number at the top of the bus pole indicating the particular bus stop number. Simply inserting that number into the TFI Real Time Ireland App provides the RTPI information on bus arrival times at that stop. We would encourage travelling passengers to download and trial the app to get familiar with all the real time information available to passengers at each bus stop.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Noel Grealish, T.D.
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21/05/2024	180	<p>PQ Referred: 22400/24, for answer 21/05/2024, Written from - Anne Rabbitte</p>	<p>PQ 22400/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 180 To ask the Minister for Transport the plans being made to provide a local link service in the Lisheenkyle/Derrydonnell area of Galway; the work being done to enable this; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including the Rural Transport Programme management, including TFI Local Link services and the rollout of services under the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for public transport services, including in County Galway, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 180 of 21 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority has no immediate plans to introduce Local Link services to the Lisheenkyle/Derrydonnell areas in Galway. We are concentrating on implementing, subject to the continuing availability of the necessary funding, service improvements under the Connecting Ireland programme. More details regarding the Connecting Ireland Rural Mobility Plan can be found at the link below;</p> <p>https://www.nationaltransport.ie/connecting-ireland/</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Anne Rabbitte T.D
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21/05/2024	189	<p>PQ Referred: 22524/24, for answer 21/05/2024, Written from - Michael Healy-Rae</p>	<p>Details Supplied Minister in relation to PQ REF:14894/24 regarding wheelchair users using public transport in Lixnaw, Co Kerry. Approx 100 yards from the present bus stop in Lixnaw there is a more suitable place for wheelchair users to get on the bus. Could this be looked at to make the stop more wheelchair friendly?</p> <p>PQ 22524/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 189 To ask the Minister for Transport if improvements can be made to make a bus stop more user-friendly (details supplied); and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport I have responsibility for policy and overall funding in relation to public transport.</p> <p>Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for promoting the development of an integrated, accessible public transport network.</p> <p>The NTA works with the relevant public transport operators, who have responsibility for day to day operational issues, to progressively make public transport accessible.</p> <p>In light of the NTA's</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 189 of 21 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA are committed to improve the Public Transport experience throughout Ireland through the provision of improved service and facilities. On the back of this initiative the Connecting Ireland Rural Mobility Plan was launched to encourage the use of public transport and make it more accessible.</p> <p>The Connecting Ireland programme prompted the NTA to commission surveys of the existing network and recommended changes/improvements to the respective local authorities, this process is ongoing.</p> <p>In light of your communication we will ensure your suggestion is forwarded to the Service Planning department for consideration for the next Audit Report for Kerry County Council.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Michael Healy-Rae, T.D.
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			<p>responsibilities for accessible public transport, in conjunction with the transport operators as appropriate, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>		
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21/05/2024	178	<p>PQ Referred: 22390/24, for answer 21/05/2024, Written from - Noel Grealish</p>	<p>Details Supplied City Direct</p> <p>PQ 22390/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 178 To ask the Minister for Transport the progress made by the National Transport Authority on rolling out a promised nationwide automatic vehicle location system for all bus operators in Ireland; the stage the awarding of a contract for the project is at; when a company in Galway (details supplied), serving thousands of people living in the west of the city, will have the technology installed and operational; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 178 of 21 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Next Generation AVL project to implement a new nationwide automated vehicle location (AVL) system for all bus operators in Ireland, is underway. The public procurement competition for this project completed successfully in Q4 2023 with the award of the contract to Trapeze ITS UK Ltd. This significant contract underscores the NTA's commitment to improving the quality of bus service operations and the timeliness and the quality of real-time bus service information. The contract will enable the NTA to consolidate several existing bus AVL systems into one central system to be used by all PSO Bus Operators in Ireland and has expansion capacity to meet the growing demand for Public Transport in Ireland. It also includes the supply of a lower cost AVL solution ("AVL Light") that, subject to approval that this can be done in a manner compliant with EU State Aid rules, would be made available to licenced private bus operators across the country. This solution will enable such operators to have their schedule information (i.e. timetables) and real-time data to appear in the TFI Live app and on the signs at the bus stops. Use of this solution by licenced private bus operators is anticipated to be voluntary and would be subject to a charge, which is not currently defined.</p> <p>The Authority is currently engaged in planning how the new AVL solution will be deployed; once this planning phase is complete later this year the implementation and testing timelines will be better known. There is a significant lead time involved in the manufacture, delivery, and testing of the thousands of new AVL boxes that are required to be installed on each PSO bus nationwide. As the timelines are not yet clear, the NTA is not in a position to provide any further information at this time. However, once NTA has tested and verified the AVL Light solution and proves that it works, NTA anticipates writing to all licenced private bus operators across the country at that time to provide an update on the project and the availability of the AVL Light option.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Noel Grealish, T.D.
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			response within ten working days.		
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22/05/2024	50	<p>PQ Referred: 23245/24, for answer 22/05/2024, Written from - Paul Donnelly</p>	<p>PQ 23245/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 50 To ask the Minister for Transport the number of contracts tendered to public transport companies to cover routes previously covered by private transport companies from 2020 to date in 2024.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 50 on 22 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In response to your Parliamentary Question 50 of the 22 May 2024, please see details below;</p> <p>Contracts to operate the services below were awarded to Go-Ahead Ireland, following tender competitions to operate these services on behalf of the Authority.</p> <ul style="list-style-type: none"> - Outer Dublin Metropolitan Area bus services, previously operated by Dublin Bus (commenced 2018) - Dublin Commuter Kildare Corridor, previously operated by Bus Éireann (commenced 2019). <p>In addition, Bus Éireann won tender competitions to operate contracted services in the following areas on behalf of the Authority:</p> <ul style="list-style-type: none"> - Waterford City (commenced 2019) - East Coast Commuter services (commenced 2023) <p>Services in these areas were previously operated by Bus Éireann as part of a direct award contract with the NTA.</p> <p>Several smaller contracts have also been awarded to operators for services in areas where they previously operated without subsidy:</p> <ul style="list-style-type: none"> - 828 Cashel/Urlingford to Portlaoise (series of contracts, from 2014 onwards) - 817 Kilkenny to Dublin (Bernard Kavanagh 2015 onwards – now discontinued) - 975 Cavan to Longford (Wharton - 2016 onwards) - 310 Limerick City (Dublin Coach – awarded 2022) - 143 and 144 Bray (Finnegans Bray – awarded 2023) - Clonmel Town services (JJ Kavanagh – awarded 2023) <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Paul Donnelly, T.D.
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22/05/2024	49	<p>PQ Referred: 23244/24, for answer 22/05/2024, Written from - Paul Donnelly</p>	<p>PQ 23244/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 49 To ask the Minister for Transport the estimated cost of installing an electronic timetable with real time arrival times at bus stops that currently only have a sign.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure and provision of bus stops including the provision of installing electronic timetables at bus stops.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 49 of 22 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Our current policy is to integrate RTPI (Real Time Passenger Information) signs into new bus shelters. These signs require an electrical supply in order to operate and there is a prohibition under statutory regulation, derived from European legislation, that prevents the NTA from taking an electrical connection from an existing public lighting power supply, even where convenient and adjacent. (Solar PV power is not yet capable of satisfying the power demand throughout the year. Instead, a separate independent electrical connection is required from ESB Networks, which can often necessitate extensive trenching, road crossings and major reinstatement work, all contributing to significant costs. As a result of these costs, and to ensure value for money, it is intended to only provide RTPI as an integrated sign within new bus shelters.</p> <p>In relation to costs for bus shelters and RTPI signs, there isn't a singular figure that we can provide as it is very much dependent upon what has to be done to provide an electrical supply. Often there is a considerable level of trenching and/or road crossings required for the electrical connection. A range of between €15,000 and €30,000 would cover most, but not all, cases. The integration of an RTPI sign into the shelter is covered in that estimate range.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Paul Donnelly, T.D.
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23/05/2024	144	<p>PQ Referred: 23431/24, for answer 23/05/2024, Written from - Brendan Griffin</p>	<p>PQ 23431/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 144 To ask the Minister for Transport if he will address as a matter of urgency the lack of facilitation of rail passengers travelling with bicycles on trains bound for Tralee Casement station, which is immediately adjacent to the Tralee to Fenit greenway; his views on whether the unique location of Tralee station on the greenway warrants a tailored service response from Irish Rail; 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>As the Deputy may be aware, to enable additional capacity to be added to Iarnród Éireann (IÉ) services within as short a timeframe as possible, an order was placed in December 2019 for the provision of 41 Inter-City Railcar (ICR) intermediate carriages. This Government is committed to improving public transport and is backing up that commitment with significant investments across the network, including the introduction of 41 new IICRs into the fleet this year.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 144 of 23 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In general, Intercity railcars on the Tralee rail line have bike accommodation for two bicycles. Where one of the new forty-one intercity railcars is deployed on to the Tralee service it will enable at least four bicycles to be carried, which aligns with the latest bicycle carriage requirements applicable to new and refurbished trains destined for operation within the European Union (e.g. each new unit will have space for at least 4 bicycles The bicycle accommodation can be reserved in advance when purchasing a ticket via the Irish Rail website.</p> <p>In addition, the NTA, in conjunction with Iarnród Éireann, is progressing the delivery of a project to install new bicycle racks and tip-up seats on the 29000 fleet, which will be complete by end of 2025.</p> <p>In terms of increasing services on the Tralee line, unfortunately at present due to a lack of drivers in the Cork Region there are not enough drivers to consider adding services at this time. It is planned to reconsider this matter for the next timetable amendment in 2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Brendan Griffin, T.D
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		<p>Decisions on the deployment of the 41 intercity carriages will be based on current and projected demand and infrastructure capacity, and subject to approval of the NTA.</p> <p>Each of the new ICR intermediate carriages incorporates a large multipurpose area at one end. These areas will have sufficient space to accommodate 2 bicycles; combined with the bicycle rack already located in the cab/end vehicle of each ICR unit, this will enable at least 4 bicycles to be carried on each ICR unit, which aligns with the latest bicycle carriage requirements applicable to new and refurbished trains destined for operation within the European Union (e.g. each new DART unit will have space for at least 4 bicycles)</p> <p>In addition, in 2023 funding was allocated to an IÉ project to install new bicycle racks and tip-up seat areas on existing units. Two seating bay areas consisting of 7 seats will be removed and replaced with 4/5 bicycle spaces and 6 tip-up seats. Overall, the combination of the new ICRs along with the upgrade of existing trains will help to accommodate more bicycles on rail carriages.</p> <p>Decisions on the deployment of the 41 intercity carriages will be based on current and projected demand and infrastructure capacity, and subject to approval</p>		
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			<p>of the NTA. Therefore, I have referred the Deputy's question to Irish Rail and the NTA for direct response to the Deputy. Please advise my private office if you do not receive replies within ten working days.</p>		
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16/05/2024	146	<p>RE: PQ Referred: 22320/24, for answer 16/05/2024, Written from - Bernard J. Durkan</p>	<p>Dail Question No: 146 To ask the Minister for Transport the extent to which it might be possible to ensure the availability of extra carriages to meet commuter demands affecting the towns of Kilcock, Maynooth, Leixlip, Confey and Celbridge, Hazelhatch, Sallins and Newbridge; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators, in this case Irish Rail.</p> <p>This Government is committed to improving public transport and is backing up that commitment with significant investments across the network, including the introduction of 41 new Intercity Rail Carriages (ICRs) into the fleet this year.</p> <p>Decisions on the deployment of the 41 intercity carriages will be based on current and projected demand and infrastructure</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 143 & 146 of 16 May last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>As you are aware Irish Rail have taken delivery of 41 new Intercity railcar carriages, and their deployment into the fleet has commenced and is progressing. As they are intermediate carriages, they will facilitate the lengthening of existing train sets.</p> <p>In terms of how this will benefit commuters in County Kildare and the Greater Dublin Area; Irish Rail in conjunction with the NTA have developed a deployment plan for the 41 carriages. The deployment plan is being utilised to create a number of timetable amendments. The timetable amendments will be published via the Irish Rail website for public consultation in the coming weeks, whereby commuters in north County Kildare and throughout the Greater Dublin Area can provide submissions on the draft timetable. Following this (and based on customer feedback, resource and funding availability) the train timetable will be amended. At this time, it is currently anticipated that an implementation date for the updated timetable is proposed for August 2024. This will benefit commuters in north County Kildare and throughout the Greater Dublin Area as there will be additional services and capacity on existing services.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Bernard Durkan T.D
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			<p>capacity, and subject to approval of the NTA. Therefore, I have referred the Deputy's question to Irish Rail and the NTA for direct response to the Deputy. Please advise my private office if you do not receive replies within ten working days.</p>		
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28/05/2024	152	<p>PQ Referred: 23969/24, for answer 28/05/2024, Written from - Brendan Smith</p>	<p>Details Supplied THE PROPOSAL TO PROVIDE A LOCAL LINK SERVICE FROM BALLYJAMESDUFF IN COUNTY CAVAN TO CAVAN TOWN, WHEN THE TENDER PROCESS IS EXPECTED TO BE COMPLETE AND THE TIMELINE FOR THE AWARDING OF A CONTRACT AND COMMENCEMENT OF A SERVICE</p> <p>PQ 23969/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 152 To ask the Minister for Transport the up-to-date position regarding the provision of a service (details supplied); and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link and the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for the rollout of services under the Connecting Ireland, including in County</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 152 of 28 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Route 187 which is Cavan to Kells via Ballyjamesduff and Virginia is currently going through the tender process. Further details including timetable and commencement date cannot be confirmed at this point of time. Once the tender process is complete and detailed checks are completed on operational readiness (including funding and resource availability), we will then be in a position confirm timetable and commencement date.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Brendan Smith, T.D.
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			<p>Cavan, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>		
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28/05/2024	151	<p>PQ Referred: 23948/24, for answer 28/05/2024, Written from - Bríd Smith</p>	<p>PQ 23948/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 151To ask the Minister for Transport the number of drivers directly employed by CIÉ tours; the number of drivers contracted by CIÉ tours to operate their services; the steps the company can take to ensure all drivers either directly employed or contracted abide by current regulations related to maximum working time driving and breaks and so on; if the NTA has any role in the implementation and enforcement of such regulations as they apply to transport sector and to the tourism sector specifically; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I am the shareholder in CIÉ, which is a commercial State-owned body that operates within the context of legislation and theCode of Practice for the Governance of State Bodies. CIÉ Toursis a wholly ownedsubsidiary of CIÉ; itoperates on a commercial basis anditsbusiness is as a tour operator mainly arranginginternational tourist tour-travel into Ireland fromNorth America.</p> <p>Operations of CIÉ Tours - such as the number of drivers contracted by CIÉ tours to operate their services; the steps the company takes to ensure all drivers either directly employed</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 151 of 28 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has no role in the implementation and enforcement of regulations relating to working times and breaks as they apply to the transport sector.</p> <p>I trust that the above information is of assistance and clarifies the NTAs position on the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Bríd Smith, T.D.
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		<p>or contracted abide by current regulations related to maximum working time driving and breaks and so on - are, in the first instance, matters for the management and Board of the company and its parent, and are not matters in which the Minister has a specific role. I have therefore forwarded this aspect of the Deputy's question to CIÉ for direct response.</p> <p>Regarding the portion of your question asking whether the NTA has any role in the implementation and enforcement of certain regulations as they apply to transport sector and to the tourism sector. I have forwarded this aspect of the Deputy's question to the NTA for direct response.</p> <p>Please contact my private office if a reply has not been received within 10 working days.</p>		
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28/05/2024	143	<p>PQ Referred: 23753/24, for answer 28/05/2024, Written from - Martin Kenny</p>	<p>PQ 23753/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 143 To ask the Minister for Transport the timeline on the progression of the Navan rail line; and the most up-to-date estimated cost, including a breakdown of current and capital spend.</p> <p>Answer</p> <p>As the Deputy may be aware, the National Transport Authority, or NTA, has statutory responsibility for transport planning in the Greater Dublin Area, including County Meath.</p> <p>The NTA's Transport Strategy for the Greater Dublin Area, which I approved early last year, sets out a framework for transport investment across the region over a 20-year period from 2022 to 2042, and it provides a clear statement of transport planning policy for Counties Meath, Dublin, Louth, Kildare and Wicklow. Having a transport strategy is important to ensure we assess how the different modes can deliver for the region and also how we can sequence delivery to maximise benefits and deliver value for money.</p> <p>The issue of a rail connection between Dublin and Navan was re-examined as part of the development of the Transport Strategy. That re-examination supported the development of a</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 143 of 28 May 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA can confirm that funding has been allocated to Iarnród Éireann for the establishment of a design team to commence work in 2024 on the development of the Navan Rail Line. The work to be commenced include the route feasibility and option selection, while the planning and design phases of the project will continue subject to the successful outcome at feasibility stage. Iarnród Éireann has commenced the procurement process for a consultant to develop the feasibility and options selection phases of the project. It is currently anticipated that a route options public consultation will take place in late 2025 or early 2026.</p> <p>The amount spent to date is €43,444.32 which relates to project management costs. No capital expenditure has been incurred as the project is at a very early stage of development.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Martin Kenny T.D
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		<p>rail line to Navan and the final Strategy now includes delivery of the line over the medium term.</p> <p>I am pleased that the NTA has allocated funding to Iarnród Éireann for the establishment of a design team to commence work in 2024. This work will involve the route option selection, planning and design phases of the project. Iarnród Éireann has commenced the procurement process for this pre-construction phase of the project. It is anticipated that a route options public consultation will take place in late 2025 or early 2026.</p> <p>Following this design work and public consultation process, the project will then advance through the relevant Approval Gates and planning process as required under the Infrastructure Guidelines.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p>	
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29/05/2024	44	<p>PQ Referred: 24179/24, for answer 29/05/2024, Written from - Martin Kenny</p>	<p>PQ 24179/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 44 To ask the Minister for Transport the estimated cost of making the 50% reduction for Young Adult card fares permanent - Martin Kenny.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>In light of the NTA's responsibility in this area, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 44 of 29 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The annual cost making the 50% reduction for Young Adult card fares permanent would be in the region of between €46 to €51 million.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Martin Kenny T.D
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30/05/2024	157	<p>PQ Referred: 24565/24, for answer 30/05/2024, Written from - Robert Troy</p>	<p>PQ 24565/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 157To ask the Minister for Transport to provide an update on the pilot public transport proposal between Delvin and Mullingar.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link and the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for the rollout of services under the Connecting Ireland, including in County Westmeath, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 157 of 30 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We have no current proposals for additional regular public transport services between Delvin and Mullingar.</p> <p>I trust that the above information is of assistance and clarifies the current status of the matter.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Robert Troy, T.D.
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30/05/2024	153	<p>PQ Referred: 24470/24, for answer 30/05/2024, Written from - Bríd Smith</p>	<p>Details Supplied Older people have contacted us to say that there is no bus service going up Griffith Avenue. They have to get off at a bus stop in Drumcondra and then have to walk down Griffith Avenue and beyond to get to their home.</p> <p>PQ 24470/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 153 To ask the Minister for Transport his views on the removal of a bus service (details supplied) and the considerable difficulties this causes for older and disabled people; to clarify if there are any plans to resume a service in the area; if not, the alternative arrangements being made to address this gap; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators.</p> <p>In light of the NTA's responsibility in this area, I have</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 153 of 30 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Griffith Avenue will be served by route N2 (Heuston Station – Clontarf Road Station), starting later this year. It will run every 15-30 minutes.</p> <p>These services are part of a major redesign of Dublin's Bus Network, finalised in 2020 after a process including three rounds of public consultation. More information on that process, including reports from the consultations, is available at the following link;</p> <p>https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/background-information-2</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Bríd Smith, T.D.
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			<p>forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>		
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30/05/2024	152	<p>PQ Referred: 24450/24, for answer 30/05/2024, Written from - Peadar Tóibín</p>	<p>PQ 24450/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 152 To ask the Minister for Transport his views on whether the current price of €175 for a student monthly train ticket from Limerick to Galway, the current cost of an adult monthly ticket from Limerick to Galway of €350 and the current cost of an adult single one-way ticket from Limerick to Galway of €18.40 are appropriate; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The issue raised by the Deputy in relation to the cost of monthly tickets for students and adults, and the cost of an adult single one-way ticket on the Limerick to Galway train line is a matter for the NTA, in conjunction with Irish Rail.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to the routes of these services in conjunction with the relevant transport operators. Therefore, I</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 152 of 30 May last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In respect of rail fares on the Limerick to Galway rail line, please note that it is the NTAs intention to review all single, monthly & annual fares in a fares determination expected later this year under the national rollout of the National Fares Strategy.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Peadar Tóibín, T.D.
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		<p>have referred the Deputy's question to the NTA and Irish Rail for direct response to the Deputy.</p> <p>Please advise my private office if you do not receive replies within ten working days.</p>		
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11/06/2024	111	<p>PQ Referred: 24619/24, for answer 11/06/2024, Written from - Catherine Murphy</p>	<p>PQ 24619/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 111 To ask the Minister for Transport if he will provide an update on expenditure on active travel programmes 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 policy and overall funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the role of the NTA in the matter, I have referred your question to that agency for a more detailed answer. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 111 of 11 June 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please see table below in response to Parliamentary Question No 111 of 11 June 2024. The table outlines the expenditure up to 31 May 2024.</p> <table border="1" data-bbox="1133 474 1834 1297"> <thead> <tr> <th>Sponsoring Agencies</th> <th>Expenditure as at 31.5.24</th> </tr> </thead> <tbody> <tr> <td>GDA</td> <td>18,762,151.83</td> </tr> <tr> <td>⊕ Dublin Airport Authority</td> <td>181,917.93</td> </tr> <tr> <td>⊕ Dublin City Council</td> <td>7,194,358.14</td> </tr> <tr> <td>⊕ Dun Laoghaire Rathdown County Council</td> <td>2,071,089.87</td> </tr> <tr> <td>⊕ Fingal County Council</td> <td>925,183.66</td> </tr> <tr> <td>⊕ Iarnród Éireann</td> <td>184,071.05</td> </tr> <tr> <td>⊕ Kildare County Council</td> <td>2,022,473.77</td> </tr> <tr> <td>⊕ Meath County Council</td> <td>3,460,514.70</td> </tr> <tr> <td>⊕ National Transport Authority</td> <td>2,721,417.32</td> </tr> <tr> <td>⊕ Wicklow County Council</td> <td>1,125.39</td> </tr> <tr> <td>Non GDA and Regional Local Authorities</td> <td>5,511,554.06</td> </tr> <tr> <td>⊕ Cavan County Council</td> <td>201,965.84</td> </tr> <tr> <td>⊕ Clare County Council</td> <td>191,872.00</td> </tr> <tr> <td>⊕ Galway County Council</td> <td>170,208.44</td> </tr> <tr> <td>⊕ Kilkenny County Council</td> <td>298,680.00</td> </tr> <tr> <td>⊕ Laois County Council</td> <td>152,107.00</td> </tr> <tr> <td>⊕ Leitrim County Council</td> <td>242,375.68</td> </tr> <tr> <td>⊕ Longford County Council</td> <td>828,615.01</td> </tr> <tr> <td>⊕ Louth County Council</td> <td>234,925.94</td> </tr> <tr> <td>⊕ Mayo County Council</td> <td>276,805.88</td> </tr> <tr> <td>⊕ Monaghan County Council</td> <td>13,967.88</td> </tr> <tr> <td>⊕ Offaly County Council</td> <td>706,158.21</td> </tr> <tr> <td>⊕ Tipperary County Council</td> <td>376,036.00</td> </tr> <tr> <td>⊕ Westmeath County Council</td> <td>492,757.18</td> </tr> <tr> <td>⊕ Wexford County Council</td> <td>1,325,079.00</td> </tr> <tr> <td>Regional Cities</td> <td>16,468,358.44</td> </tr> <tr> <td>⊕ Cork City Council</td> <td>6,685,502.00</td> </tr> <tr> <td>⊕ Limerick City and County Council</td> <td>3,851,084.22</td> </tr> <tr> <td>⊕ National Transport Authority</td> <td>1,513,050.18</td> </tr> <tr> <td>⊕ Waterford City and County Council</td> <td>4,418,722.04</td> </tr> <tr> <td>Grand Total</td> <td>40,742,064.33</td> </tr> </tbody> </table> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Sponsoring Agencies	Expenditure as at 31.5.24	GDA	18,762,151.83	⊕ Dublin Airport Authority	181,917.93	⊕ Dublin City Council	7,194,358.14	⊕ Dun Laoghaire Rathdown County Council	2,071,089.87	⊕ Fingal County Council	925,183.66	⊕ Iarnród Éireann	184,071.05	⊕ Kildare County Council	2,022,473.77	⊕ Meath County Council	3,460,514.70	⊕ National Transport Authority	2,721,417.32	⊕ Wicklow County Council	1,125.39	Non GDA and Regional Local Authorities	5,511,554.06	⊕ Cavan County Council	201,965.84	⊕ Clare County Council	191,872.00	⊕ Galway County Council	170,208.44	⊕ Kilkenny County Council	298,680.00	⊕ Laois County Council	152,107.00	⊕ Leitrim County Council	242,375.68	⊕ Longford County Council	828,615.01	⊕ Louth County Council	234,925.94	⊕ Mayo County Council	276,805.88	⊕ Monaghan County Council	13,967.88	⊕ Offaly County Council	706,158.21	⊕ Tipperary County Council	376,036.00	⊕ Westmeath County Council	492,757.18	⊕ Wexford County Council	1,325,079.00	Regional Cities	16,468,358.44	⊕ Cork City Council	6,685,502.00	⊕ Limerick City and County Council	3,851,084.22	⊕ National Transport Authority	1,513,050.18	⊕ Waterford City and County Council	4,418,722.04	Grand Total	40,742,064.33	Catherine Murphy, T.D.
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11/06/2024	124	<p>PQ Referred: 24881/24, for answer 11/06/2024, Written from - Alan Kelly</p>	<p>PQ 24881/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 124 To ask the Minister for Transport the percentage of the Bus Éireann PSO fleet that have the capabilities of having one wheelchair space and one buggy space on board; and the estimated full-year cost of a double decker bus with capabilities to handle one wheelchair user onboard and one buggy at the same time.</p> <p>Answer</p> <p>As Minister for Transport I have responsibility for policy and overall funding in relation to public transport.</p> <p>Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for promoting the development of an integrated, accessible public transport network.</p> <p>The NTA works with the relevant public transport operators, who have responsibility for day to day operational issues, to progressively make public transport accessible.</p> <p>In light of the NTA's responsibilities for accessible public transport, in conjunction with the transport operators as appropriate, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 124 of 11 June 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is not aware of any buses in the Bus Éireann PSO fleet that do not have the capability of having one wheelchair and one buggy on board, albeit there will be some older buses where there is no separate, dedicated space for the latter.</p> <p>All buses purchased by the NTA for Bus Éireann since 2018 (amounting to more than 150 buses in total to-date) have been outfitted with separate and clearly-marked wheelchair spaces and buggy spaces.</p> <p>The purchase price of a new double-deck battery-electric bus with a dedicated space for one wheelchair user onboard and a separate, dedicated space for one buggy is c.€675k including VAT.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Alan Kelly T.D
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			receive a reply within ten working days.		
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11/06/2024	126	<p>PQ Referred: 25009/24, for answer 11/06/2024, Written from - Róisín Shortall</p>	<p>PQ 25009/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 126 To ask the Minister for Transport further to Parliamentary Question No. 197 of 9 April 2024, the total cost of agreements reached between Transport Infrastructure Ireland and third parties in respect of the Metrolink Railway Order application; and if he will make a statement on the matter.</p> <p>Answer</p> <p>MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre, the first of its kind in Ireland. It is a key project under the National Development Plan 2021-30.</p> <p>Further to the planning application for MetroLink, the Oral Hearing began on 19th February and ran until 28th March. This process allowed planning authorities, prescribed bodies, elected representatives and observers to share their views on the project.</p> <p>Transport Infrastructure Ireland (TII) engaged constructively with all parties as part of the Oral Hearing. Where possible, following engagement, TII has provided An Bord Pleanála with conditions agreed by both parties aimed at addressing their specific concerns.</p> <p>As Minister for Transport, I have</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 126 of 11 June 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Since the beginning of the MetroLink Oral Hearing, TII has entered several agreements with third parties. The current list of agreements was uploaded on the Metrolink Railway Order website on 27 March 2024, please see attached link as follow Updated Schedule of Third Party Agreements.pdf (metrolink.ie In the making of the Railway Order, An Bord Pleanála will include the most updated list as part of Schedule 13. The agreements with third parties are private agreements.</p> <p>The process for large projects requiring planning consent from An Bord Pleanála includes the making of submissions by third parties directly to An Bord Pleanála. It is a function of the process for An Bord Pleanála to assess and consider those submissions.</p> <p>The practice of negotiating and developing agreements with groups and organisations outside of An Bord Pleanála oral hearings is both customary and appropriate in the planning of major publicly-funded projects such as MetroLink.</p> <p>However, in many cases the issues at the heart of the submission are outside the remit of An Bord Pleanála to deal with, the most frequent one being the issue of financial compensation to a property owner from whom property is proposed to be acquired. An Bord Pleanála are not permitted to address or deal with financial compensation issues – such issues are outside of the planning consent process.</p> <p>Because financial compensation matters cannot be addressed by An Bord Pleanála, it falls to the project developer, in this case Transport Infrastructure Ireland (TII), to deal directly with relevant property owners in respect of those aspects of their submissions. Those bilateral discussions between the property owner and the project developer frequently bring agreement on financial compensation matters and overall acquisition arrangements, and allow objections to the proposal, which in some cases are linked to compensation concerns, to be subsequently withdrawn.</p> <p>It is not possible at this stage to put a financial value on many of the agreements as a considerable proportion are agreements of principles rather than of specific monetary values, or contain commitments to a process to agree subsequent details. These issues will be finalised at a later stage and it will then be possible to provide expenditure amounts (though not on an individual basis) in respect of these property agreements.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Róisín Shortall, T.D.
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		<p>responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including MetroLink in conjunction with with TII.</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>		
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11/06/2024	140	<p>PQ Referred: 25171/24, for answer 11/06/2024, Written from - Rose Conway-Walsh</p>	<p>PQ 25171/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 140 To ask the Minister for Transport to provide an update on MetroLink as part of the greater Dublin area capital programme, including detail on the anticipated start date for construction; to outline the projected cost allocated within expenditure projection contained in the stability programme update; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, an Oral Hearing in relation to the planning application for MetroLink commenced on February 19th and concluded on March 28th. Dependent on the outcome of the planning process, construction of MetroLink is earmarked to commence over the coming years with a view to operation by the mid-2030s.</p> <p>The Preliminary Business Case included a range of potential capital costs from €7.16bn to €12.25bn in 2021 prices, excluding VAT. An updated and more definite cost estimate for MetroLink will be known after the planning and procurement stages, and will be brought to Government for consideration at Approval Gate 3 of the Infrastructure Guidelines.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 140 of 11 June 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the planning and development of the MetroLink Project, a Railway Order application was submitted to An Bord Pleanála (ABP) in September 2022 by Transport Infrastructure Ireland (TII ABP) determined that an Oral Hearing on the project would be required, and this commenced on 19 February 2024 and concluded on Thursday 28 March 2024. As part of the Oral Hearing process additional documents were submitted and ABP advised that it would request a further consultation period for the project to allow consultation on any new or amended information. TII are awaiting confirmation from ABP on when this further consultation shall be required. We therefore do not have certainty on when a determination by ABP of the MetroLink Railway Order application will be made.</p> <p>In parallel, the procurement strategy is being developed as part of the submission of pre-tender approval documents required under Approval Gate 2 of the Infrastructure Guidelines.</p> <p>Given the uncertainty around the ABP approval dates, it is not possible to provide a definitive start date for construction as the commencement date for construction is dependent upon the completion by ABP of the Railway Order application process, achievement of an enforceable Railway Order and approval of the Final Business case post tender as part of Approval Gate 3 (AG3) as required under the Infrastructure Guidelines.</p> <p>What can be confirmed is that it is expected that, allowing for the scale of the procurement process, the main construction work on MetroLink would commence about 2 years after an enforceable Railway Order is obtained, subject to Government approval at AG3.</p> <p>The MetroLink Preliminary Business Case included a range of potential capital costs from €7.16bn to €12.25bn in 2021 prices, excluding VAT. An updated and more definite cost estimate for MetroLink will be known after the planning, tendering and procurement stages, and will be brought to Government for consideration at Approval Gate 3 of the Infrastructure Guidelines.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Rose Conway-Walsh, T.D.
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		<p>The final budget for MetroLink will not be set until after the planning process and completion of tendering and procurement, with the Government having the final decision about whether to proceed to construction. Officials in my Department engage with the National Transport Authority (NTA) on an ongoing basis in relation to the budget and progress of all major projects, including MetroLink.</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 MetroLink.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's questions in relation to the areas raised to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	
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11/06/2024	137	<p>PQ Referred: 25129/24, for answer 11/06/2024, Written from - Michael Healy-Rae</p>	<p>Details Supplied Minister There is no bus transport going from Knocknagoshel to Abbeyfeale. There are no facilities in which people can avail of in the village so they much travel to Abbeyfeale. For the people who do not drive and must take a taxi or arrange to go to the nearest shop and post office. Could it be possible that a bus would pass through this area a few times a day so people could be able to travel to these facilities</p> <p>PQ 25129/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 137To ask the Minister for Transport to address an issue in respect of local bus transport (details supplied); and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link and the Connecting Ireland Rural Mobility Plan.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 137 of 11 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Bus Éireann Expressway and Dublin Coach operate commercial services on this corridor under licence by the Authority. May I respectfully suggest that you contact these operators in the first instance to ascertain if they will be open to serving Knocknagoshel, and if amenable, to apply to the Authority to vary their licences.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Michael Healy-Rae, T.D.
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			<p>In light of the NTA's responsibilities for the rollout of services under the Connecting Ireland, including in counties Kerry and Limerick, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>		
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11/06/2024	136	<p>PQ Referred: 25127/24, for answer 11/06/2024, Written from - Robert Troy</p>	<p>Details Supplied of the Aircoach service. Potential customers are being left at bus stops as the service is over extended. This is the only service that services certain villages and goes directly to the Airport. Irish Rail services do not service Dublin Airport. We are entering peak holiday season and it will come to the stage where the citylink airport service will be full before it leaves County Galway. I also wish to query their timetables and the accuracy of same. There appears to be delays ,having to explain to potential customers that the bus cannot accommodate them, resulting in the service is often running 40 mins behind leaving customers rushing to get through security and catch their flights Citylink</p> <p>PQ 25127/24 has been referred to National Transport Authority by (Transport)</p> <p>Dail Question No: 136To ask the Minister for Transport the reason a company (details supplied) has not increased its service following the discontinuation of another service.</p> <p>Answer</p> <p>As Minister for Transport, I am responsible for policy and overall funding in relation to public transport. However, I am not involved in day-to-day operational matters. The National Transport Authority (NTA) has statutory responsibility for securing the</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 136 of 11 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As the operator referred to in your Parliamentary Question is a Commercial Bus Operator (CBO), it is up to the CBO to decide whether they want to increase their services. It should also be noted that other CBOs could also apply to serve the route, if they think a market exists for such services. Those operators would be required to apply to the NTA for a licence for those services or an amendment to their existing licence and these applications would be assessed by the Authority in accordance with the legislation and guidance.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Robert Troy, T.D.
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		<p>provision of public passenger transport services nationally and for the scheduling of those services in conjunction with the relevant transport operators.</p> <p>While most public transport in Ireland comprises the bus and rail services funded through the NTA's public service obligation (PSO) programme, there is part of the national public transport system that comprises non-subvented bus services, which are run on a commercial basis by bus and coach businesses of varying sizes throughout the country. As a commercial operator, any decisions taken by Aircoach regarding routes scheduling and timetabling are a matter for the company, the NTA has no powers to refuse an application from an operator to reduce or withdraw services on a commercial route.</p> <p>In circumstances where a commercial operator ceases operating a specific route, such as Aircoach route 706/706X, the NTA has undertaken an examination to determine whether, with the discontinuation of the commercial service, it is necessary for a replacement PSO service to be introduced to ensure no loss of connectivity to the travelling public. This process includes an assessment of the level of demand for public transport services in the affected area, an evaluation of whether existing PSO services can be reconfigured to meet any shortfall, or whether it is</p>		
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		<p>necessary to competitively tender for the provision of services. On the 12th of April the NTA published their determination which can be found online at:Route 706 Public Service Obligation (PSO) Determination - National Transport</p> <p>The NTA has determined that there is not a Public Service Obligation to introduce new services to replace route 706. The services that will remain in operation along the Galway to Dublin corridor via Ballinasloe, Athlone, and Maynooth meet the minimum service standard outlined in Connecting Ireland and no immediate action is required to address the withdrawal of route 706. The NTA will continue to monitor local demands for travel along this corridor to ensure they remain fit for purpose.</p> <p>In relation to your query on timetable adjustments, CityLink are commercial bus service, and responsibility for the operation of those services, including timetabling and capacity management, are matters for the company.</p> <p>As the NTA is also the licensing authority for the commercial bus sector, I have also forwarded the Deputy's question, to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.</p>	
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11/06/2024	158	<p>PQ Referred: 25334/24, for answer 11/06/2024, Written from - Jennifer Murnane O'Connor</p>	<p>Details Supplied Subject: Proposes bus route A67 gorey to Carlow. Hi there.I know this is a busy time for you coming up to the election I hoping you can help myself and the people of Ardattin.TFI have proposed a new route gorey to Carlow via clonegal.. can you please look into the matter of it going through the village of Ardattin who have a huge catchment area and would appreciate a service. I myself can be twice a day in Carlow via car and environmentally this is not sustainable. I have a 15 year old with additional needs and would benefit greatly in the future with some independent connectivity with Carlow town. It would enhance the village and surrounding areas and serve everyone well. It's great to see Carlow town have a wonderful service however if there is a bus route proposed it would be a shame for ardattin to miss out on this opportunity. Any help would be appreciated.</p> <p>PQ 25334/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 158To ask the Minister for Transport if a service (details supplied) will be provided to County Carlow; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 158 of 11 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA have no current plans for a regular bus service to operate via Ardattin on the proposed Gorey to Arklow route. Our current focus is on the planning and implementation of other elements of the Connecting Ireland Rural Mobility Plan.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Jennifer Murnane O'Connor, T.D.
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		<p>public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including TFI Local Link and the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for the rollout of services under the Connecting Ireland, including in counties Wexford and Carlow, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>		
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11/06/2024	155	<p>PQ Referred: 25286/24, for answer 11/06/2024, Written from - Michael Healy-Rae</p>	<p>Details Supplied the local link service in Kerry provides a good service, Route 283 in Kerry that travels from Currow to Tralee again is a good service. But people in Currow and Firies Village which is served by Route 283 are seeking a similiar service be established from these areas but to Killarney rather than Tralee. The people who live in these areas have a far greater association with Killarney than they do Tralee and I am asking that a route similiar to 283 be established servicing the likes of Currow, Currans and Firies but with the final destination being Killarney town, thank you.</p> <p>PQ 25286/24 has been referred to National Transport Authority by (Transport) .</p> <p>Dail Question No: 155 To ask the Minister for Transport if a local service link will be established for an area in County Kerry (details supplied); and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 155 of 11 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has no current plans for services between Currow, Firies Village and Killarney. Our current focus is on the planning and implementation of other elements of the Connecting Ireland Rural Mobility Plan.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Michael Healy-Rae, T.D.
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		<p>local and rural transport, including TFI Local Link and the Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's responsibilities for the rollout of services under the Connecting Ireland, including in County Kerry, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>		
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19/06/2024	20	<p>PQ Referred: 26316/24, for answer 19/06/2024, Written from - Claire Kerrane</p>	<p>PQ 26316/24 has been referred to National Transport Authority; Iarnród Éireann by (Transport) .</p> <p>Dail Question No: 20 To ask the Minister for Transport to provide more train services coming to and from Woodlawn on the Galway to Dublin and Dublin to Galway routes as the Woodlawn station serves a wide hinterland including the villages of New Inn, Kilconnell, Ballymacward, Castleblakeney and Mountbellew in view of the growing population and increase in traffic into Galway city, and to facilitate 3rd level students commuting due to accommodation shortages; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally, and for decisions in relation to these services in conjunction with the relevant transport operators.</p> <p>The issue raised by the Deputy in relation to providing additional train services to and from Woodlawn is a matter for the NTA in conjunction with Irish</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 20 of 19 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority and Irish Rail have now completed the consultation process for the new rail timetable planned to commence from the end of August this year. As a result of planned service enhancements on the Dublin – Galway Intercity route, it is currently proposed to add a new morning and late night Woodlawn to Galway service, a late night Woodlawn to Dublin service, 2 new morning arrivals into Woodlawn from Dublin and a new late night service to Woodlawn from Dublin into the current timetable. The outcome of the consultation process will be finalised in the coming weeks with any new or amended services expected to commence from the end of August, subject to PSO funding availability.</p> <p>I should note that track capacity is limited on the Galway – Dublin corridor and any further enhancements would require new infrastructure to achieve. Recent improvements to levels of service across the Intercity rail network have resulted in additional congestion across the rail network. In future it may not always be possible for all services to serve all intermediate stations on Intercity corridors, as and when this arises stopping frequency decisions will be made based on the demand for travel and existing patronage on the line.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	<p>Claire Kerrane, T.D.</p>
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Rail. Therefore, I have referred the Deputy's question to the companies for direct response to the Deputy.

Please advise my private office if you do not receive replies within ten working days.