

# NTA Responses to Parliamentary Questions Report – Q3 2024

Bulletin 2 – 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](mailto:info@nationaltransport.ie).

The NTA issued responses to 167 Parliamentary Questions in quarter 3 of 2024.

The NTA received 186 Parliamentary Questions in quarter 3 of 2024.

PQ Date	PQ Number	Subject	Description	Response	Representative Name
22/06/2023	181	PQ Referred: 29908/23, for answer, 18/06/2023, written from, Mairéad Farrell	Dail Question No: 181  To ask the Minister for Transport if he is committed to making public transport in rural areas accessible to passengers with mobility limitations; the improvements he is making in that regard; and if he will make a statement on the matter.	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 181 of 22 June last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please see below the response to your Parliamentary Question which covers a range of programmes and areas under the control and direction of the NTA.</p> <p><b>Rural Transport Programme</b> TFI Local Link, the Rural Transport Programme managed by the NTA through 15 Local Link offices across the country, provides approximately 95% of its scheduled services using wheelchair accessible vehicles. TFI Local link provide accessible buses across their day and evening services and can divert their routes for pick ups where residents have mobility issues if pre-booked by phone. Since October 2019, all vehicles contracted for the delivery of rural transport services must now be wheelchair accessible. TFI Local Link provide scheduled services with timetables and demand responsive door to door services where possible.</p> <p><b>Connecting Ireland</b> Connecting Ireland is the NTA's public transport plan designed to increase travel connectivity across rural Ireland. It aims to provide better connections between villages and towns by linking these with an enhanced public transport network, which also connects to cities and regional centres nationwide. It will be particularly beneficial to the mobility impaired and elderly, offering them linkages to locations, people and services that are not available to them at present.</p> <p>Connecting Ireland builds on both the TFI Local Link network and on the bus network operated by Bus Éireann (who use wheelchair accessible vehicles) and other operators. Phase 1 of the plan delivered 38 new and enhanced services nationwide in 2022. In 2023, the NTA is implemented 65 new or enhanced bus services in rural Ireland. It is planned to implement additional routes subject to funding availability.</p> <p><b>Bus and Coach Fleet</b> The NTA has in recent years assumed responsibility for the procurement of new fleet to be operated by the Public Service Obligation Transport Operators such as Dublin Bus, Bus Éireann and Go Ahead. It is very important that the service is accessible to all customers and therefore all of these new buses and coaches procured by the NTA are wheelchair accessible.</p> <p>All fleet operated by Dublin Bus, Go Ahead Ireland and Bus Eireann are wheelchair accessible. Most are low floor vehicles with a ramp for the wheelchair user to embark however some of the longer distance coaches have high floors and are accessed via a wheelchair lift.</p> <p>For Private/Commercial Bus Operators, the NTA is currently finalising a report which is expected to contain proposals for increasing accessibility for the private/commercial vehicles.</p>	Mairéad Farrell, T.D

**Bus Stops**

All city bus stops are fully accessible as they can be served by wheelchair ramp and kneeling suspension on buses from normal footpath levels.

In relation to regional and inter-urban coach services, the operation of a wheelchair lift from a high floor coach requires a hard standing, generally a footpath, with a width in excess of 3 metres. It can be very difficult to achieve these widths on the footpaths of many of the streets across Ireland's towns.

The NTA has been working with local authorities to arrange the installation of accessible bus stops suitable for high floor coaches in the larger towns (greater than 5,000 population) across Ireland and at other locations where the relevant local authority identifies a specific need. To date these wheelchair bays have been constructed or are in construction in towns nationwide. Other routes have been converted to low floor routes, using low floor vehicles which allow wheelchair access via a ramp at the entrance door. while several other locations are the subject of discussions with the relevant local authorities.

The NTA has also completed an additional study identifying towns with a population over 1,000 which need a wheelchair accessible bus stop for high floor coaches and those are being discussed with the relevant Local Authorities at present.

The NTA will continue to work with, and have provided significant extra funding to, the Local Authorities to carry out improvement works to all bus stops in their regions to ensure that they are accessible.

**Train and Bus Stations**

Under the NTA's Accessibility Programme, €18 million has been provided during the period 2020-2023 for the replacement/renewal of lifts at train stations. Since 2020, 50 lifts and 2 escalators were replaced or renovated. It is planned to complete lift improvement works at 16 additional rail stations during 2024.

To reduce the amount of lift faults caused by vandalism, Irish Rail have also been provided with funding to install a video security system on the lifts so that a lift is monitored and released when someone requests the lift. Since 2023, this arrangement has been installed on 46 lifts, with more being planned for this year. As a result of this initiative, there has been a significant reduction in the amount of lift vandalism and the amount of lift unavailability where this feature has been installed.

Footbridges and lifts were installed at Ennis, Carlow and Edgeworthstown Rail Stations in 2021 and at Dalkey, Gormanstown and Little Island Rail stations in 2023. Banteer Rail Station Footbridge and Lifts have just been completed, which allows access for passengers to both sides of the platform via lifts. Internal accessibility improvements of Banteer Rail stations were also completed to ensure compliance with accessibility regulations.

Design work at other rail station locations is ongoing at present and planning permission applications have been submitted for various footbridges and lifts as well as other works to ensure compliance with internal accessibility regulations for the rail stations.

Irish Rail have also been working with their Disability User Group to provide signage at their rail stations that allows people to easily locate where they need to go in the rail

station. The NTA has provided funding to install these signage improvements in 100 stations to date. It is planned to roll out the same design in the 26 Bus Stations nationwide also in the future.

The NTA has provided funding to Irish Rail to install Changing Places at Connolly, Heuston and just recently Limerick Station. It is planned to install additional Changing Place facilities at other stations in the future.

**Bus Stations**

The NTA has been working with Bus Éireann on installing an accessible bus bay in all of their bus stations. 20 bus stations have been completed to date. Construction works have commenced at one additional bus station. There are 5 bus stations remaining, which are in the design/planning stage at present.

Bus Éireann have carried out Accessibility Audits on 15 of their bus stations to ensure that they comply with Building Regulations for accessibility. They plan to complete these works over the next 3 to 4 years.

I trust that the above information is of assistance.

Yours sincerely,

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Hugh Creegan,  
Deputy Chief Executive.

17/10/2023	156	<p>PQ Referred: 45362/23, for answer 17/10/2023, Written from - Niamh Smyth</p>	<p>Dail Question No: 156</p> <p>To ask the Minister for Transport to urgently contact the TII regarding the lack of safe park-and-ride facilities along the N3 road (details supplied); if they are aware of safety issues at bus stops along this route including fatalities at some; and if he will make a statement on the matter.</p> <p>Details Supplied: Safety concerns at whitegate bus stop on the Dublin side of Virginia. Inadequate parking and bus stops being blocked due to same. Human safety at risk. Similarly inadequate facilities at Lisgrey - fatalities have occurred here at bus stop. Introduction of park and ride facilities needed along the N3 in Cavan</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>As a background, it is the intention of the NTA, in conjunction with TII, Irish Rail, local authorities, and landowners to deliver high quality major interchange facilities or Mobility Hubs at appropriate locations served by high-capacity public transport services. These will be designed to be as seamless as possible and will incorporate a wide range of facilities as appropriate such as cycle parking, seating, and shelter.</p> <p>TII in collaboration with Cavan County Council are currently investigating the provision of enhanced parking facilities and works to improve the safety of rural bus stops on the N3. This work began early this year and is overseen by the NTA.</p> <p>Noting the NTA's overall 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. 156 of 17 October 2023, which has been referred to the National Transport Authority (NTA) for reply. Due to an administrative oversight, we neglected to issue a response before. I apologise for the lengthy 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 has developed a Transport Strategy for the Greater Dublin Area covering the period from 2022 to 2042 – the Greater Dublin Area includes the four Dublin authority areas plus Meath, Kildare and Wicklow. The GDA Transport Strategy includes a network of park and ride sites, one of which is the M3 Parkway at Dunboyne in County Meath.</p> <p>The NTA's statutory remit in relation to park and ride infrastructure does not extend to County Cavan and, therefore, it will be a matter for the local authority, in collaboration with Transport Infrastructure Ireland and the Department of Transport, to bring forward proposals in this area. We have established a Park and Ride Development Office to cover the areas within the NTA's remit, and we would be willing to assist the local authority in developing Park and Ride proposals, should that be of assistance.</p> <p>In respect of the bus stop aspect of your query, please note that the Bus Stop at Whitegate Cross has recently been upgraded with a new TFI pole with relevant scheduling information attached on the carousel and plate. The standardised bus cage has been provided "off-line" in the adjacent layby and there are currently no further plans to upgrade the surrounding infrastructure. If illegal or unsafe parking is happening around that bus stop, it is a matter for the Local Authority to resolve.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Niamh Smyth, T.D.
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17/10/2023	118	<p>PQ Referred: 44658/23, for answer 17/10/2023, Written from - Mark Ward</p>	<p>Dail Question No: 118 To ask the Minister for Transport if additional train carriages will be added to the service between Newbridge and Grand Canal Dock at peak times; if additional train services will be considered at peak times for the service between Hazel hatch and Grand Canal Dock; the additional services that have been put in place in response to the rising population of Adamstown; 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 deployment of carriages on commuter lines in County 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 refer to the matter you raised in Parliamentary Question No. 118 of 17 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 lengthy delay in responding.</p> <p>As you may be aware some 41 Intercity rail cars, ICRs, are being introduced to the rail fleet, which will allow additional services to be introduced in the new rail timetable from August this year.</p> <p>The Authority and Irish Rail have now completed the consultation process for the new rail timetable planned. The outcome of the timetable consultation is available on the Irish Rail website at <a href="http://larnród.Éireann.com">larnród.Éireann.com</a> (irishrail.ie). As a result of planned service enhancements in regard to Kildare:</p> <ul style="list-style-type: none"> <li>Ø A new 20:50 hrs Galway/Heuston service (Mon-Sat) arriving at 23:33 hrs. This will provide a later last service from Galway to Clara, Tullamore, Portarlinton, Kildare, Newbridge &amp; Heuston.</li> <li>Ø A new 10:30 hrs Heuston/Galway (Sundays) service arriving at 13:02 hrs, also calling at Newbridge, Kildare, Portarlinton, Tullamore, Clara, Athlone, Ballinasloe, Woodlawn, Athenry &amp; Oranmore.</li> <li>Ø A new 05:45 hrs Heuston/Galway service (Mon-Fri) arriving at 08:36 hrs. This gives a pre-09:00 arrival into Galway City, also serving Newbridge, Kildare, Portarlinton, Tullamore, Clara, Athlone, Ballinasloe, Woodlawn, Attymon, Athenry &amp; Oranmore.</li> <li>Ø On existing services Some Phoenix Park Tunnel services (Grand Canal Dock to Hazelhatch/Newbridge) will now commence/terminate at Connolly Station rather than operate to/from Grand Canal Dock.</li> <li>Ø Completely revised timetables all week are to be introduced to improve performance on the Maynooth / M3 Parkway Commuter:</li> </ul> <p>Irish Rail are currently deploying 41 new Intercity railcars into the existing fleet. This will enhance the overall capacity of the Intercity rail fleet across the network. The additional capacity will be used on the most heavily loaded services. The Authority and Irish Rail monitor loadings on an on-going basis and allocate carriages across the fleet accordingly.</p> <p>There are currently no plans to introduce additional services at peak times between Hazelhatch and Celbridge and Grand Canal Dock during the current timetable. Following the completion of DART+ South West it is anticipated that there may be up to 23 trains per hour in total between Hazelhatch and Celbridge and Heuston (including Adamstown), providing for a capacity of 20,000 passengers per hour, per direction. In the interim period, 2025-2029, the Authority and Irish Rail plan to provide an all-day service of up to 4 trains per hour per direction between Hazelhatch and Celbridge and Heuston with some continuing on to Connolly and / or Grand Canal Dock. Additional services may be provided during peak periods should the demand warrant it. The provision of additional services on the line is subject to the availability of track capacity in the Dublin area, fleet and drivers and on-going PSO funding.</p> <p>Further timetable amendments to the relevant lines can be reviewed at <a href="http://larnród.Éireann.com">larnród.Éireann.com</a> (irishrail.ie).</p>	Mark Ward, T.D.
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I trust that the above is of assistance.

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Anne Graham  
Chief Executive



18/01/2024	153	<p>PQ Referred: 2208/24, for answer 18/01/2024, Written from - Claire Kerrane</p>	<p>Dail Question No: 153</p> <p>To ask the Minister for Transport if Local Link buses have permission to pick up passengers along bus routes to ensure that people do not have to drive to towns in order to access the bus; 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 refer to the matter you raised in Parliamentary Question No. 153 of 18 January 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 therefore apologise for the lengthy delay in responding.</p> <p>To directly answer your question, Local Link services can stop at authorised bus stop locations along a route to pick up passengers. However, getting consent for, and developing, designated bus stops in some rural areas can be challenging.</p> <p>The formal approval of bus stop locations is a function of the relevant local authority – they have to give a formal approval under section 85 of the Road Traffic Act 1961. In assessing the suitability of a location to allow buses to stop and passengers to board/disembark, local authorities do have to consider matters such as road width, visibility and other road safety factors. To provide assistance to local authorities, the NTA has issued a guidance document – “Guidance on Bus Stop Locations in Rural Areas” – which is available at the following link here.</p> <p>In addition, the NTA has now initiated a “Bus Stop Enhancement Programme” across all local authorities, with an allocation of €500,000 to each local authority as part of the 2024 NTA allocations. The objective of this programme is to facilitate the enhancement / upgrade of existing bus stops across the country, including the provision of poles and hard-standing areas where none exist, the provision of seating (where space exists) and the installation of bus shelters in appropriate locations. It is intended to repeat this as an annual funding stream for a number of years, to enable and facilitate the necessary uplift and enhancements to bus stop locations across the country. It is intended that this programme will support the development of additional bus stops on Local Link routes.</p> <p>Each local authority is being requested to prepare a prioritised programme of bus stop enhancements in their administrative area for design and delivery on a phased basis. The NTA is now engaged with individual local authorities in relation to the development and delivery of their programmes for 2024 and 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>	<p>Claire Kerrane, T.D.</p>
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01/02/2024	184	PQ Referred: 4782/24, for answer 01/02/2024, Written from - Sean Sherlock	<p>Dail Question No: 184</p> <p>To ask the Minister for Transport to itemise the estimated cost of a six-month trial for a free bus service in Cork city and county on Fridays and Saturdays, by all cost factors.</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 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 refer to the matter you raised in Parliamentary Question No. 184 of 01 February 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 estimated cost of a six-month trial for a free bus service in Cork City and County on Fridays and Saturdays based on 2023 data would be in the region of €7.3 million to €8.07 million based on the fare foregone. It does not include the cost of running any additional services that may be required to meet the additional demand that free fares might generate.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Seán Sherlock, T.D.
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01/02/2024	63	<p>FW: PQ Referred: 4384/24, for answer 01/02/2024, Oral from - Maurice Quinlivan</p>	<p>Dail Question No: 63</p> <p>To ask the Minister for Transport what steps are taken to ensure local intra-city bus services are reliable; the checks made to ensure they conform to timetable; what remedial actions are taken to ensure a punctual and reliable 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; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing 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 penalties where performance does not meet the required standard, issues of poor reliability and punctuality performance can result in financial penalties for the operator.</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. 63 of 01 February 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 therefore apologise for the delay in responding.</p> <p>The NTA regularly monitors licensed commercial bus services to ensure services are provided in line with licensed timetables. The NTA applies conditions to licensed commercial bus services, such as scheduling and frequency, route taken, and stopping places, and a license holder commits an offence should they not comply with a condition applied to a license. Each offence is liable, on summary conviction, to a fine of up to €5,000.</p> <p>In terms of Public Service Obligation (PSO) routes, the NTA monitors the performance of all public transport operators that are provided on PSO routes. The contractual arrangements with the operators 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 penalties where performance does not meet the required standard, issues of poor reliability and punctuality performance can result in financial penalties for the operator.</p> <p>It should be noted that we regularly meet with operators to review performance and identify issues that need to be resolved.</p> <p>Finally, the NTA publishes the performance reports on quarterly basis. These reports can be accessed by clicking the link below;</p> <p><a href="https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/operator-performance/quarterly-performance-reports/">https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/operator-performance/quarterly-performance-reports/</a></p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Maurice Quinlivan, T.D.
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01/02/2024	51	<p>FW: PQ Referred: 4535/24, for answer 01/02/2024, Oral from - Aindrias Moynihan</p>	<p>Dail Question No: 51</p> <p>To ask the Minister for Transport the up-to-date position on the Connecting Ireland plan for Macroom to Bandon busses; 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 Connecting Ireland 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. 51 of 01 February 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 therefore apologise for the delay in responding.</p> <p>The Macroom to Bandon route is part of our Connecting Ireland Rural Mobility Plan but we have no date yet set for implementation. The Connecting Ireland Rural Mobility plan is being introduced on a phased basis and is currently due for completion by the end of 2026. The implementation of the Macroom to Bandon route is subject to additional PSO funding been provided to the Authority.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Aindrias Moynihan, T.D.
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14/02/2024	85	<p>PQ Referred: 6700/24, for answer 14/02/2024, Written from - Robert Troy</p>	<p>Dail Question No: 85</p> <p>To ask the Minister for Transport if he will examine transport links between Tullamore and Athlone in view that since the termination of a route by a private bus operator there are only two Bus Éireann services per day linking these towns.</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 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 including delivering the Connecting Ireland Rural Mobility Plan and New Town 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>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 85 of 14 February 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. My sincere apologies for the delay in responding.</p> <p>The Authority is working in partnership with Local Link Laois Offaly to provide enhanced public transport bus services between Tullamore and Athlone. We do not have a definitive timeframe for implementation of these enhancements. It should also be noted that any enhancements of services will be subject to funding and resource availability.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Robert Troy, T.D.
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21/02/2024	45	<p>PQ Referred: 8297/24, for answer 21/02/2024, Written from - David Stanton</p>	<p>Dail Question No: 45</p> <p>To ask the Minister for Transport the funding his Department has made available to facilitate active travel solutions in and around Youghal, County Cork; the corresponding active travel projects to be supported, and details of same; 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. 45 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>In Cork County Council's 2024 Active Travel programme, the NTA is funding elements of the following projects related to Youghal:</p> <ul style="list-style-type: none"> <li>- Youghal - Summerfield Cross to Pobalscoil Na Trinoide - Active Travel Scheme <ul style="list-style-type: none"> <li>o €150,000 allocation</li> <li>o To cover construction of a School Zone and associated infrastructure</li> <li>o Status: proceeding to Section 38 planning</li> </ul> </li> <li>- General Active Travel Towns and Villages <ul style="list-style-type: none"> <li>o A number of schemes will be delivered in the Youghal area through this county-wide allocation</li> <li>o Discussions are ongoing with Cork County Council to finalise details of the 2024 delivery plan</li> </ul> </li> </ul> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	David Stanton, T.D.
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27/02/2024	113	<p>PQ Referred: 8943/24, for answer 27/02/2024, Written from - Marian Harkin</p>	<p>Dail Question No: 113</p> <p>To ask the Minister for Transport if consideration will be given to the provision of fast bus services from Sligo to Dublin (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: - (would consideration be given to the provision of extra fast bus services with possibly just 2/3 stops, in order to provide a fast service between Sligo, Dublin and Dublin Airport),</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. 113 of 27 February 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. My sincere apologies for the delay in responding.</p> <p>The Authority has no current plans for a new express PSO service between Sligo and Dublin Airport.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Marian Harkin, T.D
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05/03/2024	205	<p>PQ Referred: 10662/24, for answer 05/03/2024, Written from - Niamh Smyth</p>	<p>Dail Question No: 205</p> <p>To ask the Minister for Transport if a bus stop and timetable will be erected at the 170 Bus Éireann bus stop in a location (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: REF: Bus Stop and timetable need to be put in place for 170 Bus Eireann route in Shercock, Co Cavan.</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. 205 of 05 March 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. My sincere apologies for the delay in responding.</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 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 has recently ended in County Cavan.</p> <p>I can confirm that the location in Shercock will be included on the schedule of upgrades and will be forwarded to Cavan County Council for approval.</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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21/03/2024	114	<p>PQ Referred: 13061/24, for answer 21/03/2024, Oral from - Alan Farrell</p>	<p>Dail Question No: 114</p> <p>To ask the Minister for Transport for an update on the acquisition of battery and battery electric trains for Irish Rail; the likely delivery date for the first tranche of this order; the number within this tranche; the phases of delivery for later tranches and their operational date range; 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+ fleet project.</p> <p>In addition, I secured Cabinet approval this month which will allow for the procurement process for the replacement of the Enterprise train carriages to progress, such that new train carriages can enter service from 2029 on the Dublin to Belfast intercity line. These new trains are expected to involve the use of battery and overhead electric line power on initial operation (as well as diesel or an alternative), and they will provide for faster services and increased frequency on the Dublin to Belfast route.</p> <p>Noting the NTA's responsibility on the DART+ fleet 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. 114 of 21 March 2024, 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>A framework contract for the supply of up to 700 x Battery-Electric Multiple Unit (BEMU) or electric multiple unit (EMU) cars for use on the expanded DART+ network was signed in December 2021 by Iarnród Éireann - Irish Rail (IÉ) and Alstom.</p> <p>An initial order for 13 x 5-car BEMUs and 6 x 5-car EMUs, was placed under this framework in December 2021, with the first of these trains currently programmed to arrive in Ireland in Q4 2024. Subject to the granting of the requisite authorisations, the first trains are expected to enter service in early 2026.</p> <p>The BEMUs will operate on the Northern Commuter Line between Drogheda and Dublin, while the EMUs will operate DART services between Howth/Malahide and Bray/Greystones.</p> <p>In order to support the operation of BEMUs on the Northern Commuter Line, a contract was awarded in August 2023 to install BEMU charging infrastructure on two platforms and one siding at Drogheda station. This infrastructure is expected to be commissioned during 2025 and will enable the BEMUs to operate on battery power between Malahide and Drogheda, in advance of the future extension of overhead electric wires north of Malahide.</p> <p>A second order for 18 x 5-car BEMUs was then placed in December 2022 with these trains currently programmed to enter service during 2026 and 2027. Plans for the deployment of these BEMUs are currently being finalised.</p> <p>The introduction of these 37 new trains (consisting of 185 cars in total) will enable the replacement of diesel-only multiple units (DMUs) on the Northern Commuter Line, thereby significantly reducing local emissions, will significantly enhance the accessibility of the services that they will operate and will facilitate an increase in the capacity on the existing DART service.</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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21/03/2024	84	PQ Referred: 13031/24, for answer 21/03/2024, Oral from - Éamon Ó Cuív	<p>Dail Question No: 84</p> <p>To ask the Minister for Transport the steps he is taking to ensure that adequate resources are provided to the NTA in order that bus services on the main radial routes into and from Galway, including the services from Casla (route 424), Clifden, Headford and Kilcolgan can meet current demand; 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 new and enhanced services under the Connecting Ireland Rural Mobility Plan.</p> <p>The NTA works with the public transport operators who have responsibility for operational, day-to-day management of services. Neither myself nor my Department are involved in the planning or scheduling of public transport services, or the allocation of funding to individual routes.</p> <p>From a policy perspective, my Department is strongly committed to improving public transport services in rural areas and to piloting new transport initiatives for people of all ages and abilities living there.</p> <p>In light of the NTA's responsibilities for public transport services in 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. 84 of 21 March 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. My sincere apologies for the delay in responding.</p> <p>Regarding capacity on bus services in Galway, we do regularly review and monitor capacity with PSO operators. Please note that we allocated a number of Double Deck Coaches to Galway Depot in recent months to provide additional capacity particularly on route 424. As this is a new vehicle type in this Depot, the vehicles we have were initially used for route testing (on numerous routes) and driver training (significant number of drivers to be trained). This training is now largely complete and Double Deck Coaches were deployed onto route 424 from 26 April 2024.</p> <p>Please note that we will continue to monitor the services provided in Galway including route 424.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Éamon Ó Cuív, T.D.
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21/03/2024	155	<p>PQ Referred: 13332/24, for answer 21/03/2024, Written from - Sorca Clarke</p>	<p>Dail Question No: 155</p> <p>To ask the Minister for Transport what engagement he or his Department have had with a company (details supplied) the cessation from 8 April 2024 of route 706/706x which serves Galway, Athlone, Maynooth and Dublin Airport and if he will make a statement on the impact this closure will have on commuters and students attending Maynooth University.; and if he will make a statement on the matter.</p> <p>Details Supplied: Aircoach</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 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,</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 155 of 21 March 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 note the Minister provided a substantive response to this Parliamentary Question. The NTA wish to add the following.</p> <p>It is important to stress that where a commercial operator decides to cease operating on a given route, it is a commercial decision and that the NTA has no role or say in that decision. That said, as you may be aware and on foot of the decision of the operator to cease services on route 706, 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><a href="https://www.nationaltransport.ie/publications/route-706-public-service-obligation-psy-determination/">https://www.nationaltransport.ie/publications/route-706-public-service-obligation-psy-determination/</a></p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Sorca Clarke, T.D.
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09/04/2024	262	<p>PQ Referred: 15322/24, for answer 09/04/2024, Written from - Fergus O'Dowd</p>	<p>Dail Question No: 262</p> <p>To ask the Minister for Transport to provide an update on progress to introduce the new DART hybrid fleet on the northern line to Drogheda; 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 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>Part of the DART+ Programme, DART+ Coastal North will provide for the operation of fully electrified DART trains between Dublin city and Drogheda. In line with the Infrastructure Guidelines my Department has received the Preliminary Business Case for DART+ Coastal North and will shortly be submitting it to Government for approval.</p> <p>Following Government approval a Railway Order application will be submitted to An Bord Pleanála for the DART+ Coastal North project. This is anticipated to occur in the second quarter of this year</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>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 262 of 09 April 2024, 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>A framework contract for the supply of up to 700 x Battery-Electric Multiple Unit (BEMU) or electric multiple unit (EMU) cars for use on the expanded DART+ network was signed in December 2021 by Iarnród Éireann - Irish Rail (IÉ) and Alstom.</p> <p>An initial order for 13 x 5-car BEMUs and 6 x 5-car EMUs, was placed under this framework in December 2021, with the first of these trains currently programmed to arrive in Ireland in Q4 2024. Subject to the granting of the requisite authorisations, the first trains are expected to enter service in early 2026. Accordingly, the operation of a DART service to Drogheda will commence in early 2026.</p> <p>The BEMUs will operate on the Northern Commuter Line between Drogheda and Dublin, while the EMUs will operate DART services between Howth/Malahide and Bray/Greystones.</p> <p>In order to support the operation of BEMUs on the Northern Commuter Line, a contract was awarded in August 2023 to install BEMU charging infrastructure on two platforms and one siding at Drogheda station. This infrastructure is expected to be commissioned during 2025 and will enable the BEMUs to operate on battery power between Malahide and Drogheda, in advance of the future extension of overhead electric wires north of Malahide.</p> <p>A second order for 18 x 5-car BEMUs was then placed in December 2022 with these trains currently programmed to enter service during 2026 and 2027. Plans for the deployment of these BEMUs are currently being finalised.</p> <p>The introduction of these 37 new trains (consisting of 185 cars in total) will enable the replacement of diesel-only multiple units (DMUs) on the Northern Commuter Line, thereby significantly reducing local emissions, will significantly enhance the accessibility of the services that they will operate and will facilitate an increase in the capacity on the existing DART service.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Fergus O'Dowd, T.D.
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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.

16/04/2024	200	<p>PQ Referred: 16080/24, for answer 16/04/2024, Written from - Neasa Hourigan</p>	<p>Dail Question No: 200</p> <p>To ask the Minister for Transport if his Department supports a potential accelerated programme for the Cork Luas to be ready for passenger operations in 2031; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, 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.</p> <p>Delivery of a proposed light rail system for Cork as in the Strategy will provide a high-capacity, high-frequency public transport link to support growth of population and provide access to employment, health and educational amenities. A public consultation on the proposed Cork Light Rail project will launch in the coming months.</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 Cork Light Rail project.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 200 on 16 April last, which have been referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding.</p> <p>Your query related to the potential for the Luas Cork project to be completed by 2031. Given the early stage that the Luas Cork project is currently at, the scale of the scheme, the fact that its construction is not currently provided for in the current National Development Plan, the time that large projects take to complete the planning stage and the period of time needed for its construction, it would simply not be possible for the project to be ready for operational passenger service in 2031.</p> <p>By way of comparison, the construction phase only of the Luas Cross City took about 4½ years, after several years of advance planning, design and statutory approvals. Luas Cork, which also traverses the centre core of a city, is approximately four times larger than the Luas Cross City scheme.</p> <p>Accordingly, it would be unrealistic and overly optimistic to anticipate the completion of the proposed Cork Luas project by 2031.</p> <p>I trust that this is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan, Deputy Chief Executive.</p>	Neasa Hourigan, T.D.
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18/04/2024	142	<p>PQ Referred: 17097/24, for answer 18/04/2024, Written from - Michael Healy-Rae</p>	<p>Dail Question No: 142</p> <p>To ask the Minister for Transport if a bus timetable could be adjusted (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Minister when the local link bus leaves South Kerry i.e Waterville, Caherciveen at 7am in the mornings it joins up with the CIE buses in Killorglin town which leave then to go to Killarney and Tralee. The local link bus arrives at 7.50am and the Bus Eireann buses are practically departing at the same time. If there is any delay this means the passengers on the local link bus will miss the connecting bus. My request is very straight forward, could the Bus Eireann office in Tralee arrange to stagger their buses going to Killarney and Tralee in the morning by 5 to 10 mins. This would ensure the passengers from South Kerry would be guaranteed their transport onwards</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. 142 of 18 April 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 particular issue has now been resolved by Kerry Local Link. The timetable was amended to ensure the connection between route 280 and route 279 services in the morning peak in Killorglin.</p> <p>I trust that the above is of assistance.</p> <p><hr/>Anne Graham Chief Executive</p>	Michael Healy-Rae, T.D.
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23/04/2024	164	<p>PQ Referred: 17511/24, for answer 23/04/2024, Written from - Noel Grealish</p>	<p>Dail Question No: 164</p> <p>To ask the Minister for Transport if he is aware of a shortage of the availability of buses in Ireland; if he will introduce a scheme where vehicles can be imported from the UK for a defined period with no-duty applying to the imports; 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>The first order of 100 double deck electric buses for the Dublin network was placed in 2022 and all were delivered by the end of last year. Following the installation of charging infrastructure in Summerhill and Phibsboro bus depots in Dublin circa 40 of these buses are available for service and the remainder will enter service on an incremental basis in the coming months.</p> <p>In January 2023, the transformation of the Athlone town bus service into Ireland's first 100% zero-emission town bus service was completed, with the introduction of 11 brand new, state-of-the-art single-deck battery-electric buses.</p> <p>In April 2024, the first phase of depot electrification to support the transition of Limerick city services to operation by zero-emission buses began and the first 34 double-deck battery-electric buses are entering service in the city.</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. 164 of 23 April 2024, 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>Since 2016, the NTA has taken on the role of purchasing buses for the state subsidised bus services and providing those buses to the relevant operators to put into service. While the supply chain issues during the Covid pandemic did impact the manufacture and delivery of buses, that issue was resolved some time ago. We are not experiencing any difficulties in procuring buses at the present time.</p> <p>As you will be aware, VAT rates on the purchase of products and services including the purchase of buses is matter for the Department of Finance. The NTA 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.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Noel Grealish, T.D.
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24/04/2024	25	<p>PQ Referred: 18171/24, for answer 24/04/2024, Written from - Michael Healy-Rae</p>	<p>Dail Question No: 25</p> <p>To ask the Minister for Transport if he will address a matter (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Minister, local link transport services should ensure good linkage with youth facilities and provide a service at appropriate time for the people who use such facilities.</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 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>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 25 of 24 April 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 therefore apologise for the delay in responding.</p> <p>Where possible TFI Local Link services aim to serve as many locations, including youth centres and facilities as possible. This would be the case for both TFI Regular Rural Services launched under the Connecting Ireland Rural Programme and Demand Response services.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Michael Healy-Rae, T.D.
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16/05/2024	75	PQ Referred: 22110/24, for answer 16/05/2024, Oral from - Brendan Griffin	<p>Dail Question No: 75</p> <p>To ask the Minister for Transport the up-to-date position regarding new calls for active travel projects in 2024; if there is an anti-rural bias in the allocation of funding and the projects completed nationwide to date; if he will provide a detailed breakdown of where the funding has gone and projects completed and whether each was an urban or rural location; 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>Funding under the Active Travel Programme is focused on areas where it will have the greatest impact in terms of modal shift away from private cars. As the pipeline of projects continues to grow, we are now moving into a period of project prioritisation. While this may favour projects in urban areas, there is no requirement that funding must be spent in larger towns and cities. Viable projects in smaller towns and villages in rural areas are eligible for funding under the Active Travel Programme.</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. 75 of 16 May 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>There has not been a change in policy of the NTA in terms of funding Active Travel projects in rural areas in favour of urban areas</p> <p>The main focus of active travel investment, remains, to support high quality walking and cycling infrastructure, for everyday trips, in villages, towns and cities, with a view to promoting the greatest potential modal shift to active travel to meet the targets set out in the Climate Action Plan. Given the ramping up of activities over the last few years in the Active Travel area throughout the Country many of the active travel projects funded by the NTA have now passed through the planning process and are at the expensive construction stage. The NTA has also fully used its available active travel budget in both 2022 and 2023 and could deliver more projects in 2024 than the available budget permits; as a result projects need to be prioritised so as we can work within the available budget.</p> <p>We will continue to work with each Local Authorities to prioritise projects in line with the available budget, and their contractual commitments at the end of each year, to maximise the delivery of effective active travel infrastructure throughout their county.</p> <p>The Active Travel allocations for 2024 can be accessed by clicking the link below. This provides details of the schemes/ projects allocated funding throughout the state in 2024;</p> <p><a href="https://www.nationaltransport.ie/publications/active-travel-investment-grants-2024-allocations/">https://www.nationaltransport.ie/publications/active-travel-investment-grants-2024-allocations/</a></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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16/05/2024	142	<p>PQ Referred: 22319/24, for answer 16/05/2024, Written from - Bernard J. Durkan</p>	<p>Dail Question No: 142</p> <p>To ask the Minister for Transport the degree to which alternative energy can be or is being used by the National Transport Authority, with particular reference to both rail and bus 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 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. 142 of 28 May 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 in recent years assumed responsibility for the procurement of new fleet to be operated by Bus Éireann on public bus services in County Louth, meaning all new buses delivered since 2018 and all new coaches delivered since 2019.</p> <p>All of these new buses and coaches procured by the NTA are wheelchair accessible with access via a ramp at the front or centre doorway to a permanent wheelchair space located within a low-floor section of vehicle.</p> <p>In addition, all new coaches procured by Bus Éireann between 2008 and 2018 are wheelchair accessible, via a lift on high-floor single-deck coaches and a ramp on double-deck coaches.</p> <p>Furthermore, Local link services are typically specified at contract award to be operated by wheelchair-accessible vehicles.</p> <p>The NTA is therefore of the view that all scheduled public bus services in County Louth should be operated by vehicles that are wheelchair-accessible, but it is acknowledged that some of these vehicles will be equipped with lifts rather than ramps.</p> <p>It is worth also noting that the NTA 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>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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16/05/2024	131	<p>PQ Referred: 22285/24, for answer 16/05/2024, Written from - Duncan Smith</p>	<p>Dail Question No: 131</p> <p>To ask the Minister for Transport the proposals his Department has received to facilitate blind individuals being able to alert bus drivers that they will be at a certain bus stop ahead of time in order that the bus stops for them; if he will consider such a type of 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.</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 receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 131 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>Presently Bus Service Operators under Public Service Bus Contracts with the NTA have different types of Automatic Vehicle Location systems which amongst other services, facilitates communications on buses.</p> <p>The NTA wants all PSO buses to be on one centralised AVL system and having recently awarded a contract to do so, is now in early stages of implementation. Whilst it will take time to implement the AVL solution, one of the potential options of this new system is to facilitate communication from a customer to the driver to alert them that a person with additional needs is at a particular bus stop. This functionality has not yet been developed by the AVL service provider but the NTA has had early conversations with them on the feasibility of doing so once the new AVL system is implemented.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Duncan Smith, T.D.
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21/05/2024	179	<p>PQ Referred: 22399/24, for answer 21/05/2024, Written from - Anne Rabbitte</p>	<p>Dail Question No: 179 To ask the Minister for Transport the status of the local link between Tuam and Athenry in Galway; the date for its launch; the details of the planned route; 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 Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 179 of 21 May last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the lengthy delay in responding.</p> <p>As part of the Connecting Ireland Rural Mobility Plan, the Authority plans to provide a new service between Tuam and Athenry, via Monivea. We have not finalised any timetables as of yet and we do not have an indicative timeframe for delivery of this service at this point. It is worth noting that any service will be subject to PSO (Public Service Obligation) funding and resource availability.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Anne Rabbitte, T.D
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28/05/2024	142	<p>PQ Referred: 23746/24, for answer 28/05/2024, Written from - Fergus O'Dowd</p>	<p>Dail Question No: 142</p> <p>To ask the Minister for Transport to seek an update on the plans to increase the number of wheelchair-accessible public buses within County Louth in the coming years to provide greater independence to wheelchair users; 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 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. 142 of 28 May 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 in recent years assumed responsibility for the procurement of new fleet to be operated by Bus Éireann on public bus services in County Louth, meaning all new buses delivered since 2018 and all new coaches delivered since 2019.</p> <p>All of these new buses and coaches procured by the NTA are wheelchair accessible with access via a ramp at the front or centre doorway to a permanent wheelchair space located within a low-floor section of vehicle.</p> <p>In addition, all new coaches procured by Bus Éireann between 2008 and 2018 are wheelchair accessible, via a lift on high-floor single-deck coaches and a ramp on double-deck coaches.</p> <p>Furthermore, Local link services are typically specified at contract award to be operated by wheelchair-accessible vehicles.</p> <p>The NTA is therefore of the view that all scheduled public bus services in County Louth should be operated by vehicles that are wheelchair-accessible, but it is acknowledged that some of these vehicles will be equipped with lifts rather than ramps.</p> <p>It is worth also noting that the NTA 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>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Fergus O'Dowd, T.D.
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28/05/2024	141	<p>PQ Referred: 23682/24, for answer 28/05/2024, Written from - Pauline Tully</p>	<p>Dail Question No: 141</p> <p>To ask the Minister for Transport the details of the Local Link services currently available in counties Cavan and Monaghan, respectively; and if there are plans for an additional route to connect Smithboro with Monaghan town.</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. 141 of 28 May last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>While Smithborough itself does not currently meet the Connecting Ireland minimum standard of service of three services a day, seven days a week, it is located along a route that has been identified for enhancing in the Connecting Ireland Programme.</p> <p>The Connecting Ireland Rural Mobility Programme proposes a two hourly frequency of services (in excess of the minimum standard, reflecting its status as a regional corridor) between Enniskillen and Dundalk, via Clones, Smithborough and Monaghan Town. There are a number of operators on this corridor with a mix of publicly funded, commercial and cross-border services.</p> <p>The Authority intends to progress this route, designated Regional Route 33, however there are complexities due to the cross-border nature of the corridor and the mix of operator types, and it may take some time for the corridor to be developed to the intended frequency standard.</p> <p>For more information regarding Connecting Ireland and how it impacts bus services in Monaghan, please visit the Connecting Ireland page on our website, link of which I have provided below;</p> <p><a href="https://www.nationaltransport.ie/connecting-ireland/">https://www.nationaltransport.ie/connecting-ireland/</a></p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Pauline Tully, T.D
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29/05/2024	46	<p>PQ Referred: 24181/24, for answer 29/05/2024, Written from - Martin Kenny</p>	<p>Dail Question No: 46</p> <p>To ask the Minister for Transport the estimated cost of increasing the Bus Éireann bus fleet by 10%.</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 procurement of Bus Éireann bus fleets.</p> <p>As the Deputy may be aware, there are two fundamental elements to increasing fleet. Firstly, there is the one-off capital expenditure cost associated with the purchase of new fleet and then secondly there is the recurring current expenditure cost associated with operating and maintaining that new 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. 46 of 29 May 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Assuming that the Bus Éireann fleet consists of approximately 340 buses, a 10% increase in the fleet would entail the purchase of 34 new buses, which would all have to be zero-emission as the NTA is no longer purchasing any other type of bus for the urban public bus fleet.</p> <p>The current unit cost of a new double-deck battery-electric bus is approximately €675,000 including VAT, but this is subject to indexation and the prevailing GBP:EUR exchange rate, and would also vary if buses were to be procured under alternative supply contracts.</p> <p>Hence the cost of purchasing 34 new double-deck battery-electric buses would be approximately €23million, but this excludes the cost of the associated charging infrastructure to charge the buses, the cost of the additional depot capacity to accommodate the buses and any operating costs.</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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29/05/2024	47	<p>PQ Referred: 24182/24, for answer 29/05/2024, Written from - Martin Kenny</p>	<p>Dail Question No: 47</p> <p>To ask the Minister for Transport the estimated cost of building and operating the national train control centre, including a breakdown of capital and current costs.</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 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 refer to the matter you raised in Parliamentary Question No. 47 of 29 May last, 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"> <li>1. NTCC Building Works;</li> <li>2. Traffic Management System (TMS) for the railway network;</li> <li>3. Signalling, Electrification &amp; Telecoms (SET) enabling and integration works;</li> <li>4. Information and Communication Technology (ICT) Integration Works; and</li> <li>5. Operational Readiness.</li> </ol> <p>The new NTCC building located in the grounds of Heuston Station is now complete. As well as housing the Irish Rail train control centre, two other control centres will be located in the same building. Part of one of the floors is already occupied by An Garda Síochána operating a Garda Traffic Control Centre for the Dublin Metropolitan Area. A separate regional traffic control centre for the Dublin area, managed by Dublin City Council in collaboration with the NTA, will be installed next year. This co-location of control centres facilitates greater coordination of activities between the different parties, and particularly assists during the management of incidents and events.</p> <p>In relation to the Traffic Management System for the railway network, this is now scheduled to come into operation in 2026, subject to obtaining the necessary safety approvals from the Commission for Railway Regulation.</p> <p>It is currently estimated that the overall capital cost of the project is likely to outturn somewhere in the range between €170m and €190m. Until the train management software is further developed, and interfaces to various legacy systems are implemented, it is difficult to be more definitive. The Maintenance &amp; Operation Costs set out in the Final Business Case are estimated at approximately €25 million per annum. However, the NTCC is expected to deliver operational efficiencies across various areas of the Irish Rail business and the cost of operating the NTCC will be offset by resultant efficiencies across the business.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Martin Kenny T.D
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29/05/2024	45	<p>PQ Referred: 24180/24, for answer 29/05/2024, Written from - Martin Kenny</p>	<p>Dail Question No: 45</p> <p>To ask the Minister for Transport the estimated cost of increasing the Dublin bus fleet by 10%.</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 procurement of bus fleet in Dublin.</p> <p>As the Deputy may be aware, there are two fundamental elements to increasing fleet. Firstly, there is the one-off capital expenditure cost associated with the purchase of new fleet and then secondly there is the recurring current expenditure cost associated with operating and maintaining that new 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. 45 of 29 May 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Assuming that the Dublin Bus fleet consists of approximately 1070 buses, a 10% increase in the fleet would entail the purchase of 107 new buses, which would all have to be zero-emission as the NTA is no longer purchasing any other type of bus for the urban public bus fleet.</p> <p>The current unit cost of a new double-deck battery-electric bus is approximately €675k including VAT, but this is subject to indexation and the prevailing GBP:EUR exchange rate, and would also vary if buses were to be procured under alternative supply contracts.</p> <p>Hence the cost of purchasing 107 new double-deck battery-electric buses would be approximately €72.3m, but this excludes the cost of the associated charging infrastructure to charge the buses, the cost of the additional depot capacity to accommodate the buses and any operating costs.</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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29/05/2024	43	<p>PQ Referred: 24178/24, for answer 29/05/2024, Written from - Martin Kenny</p>	<p>Dail Question No: 43</p> <p>To ask the Minister for Transport the estimated cost of making the current 20% reduction on public transport fares permanent.</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. 43 of 29 May last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The annual cost of making the 20% reduction on fares permanent would be in the region of between €103 to €113 million.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Martin Kenny T.D
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11/06/2024	122	<p>PQ Referred: 24867/24, for answer 11/06/2024, Written from - Cathal Crowe</p>	<p>Dail Question No: 122</p> <p>To ask the Minister for Transport the reason the National Transport Authority will only accept payment for licence applications by postal order or bank draft; if the authority recognises that this creates difficulty for applicants in knowing when payments have been processed; and the plans in place to implement an online portal to facilitate payment.</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. 122 of 11 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>NTA reviews its processes on a regular basis and implements changes in line with best practice.</p> <p>NTA accepts payment by debit or credit card for most SPSV transactions, including vehicle licence renewals. Currently the NTA can only accept payment of fees for new vehicle licences by bank draft or postal order, submitted along with a completed new licence application form. This process is currently under review and should changes be introduced, NTA will communicate these to the industry via the normal channels including the SPSV Latest News page here.</p> <p>Until then, to obtain a new SPSV (vehicle) licence NTA requires the applicant to submit a fully completed application form together with payment in the form of bank draft or postal order. This ensures the application and payment can be associated and progressed as one process. NTA has also published a guide on the application process for new vehicle licences, see here.</p> <p>In respect of Bus Licencing, please note that Bus Licencing payments can be made by EFT, by Postal Order, by Cheque or by Bank Draft. Details of how to apply for a new bus licence can be found on <a href="http://www.nationaltransportauthority.ie">www.nationaltransportauthority.ie</a>.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Cathal Crowe, T.D
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11/06/2024	112	<p>PQ Referred: 24624/24, for answer 11/06/2024, Written from - Catherine Murphy</p>	<p>Dail Question No: 112</p> <p>To ask the Minister for Transport the expected cost of upgrading the public bus fleet to an electric fleet as part of the Pathfinder programme; the proposed timeline for town bus fleets and for regional bus fleets; 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>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure, including the provision and upgrade of public bus fleets as part of the Pathfinder programme.</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. 112 of 11 June 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</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, the National Transport Authority (NTA) is continuing the transition of the urban public bus fleet in Ireland to operation by zero-emission buses.</p> <p>Assuming an urban public bus fleet of approximately 1700 buses (which is inclusive of those buses currently used on town bus services), an average zero-emission battery-electric bus cost of €675,000, a 1:1 replacement ratio and an average charging gun cost of €100,000, the total cost of converting the entire urban public bus fleet to zero-emission is likely to be in excess of €1.3 billion. This full fleet replacement would take place over a twelve year period (the optimum operational life for bus fleet) and a significant proportion of this expenditure would be necessary in any event to renew buses as they reach the end of the efficient service lives.</p> <p>It is currently envisaged that all non-zero-emission urban buses will have been withdrawn from the fleet by 2035. The overall transition plan is indicated graphically in the figure below.</p> <p>The non-urban public bus fleet (which is inclusive of those buses currently used on regional bus services) consists primarily of coaches and owing to the immaturity of zero-emission technology in coaches, it is not currently possible to advise as to the cost of converting the entire non-urban public bus fleet to zero-emission.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Catherine Murphy, T.D.
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11/06/2024	142	<p>PQ Referred: 25173/24, for answer 11/06/2024, Written from - Rose Conway-Walsh</p>	<p>Dail Question No: 142</p> <p>To ask the Minister for Transport to provide an update on Luas Green Line Capacity enhancement 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 Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the completed Luas Green Line Capacity Enhancement project.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for direct reply in relation to this project. 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. 142 of 11 June 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Green Line Capacity Enhancement (GLCE) project was included in the NTA's Transport Strategy for the Greater Dublin Area 2016-2035. In November 2017, the GLCE project was formally approved by the Minister for Transport, Tourism and Sport, allowing the project to commence. The GLCE project included three main elements;</p> <ul style="list-style-type: none"> <li>• Fleet capacity enhancements,</li> <li>• An extension of the Sandyford maintenance depot,</li> <li>• Infrastructure works to support the enhanced fleet.</li> </ul> <p>These works were completed in the second quarter of 2021 and the project is currently at close-out and review stage.</p> <p>The GLCE project was intended to cater for future demand up to the end of the decade. The NTA will continue to monitor the demand along the Luas Green Line as travel patterns normalise following the COVID-19 pandemic and the current Transport Strategy for the Greater Dublin Area 2022-2042 makes provision for any future Luas Green Line Upgrade as per 'Measure LRT9 – Luas Green Line'</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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11/06/2024	139	<p>PQ Referred: 25170/24, for answer 11/06/2024, Written from - Rose Conway-Walsh</p>	<p>Dail Question No: 139</p> <p>To ask the Minister for Transport to provide an update on BusConnects 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>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 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>New bus services in Dublin have already been 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 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, launched in November 2023 connecting the Southern and Western areas of Dublin.</p> <p>The E-Spine (Ballymun to Bray) and Inner City Orbitals are expected to roll out later this year subject to funding and staff availability. The Network Redesign for the entire</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 139 of 11 June 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. In regards to anticipated start date for construction of the Core Bus Corridors, I also attach a status update note for BusConnects Dublin which may be of assistance. The 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 2025.</p> <p>More information about BusConnects including the Core Bus Corridor schemes for Dublin can be found at the link below;</p> <p><a href="https://busconnects.ie/">https://busconnects.ie/</a></p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Rose Conway-Walsh, T.D.
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network will continue in the coming years.

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.

The final budget for BusConnects 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 NTA on an ongoing basis in relation to the budget and progress of all major projects, including BusConnects.

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.

11/06/2024	150	<p>PQ Referred: 25190/24, for answer 11/06/2024, Written from - Martin Kenny</p>	<p>Dail Question No: 150</p> <p>To ask the Minister for Transport to provide a breakdown of the amount of his Department's pre-committed capital expenditure under the National Development Plan that will be dedicated to the safe routes to school programme in each of the years 2024 to 2030, in tabular form.</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>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. Funding is provided annually as part of the overall Active Travel budget allocated to the NTA.</p> <p>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.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 150 of 11 June 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In 2024, €19.8 million has been allocated to local authorities for Safer Routes to School (SRTS) schemes at 209 schools. In addition, 11 SRTS schools treatments are being funded as part of wider active travel project allocations. €600,000 was also allocated to cycle parking for schools that applied to the Safer Routes to School programme.</p> <p>Allocations represent the anticipated funding requirements for a specific project in a single year depending on the funding each project requires as it moves through an implementation lifecycle e.g. design, securing planning approval, and then construction. As some SRTS projects span more than one calendar year, the overall cost for the project can differ from the allocation.</p> <p>Allocations for 2025 to 2030 have not yet been determined and will depend on what is required at each school in the rolling programme, in each of those years. In addition, exchequer funding to the NTA is only confirmed on an annual basis and, accordingly, the NTA can only confirm funding to local authorities on a similar basis. Nevertheless, if the NTA has approved a project to go to construction phase, these projects are viewed as contractual commitments.</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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11/06/2024	149	<p>PQ Referred: 25189/24, for answer 11/06/2024, Written from - Martin Kenny</p>	<p>Dail Question No: 149</p> <p>To ask the Minister for Transport to provide a breakdown of the amount of his Department's pre-committed capital expenditure under the National Development Plan that will be dedicated to the completion of the Dublin Metro Link in each of the years 2024 to 2030, in tabular form.</p> <p>Answer</p> <p>The National Transport Authority (NTA) expects to expend circa €73 million in 2024 in relation to MetroLink, as shown in the table below. The NTA are not yet in a position to advise on funding from 2025 onward and this will be finalised as part of the annual budget process.</p> <p>YEAR Pre committed NDP Capital Expenditure</p> <p>2024 €73m</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. 149 of 11 June 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The pre committed NDP (National Development Plan) Capital expenditure for MetroLink in 2024 is €73M.</p> <p>In respect of the period up to the 2030, it is not possible to be definitive about expenditure requirements until such time as the planning process is completed, as the date on which a confirmed Railway Order is in place and the conditions attaching to that planning approval will both impact the funding profile. Funding requirements from 2025 onwards will be developed as part of the annual 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>	Martin Kenny T.D
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18/06/2024	110	<p>PQ Referred: 26238/24, for answer 18/06/2024, Written from - Gary Gannon</p>	<p>Dail Question No: 110</p> <p>To ask the Minister for Transport the total cost of all financial arrangements which are being paid out from Transport Infrastructure Ireland public funds to property owners in relation to the development of Metrolink.</p> <p>Answer</p> <p>As the Deputy is aware, MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre, the first of its kind in Ireland. It is a key project under the National Development Plan 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 responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including, in conjunction with TII, MetroLink.</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. 110 of 18 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 follows 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>	Gary Gannon, T.D.
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18/06/2024	102	<p>PQ Referred: 26006/24, for answer 18/06/2024, Written from - John Lahart</p>	<p>Dail Question No: 102</p> <p>To ask the Minister for Transport if the NTA will confirm that talks or communications have taken place with Dublin Bus and the Department of Children, Equality, Disability, Integration and Youth to provide a solution to the problem of Dublin Bus servicing the Crooksling area (details supplied); what those solutions will be; and if he will make a statement on the matter.</p> <p>Details Supplied: given the fact that Dublin Bus' servicing of the Crooksling area of my constituency cannot cope with the increased traffic arising from Crooksling being designated as an IPAS venue,</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.</p> <p>The issue raised is a matter for the National Transport Authority (NTA), and I have forwarded 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>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 102 of 18 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Discussions are ongoing between the National Transport Authority, the operator (Dublin Bus) and our colleagues in the Department of Transport in relation to Crooksling. The Authority has reached out to the Centre management team, to better understand resident travel demand and times of travel, to assist us in identifying the most appropriate form of service improvement intervention to meet this additional demand.</p> <p>Proposals are under consideration for a number of service changes in September and October, subject to funding and resource availability. These may include timetable adjustments on morning peak services, and additional services at each of the weekday peaks to address capacity issues. Details will be finalised once likely demand patterns are better understood.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	John Lahart, T.D.
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20/06/2024	90	<p>PQ Referred: 26690/24, for answer 20/06/2024, Written from - Bernard J. Durkan</p>	<p>Dail Question No: 90</p> <p>To ask the Minister for Transport if further consideration might be given to extending the bus services between Naas and Blanchardstown Hospital in order to obviate the need for car parking and having patients to constantly remove their vehicles to avoid being clamped; 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. The NTA also has statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including Naas and Blanchardstown. 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. 90 on 20 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>At present the Authority has no current plans to extend the route of the contracted 139 bus service to Connolly Hospital.</p> <p>Before the commencement of this service, the Authority had planned to include Connolly Hospital as the final destination of this route, however, Connolly Hospital did not give permission for a stop on its campus.</p> <p>The Authority ultimately chose the stop located at TUD (Technological University Dublin) in Blanchardstown as the terminus for the 139 service, as there was a dedicated layover space, a large amount of employment and educational transport demand in the environs and it was positively supported by the campus authorities.</p> <p>Please note that it is possible to interchange in Blanchardstown Shopping Centre with frequent bus services operating between the Shopping Centre and Connolly Hospital.</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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20/06/2024	82	<p>PQ Referred: 26548/24, for answer 20/06/2024, Written from - Catherine Connolly</p>	<p>Dail Question No: 82</p> <p>To ask the Minister for Transport his plans to introduce a 90-minute public transport fare in Galway, along the lines of the fare system currently in operation in Dublin; the details of any analysis carried out or commissioned by his Department on this matter; 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. 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. 82 of 20 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>BusConnects Galway has a objective to offer an integrated fare structure across bus and any relevant rail services similar to what is available in Dublin and what's planned for Cork.</p> <p>This fare structure would not be supported by the existing ticketing infrastructure and will need new bus ticketing equipment to be deployed.</p> <p>The NTA has signed a Framework Agreement for the provision of the Next Generation Ticketing Scheme which will ultimately provide the equipment necessary to support more integrated fares.</p> <p>In the meantime the NTA will look to deliver a fares strategy for all other regional cities including Galway. This will include the potential implementation of a flat 90-minute fare in the 'City Zone' similar to what exists in Dublin and will outline what infrastructure is required to achieve that strategy.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Catherine Connolly, T.D.
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20/06/2024	85	<p>PQ Referred: 26597/24, for answer 20/06/2024, Written from - Éamon Ó Cuív</p>	<p>Dail Question No: 85</p> <p>Chun a fhiafraí den Aire Iompair an bhfuil sé i gceist aige táille €2 a thabhairt isteach don limistéar timpeall ar Ghaillimh lena mbeifear in ann seirbhísi iompair phoiblí a úsáid gan teorainn laistigh de thréimhse nócha nóiméad mar atá i mBaile Átha Cliath; agus an ndéanfaidh sé ráiteas ina thaobh.</p> <p>Answer</p> <p>Mar Aire Iompair tá freagracht agam do bheartas, agus maoiniú ginearálta maidir le hiompar poiblí. Ni bhíonn baint agam, áfach, le hoibríochtaí Iompair Phoiblí ó lá go lá. Tá an tÚdarás Náisiúnta Iompair freagrach as rialúchán a dhéanamh ar na táillí a ghearrtar ar phaisinéirí i dtaca le seirbhísi iompair phoiblí, a chuirtear ar fáil faoi chonarthaí oibligeáide seirbhíse poiblí.</p> <p>I gcomhthéacs freagrachta an Údaráis Náisiúnta Iompair (NTA) sa réimse seo, tá ceist an Teachta curtha ar aghaidh agam chuig an NTA i gcomhair freagra díreach. Muna bhfuil freagra faighte agat laistigh de dheich lá, cuir é seo in iúl do m’oifig phríobháideach le do thoil.</p>	<p>A Theachta, a chara</p> <p>Tagraím don ábhar a d’ardaigh tú i gCeist Pharlaiminte Uimh. 85 an 20 Meitheamh seo caite, a atreoraíodh chuig an Údarás Náisiúnta Iompair (ÚNI) le haghaidh freagra. Gabh mo leithscéal as an moill maidir le freagra a thabhairt.</p> <p>Féachann BusConnects na Gaillimhe le struchtúr táillí comhtháite a thairiscint i seirbhísi bus agus in aon seirbhísi iarnróid ábhartha cosúil lena bhfuil ar fáil i mBaile Átha Cliath agus leis an méid atá beartaithe do Chorcaigh. Ní thacódh an bonneagar ticéadaithe reatha leis an struchtúr táillí sin agus beidh gá le trealamh ticéadaithe bus nua a úsáid.</p> <p>Tá Creat-Chomhaontú sínithe ag ÚNI chun Scéim Ticéadaithe den Chéad Ghlúin Eile a sholáthar lena soláthrófar an trealamh is gá chun tacú le táillí níos comhtháite ar deireadh.</p> <p>Idir an dá linn, féachfaidh ÚNI le straitéis táillí a sholáthar do gach cathair réigiúnach eile lena n-áirítear Gaillimh. Áireofar leis sin cur chun feidhme féideartha táille comhréidhe 90 nóiméad sa ‘Chrios Cathrach’ cosúil leis an ceann atá ar fáil i mBaile Átha Cliath agus leagfar amach leis an bonneagar a theastaíonn chun an straitéis sin a bhaint amach.</p> <p>Glacaim leis go bhfuil an méid thuas ina chúnamh duit.</p> <p>_____ Anne Graham, Príomhfheidhmeannach</p>	Éamon Ó Cuív, T.D.
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25/06/2024	109	PQ Referred: 27156/24, for answer 25/06/2024, Written from - Seán Crowe	<p>Dail Question No: 109</p> <p>To ask the Minister for Transport if his Department has had discussions with transport providers to increase the capacity of the bus network in the Crooksling area to allow for the increase in usage by the IPAS residents in the area.</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 responsibilities for the provision of public transport 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 refer to the matter you raised in Parliamentary Question No. 109 of 25 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Discussions are ongoing between the National Transport Authority, the operator (Dublin Bus) and our colleagues in the Department of Transport in relation to Crooksling. The Authority has reached out to the Centre management team, to better understand resident travel demand and times of travel, to assist us in identifying the most appropriate form of service improvement intervention to meet this additional demand.</p> <p>Proposals are under consideration for a number of service changes in September and October, subject to funding and resource availability. These may include timetable adjustments on morning peak services, and additional services at each of the weekday peaks to address capacity issues. Details will be finalised once likely demand patterns are better understood.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Seán Crowe, T.D.
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26/06/2024	27	<p>PQ Referred: 27565/24, for answer 26/06/2024, Written from - Patricia Ryan</p>	<p>Dail Question No: 27</p> <p>To ask the Minister for Transport his plans, if any, to add Athy, Monasterevin and Newbridge to the extended commuter area, as the cost of train fares from these stations is more expensive than the cost of driving to Sallins and getting a train from there, thus increasing road traffic and contributing to climate change.</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 refer to the matter you raised in Parliamentary Question No. 27 of 26 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The new National Fare Structure will see the implementation of the Dublin City Zone and Dublin Commuter Zone. The Dublin Commuter Zone consists of a series 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 travel demand. The new commuter zone will include stations outside of the Dublin City Zone extending as far as Rathdrum, Kildare, Enfield and Drogheda stations (and includes Newbridge).</p> <p>It was previously indicated that the Authority anticipated that implementation of phase 2 of the new Dublin Commuter Zone (and new Dublin City Zone) would occur in Q3 of this year subject to the changes that are required of the ticketing systems being completed and implemented.</p> <p>Due to the significant technical challenges involved in implementing the new Dublin City Zone and Dublin Commuter Zone as part of Phase 2, the target date of implementation will now not be met (i.e end of Q3 of 2024). Please note that we have recently been informed that the technological changes required to the rail ticketing systems is scheduled by Irish Rail's contractor to take until Q1 2025. The NTA is disappointed with this revised timeline and we deeply regret the delay this introduction will have on customers. We are examining whether this timeframe can be mitigated in any way.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Patricia Ryan, T.D.
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26/06/2024	17	<p>PQ Referred: 27377/24, for answer 26/06/2024, Written from - Matt Carthy, T.D</p>	<p>Dail Question No: 17</p> <p>To ask the Minister for Transport if he will report on his proposals to expand Local Link services in County Monaghan; if the village of Smithborough will be added to the network; 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 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. 17 of 26 June last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>While Smithborough itself does not currently meet the Connecting Ireland minimum standard of service of three services a day, seven days a week, it is located along a route that has been identified for enhancing in the Connecting Ireland Programme.</p> <p>The Connecting Ireland Rural Mobility Programme proposes a two hourly frequency of services (in excess of the minimum standard, reflecting its status as a regional corridor) between Enniskillen and Dundalk, via Clones, Smithborough and Monaghan Town. There are a number of operators on this corridor with a mix of publicly funded, commercial and cross-border services.</p> <p>The Authority intends to progress this route, designated Regional Route 33, however there are complexities due to the cross-border nature of the corridor and the mix of operator types, and it may take some time for the corridor to be developed to the intended frequency standard.</p> <p>For more information regarding Connecting Ireland and how it impacts bus services in Monaghan, please visit the Connecting Ireland page on our website, link of which I have provided below;</p> <p><a href="https://www.nationaltransport.ie/connecting-ireland/">https://www.nationaltransport.ie/connecting-ireland/</a></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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27/06/2024	143	<p>PQ Referred: 27717/24, for answer 27/06/2024, Written from - Jim O'Callaghan</p>	<p>Dail Question No: 143</p> <p>To ask the Minister for Transport the amount that has been spent on the development plans of the Dublin metro; the number of staff employed to work on this 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. To the end of May 2024, approximately €169 million has been invested in MetroLink, to advance the design and planning works for the project.</p> <p>Circa €165m was spent on the previous Metro North project, of which €67m has ongoing value in the context of MetroLink. This €67m includes land and property surveys that are required for MetroLink and other works and acquisitions that can be used to assist MetroLink in the future.</p> <p>There is typically a cost associated with bringing large scale capital investment projects through the planning and approvals process. This is due to the specialist work required to prepare economic, engineering and environmental assessments and to conduct necessary statutory and non-statutory public consultations to inform the development of 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 MetroLink, in conjunction with Transport Infrastructure Ireland (TII).</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>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 143 of 27 June 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The overall expenditure on the MetroLink Programme, to develop all necessary designs and planning documentation, for the period January 2016 to May 2024 inclusive, totals €169m.</p> <p>Transport Infrastructure Ireland (TII) are the Sponsoring Agency under the Infrastructure Guidelines, responsible for the delivery of the MetroLink Project. TII currently have 15 direct staff members working on the project.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Jim O'Callaghan, T.D.
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27/06/2024	139	<p>PQ Referred: 27767/24, for answer 27/06/2024, Written from - Patrick Costello</p>	<p>Dail Question No: 139</p> <p>To ask the Minister for Transport in light of Dublin City Council's new 'Delivering for Dublin Agreement', which contains a commitment to expand the Dublin Bikes network, if his Department will liaise with higher education institutions in the city to identify suitable locations to install stations.</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>Operational matters regarding the management or expansion of the Dublin Bikes scheme, however, rests with Dublin City Council. Consideration of suitable locations, such as at higher education institutes in the city, would ultimately be determined by the Council.</p> <p>Given the NTA's role in active travel and public bikes schemes generally, I have referred your question to the Authority 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. 139 of 27 June 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (NTA) is not involved in the management or providing operational funding of the Dublin Bikes Scheme. I would suggest that you liaise directly with the Traffic Department of Dublin City Council. However it should be noted that the NTA is developing a shared mobility strategy for Ireland, which includes the potential to expand the shared mobility options in Dublin and elsewhere. This strategy will be completed later in 2024 and may feed into the development of the retendering for the Dublin Bikes scheme when the current project comes to an end in 2027.</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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27/06/2024	145	<p>PQ Referred: 27746/24, for answer 27/06/2024, Written from - Éamon Ó Cuív</p>	<p>Dail Question No: 145</p> <p>To ask the Minister for Transport whether he intends introducing legislation to ensure that all buses providing scheduled services, both in rural and urban areas, are wheelchair compatible, to ensure accessibility for wheelchair users to scheduled bus services as an equality measure; 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 more 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 receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 145 of 27 June 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 in recent years assumed responsibility for the procurement of new fleet to be operated by the Public Service Obligation (PSO) Transport Operators such as Dublin Bus, Bus Éireann and Go Ahead. All of these new buses and coaches procured by the NTA are wheelchair accessible.</p> <p>Currently, all of the fleet operated by Dublin Bus, Go Ahead Ireland and Bus Eireann on PSO services are wheelchair accessible. Most are low floor vehicles with a ramp for the wheelchair user to embark; however some of the longer distance coaches have high floors and are accessed via a wheelchair lift.</p> <p>Local Link services are operated by contracted operators, who are engaged via a public tender process. Currently about 95% of the scheduled Local Link services are wheelchair accessible, with the intention that as remaining contracts are renewed, they also will be required to operate using wheelchair accessible vehicles.</p> <p>For Private/commercial Bus Operators, the NTA is currently finalising a report which is expected to contain proposals for increasing accessibility for the private/commercial vehicles.</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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02/07/2024	169	<p>PQ Referred: 28156/24, for answer 02/07/2024, Written from - Matt Carthy, T.D</p>	<p>Dail Question No: 169</p> <p>To ask the Minister for Transport if he will consider extending local link services to Smithborough and, in particular, to provide services to Monaghan 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 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 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. 169 of 02 July last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>While Smithborough itself does not currently meet the Connecting Ireland minimum standard of service of three services a day, seven days a week, it is located along a route that has been identified for enhancing in the Connecting Ireland Programme.</p> <p>The Connecting Ireland Rural Mobility Programme proposes a two hourly frequency of services (in excess of the minimum standard, reflecting its status as a regional corridor) between Enniskillen and Dundalk, via Clones, Smithborough and Monaghan Town. There are a number of operators on this corridor with a mix of publicly funded, commercial and cross-border services.</p> <p>The Authority intends to progress this route, designated Regional Route 33, however there are complexities due to the cross-border nature of the corridor and the mix of operator types, and it may take some time for the corridor to be developed to the intended frequency standard.</p> <p>For more information regarding Connecting Ireland and how it impacts bus services in Monaghan, please visit the Connecting Ireland page on our website, link of which I have provided below;</p> <p><a href="https://www.nationaltransport.ie/connecting-ireland/">https://www.nationaltransport.ie/connecting-ireland/</a></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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02/07/2024	167	<p>PQ Referred: 28153/24, for answer 02/07/2024, Written from - Michael Ring</p>	<p>Dail Question No: 167</p> <p>To ask the Minister for Transport the number of people that have passed the area knowledge module of the SPSV driver entry test for the past five years, by county, in tabular form; 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 collection and publication of statistics relating to the SPSV driver entry test, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I 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. 156 of 09 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We currently anticipate that routes L1, L2, L3, L14 and L15 will commence services later this year. A more precise will be known when detailed checks on operational readiness are completed with the operators.</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p><hr/>Anne Graham Chief Executive</p>	Michael Ring, T.D.
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02/07/2024	161	<p>PQ Referred: 27937/24, for answer 02/07/2024, Written from - Ivana Bacik</p>	<p>Dail Question No: 161</p> <p>To ask the Minister for Transport the value of performance-related penalties issued to each public transport provider by the National Transport Authority in 2023 and in each month of 2024 to date.</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>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. 161 of 02 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Performance related incentives and deductions are publicly available in the Public Service Obligation Contracts Annual Performance Report 2023, located here: <a href="#">Operator Performance - National Transport</a></p> <p>Incentives and deductions for Q1 2024 are not yet finalised. We expect them to be finalised in the coming weeks.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Ivana Bacik, T.D.
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03/07/2024	66	<p>PQ Referred: 28550/24, for answer 03/07/2024, Written from - Martin Kenny</p>	<p>Dail Question No: 66</p> <p>To ask the Minister for Transport the estimated annual, first- and full-year costs of extending the 20% fare reduction to commercial operators, 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 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 referred the Deputy's request to 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. 66 of 03 July last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The estimated CBO (Commercial Bus Operators) 20% discount cost (Fare Foregone) would be in the region of between €17.97m to €19.86m.</p> <p>Assumptions and Constraints in respect of the estimated cost;</p> <ol style="list-style-type: none"> <li>1. Not possible to quantify how many journeys were taken due to discounts being offered.</li> <li>2. The above figures do not include the cost of the provision of additional capacity across the modes as a result of the additional demand generated by the introduction of fare discounts.</li> <li>3. 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.</li> <li>4. 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</li> </ol> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Martin Kenny T.D
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03/07/2024	65	PQ Referred: 28549/24, for answer 03/07/2024, Written from - Martin Kenny	<p>Dail Question No: 65</p> <p>To ask the Minister for Transport the estimated annual, first- and full-year costs of extending the 50% fare reduction for young adults and students to 60%, 70% and 75%, 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 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 referred the Deputy's request to 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. 65 of 03 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please see table below regarding the cost estimates of extending the 50% fare reduction for young adults and students to 60%, 70% and 75% respectively based on 2024 forecasted data. The estimates are presented as a range for each discount scenario:</p> <table border="1" data-bbox="1389 485 1932 680"> <thead> <tr> <th></th> <th>Lower Range</th> <th>Higher Range</th> </tr> </thead> <tbody> <tr> <td>YAC 60% Discount Fare Foregone</td> <td>€66M</td> <td>€73M</td> </tr> <tr> <td>YAC 70% Discount Fare Foregone</td> <td>€77M</td> <td>€85M</td> </tr> <tr> <td>YAC 75% Discount Fare Foregone</td> <td>€82M</td> <td>€91M</td> </tr> </tbody> </table> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>		Lower Range	Higher Range	YAC 60% Discount Fare Foregone	€66M	€73M	YAC 70% Discount Fare Foregone	€77M	€85M	YAC 75% Discount Fare Foregone	€82M	€91M	Martin Kenny T.D
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03/07/2024	64	PQ Referred: 28548/24, for answer 03/07/2024, Written from - Martin Kenny	<p>Dail Question No: 64</p> <p>To ask the Minister for Transport the estimated annual, first- and full-year costs of extending the public transport fare reduction from 20% to 30%, 20% to 40% and 20% to 50%, 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 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 referred the Deputy's request to 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. 64 of 03 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please see table below regarding the cost estimates of extending the public transport fare reduction from 20% to 30%, 40% and 50% based on 2024 forecasted data. The estimates are presented as ranges as follows:</p> <table border="1" data-bbox="1389 1352 2101 1493"> <thead> <tr> <th></th> <th>Lower Range</th> <th>Higher Range</th> </tr> </thead> <tbody> <tr> <td>30% Discount Fare Foregone</td> <td>€157M</td> <td>€174M</td> </tr> <tr> <td>40% Discount Fare Foregone</td> <td>€210M</td> <td>€232M</td> </tr> <tr> <td>50% Discount Fare Foregone</td> <td>€262M</td> <td>€290M</td> </tr> </tbody> </table> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>		Lower Range	Higher Range	30% Discount Fare Foregone	€157M	€174M	40% Discount Fare Foregone	€210M	€232M	50% Discount Fare Foregone	€262M	€290M	Martin Kenny T.D
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04/07/2024	65	PQ Referred: 28556/24, for answer 04/07/2024, Oral from - Martin Kenny	<p>Dail Question No: 65</p> <p>To ask the Minister for Transport if he will ask his Department to liaise with Irish Rail and Local Link in order that they can co-ordinate with each other to connect train times and bus 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 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. 65 of 04 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA and Irish Rail meet regularly to collectively plan the development of the rail network including the integration of bus and rail services. A review of connections between local link and other bus services and rail services is currently underway, as part of the 2024 timetable review. Whilst we aim to provide bus and rail connections whenever and wherever possible, it is not always possible.</p> <p>In particular, Local Link Regular Rural Bus Services (RRS) are designed to serve a range of local trip demand including providing useful services to town and village centres for work and education. Rural Regular Services are often operated by a single bus and therefore it can be challenging to balance the needs of local trip demand and connections to rail services whilst maintaining a useful, regular and reliable timetable for all passengers. That said, we will endeavour to ensure connections are provided when possible to do so.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Martin Kenny T.D
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04/07/2024	67	<p>PQ Referred: 28347/24, for answer 04/07/2024, Oral from - Marian Harkin</p>	<p>Dail Question No: 67</p> <p>To ask the Minister for Transport for an update on the proposed new Local Link bus service from Kinlough, County Leitrim to Grange, County Sligo via Ballinrillick; the timeline for when the service is due to 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.</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 Counties Leitrim and Sligo, 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. 67 of 04 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA and Local Link Donegal Sligo Leitrim are enhancing a Demand Responsive Transport service in North Leitrim/North Sligo via Ballinrillick. This is being planned so that it could commence in Q3 of 2024 however the funding is currently not available to deliver the enhancement this year.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Marian Harkin, T.D
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04/07/2024	55	<p>PQ Referred: 28451/24, for answer 04/07/2024, Oral from - Paul McAuliffe</p>	<p>Dail Question No: 55</p> <p>To ask the Minister for Transport for an update on the delivery of the MetroLink.</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>A significant milestone in the progression of the MetroLink project was cleared in July 2022, when the Minister for Transport secured approval for the project from the Cabinet under Decision Gate 1 of the Public Spending Code. This decision enabled the project to move to the planning application stage, and on 30th September 2022 Transport Infrastructure Ireland (or TII) submitted a Railway Order application to An Bord Pleanála. The statutory planning consultation for the project closed on 16th January 2023.</p> <p>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>Another key milestone for the project was reached on June 25th 2024 when the appointment of the MetroLink Project Director was announced, following a search for the most suitable candidate.</p> <p>MetroLink will improve the quality of the urban environment and people's lives, as well as enable the development of more well-connected homes in our capital city. It will contribute to a shift from the private car to more sustainable travel, helping to decarbonize the transport sector, in line with Government policy.</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, in conjunction with TII, MetroLink.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 55 of 04 July 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The MetroLink Preliminary Business Case was approved by Cabinet in July 2022. This Decision Gate 1 approval in principle under the Public Spending Code enabled the project to move to planning application stage.</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. On 26th April 2024 ABP wrote to TII requesting further information in relation to any modifications proposed to the Draft Order Book of Reference and TII submitted an updated Book of Reference on 12 June 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. The formal request by ABP was received by TII on 1 July 2024 requesting that documents submitted during the oral hearing be published for further consultation. TII are currently preparing the documentation as required. A public notice advising of the further consultation will be published in due course.</p> <p>We therefore do not have certainty on when a determination by ABP of the MetroLink Railway Order application will be made.</p> <p>On 25 June 2024 it was confirmed that, Sean Sweeney, was appointed Project Director of MetroLink. This appointment was made after a competitive and international recruitment process, led by TII, to recruit an individual with the relevant skills and experience for this role.</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 dates for construction delivery or 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>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p>	Paul McAuliffe, T.D.
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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.

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Hugh Creegan  
Deputy Chief Executive

04/07/2024	60	<p>PQ Referred: 28586/24, for answer 04/07/2024, Oral from - Bernard J. Durkan</p>	<p>Dail Question No: 60</p> <p>To ask the Minister for Transport in the context of the electrification and extension of the DART to Maynooth and beyond, the full extent of these proposals at present with particular reference to the extension of the service to Kilcock and beyond thereby providing service to a much wider catchment area without excessive expenditure and greatly facilitating rail transport effectiveness and efficiency as the demand grows; 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, 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 2023. A planning decision from An Bord Pleanála is currently awaited.</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. 60 of 04 July, 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 services 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><hr/>Hugh Creegan Deputy Chief Executive</p>	Bernard Durkan, T.D
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04/07/2024	63	<p>PQ Referred: 28151/24, for answer 04/07/2024, Oral from - Claire Kerrane</p>	<p>Dail Question No: 63</p> <p>To ask the Minister for Transport if he is in a position to resource Local Link to meet demand in local communities when it comes to adding stops in rural villages; if such requests for additional stops are considered by his Department and funded, where necessary; 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 Connecting Ireland Rural Mobility Plan.</p> <p>In light of the NTA's 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>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 63 of 04 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority will consider proposals for additional stops on Local Link routes and services. Public representatives can submit such proposals to our dedicated email address, <a href="mailto:oireachtasliaison@nationaltransport.ie">oireachtasliaison@nationaltransport.ie</a>. Members of the public can submit proposals to <a href="mailto:info@nationaltransport.ie">info@nationaltransport.ie</a>.</p> <p>While these additional stopping locations on bus routes are considered by the NTA, the approval of bus stop locations is a statutory role of a local authority. Once a stopping location is approved by the local authority, the NTA will fund the provision of the stop infrastructure subject to available budgets. Each local authority has been provided €500,000 in 2024 by the NTA to provide new and improved bus stop infrastructure in their county.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	<p>Claire Kerrane, T.D.</p>
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04/07/2024	46	<p>PQ Referred: 28145/24, for answer 04/07/2024, Oral from - Aengus Ó Snodaigh</p>	<p>Dail Question No: 46</p> <p>To ask the Minister for Transport if he is aware that the transport plan for Ballyfermot will lead to a series of issues (details supplied); how this is compatible with being a sustainable local travel model for the area.; and if he will make a statement on the matter.</p> <p>Details Supplied: increased car journey times locally, reduction of trade, less people shopping locally, shops closing all due to the Bus Connects rollout removing green spaces and trees, removing carparking and loading spaces, making a sizeable portion of the Ballyfermot Road one-way and removing a key regulator of traffic in the area, the Kylemore Roundabout.</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>In Dublin, the major infrastructure element of of BusConnects comprises 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 six of the Corridors - the Clongriffin, Liffey Valley, Ballymun/Finglas, Belfield/Blackrock, Swords, and Blanchardstown schemes.</p> <p>New bus services in Dublin have already been delivered, with the first five phases of the Network Redesign rolled out in recent years. 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>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.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 46 of 04 July, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (NTA) applied under section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála for approval in relation to a proposed road development consisting of the construction of the Liffey Valley to City Centre Core Bus Corridor Scheme. The application was made to An Bord Pleanála on the 08th of July 2022. An application for confirmation of the associated Compulsory Purchase Order under Section 76 of, and the Third Schedule to, the Housing Act 1966 (as amended) was submitted to An Bord Pleanála on the 15th of July 2022.</p> <p>A copy of all the application documentation may be viewed and downloaded free of charge at; <a href="https://liffeyvalleyscheme.ie/">https://liffeyvalleyscheme.ie/</a></p> <p>Please note all previous documents regarding BusConnects are still available at; <a href="https://busconnects.ie/initiatives/core-bus-corridors/">https://busconnects.ie/initiatives/core-bus-corridors/</a></p> <p>An Bord Pleanála approved the proposed development and the associated CPO on the 19th 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 Board published its notice of a decision on the 10th of January 2024 which can be found here ABP-LIFFEY-VALLEY-NEWSPAPER-NOTICE-20240110.pdf (liffeyvalleyscheme.ie)</p> <p>General:</p> <p>The BusConnects Dublin programme is a key element of the government's policy to improve public transport and address climate change. There are a total of 12 core bus corridor schemes which is the major infrastructure element of BusConnects Dublin. The aim of the BusConnects Core Bus Corridor scheme is to provide over 230 kilometres of enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region. These infrastructure enhancements will facilitate modal shift from car dependency contributing to an efficient, low carbon and climate resilient city.</p> <p>Ballyfermot Roundabout and Green Space</p> <p>The existing Ballyfermot roundabout acts as the eastern gateway into the retail centre and will be developed as a high-quality urban realm scheme with community spaces to be created as a result of converting the existing roundabout to a signalised junction. The central green space within the roundabout will be reallocated as four distinctly designed quadrants that are more accessible to the community. Outside the Church, a new green space, re-arranged parking area and revised vehicular access will be provided which also includes the relocated statue and welcome sign from the roundabout. New tree planting, seasonal planting, seating and feature paving in high quality concrete with granite kerbs will create an attractive and engaging community oriented public space in this quadrant. The north-eastern quadrant will feature species rich grassland and new tree planting to enhance the school area. Compensatory tree planting is proposed within the school ground and the boundary will be reinstated with a rendered wall with railings. New</p>	Aengus Ó Snodaigh, T.D.
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		<p>reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>pocket parks, trees and parking are proposed on the south eastern and western quadrants adjacent to the residential properties facing the junction. These spaces will incorporate seating areas with small urban play spaces as community enhancements to complement the residential areas.</p> <p>More details can be found on the General Arrangement drawings which can be found here <a href="https://liffeyvalleyscheme.ie/wp-content/uploads/sites/8/2022/07/02.-General-Arrangement.pdf">https://liffeyvalleyscheme.ie/wp-content/uploads/sites/8/2022/07/02.-General-Arrangement.pdf</a> the roundabout can be seen on PDF pages 14 (or sheet 13 on bottom right hand corner) and in the Landscape General Arrangement <a href="https://liffeyvalleyscheme.ie/wp-content/uploads/sites/8/2022/07/05.-Landscaping-General-Arrangement.pdf">https://liffeyvalleyscheme.ie/wp-content/uploads/sites/8/2022/07/05.-Landscaping-General-Arrangement.pdf</a> the roundabout can be seen on PDF pages 14 (or sheet 13 on bottom right hand corner)</p> <p>The Ballyfermot roundabout is proposed to be converted to a signal-controlled junction to manage traffic flow, improve bus progression and safe crossing for pedestrians and cyclists.</p> <p>The upgrade of the roundabout to a signalised junction results in reduced corner radii and narrower lane widths to encourage slow vehicular speeds thus enhancing road safety. Traffic signals provide a safer environment for active travel users, by separating them from traffic and reducing the likelihood of collisions. Traffic signals offer active control for all users at intersections and thus help to reduce congestion by prioritising the necessary traffic streams.</p> <p>In Chapter 3 (Reasonable Alternatives) in Volume 2 of the EIAR and the Feasibility Report, the replacement of the roundabout with the signalised junctions is required due to the following:</p> <ul style="list-style-type: none"> <li>Ø Within the Design Manual for Urban Roads and Streets (DMURS) where feasible the preference is to replace existing roundabouts with signalised junctions to improve the facilities for vulnerable road users such as pedestrians and cyclists, it also enables bus priority;</li> <li>Ø It would be preferable in terms of journey-time reliability and transport network integration;</li> <li>Ø The implementation of signalised junctions allows for safer crossing points for pedestrians and cyclists; and</li> <li>Ø The signalised junction location allows for bus priority where bus lanes are constrained along the Liffey Valley to City Centre Core Bus Corridor Scheme.</li> </ul> <p>DMURS states:  'Traffic Signals: These can provide a wide range of capacities depending on the widths of the approaches, the presence of bus lanes on approach, cycle times and turning traffic flows.</p> <p>Traffic signal junctions can include pedestrian phases and advanced stop lines for cyclists, thus making them safer. Traffic Signals should generally be used at all junctions between Arterial and Link streets. Where pedestrian activity is particularly high (such as within a Centre or around a Focal Point), designers may apply all-round pedestrian phase crossings with diagonal crossings.</p>	
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				<p>Parking: The General Arrangement drawings for the Liffey Valley to City Centre scheme can be found in the following link <a href="https://liffeyvalleyscheme.ie/wp-content/uploads/sites/8/2022/07/02.-General-Arrangement.pdf">https://liffeyvalleyscheme.ie/wp-content/uploads/sites/8/2022/07/02.-General-Arrangement.pdf</a>. Ballyfermot can be seen on PDF pages 8 to 17 (or sheet Number 07 to 16 on bottom right hand corner) Proposed parking arrangements are shown on these drawings.</p> <p>Information on the proposed changes to parking on the Liffey Valley to City Centre Scheme can be found in the Parking Survey Report which is linked below. Ballyfermot is captured in the report on pages 5 to 27(PDF pages 12 to 34). The report covers existing parking,</p>	
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04/07/2024	61	<p>PQ Referred: 28275/24, for answer 04/07/2024, Oral from - Cathal Crowe</p>	<p>Dail Question No: 61</p> <p>To ask the Minister for Transport if he will seek changes to be made to the route licencing of coaches that operate in the day-tour sector, as managed by the National Transport Authority, in order that a more strategic approach to tourism is taken; and if he will make a statement on the matter.</p> <p>Details Supplied: Many coach tour operators leave Dublin the early morning and return to Dublin in the late evening. In counties like Clare so of the iconic tourism attractions, like Bunratty Castle and Folk Park, have recently been reduced to 'photo stops' as opposed to visits along the day's itinerary. This type of day-tourism isn't very sustainable and hollows out the tourism potential of counties in the West of Ireland. No stops at attractions, no meals in local restaurants and no hotel over-nighting. Whilst there is a tourism angle to this PQ, it is very much in the remit of the NTA as they are the licensing body - they should look at routing in a more holistic way.</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. Further, the NTA is responsible for the licensing of public and commercial operators and I have no role in these matters.</p> <p>As the NTA is also the licensing authority for the commercial bus sector, 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. 61 of 04 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is not the appropriate Authority to look at strategic tourism issues in any particular area but is more appropriate for Fáilte Ireland to examine.</p> <p>The NTA's role is assessing the applications for tours under the provisions of the Public Transport Regulation Act 2009 and associated Guidelines. The Authority will consider any proposals from commercial operators for tours in accordance with Section 10 of the PTR Act 2009, including the route of the proposal and the destinations served, as part of the application process. Consideration of national and regional tourism strategies and plans also form part of the assessment process.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Cathal Crowe, T.D
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04/07/2024	43	<p>PQ Referred: 28557/24, for answer 04/07/2024, Oral from - Maurice Quinlivan</p>	<p>Dail Question No: 43</p> <p>To ask the Minister for Transport the Intra-City railway stations that are planned in Limerick; when work is expected to commence; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS) 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>Proposals for investment in rail under LSMATS include:  A new rail station at Moyross;  The reopening of the Limerick-Shannon Foynes line for freight services;  A new station at Ballysimon, along with park and ride facilities;  Increasing the frequency of services on the Ballybrophy line to two trains hourly;  Increasing the frequency of services on the Ennis line to three trains hourly;  Dual tracking of the line from Limerick Junction to Colbert Station;</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. 43 of 04 July 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The proposals for investment in rail under the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS ) include:</p> <ul style="list-style-type: none"> <li>• A new rail station at Moyross – The NTA has provided funding to Irish Rail for an Options selection and feasibility study, the emerging preferred option has been established and it is currently out for Non Statutory Public Consultation.</li> <li>• The reopening of the Limerick-Shannon Foynes Line for freight services – construction is ongoing at the moment for the civil works and trackworks, with a target date for opening the line to freight traffic in 2026.</li> <li>• A new station at Ballysimon, along with Park and Ride (P&amp;R) facilities – Irish Rail with funding provided by the NTA has commenced initial planning work for Ballysimon Station, while the NTA is responsible for the P&amp;R element. This initial work will determine the most suitable options for the station type and location, and a Preliminary Business Case will then follow.</li> <li>• Increasing the frequency of services on the Ballybrophy Line to two trains hourly – this is being looked at as part of the capacity enhancement of the Limerick to Limerick Junction but there are no plans for immediate infrastructural interventions on that line at the moment, and the potential increased frequency is a matter for Irish Rail operations and the levels of NTA PSO (Public Service Obligation) funding available .</li> <li>• Increasing the frequency of services on the Ennis Line to three trains hourly – the Limerick Colbert to Athenry Line, including the section from Limerick to Ennis is undergoing an Options selection and feasibility analysis by Irish Rail, under NTA funding, this is to determine the most adequate infrastructural interventions to enhance the whole line capacity for different traffic scenarios, including up to 2 trains per hour to Ennis and hourly services to Galway. Following the definition of the interventions a Preliminary Business Case will be developed.</li> <li>• Dual tracking of the line from Limerick Junction to Colbert Station – The NTA has provided funding to Irish Rail to progress the Limerick to Limerick Junction capacity enhancement project, which will look at several options, including the provision of additional loops, speed increases, new signalling system and a potential medium term full double tracking. It is expected that an options selection and feasibility study will be completed early in 2025 to determine the best option to be brought to the next phase and the development of a Preliminary Business Case.</li> </ul> <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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04/07/2024	50	<p>PQ Referred: 28276/24, for answer 04/07/2024, Oral from - Cathal Crowe</p>	<p>Dail Question No: 50</p> <p>To ask the Minister for Transport if he will establish a taskforce to examine all transportation options, both current and future, to and from Shannon Airport; and if he will make a statement on the matter.</p> <p>Answer</p> <p>I thank the Deputy for their question and note the importance of Shannon Airport in supporting Ireland's overall connectivity. Our ability as a country to attract, and to retain, foreign direct investment is dependent on this international connectivity. Such connectivity also facilitates trade and is a significant enabler of our tourism industry, with an estimated 90% of our tourists arriving by air.</p> <p>Shannon Airport has had a very strong recovery from the impacts of the COVID-19 pandemic. Passenger numbers at the airport in 2023 were at their highest since 2009, and this strong performance has continued to date in 2024.</p> <p>While my Department does not have any current plans to establish a taskforce in line with what the Deputy has described, I wish to assure the Deputy that work is ongoing to improve transport links around Shannon Airport, with further planning underway for possible improvements into the future.</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> <p>The National Transport Authority (NTA), in partnership with Bus Éireann and TFI Local Link Limerick Clare, is proposing to improve Route 343, which would bring improvements in access to Shannon Airport. This enhancement is part of the Connecting Ireland Rural Mobility Plan, which is a major national public transport initiative developed and funded by the National Transport Authority (NTA) as part of the Transport for Ireland (TFI) Network.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 50 of 04 July, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question on the 04 July 2024 and we therefore have nothing further to add. Please note that however that the NTA maintains a close working relationship with Clare County Council in all transport matters related to Shannon and Shannon Airport.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Cathal Crowe, T.D
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The purpose of the amendment is to:  
Improve the public transport service between Limerick, Shannon and Ennis, as well as other intermediate places such as Sixmilebridge, Quin and Kilmurry.  
Make services more frequent, more reliable, and easier to understand and use.  
Improve access to Shannon Airport, with a new 24/7 service between the Airport, Shannon Town and Limerick.  
The NTA intends to implement these revised routes and services by the end of this year.

The NTA intends to re-shape the current Route 343 by splitting it into four separate routes as follows:  
New Route 343 will run between Limerick and Shannon (Town, Free Zone Shannon Airport) and will be operated by Bus Éireann.  
New Route 330 will run between Ennis and Shannon (Town, industrial zones Shannon Airport) and will be operated by Bus Éireann.  
New Route 316 will run between Sixmilebridge and Shannon (Town, industrial zones Shannon Airport) and will be operated by Bus Éireann.  
New Route 317 will run between the Jetland Shopping Centre (Limerick) and Ennis via Sixmilebridge and will be operated by TFI Local Link Limerick Clare.

The revised network will result in a higher frequency between Shannon and Limerick; a high-frequency, simple common bus corridor between Shannon Town, its industrial areas, and Shannon airport; and more departures to Ennis, Sixmilebridge, Kilmurry, Cratloe and Quin.

The consultation, which closed on 9 May 2024, ran for 3 weeks.

#### Roads

The N19 Shannon Airport Access Road Improvement Scheme is funded under TII's Minors Programme. The scheme aims to improve the road between Drumgeely Roundabout and Knockbeagh Point Roundabout on the approach to the airport, including improved provision for public transport and active travel. €500,000 was allocated for this scheme in 2024, with work continuing on Design and Environmental Evaluation.

In 2024, Clare County Council received an initial allocation of €43,594,200 for the maintenance and improvement of regional and local roads. On 31st May 2024, I announced

		<p>additional funding of €30 million to local authorities through Restoration Improvement (RI) Grants following persistent rainfall over winter and spring. Of this funding, Clare County Council received an additional Supplementary RI allocation of €1,296,500.</p> <p>Future Development</p> <p>The All-Island Strategic Rail Review is being undertaken by my Department, in co-operation with the Department for Infrastructure in Northern Ireland. The Review will inform the development of rail on the Island of Ireland in the coming decades to 2050, in line with net zero targets in both jurisdictions. Work on the Review is now at an advanced stage and a draft Report was published for a Strategic Environmental Assessment, or SEA, public consultation in July of last year.</p> <p>The draft Report makes 30 strategic recommendations to enhance the rail system across the island up to 2050, including recommendations around improving the rail connectivity of Shannon Airport with its surrounding area, and other airports on the island of Ireland.</p> <p>The public consultation phase of the SEA process concluded on 29th September 2023 and submissions have been reviewed by officials from both Ireland and Northern Ireland. It is expected that a Review report, taking account of the comments raised in the consultation, will be submitted for Government shortly and that the final Review will be published by the end of the Summer.</p> <p>Limerick Shannon Metropolitan Area Transport Strategy</p> <p>The Limerick Shannon Metropolitan Area Transport Strategy, which includes plans to improve transport links with Shannon Airport, 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, and in the management and operation of TFI Local Link Services and Connecting Ireland, 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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04/07/2024	53	PQ Referred: 28117/24, for answer 04/07/2024, Oral from - Paul Donnelly	<p>Dail Question No: 53</p> <p>To ask the Minister for Transport the position regarding a direct bus route from Dublin 15 to the airport.</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. 53 of 04 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The N8 Route will run between Blanchardstown Centre and Clongriffin Station via the M50 and Dublin Airport. It is part of the new bus network being introduced across the city.</p> <p>Passengers from across the Dublin 15 area will be able to interchange with route N8 in Blanchardstown at no additional charge using the TFI 90-minute fare. More information regarding BusConnects Network Redesign in Dublin is available at the link below;</p> <p><a href="https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/">https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/</a></p> <p>We are currently planning to commence N8 services in Q4 of 2025, however that is subject to the ability of bus operators to recruit sufficient drivers (which has been significantly constrained in recent years with full employment across the State) and the funding that the NTA receives for additional services in the 2025 budget later this year.</p> <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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04/07/2024	52	<p>PQ Referred: 28279/24, for answer 04/07/2024, Oral from - Pádraig O'Sullivan</p>	<p>Dail Question No: 52</p> <p>To ask the Minister for Transport for an update on the progression of the Cork city northern distributor road; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The proposal for the Northern Distributor Road was established in the Cork Metropolitan Area Transport Strategy. It is intended that the Northern Distributor Road will include both traffic and bus lanes as well as cycling and pedestrian facilities.</p> <p>In December of 2023, the National Transport Authority (NTA) approved a Strategic Assessment Report (SAR) for the project. The approval of the SAR authorised Cork City Council to proceed with the next stage of the project, namely the route selection stage.</p> <p>Cork City Council are currently working on undertaking a comprehensive route assessment process and identifying an Emerging Preferred Route which would be brought to public consultation. I understand that this route options report is progressing well and that a public consultation on the emerging preferred option could take place 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 transport infrastructure in our cities, the Cork Northern Distributor Multi-Modal Route.</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. 52 of 04 July, 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>Cork City Council subsequently amended the Strategic Assessment Report and resubmitted it to the NTA in September 2023. We 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 currently expect will take place later this year. 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><hr/>Hugh Creegan Deputy Chief Executive</p>	Padraig O'Sullivan, T.D.
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04/07/2024	33	<p>PQ Referred: 28116/24, for answer 04/07/2024, Oral from - Paul Donnelly</p>	<p>Dail Question No: 33</p> <p>To ask the Minister for Transport his views on the issue of ghost buses and no shows across the fleets; the steps that have been taken to date to counteract this; and for 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 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. 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>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 33 of 04 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA defines "ghost buses" as being where a bus is operating a service but is not appearing on the real-time signs or in the TFI Live app, meaning it arrives unexpectedly at a stop. This scenario is distinct from what is referred to as "disappearing buses", which is where the bus is not operating a service, but where predicted arrival times are appearing on the signs and in the apps, but no bus appears at the stop. The latter scenario has regrettably been of particular concern to NTA and passengers in recent times due to a number of factors, most notably due to a shortage of bus drivers.</p> <p>I can assure you that NTA is greatly concerned about these issues and the accuracy of the real time information that is presented to passengers and is working to improve it.</p> <p>In the first instance, the information that is displayed in the TFI Live app and bus stop signs is provided directly by the bus operator responsible for operating the particular service. It is the responsibility of the operator to provide accurate vehicle location data relating to all their services. This data is generated by the on-bus AVL (Automatic Vehicle Location) equipment which records the position of the bus as it proceeds on its route and generates predicted arrival times for each bus stop on its route. The NTA TFI Live app receives this data from each bus operator and republishes it in the app. The issue of a bus service being displayed in the app and signs but not showing up at the stop (i.e. a disappearing bus) 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, meaning that the timer will count down but no bus will appear. Ghost buses on the other hand, can be caused by a failure of the AVL system en-route, or a data error, resulting in the predicted arrival times not appearing at all on the signs or in the TFI Live app.</p> <p>The NTA is constantly working to improve the quality of the data that is provided to customers. Some of the actions that we are taking to improve the situation are as follows:</p> <ul style="list-style-type: none"> <li>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. Further details are provided below;</li> <li>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;</li> <li>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.</li> </ul> <p>It should also be noted that the NTA regularly reviews the transport operator's 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>	Paul Donnelly, T.D.
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04/07/2024	36	PQ Referred: 28152/24, for answer 04/07/2024, Oral from - Claire Kerrane	<p>Dail Question No: 36</p> <p>To ask the Minister for Transport if he intends to fund further rollouts of Local Link services, to meet the demand in their various areas; 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 the first instance, I can assure you that the intent of all of our public transport policies is to increase the attractiveness and accessibility of public transport so we can all, including older people, disabled people, and those with mobility concerns, enjoy a sustainable and more integrated public transport network.</p> <p>To address specific concerns in rural areas, the Department of Transport has secured increased funding to improve rural transport services across the country, with funding increasing from €12m in 2016 to €57m in 2024. Passenger numbers have increased from 1.76 million passengers in 2015 to 3.2 million in 2023.</p> <p>The Connecting Ireland Rural Mobility Plan is a major 5 year public transport initiative developed by the National Transport Authority (NTA) to increase connectivity outside our major cities and towns.</p> <ul style="list-style-type: none"> <li>• Over 100 new or additional bus routes introduced since commencement in mid-2022.</li> <li>• Phase I in 2022: 38 new and enhanced services implemented.</li> <li>• Phase II in 2023: 65 new and enhanced services implemented.</li> <li>• Over 190 towns and villages have been connected to the public transport network.</li> </ul> <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. 36 of 04 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question on the 04 July 2024. 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>	Claire Kerrane, T.D.
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04/07/2024	37	<p>PQ Referred: 28574/24, for answer 04/07/2024, Oral from - John Brady</p>	<p>Dail Question No: 37</p> <p>To ask the Minister for Transport to provide an outline on plans to upgrade the Dublin to Rosslare line, along with details of plans for the electrification of the line to 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 the Wicklow Capacity Enhancement Study. The potential extension of DART services southwards to Wicklow is included as an objective in the new Greater Dublin Area Transport Strategy 2022-2042, which was adopted last year. Initial planning/design work is currently ongoing to establish the feasibility of operating an hourly DART service to/from Wicklow town using battery electric train sets that could operate along the un-electrified section between Greystones and Wicklow. Modelling undertaken by the NTA for the DART+ Programme related to facilitating increased services on the Rosslare line, and to achieve maximum capacity in the Greater Dublin Area, includes an option that would see Rosslare services interchanging at Wicklow or Greystones to connect seamlessly to DART services into the heart of Dublin. This was an infrastructural modelling exercise, and the NTA have advised that no decision has been made to alter services on the Rosslare line. 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. 37 of 04 July, 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 certain 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>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. 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> <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>	John Brady, T.D.
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I trust that the above information is of assistance.

Yours sincerely,

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Hugh Creegan  
Deputy Chief Executive

04/07/2024	39	<p>PQ Referred: 28617/24, for answer 04/07/2024, Oral from - Pauline Tully</p>	<p>Dail Question No: 39</p> <p>To ask the Minister for Transport his plans for park-and-ride facilities along the N3 in County Cavan to encourage more people to make use of public transport and reduce the dependence on private car use in rural areas; 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. 39 of 04 July, which has been referred to the National Transport Authority (NTA) for reply.</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 has developed a Transport Strategy for the Greater Dublin Area covering the period from 2022 to 2042 – the Greater Dublin Area includes the four Dublin authority areas plus Meath, Kildare and Wicklow. The GDA Transport Strategy includes a network of park and ride sites, one of which is the M3 Parkway at Dunboyne in County Meath.</p> <p>The NTA's statutory remit in relation to park and ride infrastructure does not extend to County Cavan and, therefore, it will be a matter for the local authority, in collaboration with Transport Infrastructure Ireland and the Department of Transport, to bring forward proposals in this area. We have established a Park and Ride Development Office to cover the areas within the NTA's remit, and we would be willing to assist the local authority in developing Park and Ride proposals, should that be of assistance.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____  Hugh Creegan  Deputy Chief Executive</p>	Pauline Tully, T.D
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04/07/2024	22	<p>PQ Referred: 28316/24, for answer 04/07/2024, Oral from - Jennifer Murnane O'Connor</p>	<p>Dail Question No: 22</p> <p>To ask the Minister for Transport for an update on plans for active travel in County Carlow.</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. 22 of 04 July, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Carlow County Council Active Travel programme has a mix of projects at all stages from preliminary design to construction. Carlow County Council have a good portfolio of projects across the county and have demonstrated a strong record of building high quality Active Travels schemes that are aligned with the latest policy guidance such as the Cycle Design Manual (CDM) and the Design Manual for Urban Roads and Streets (DMURS). Carlow County Council have an allocation of €3,018,000 across 12 projects in 2024 and are on target to drawdown this allocation.</p> <p>Projects of note include the Pathfinder scheme that will provide a 750m section of improved pedestrian and cycle facilities along the R448 Kilkenny Road connecting Carlow Town Centre &amp; SETU's Carlow Campus. A number of Safe Routes to Schools (SRTS) projects are to go to construction in the coming months including SRTS - St Brigid's National School Mhuine Bheag, SRTS - Holy Family Boys &amp; Girls National School Carlow and SRTS - Queen of the Universe Mhuine Bheag.</p> <p>Further information on their programme can be found on their website:  <a href="https://carlow.ie/special-projects/carlow-county-council-active-travel">https://carlow.ie/special-projects/carlow-county-council-active-travel</a></p> <p>Carlow County Council produce a monthly newsletter detailing updates on schemes and the link to the E-Newsletters can be found in the link below:  <a href="https://us14.campaign-archive.com/home/?u=ccb79aff295483909f56fb3c1&amp;id=428bd8552c">https://us14.campaign-archive.com/home/?u=ccb79aff295483909f56fb3c1&amp;id=428bd8552c</a></p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____  Hugh Creegan  Deputy Chief Executive</p>	<p>Jennifer Murnane O'Connor,  T.D.</p>
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04/07/2024	24	PQ Referred: 28315/24, for answer 04/07/2024, Oral from - Jennifer Murnane O'Connor	<p>Dail Question No: 24</p> <p>To ask the Minister for Transport for an update on the Connecting Ireland Rural Mobility Plan in County Carlow; and the date by which all bus routes under the Plan will be up and running in the county.</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 new and enhanced public transport services under Connecting Ireland, including 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. 24 of 04 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has a dedicated Connecting Ireland page on its website, link of which is provided below. We produce regular update bulletins in respect of Connecting Ireland and publish same on the Connecting Ireland page of our website.</p> <p><a href="https://www.nationaltransport.ie/connecting-ireland/">https://www.nationaltransport.ie/connecting-ireland/</a></p> <p>Regarding Connecting Ireland in Carlow, please note that we are continuing to work on Connecting Ireland services in Carlow but please note that any new routes in Carlow under the Connecting Ireland Rural Mobility Plan is subject to additional PSO (Public Service Obligation) funding being made available. Under the original timeframe, the Connecting Ireland Rural Mobility Plan was anticipated to be a five year programme with completion in 2026 but as noted above this will be subject to funding.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Jennifer Murnane O'Connor, T.D.
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04/07/2024	25	<p>PQ Referred: 28345/24, for answer 04/07/2024, Oral from - Cian O'Callaghan</p>	<p>Dail Question No: 25</p> <p>To ask the Minister for Transport if he will take action ensure direct DART services to Howth, Sutton and Bayside are retained as part of the DART + Coastal North Project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, DART+ Coastal North is part of the overall DART+ Programme. The DART+ Coastal North project will provide for electrified DART trains between Dublin city and Drogheda and an improvement to the existing DART services between Dublin city and Howth/Malahide. The project will significantly increase the peak hourly capacity and frequency on the Northern route between Dublin city and Malahide, Howth and Drogheda. It should be noted that an indicative service pattern is required to conduct modelling for the DART+ Coastal North project, to assess the potential level of benefits which will arise as a result of the project. The infrastructural changes proposed by DART+ Coastal North will permit both direct and shuttle services to operate from Howth. The implementation of a shuttle service is an operational matter, to be decided on in the future and implemented following the delivery of relevant infrastructure as part of the DART+ Coastal North project.</p> <p>Noting the NTA's role in the matter, I have referred the Deputy's question to the NTA for a more detailed response. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 25 of 04 July, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>It is proposed that, at some point in the future, the DART service pattern will change such that the DARTs running to the City Centre would operate mainly on the Northern Line (Connolly-Malahide-Drogheda), and the line between Howth Junction and Howth would operate mainly as a feeder shuttle service, with a train transfer required at Howth Junction for onward journeys to the city centre.</p> <p>The introduction of this proposal is several years away and relates to the need to provide, in the future, a significantly higher level of service on the Northern Line than that which exists at present, to deal with the projected large population growth across the Fingal/Meath towns of Lusk, Skerries, Balbriggan, Laytown, Drogheda, etc. Currently, the DART service branches at Howth Junction is delivering only a 20 minute service frequency to Howth and the same to Malahide.</p> <p>It is envisaged that, in the future, a frequency of up to 5 minute services will be needed on the Northern Line to cater for the forecast passenger numbers. This would represent, effectively, the operational limit of the twin track Northern Line and, accordingly, the capacity wouldn't be available to run additional trains directly between Howth and the City Centre.</p> <p>In such event, it is proposed that a high frequency DART shuttle would be put in place between Howth and Howth Junction, operating at a service frequency of every ten minutes or better. The frequency of trains to Howth, albeit on a shuttle service from Howth Junction, would at least double under this proposal. Passengers from Howth to the City Centre would have to change at Howth Junction onto the Northern Line DARTs. The changing of trains is acknowledged as an inconvenience – the positive is the higher frequency of the train services on both branches, so less overall waiting time is expected. Recognizing the concerns about interchanging in Howth Junction Station, the DART+ Coastal North proposals include a revised station design, which will make changing trains easier.</p> <p>This proposal, which as aforementioned is several years away, will be very positive overall, with much more frequent train services on the Northern Line and to Howth. The trade-off to make this work is the interchange requirement for Howth passengers, the interchange will happen in an upgraded station though.</p> <p>Finally, it may be possible to still run some direct train services from Howth to the City Centre at a certain time during the day under the above proposal, this is something that will be assessed as part of a detailed timetable simulation exercise which will be carried out at a later stage</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p>	Cian O'Callaghan, T.D.
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04/07/2024	196	<p>PQ Referred: 29073/24, for answer 04/07/2024, Written from - Bernard J. Durkan</p>	<p>Dail Question No: 196</p> <p>To ask the Minister for Transport if changes are afoot in respect of integrated ticketing; 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>The NTA's Next Generation Ticketing (NGT) Project is an upgraded ticketing system 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 direct reply in relation to this project. 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. 196 of 04 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>With regards to Integrated Ticketing, the Authority is currently in the process of implementing a number of changes announced in the 2024 NTA Fares Determination (which can be viewed here: <a href="https://www.nationaltransport.ie/publications/nta-fares-determination-2024/">https://www.nationaltransport.ie/publications/nta-fares-determination-2024/</a>). This plan sees a new and simplified fares structure for Dublin, which combines elements of distance and equitability between routes. The Authority has also developed an approach for the rest of Ireland that will deliver to both political and commercial aspirations around better value, greater transparency and equality in respect of journey distance. This determination will formalise a new 'Dublin City Zone', extending to approximately 23 km from the centre of Dublin, encompassing the current area of validity of TFI 90 Leap Card travel. It also introduces a new 'Dublin Commuter Zone' (extending from the outer edge of the Dublin City Zone to approximately 50 km from the centre of Dublin. The first phase of the National Fares Strategy will be implemented in this 'Dublin commuter Zone', and the details of this implementation is a primary focus of the 2023 fares determination. The new fares will reduce the disparities which currently exist for some rail and bus users, particular in the outer commuter towns surrounding Dublin. As part of this initiative, an additional 8 Irish Rail stations are being enabled for TFI Leap Card usage, and specific tickets are being introduced to support customers commuting from these outer stations. These works are in progress and installation of the Leap validators will complete later this year with the new tickets being introduced next year.</p> <p>Separately, the public procurement process for Next Generation Ticketing (NGT) completed in April and the NTA has selected a supplier (Indra Sistemas S.A.) to become NTA's long term ticketing technology provider. Following this appointment the Authority immediately engaged with the supplier in planning how the solution will be delivered and installed on each of the modes of transport. NGT will ultimately be deployed on all Public Service Operator (PSO) operators nationwide, commencing with public transport services in Dublin City and County. 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 Luas, Iarnród Eireann and Bus Eireann, as well as the deployment and testing of a comprehensive account based ticketing back-office system. This planning is ongoing and once this planning phase is complete the implementation timelines will be better known.</p> <p>From a customer perspective, NGT will initially complement the existing TFI Leap Card integrated ticketing system, minimising the impact in the short term, particularly for customers availing of the hugely popular 90 minute fare that provides free interchange between services within 90 minutes of the first tap-on. Once sufficient new ticketing equipment is deployed NTA shall enable contactless bank card payments including by smart phones (e.g. Apple Pay/Google Pay), and will also enable the use of QR/Bar code ticketing.</p> <p>I trust that the above is of assistance.</p>	Bernard Durkan, T.D
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Anne Graham  
Chief Executive



04/07/2024	183	<p>PQ Referred: 28991/24, for answer 04/07/2024, Written from - Sean Sherlock</p>	<p>Dail Question No: 183</p> <p>To ask the Minister for Transport the amount spent to date on a project (details supplied), including all payments to contractors and consultants, from the year 2020 to 1 July 2024, in tabular form.</p> <p>Details Supplied: Bus Connects Route Rollout in Cork</p> <p>Answer</p> <p>As the Deputy may be aware, following an extensive public consultation process, the new BusConnects Cork network was finalised and published by the NTA in June 2022. The network aims to 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>It is expected that the new network will be implemented over the coming years.</p> <p>The expenditure from 2020 to end-June in relation to the Network Redesign element of BusConnects Cork is in the table below.</p> <p>Project 2020 2021 2022 2023 2024, to 30 June Total</p> <p>BusConnects Route Rollout in Cork (Network Redesign) - €616,615 €595,648 €955,295 €867,999 €3,035,557</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>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. 183 of 04 July last, 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 this Parliamentary Question. The NTA has nothing further to add to the Ministers response.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Seán Sherlock, T.D.
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04/07/2024	187	<p>PQ Referred: 29001/24, for answer 04/07/2024, Written from - Paul Donnelly</p>	<p>Dail Question No: 187</p> <p>To ask the Minister for Transport the amount the National Transport Authority received from advertisement at bus stops within Dublin in 2022, 2023 and to date in 2024; and the rates the NTA charges for such advertisement, 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 am writing to you concerning the matter you raised in Parliamentary Question No. 187 of 04 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In relation to the first item queried, the NTA has received the following advertising revenue share from 2022 to 2024 (up to 30/06/24) relating to all bus shelters nationwide. A more detailed breakdown of the advertising revenue share relating to the shelters specifically located within the Dublin region is not currently available.</p> <table border="1" data-bbox="1389 554 1754 695"> <thead> <tr> <th>Year</th> <th></th> </tr> </thead> <tbody> <tr> <td>2022</td> <td>€5,714,675</td> </tr> <tr> <td>2023</td> <td>€6,940,764</td> </tr> <tr> <td>2024 (YTD)</td> <td>€3,835,576</td> </tr> </tbody> </table> <p>Regarding the second item queried we note that since 1st January 2017, JCDecaux Ireland has been contracted to the NTA for the supply, installation, and maintenance of bus shelters, in addition to the sale of advertising rights associated with the shelters, throughout the State following a public tender process. Regarding JCDecaux's charge out rates attached to the sale of the advertising space there isn't a singular figure that we can provide. The rate is very much dependent upon a number of variables such as the type of advertising being purchased; digital or static, the number of advertising spaces being purchased and the duration of the advertising campaign. An example rate for an individual advertising panel for a duration of two weeks for the years in question are detailed in the table below.</p> <table border="1" data-bbox="1389 1108 1754 1289"> <thead> <tr> <th>Year</th> <th>Static bus Shelter</th> <th>Digital bus shelter</th> </tr> </thead> <tbody> <tr> <td>2024</td> <td>510</td> <td>1,191</td> </tr> <tr> <td>2023</td> <td>486</td> <td>1,134</td> </tr> <tr> <td>2022</td> <td>463</td> <td>1,080</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>	Year		2022	€5,714,675	2023	€6,940,764	2024 (YTD)	€3,835,576	Year	Static bus Shelter	Digital bus shelter	2024	510	1,191	2023	486	1,134	2022	463	1,080	Paul Donnelly, T.D.
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04/07/2024	145	<p>PQ Referred: 28431/24, for answer 04/07/2024, Written from - Jennifer Murnane O'Connor</p>	<p>Dail Question No: 145</p> <p>To ask the Minister for Transport how he has improved public transport in Carlow since June 2020; 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 delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for public transport 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. 145 of 04 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The following services in Carlow have been introduced or enhanced since June 2020:</p> <ul style="list-style-type: none"> <li>• New Carlow Town Bus Service: <ul style="list-style-type: none"> <li>o CW1 Tyndall/CIFET to MSD Carlow – every 30 minutes Monday to Sunday</li> <li>o CW2 Barrow Valley Retail Park to Wexford Road Business Park - every 30 minutes Monday to Sunday</li> </ul> </li> <li>• 887 (Carlow – New Ross) – 3 services per day per direction Monday to Sunday</li> <li>• 822 (Mountrath – Carlow) – 3-4 services per day per direction Monday to Sunday</li> <li>• 897 (Kilkenny – Carlow – Athy) - 3-4 services per day per direction Monday to Sunday</li> <li>• 880 (Carlow – Naas) - 5-9 services per day per direction Monday to Sunday</li> <li>• 800 (Arklow – Carlow) - 3-4 services per day per direction Monday to Sunday</li> <li>• 369 (Enniscorthy – Tullow) – 4-6 services per day per direction Monday to Sunday</li> <li>• A new return mid-morning rail service between Heuston and Carlow on Monday to Friday (introduced in 2022).</li> <li>• Additional 12:20hrs Dublin Heuston to Carlow and 15:15hrs Carlow to Dublin Heuston rail service daily (Monday to Friday) (2023)</li> <li>• Additional service each way Dublin/Waterford/Dublin on Sundays bringing the total rail services to 5 in each direction, all serving Carlow. (planned for introduction later in 2024)</li> </ul> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	<p>Jennifer Murnane O'Connor, T.D.</p>
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04/07/2024

164

PQ Referred: 28880/24, for answer 04/07/2024, Written from - Richard Boyd Barrett

Dail Question No: 164

To ask the Minister for Transport the estimated cost of building metro south west.

Answer

The Deputy may be aware that 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.

There were a number of studies and reports that informed the development of Dublin's integrated transport system, as set out in the Strategy, including feasibility studies for a metro to Knocklyon and a metro to Sandyford. While the Strategy states that the south west Dublin area is best served by bus rapid transit (such as BusConnects) and light rail (such as Luas) for the foreseeable future, it notes that the MetroLink terminus at Charlemont can facilitate any potential future metro extensions to serve the south west, south or south east of the Dublin area should sufficient demand develop.

The National Transport Authority (NTA) reviews and updates the Transport Strategy for the Greater Dublin Area every 6 years and so the issue of a southwestern extension of MetroLink may be reconsidered in future. Noting the NTA's responsibility in the matter, I have referred the Deputy's question in relation to the area raised to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.

Dear Deputy,

I am writing to you concerning the matter you raised in Parliamentary Question No. 164 of 04 July 2024, which has been referred to the National Transport Authority (NTA) for reply.

The Metro to Knocklyon Feasibility Study report, undertaken in 2021, was one of a number of studies undertaken to inform the development of the GDA Transport Strategy 2022-2042. This feasibility report was published alongside the GDA Transport Strategy in 2022. The link to the report is outlined below:

[https://www.nationaltransport.ie/wp-content/uploads/2021/11/Metro-to-Knocklyon-Feasibility-Study-V3\\_noWM\\_opt.pdf](https://www.nationaltransport.ie/wp-content/uploads/2021/11/Metro-to-Knocklyon-Feasibility-Study-V3_noWM_opt.pdf)

Feasibility level estimated costs were developed as part of the study and are recorded on Page 25 of the report. An extract of Page 25 is outlined below. The overall cost was estimated as €5.6 billion in 2019 prices.

Table 5-2: Metro Knocklyon, Ballycullen to Charlemont (through running), capital costs (factor costs, Q4 2019 prices, nearest €100,000).

Category	Item	Total (EUR) (Q4 2019)
Capital costs	Tunnels & Intervention shafts	549,900,000
	Subsurface stations	904,200,000
	Rolling stock	149,800,000
	Other	384,600,000
	<b>Total</b>	<b>1,988,500,000</b>
Client costs	Indirects	285,400,000
	Land and property	189,900,000
Sub-total		2,463,800,000
Risk & Optimism Bias	65%	1,601,500,000
<b>Total</b>		<b>4,065,300,000</b>

Table 5-3: Metro Knocklyon, Ballycullen to St Stephen's Green (linked), capital costs (factor costs, Q4 2019 prices, nearest €100,000).

Category	Item	Total (EUR) (Q4 2019)
Capital costs	Tunnels & Intervention shafts	612,100,000
	Subsurface stations	1,266,500,000
	Rolling stock	217,600,000
	Other	647,700,000
	<b>Total</b>	<b>2,743,900,000</b>
Client costs	Indirects	393,700,000
	Land and property	269,000,000
Sub-total		3,406,600,000
Risk & Optimism Bias	65%	2,214,300,000
<b>Total</b>		<b>5,620,900,000</b>

I trust that the above information is of assistance.

Yours sincerely,

Hugh Creegan  
Deputy Chief Executive

Richard Boyd Barrett, T.D.

04/07/2024	181	<p>PQ Referred: 28989/24, for answer 04/07/2024, Written from - Sean Sherlock</p>	<p>Dail Question No: 181</p> <p>To ask the Minister for Transport the amount spent to date on a project (details supplied), including all payments to contractors and consultants, from the year 2020 to 1 July 2024, in tabular form.</p> <p>Details Supplied: The Northern Distributor Road</p> <p>Answer</p> <p>As the Deputy may be aware, the proposal for the Northern Distributor Road was established in the Cork Metropolitan Area Transport Strategy. It is intended that the Northern Distributor Road will include both traffic and bus lanes as well as cycling and pedestrian facilities.</p> <p>The expenditure from 2020 to end-June in relation to the Cork Northern Distributor project is in the table below.</p> <p>Project 2020 2021 2022 2023 2024, to end June Total</p> <p>Northern Distributor Road - €402,733 €53,589 €2,755 - €459,077</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 Cork Northern Distributor project.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 181 of 04 July, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question on the 04 July 2024. As such, the NTA has nothing further to add other than that the amounts quoted include expenditure in relation to contractors and consultants.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Seán Sherlock, T.D.
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04/07/2024	160	<p>PQ Referred: 28876/24, for answer 04/07/2024, Written from - Richard Boyd Barrett</p>	<p>Dail Question No: 160</p> <p>To ask the Minister for Transport the unit cost of new electric busses.</p> <p>Answer</p> <p>As the Deputy may be aware, the Government is committed to the decarbonisation of the public transport sector in line with the Climate Action Plan. No new diesel-only buses have been purchased for urban public service obligation bus fleets since July 2019, as set out in the National Development Plan 2018-2027. The transition to a zero-emission urban bus fleet is currently programmed to take up until 2035, based on replacement of non-zero-emission buses as they reach the end of their efficient service lives.</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. Electric buses are currently rolling out across Ireland in areas such as Dublin, Limerick and 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 statutory responsibility for the planning and development of public transport infrastructure, including the provision and upgrade of public bus fleets.</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. 160 of 04 July 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The current unit cost of a new double-deck battery-electric bus is approximately €675,000 including VAT.</p> <p>The current unit cost of a new single-deck battery-electric bus is approximately €615,000 including VAT.</p> <p>Both of the above current unit costs are subject to indexation and the prevailing GBP:EUR exchange rate.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Richard Boyd Barrett, T.D.
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04/07/2024	163	<p>PQ Referred: 28879/24, for answer 04/07/2024, Written from - Richard Boyd Barrett</p>	<p>Dail Question No: 163</p> <p>To ask the Minister for Transport the estimated cost of extending the Luas to Lucan.</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. The development of a Luas line from Lucan to the City Centre is part of the strategy's medium-term proposals for development and delivery within 2031-2036.</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. 163 of 04 July 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Transport Infrastructure Ireland (TII) is developing Luas Lucan in collaboration with the NTA. Earlier this year, TII appointed a design team to undertake the option selection process for the project and identify an Emerging Preferred Route 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. Until this options selection process has been completed it is premature to provide an estimated cost for the project.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Richard Boyd Barrett, T.D.
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04/07/2024	159	<p>PQ Referred: 28875/24, for answer 04/07/2024, Written from - Richard Boyd Barrett</p>	<p>Dail Question No: 159</p> <p>To ask the Minister for Transport the annual costs of PSO funding for all transport services.</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. Since 2010, the award of Public Service Obligation (PSO) funding falls under the independent statutory remit of the NTA.</p> <p>In light of the NTA's responsibilities for the PSO programme, 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. 159 of 04 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The total annual cost of PSO funding for all transport services in 2023 was €575.5m.</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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04/07/2024	158	<p>PQ Referred: 28874/24, for answer 04/07/2024, Written from - Richard Boyd Barrett</p>	<p>Dail Question No: 158</p> <p>To ask the Minister for Transport the estimated full-year cost of making all public transport, including both public service obligation services and private commercial services, free; 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. 158 of 04 July 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 (Fare Foregone) of making all public transport free, including both PSO and CBO services range of between €601m to €665m</p> <p>Assumptions and Constraints in respect of estimated cost:</p> <ol style="list-style-type: none"> <li>1. Not possible to quantify how many journeys were taken due to free travel being offered.</li> <li>2. The above figures do not include the cost of the provision of additional capacity across the modes as a result of the additional demand generated by the introduction of free public transport.</li> <li>3. The above fare foregone amount is the incremental cost of making public transport free i.e. it excludes the cost of free travel passes which is already in place.</li> </ol> <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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04/07/2024	149	<p>PQ Referred: 28607/24, for answer 04/07/2024, Written from - Robert Troy</p>	<p>Dail Question No: 149</p> <p>To ask the Minister for Transport for an update on the Mullingar town bus 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. The NTA also has national responsibility for integrated local and rural transport, including delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for the rollout of new services, 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. 149 of 04 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority is progressing plans to implement a town bus service for Mullingar, subject to the allocation of funding for the scheme by the Department of Transport. Discussions are ongoing with the Department in relation to the funding allocation for 2025. In advance of any decisions on funding, the Authority will continue to progress plans for the Mullingar Town bus service.</p> <p>I trust that the above is of assistance.</p> <p><hr/>Anne Graham Chief Executive</p>	Robert Troy, T.D.
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04/07/2024	156	<p>PQ Referred: 28758/24, for answer 04/07/2024, Written from - Aengus Ó Snodaigh</p>	<p>Dail Question No: 156</p> <p>To ask the Minister for Transport the steps that will be taken to make a junction located near a school safe for pedestrians, especially for certain cohorts (details supplied); which, despite repeated requests over the years has no school traffic wardens for the two crossings involved, no warning signs, flashing beacons or signs indicating how close to a school the thousands of drivers going through this junction daily are; and if he will make a statement on the matter.</p> <p>Details Supplied: pupils attending Gaelscoil Inse Chór at Droichead na hInse, Baile Átha Cliath 8, and those attending the St John of Gods facility next door, and the senior citizens residing in Islandbridge Court also next door who have had to cross the Con Colbert Road at its junction with South Circular Road,</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel. In 2024, €290 million was allocated to the National Transport Authority (NTA)'s Active Travel Infrastructure Programme. The NTA, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>In March 2021, I was delighted to launch the Safe Routes to School Programme which will support Active Travel infrastructure for selected schools around the country.</p> <p>The Safe Routes to School Programme aims to create safer walking and cycling routes within communities, alleviate congestion at the school gates and increase the number of students who walk or cycle to school by providing the necessary infrastructure. 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>It is my understanding that the school referenced in the Deputy's question has applied for the SRTS Programme but was not included in the first or second rounds of funding; however, they will not be required to reapply as all schools which applied will come into the programme on a rolling basis.</p> <p>Noting the role of the NTA in both the Active Travel and the Safe Routes to School Programme, I have referred your</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 156 of 04 July 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>In respect of your Parliamentary Question No, 156 of 04 July 2024, I would suggest that you liaise directly with the Active Travel and Traffic Department of Dublin City Council as they are best placed to provide a detailed response to your query.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Aengus Ó Snodaigh, T.D.
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question to them for answer. If you do not receive a reply within 10 working days please contact my private office.

04/07/2024	167	<p>PQ Referred: 28883/24, for answer 04/07/2024, Written from - Richard Boyd Barrett</p>	<p>Dail Question No: 167</p> <p>To ask the Minister for Transport the estimated full-year cost of expediting all remaining phases of the safe routes to school programme to roll it out in full in 2025.</p> <p>Answer</p> <p>In March 2021, I launched the Safe Routes to School (SRTS) Programme which will support Active Travel infrastructure for selected schools around the country. 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.</p> <p>The Safe Routes to School Programme is funded by my Department through the National Transport Authority (NTA) and is supported by the Department of Education. An Taisce's Green-Schools is co-ordinating the programme, while funding will be made available to local authorities which will play a key part in delivering the infrastructure along access routes and at the school gate.</p> <p>It should be noted that over 900 schools enrolled in the Programme in 2021, and just under a third are currently actively involved in Rounds 1 and 2. All remaining schools will enter the Programme on a rolling basis over the next few years. Regardless of cost, it is not intended that all schools will be completed by the end of 2025 as neither the NTA, An Taisce nor the various local authorities would have the capacity to expedite the Programme to that extent.</p> <p>Noting the role of the NTA in the matter I have referred the Deputy's questions to them for answer. If you do not received a reply within 10 working days please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question Nos. 167 &amp; 168 of 04 July 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p><b>PQ 167:</b> 932 schools applied for the programme in 2021, of those 278 are engaged in the active programme and 66 schemes have been completed to date, with another 30 at construction, 33 at post planning design stage and 14 currently undergoing planning consent/statutory processes.</p> <p>As significant works are generally required in the vicinity of the schools including new crossings and new/wider footpaths, the median cost of the design and construction of an SRTS scheme is in the range €250,000 - €350,000.</p> <p>Based on the above, the construction cost of expediting all remaining phases of the safe routes to school programme across the remaining 866 schools would be in the range €200-€300m.</p> <p>Expediting all 932 projects to completion by 2025, is not possible as it would require a significant ramping up of staffing within Local Authorities, Designers and the SRTS Programme Team, which will be very challenging in the current jobs market. The recruitment drive would need to be followed by training of the staff in each organisation and would be followed by a significant period of consultation and design for each school. It would also not be possible to take all these projects through the statutory planning processes within the available timeline in order to have construction complete by the end of 2025.</p> <p><b>PQ 168:</b> In 2021 the programme was being established, and €885,549 was made available to local authorities to progress schemes and €2,000,000 was spent on cycle parking at schools.</p> <p>In 2022, €10,870,000 was allocated to the SRTS programme, comprising: €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> <p>In 2023 €18,577,389 was allocated to SRTS, comprising: €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> <p>In 2024 €21,261,500 was allocated to SRTS, comprising: € 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> <p>I trust that the above information is of assistance.</p>	Richard Boyd Barrett, T.D.
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Yours sincerely,

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Hugh Creegan  
Deputy Chief Executive

04/07/2024	168	<p>PQ Referred: 28883/24, for answer 04/07/2024, Written from - Richard Boyd Barrett</p>	<p>Dail Question No: 168</p> <p>To ask the Minister for Transport to provide an annual breakdown of the total amount of funding provided to the safe routes to schools programme.</p> <p>Answer</p> <p>In March 2021, I launched the Safe Routes to School (SRTS) Programme which will support Active Travel infrastructure for selected schools around the country. 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.</p> <p>The Safe Routes to School Programme is funded by my Department through the National Transport Authority (NTA) and is supported by the Department of Education. An Taisce's Green-Schools is co-ordinating the programme, while funding will be made available to local authorities which will play a key part in delivering the infrastructure along access routes and at the school gate.</p> <p>It should be noted that over 900 schools enrolled in the Programme in 2021, and just under a third are currently actively involved in Rounds 1 and 2. All remaining schools will enter the Programme on a rolling basis over the next few years. Regardless of cost, it is not intended that all schools will be completed by the end of 2025 as neither the NTA, An Taisce nor the various local authorities would have the capacity to expedite the Programme to that extent.</p> <p>Noting the role of the NTA in the matter I have referred the Deputy's questions to them for answer. If you do not received a reply within 10 working days please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question Nos. 167 &amp; 168 of 04 July 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p><b>PQ 167:</b> 932 schools applied for the programme in 2021, of those 278 are engaged in the active programme and 66 schemes have been completed to date, with another 30 at construction, 33 at post planning design stage and 14 currently undergoing planning consent/statutory processes.</p> <p>As significant works are generally required in the vicinity of the schools including new crossings and new/wider footpaths, the median cost of the design and construction of an SRTS scheme is in the range €250,000 - €350,000.</p> <p>Based on the above, the construction cost of expediting all remaining phases of the safe routes to school programme across the remaining 866 schools would be in the range €200-€300m.</p> <p>Expediting all 932 projects to completion by 2025, is not possible as it would require a significant ramping up of staffing within Local Authorities, Designers and the SRTS Programme Team, which will be very challenging in the current jobs market. The recruitment drive would need to be followed by training of the staff in each organisation and would be followed by a significant period of consultation and design for each school. It would also not be possible to take all these projects through the statutory planning processes within the available timeline in order to have construction complete by the end of 2025.</p> <p><b>PQ 168:</b> In 2021 the programme was being established, and €885,549 was made available to local authorities to progress schemes and €2,000,000 was spent on cycle parking at schools.</p> <p>In 2022, €10,870,000 was allocated to the SRTS programme, comprising: €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> <p>In 2023 €18,577,389 was allocated to SRTS, comprising: €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> <p>In 2024 €21,261,500 was allocated to SRTS, comprising: €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> <p>I trust that the above information is of assistance.</p>	Richard Boyd Barrett, T.D.
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Yours sincerely,

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Hugh Creegan  
Deputy Chief Executive



04/07/2024	153	<p>PQ Referred: 28732/24, for answer 04/07/2024, Written from - Martin Kenny</p>	<p>Dail Question No: 153</p> <p>To ask the Minister for Transport the annual estimated cost of improved accessibility for people with disabilities-safer routes to school funding increase for the years 2025 to 2029.</p> <p>Answer In March 2021, I launched the Safe Routes to School (SRTS) Programme which will support Active Travel infrastructure for selected schools around the country. 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.</p> <p>The Safe Routes to School Programme is funded by my Department through the National Transport Authority (NTA) and is supported by the Department of Education. An Taisce’s Green-Schools is co-ordinating the programme, while funding will be made available to local authorities which will play a key part in delivering the infrastructure along access routes and at the school gate.</p> <p>Noting the role of the NTA in the matter I have referred your question to them for answer. If you do not received a reply within 10 working days please contact my private office.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question Nos. 153 &amp; 154 of 04 July 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p><b>PQ 153:</b> The NTA receives funding from the Department of Transport for the Public Transport Accessibility Retrofit Programme. The table below sets out the allocations provided from 2018 and 2021. Funding requirements from 2025 onwards will be developed as part of the annual budgetary process and the NTA does not have advance visibility of the future funding levels.</p> <table border="1" data-bbox="1389 619 1736 787"> <thead> <tr> <th>Year</th> <th>Allocation</th> </tr> </thead> <tbody> <tr> <td>2018-2021</td> <td>€28 million</td> </tr> <tr> <td>2022</td> <td>€15.35 million</td> </tr> <tr> <td>2023</td> <td>€20 million</td> </tr> <tr> <td>2024</td> <td>€15 million</td> </tr> </tbody> </table> <p>Under this programme the NTA oversees accessibility projects in: Rail stations including the installation of Footbridges and Lifts as well as internal accessibility improvements in the Rail Stations. Bus stations for the installation of wheelchair accessible bus bays plus internal accessibility improvements in the Bus Stations. Funds Local Authorities to install wheelchair accessible bus stops in towns. Funds TFI Travel Assistance Schemes in Dublin, Cork, and now in Limerick and Waterford, which teaches people how to become confident in using public transport. Funds for the provision of grants to Taxi Drivers towards the purchase or retrofit of a wheelchair accessible vehicle for customers.</p> <p>Additionally, under The Big Lift Programme, the NTA allocated €18 million funding for the period from 2020-2023 to replace and or renovate lifts at rail stations.</p> <p><b>PQ 154:</b> Allocations for 2025 to 2030 have not yet been determined and will depend on what is required at each school in the rolling programme, in each of those years, as projects move through an implementation lifecycle e.g. school liaison, design, securing planning approval, and then construction.</p> <p>In addition, exchequer funding to the NTA is only confirmed on an annual basis and, accordingly, the NTA can only confirm funding to local authorities on a similar basis. Nevertheless, if the NTA has approved a project to go to construction phase, these projects are viewed as contractual commitments.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p>	Year	Allocation	2018-2021	€28 million	2022	€15.35 million	2023	€20 million	2024	€15 million	Martin Kenny T.D
Year	Allocation														
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				Hugh Creegan Deputy Chief Executive	
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04/07/2024	154	<p>PQ Referred: 28732/24, for answer 04/07/2024, Written from - Martin Kenny</p>	<p>Dail Question No: 154</p> <p>To ask the Minister for Transport the annual estimated cost of the safer routes to school scheme for the years 2025 to 2029.</p> <p>Answer</p> <p>In March 2021, I launched the Safe Routes to School (SRTS) Programme which will support Active Travel infrastructure for selected schools around the country. 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.</p> <p>The Safe Routes to School Programme is funded by my Department through the National Transport Authority (NTA) and is supported by the Department of Education. An Taisce's Green-Schools is co-ordinating the programme, while funding will be made available to local authorities which will play a key part in delivering the infrastructure along access routes and at the school gate.</p> <p>Noting the role of the NTA in the matter I have referred your question to them for 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 matters you raised in Parliamentary Question Nos. 153 &amp; 154 of 04 July 2024, which has been referred to the National Transport Authority (NTA) for reply.</p> <p><b>PQ 153:</b></p> <p>The NTA receives funding from the Department of Transport for the Public Transport Accessibility Retrofit Programme. The table below sets out the allocations provided from 2018 and 2021. Funding requirements from 2025 onwards will be developed as part of the annual budgetary process and the NTA does not have advance visibility of the future funding levels.</p> <table border="1" data-bbox="1386 621 1736 783"> <thead> <tr> <th>Year</th> <th>Allocation</th> </tr> </thead> <tbody> <tr> <td>2018-2021</td> <td>€28 million</td> </tr> <tr> <td>2022</td> <td>€15.35 million</td> </tr> <tr> <td>2023</td> <td>€20 million</td> </tr> <tr> <td>2024</td> <td>€15 million</td> </tr> </tbody> </table> <p>Under this programme the NTA oversees accessibility projects in:</p> <ul style="list-style-type: none"> <li>Rail stations including the installation of Footbridges and Lifts as well as internal accessibility improvements in the Rail Stations.</li> <li>Bus stations for the installation of wheelchair accessible bus bays plus internal accessibility improvements in the Bus Stations.</li> <li>Funds Local Authorities to install wheelchair accessible bus stops in towns.</li> <li>Funds TFI Travel Assistance Schemes in Dublin, Cork, and now in Limerick and Waterford, which teaches people how to become confident in using public transport.</li> <li>Funds for the provision of grants to Taxi Drivers towards the purchase or retrofit of a wheelchair accessible vehicle for customers.</li> </ul> <p>Additionally, under The Big Lift Programme, the NTA allocated €18 million funding for the period from 2020-2023 to replace and or renovate lifts at rail stations.</p> <p><b>PQ 154:</b></p> <p>Allocations for 2025 to 2030 have not yet been determined and will depend on what is required at each school in the rolling programme, in each of those years, as projects move through an implementation lifecycle e.g. school liaison, design, securing planning approval, and then construction.</p> <p>In addition, exchequer funding to the NTA is only confirmed on an annual basis and, accordingly, the NTA can only confirm funding to local authorities on a similar basis. Nevertheless, if the NTA has approved a project to go to construction phase, these projects are viewed as contractual commitments.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p>	Year	Allocation	2018-2021	€28 million	2022	€15.35 million	2023	€20 million	2024	€15 million	Martin Kenny T.D
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				Hugh Creegan Deputy Chief Executive	
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09/07/2024	169	<p>PQ Referred: 29812/24, for answer 09/07/2024, Written from - Pádraig O'Sullivan</p>	<p>Dail Question No: 169</p> <p>To ask the Minister for Transport further to Parliamentary Question No. 171 of 15 February 2024, 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. 169 of 09 July 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 ongoing Connecting Ireland Rural Mobility Plan, the Authority has been reviewing the regional Bus Éireann PSO (Public Service Obligation) 243 route operating between Cork City and Newmarket, Doneraile and Charleville. It is currently proposed to extend coverage to sections of route 243. It is also proposed to enhance some of the service frequencies operating between Newmarket and Mallow train station.</p> <p>The Authority has, in principle, approved these enhancements. We do not have a definitive date as of yet for these changes. We do not expect the changes to implemented before the end of 2024 with driver availability being the main issue at present. The launch of the route will also be subject to the availability of PSO funding.</p> <p>When the changes have been confirmed, they will be communicated to relevant stakeholders.</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>	Padraig O'Sullivan, T.D.
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09/07/2024	172	<p>PQ Referred: 29859/24, for answer 09/07/2024, Written from - John Brady</p>	<p>Dail Question No: 172</p> <p>To ask the Minister for Transport for an update on the provision of the new L14, L15, L1 and L2 local bus routes in Wicklow; when the new routes will start operating; and if he will make a statement on the matter.</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 programme in the bus system in the history of the State, and is managed by the National Transport Authority (NTA).</p> <p>The NTA recently revised plans for the L1, L2, and L3 routes following consultation with Wicklow County Council. The Network Redesign for the entire network across the Greater Dublin Area 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>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 172 of 09 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We currently anticipate that routes L1, L2, L3, L14 and L15 will commence services later this year. A more precise will be known when detailed checks on operational readiness are completed with the operators.</p> <p>I trust that the above is of assistance and clarifies the current status of the matter.</p> <p><hr/>Anne Graham Chief Executive</p>	John Brady, T.D.
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09/07/2024	164	<p>PQ Referred: 29708/24, for answer 09/07/2024, Written from - Johnny Guirke</p>	<p>Dail Question No: 164</p> <p>To ask the Minister for Transport the current status of the initiative to establish a rail service between Navan and Dublin; 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. The Transport Strategy provides a clear statement of transport planning policy for Counties Meath, Dublin, Louth, Kildare and Wicklow.</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 from Dublin to Navan and the final Strategy now includes delivery of the line between 2031 and 2036.</p> <p>I am pleased that the NTA has allocated funding to Iarnród Éireann (or IÉ) for the establishment of a design team to commence work on the Navan rail line project this year. The work will involve the route option selection, planning and design phases of the project.</p> <p>IÉ has commenced the procurement process for this pre-construction phase of the project and issued a tender to prequalified consultants at the end of May. It is envisaged that the contract will be awarded in the coming months.</p> <p>It is anticipated that a route options public consultation for the project will take place by early 2026. I look forward to the Deputy's support during the public consultation phase. That process will ultimately recommend a defined route and develop a preliminary business case, which will need to be approved by Government before it enters the planning system.</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. 164 of 09 July, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has allocated funding to Irish Rail in relation to the establishment of a design team to commence in 2024, the option selection and planning and design phases of the project. Irish Rail commenced the procurement process and issued a tender to the prequalified consultants on the 31 of May 2024. It is currently envisaged that the contract to undertake the planning and design stage of the project will be awarded in Q4 of this year.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Johnny Guirke, T.D.
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09/07/2024	159	<p>PQ Referred: 29570/24, for answer 09/07/2024, Written from - Peadar Tóibín</p>	<p>Dail Question No: 159</p> <p>To ask the Minister for Transport if cash will remain as a form of payment for fares on public transport where there are plans to introduce contactless fare payments by bank card and electronic devices; 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 provision of integrated ticketing and information systems for public transport.</p> <p>The NTA's Next Generation Ticketing (NGT) project provides for an upgraded ticketing system to facilitate a variety of payment methods on public transport services.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for direct reply in relation to this project and the planned future availability of cash payments on public transport services. 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. 159 of 09 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>It is a key objective of the National Transport Authority to provide for cashless payments on all public transport services and to encourage a greater percentage of cashless payments to speed up boarding times of those services. We are also conscious of our obligation to meet all user needs including an obligation to provide for cash payments.</p> <p>The new ticketing system is being designed to allow for payment on cash but it will be off-vehicle in the main as it currently is for light rail and heavy rail services.</p> <p>From a customer perspective, Next Generation Ticketing will initially complement the existing TFI Leap Card integrated ticketing system, minimising the impact in the short term for customers availing of the hugely popular TFI 90 fare that provides free interchange between services within 90 minutes of the first tap-on. Once sufficient new ticketing equipment is deployed, the NTA shall enable contactless bank card payments including by smart phones (e.g. Apple Pay/Google Pay), and will also enable the use of QR/Bar code ticketing on paper and in-app. The QR/Bar code ticketing offer will include an accessible cash alternative product, sold by retailers. Subject to this cash alternative product being readily available and accessible to bus customers in the Greater Dublin Area, the NTA will move cash acceptance off Dublin City bus services. This will speed up boarding times for all bus users and will simplify bus operations.</p> <p>The NTA is conscious of the potential impact of moving cash acceptance off bus and will not do so without informing customers in advance. Currently, for bus services in Dublin City, cash is used to pay for 14% of journeys and this figure is continuing to decline. Once NGT is rolled out, customers will have a wide range of payment methods, including Leap, bank cards including bank cards in mobile wallets, QR codes on mobile phones and QR codes on paper. This will provide options for all customer types, including cash users. The NTA would also note that cash-using customers are currently facilitated by a network of 1,441 retail agents nationwide and by hundreds of Irish Rail and Luas ticket vending machines (TVMs) located at their stations. For clarity, there are no current plans under NGT to discontinue on-board cash acceptance on Bus Éireann stage carriage or commuter bus services.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Peadar Tóibín, T.D.
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09/07/2024	157	<p>PQ Referred: 29530/24, for answer 09/07/2024, Written from - Rose Conway-Walsh</p>	<p>Dail Question No: 157</p> <p>To ask the Minister for Transport to provide details on the plan to contract out the upgrading of the paying system on bus 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. 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 for an upgraded ticketing system to facilitate a variety of payment methods on public transport services, including bus services. Fundamental to this project is a transition to an 'Account Based Ticketing' scheme incorporating mobile and card-based payments.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for direct reply in relation to this project. 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. 157 of 09 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The public procurement process for Next Generation Ticketing (NGT) completed in April and the NTA has selected a supplier (Indra Sistemas S.A.) to become NTA's long term ticketing technology provider. Following this appointment the Authority immediately engaged with the supplier in planning how the solution will be delivered and installed on each of the modes of transport. NGT will ultimately be deployed on all Public Service Operator (PSO) operators nationwide, commencing with public transport services in Dublin City and County. 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 Luas, Iarnród Eireann and Bus Eireann, as well as the deployment and testing of a comprehensive account based ticketing back-office system. This planning is ongoing and once this planning phase is complete the implementation timelines will be better known.</p> <p>Initially NGT will complement the existing TFI Leap Card integrated ticketing system, minimising the impact on customers, particularly for customers availing of the hugely popular 90 minute fare that provides free interchange between services within 90 minutes of the first tap-on. Once sufficient new NGT ticketing equipment is deployed NTA shall enable contactless bank card payments including by smart phones (e.g. Apple Pay/Google Pay), and will also enable the use of QR/Bar code ticketing.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Rose Conway-Walsh, T.D.
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09/07/2024	156	<p>PQ Referred: 29529/24, for answer 09/07/2024, Written from - Rose Conway-Walsh</p>	<p>Dail Question No: 156</p> <p>To ask the Minister for Transport the estimated cost of removing fares for all Dublin Bus and other public city buses, clarifying if this includes recent temporary fare reductions; 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. 156 of 09 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The estimated cost for removing fares for all Dublin Bus and other public city buses in the state (currently operated by way of Public Service Obligation routes) would be in the region of €187 million to €206 million based on 2024 forecasted data. This does not include the cost of running any additional services that may be required to meet the additional demand that free fares might generate.</p> <p>I trust that the above is of assistance.</p> <p><hr/>Anne Graham Chief Executive</p>	Rose Conway-Walsh, T.D.
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09/07/2024	155	<p>PQ Referred: 29528/24, for answer 09/07/2024, Written from - Rose Conway-Walsh</p>	<p>Dail Question No: 155</p> <p>To ask the Minister for Transport the estimated cost of removing fares for all Dublin Bus journeys; clarifying if this includes recent temporary fare reductions; 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. 155 of 09 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The estimated cost for removing fares for all journeys on services operated by Dublin Bus would be in the region of €143 million to €158 million based on 2024 forecasted data. This does not include the fare foregone for free fares on Dublin city bus services operated by GoAhead Ireland Ltd or any commercial licensed service (run without PSO subsidy). It also does not include the cost of running any additional services that may be required to meet the additional demand that free fares might generate.</p> <p>I trust that the above is of assistance.</p> <p><hr/>Anne Graham Chief Executive</p>	Rose Conway-Walsh, T.D.
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10/07/2024	48	<p>PQ Referred: 30179/24, for answer 10/07/2024, Written from - Thomas Gould</p>	<p>Dail Question No: 48</p> <p>To ask the Minister for Transport for an update on the Kilbarry railway station.</p> <p>Answer</p> <p>As the Deputy may be aware, the Cork Metropolitan Area Transport Strategy has been developed to deliver an accessible, integrated transport network, including rail network, that enables the sustainable growth of Cork up to 2040.</p> <p>Good progress has been made in delivering key projects within the Strategy, including the Cork Area Commuter Rail Programme. This Programme involves the delivery of increased capacity, frequency and sustainability on the three commuter rail lines between Cobh and Midleton in east Cork, Mallow to the north, and Cork Kent station in the city centre.</p> <p>More specifically, the Programme aims to provide for: The development and integration of the three rail corridors by providing a high-frequency north-east connection through the city centre between Cobh, Midleton and Mallow; A multi-modal integrated transport hub at Kent Station; Additional rolling stock to meet existing and future demand; New stations and Park Ride interchange points.</p> <p>Phase 1 of the Programme consists of a signalling upgrade, a through-platform at Kent Station, and double-tracking from Glounthaune to Midleton. This phase has received EU Funding under the National Recovery and Resilience Plan. Work is well underway for this phase and is on schedule to be completed by the end of 2026.</p> <p>The Programme also plans for the delivery of up to eight new stations in future on the commuter corridors, including in Blackpool/Kilbarry. Works to facilitate the new stations are at an early design stage. Following the completion of Phase 1, these works will progress subject to funding availability and the relevant approvals.</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 Cork Area Commuter Rail project.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 48 of 10 July, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Further to the Minister’s response, the National Transport Authority is funding Iarnród Éireann (Irish Rail) to advance the Cork Area Commuter Rail (CACR) Programme. This programme includes the development of new rail stations at Tivoli, Dunkettle, Water Rock, Carrigtwohill West, Ballynoe, Blackpool/Kilbarry, Monard, and Blarney/Stoneview as part of its Emerging Preferred Option.</p> <p>Irish Rail has recently appointed multi-disciplinary consultants to develop the preliminary design of these stations. As part of this process, Irish Rail will be undertaking a non-statutory public consultation the CACR Programme. This will offer the public an opportunity to provide feedback and engage with the plans for the Blackpool/Kilbarry station before statutory permissions are sought. Until the work is further advanced, we are not in a position to advise of when this initial consultation will take place, but it is likely to be in the second half of next year.</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>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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10/07/2024	59	<p>PQ Referred: 30462/24, for answer 10/07/2024, Written from - Thomas Gould</p>	<p>Dail Question No: 59</p> <p>To ask the Minister for Transport if consideration has been given to a railway station near Grenagh in Cork.</p> <p>Answer</p> <p>As the Deputy may be aware, the Cork Metropolitan Area Transport Strategy has been developed to deliver an accessible, integrated transport network, including rail network, that enables the sustainable growth of Cork up to 2040.</p> <p>Good progress has been made in delivering key projects within the Strategy, including the Cork Area Commuter Rail Programme. This Programme involves the delivery of increased capacity, frequency and sustainability on the three commuter rail lines between Cobh and Midleton in east Cork, Mallow to the north, and Cork Kent station in the city centre.</p> <p>More specifically, the Programme aims to provide for: The development and integration of the three rail corridors by providing a high-frequency north-east connection through the city centre between Cobh, Midleton and Mallow; A multi-modal integrated transport hub at Kent Station; Additional rolling stock to meet existing and future demand; New stations and Park Ride interchange points.</p> <p>Phase 1 of the Programme consists of a signalling upgrade, a through-platform at Kent Station, and double-tracking from Glounthaune to Midleton. This phase has received EU Funding under the National Recovery and Resilience Plan. Work is well underway for this phase and is on schedule to be completed by the end of 2026.</p> <p>The Programme also plans for the delivery of up to eight new stations in future on the commuter corridors. Under the programme eight new stations are proposed at the following locations:</p> <p>Tivoli, Dunkettle, Water Rock, Carrigtwohill West, Ballynoe, Blackpool / Kilbarry, Monard and Blarney / Stoneview.</p> <p>Works to facilitate the new stations are at an early design stage. Following the completion of Phase 1, these works will progress subject to funding availability and the relevant approvals.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 59 of 10 July, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Further to the Minister’s response, the NTA is funding Irish Rail to advance the Cork Area Commuter Rail Programme which envisages new rail stations at Tivoli, Dunkettle, Water Rock, Carrigtwohill West, Ballynoe, Blackpool / Kilbarry, Monard and Blarney / Stoneview. Irish Rail have recently appointed multi-disciplinary consultants to undertake preliminary design work in relation to these station proposals.</p> <p>There are currently no proposals to develop a new railway station at Grenagh and it does not form part of the Cork Area Commuter Rail Programme .</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Thomas Gould T.D
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As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure, including the Cork Area Commuter Rail project.

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.

10/07/2024	49	<p>PQ Referred: 30192/24, for answer 10/07/2024, Written from - Thomas Gould</p>	<p>Dail Question No: 49</p> <p>To ask the Minister for Transport the cost of BusConnects in Cork to date.</p> <p>Answer</p> <p>As the Deputy may be aware, BusConnects will be transformative for all five of our cities, including Cork. The third round of public consultation on the 11 sustainable transport corridors in Cork concluded last December. There was positive stakeholder engagement in relation to these proposals.</p> <p>The National Transport Authority's (NTA) expenditure from 2020 to end-June on Cork BusConnects is in the table below.</p> <table border="1" data-bbox="685 840 1374 976"> <thead> <tr> <th>Project</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>To 30 June 2024</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>BusConnects Project Cork</td> <td>- €1,555,715</td> <td>€1,787,906</td> <td>€10,486,270</td> <td>€10,839,349</td> <td>€24,669,240</td> <td></td> </tr> </tbody> </table> <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 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>	Project	2020	2021	2022	2023	To 30 June 2024	Total	BusConnects Project Cork	- €1,555,715	€1,787,906	€10,486,270	€10,839,349	€24,669,240		<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 49 of 10 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question on the 10 July 2024. As such, the NTA has nothing further to add.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Thomas Gould T.D
Project	2020	2021	2022	2023	To 30 June 2024	Total													
BusConnects Project Cork	- €1,555,715	€1,787,906	€10,486,270	€10,839,349	€24,669,240														



10/07/2024

43

PQ Referred: 30090/24, for answer 10/07/2024, Written from - Neasa Hourigan

Dail Question No: 43

To ask the Minister for Transport for a monthly breakdown of the number of bus services scheduled by Dublin Bus and Go Ahead in Dublin city; the number of those services cancelled for the period 1 July 2022 to 30 June 2024; his views on the frequency of cancellations; and if he will make a statement on the matter.

Answer

As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing 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.

Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 43 of 10 July last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.

Please see tables 1 and 2 below in response to your Parliamentary Question of the 10 July 2024. Please note that the Authority tracks cancellation/curtailments by the number of scheduled kilometres not completed by an operator in a given quarter. This information is then outputted in percentage format and forms the basis of performance determination, and any resultant incentive/deductions that apply against the relative standard.

Please also note that the March to June 2024 data is preliminary and subject to change/confirmation.

Table 1 – Go Ahead Ireland

Quarter	Period	Contractual Lost KM %	Min. Performance Standard (2%)	Actual Lost KM %
Q2 2022	P4	7.4	2	8.0
	P5	7.6	2	8.4
	P6	11.0	2	12
Q3 2022	P7	15.2	2	15.8
	P8	13.0	2	13.8
	P9	11.5	2	12.3
Q4 2022	P10	12.5	2	13.4
	P11	3.7	2	5.0
	P12	3.6	2	5.3
Q1 2023	P13	3.9	2	6.0
	P1	2.9	2	3.9
	P2	1.9	2	3.2
Q2 2023	P3	2.5	2	3.7
	P4	2.2	2	3.3
	P5	2.3	2	3.4
Q3 2023	P6	1.2	2	2.5
	P7	4.5	2	5.6
	P8	3.4	2	4.1
Q4 2023	P9	2.8	2	3.9
	P10	2.7	2	4.3
	P11	2.5	2	4.5
Q1 2024	P12	2.0	2	4.2
	P13	3.0	2	4.8
	P1	2.8	2	3.7
Q2 2024	P2	2.1	2	3.3
	P3	1.4	2	2.2

Table 2 – Dublin Bus

Neasa Hourigan, T.D.

Quarter	Period	Contractual Lost KM %	Min. Performance Standard (2%)	Actual Lost KM %
Q2 2022	P4	2.5	2	2.8
	P5	3.1	2	3.6
	P6	4.8	2	5.5
Q3 2022	P7	7.4	2	7.8
	P8	6.7	2	7.0
	P9	4.9	2	5.6
Q4 2022	P10	5.2	2	6.2
	P11	5.3	2	6.5
	P12	4.6	2	6.1
Q1 2023	P13	4.8	2	6.9
	P1	3.0	2	3.9
	P2	3.8	2	4.9
Q2 2023	P3	3.8	2	4.9
	P4	3.8	2	4.7
	P5	5.0	2	6.1
Q3 2023	P6	5.5	2	6.5
	P7	5.6	2	6.4
	P8	4.8	2	5.4
Q4 2023	P9	4.4	2	5.5
	P10	4.9	2	6.7
	P11	3.3	2	5.8
Q1 2024	P12	3.0	2	5.8
	P13	2.6	2	5.0
	P1	1.7	2	2.9
Q2 2024	P2	2.2	2	3.7
	P3	2.4	2	4.0

**Definitions in above tables:**

**Actual Lost Kilometres (KM's)** - the Operator is expected to run 100% of the scheduled service kilometres in each reporting period. If a trip does not run at all or is not fully completed according to the timetable, the Operator must record the kilometres that were not covered. These are referred to as "Actual Lost KM's."

**Contractual Lost Kilometres (KM's)** - the Authority understands that sometimes it's impossible to complete all scheduled kilometres due to reasons beyond the operator's control. These reasons are outlined in the agreement between the Authority and the Operator. After accounting for these uncontrollable factors, the kilometres not covered are termed "Contractual Lost KM's."

In this context, a period (P1, P2 etc) is a 28 day timeframe, starting in January each year. There are 13 such periods in a year. During each period, the Authority monitors and analysis any cancellations or reductions in scheduled service kilometres to ensure that the Operator meets the minimum standard set in the agreement. The Operator agrees that certain factors leading to lost kilometres are typically within their control.

Finally, it is worth noting that the Authority publishes the operators performance reports on our website on a quarterly basis. Please click link below to view the quarterly performance reports;

<https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/operator-performance/quarterly-performance-reports/>

I trust that the above information is of assistance.

Yours Sincerely,

				Hugh Creegan Deputy Chief Executive	
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10/07/2024	35	<p>PQ Referred: 29982/24, for answer 10/07/2024, Written from - Robert Troy</p>	<p>Dail Question No: 35</p> <p>To ask the Minister for Transport if there are any funding mechanisms for local authorities who wish to erect bus shelters in their locality; 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 provision of bus stops and 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. 35 of 04 July, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has now initiated a "Bus Stop Enhancement Programme" across all local authorities, with an allocation of €500,000 to each local authority as part of the 2024 NTA allocations. The objective of this programme is to facilitate the enhancement / upgrade of existing bus stops across the country, including the provision of poles and hard-standing areas where none exist, the provision of seating (where space exists) and the installation of bus shelters in appropriate locations. It is intended to repeat this as an annual funding stream for a number of years, to enable and facilitate the necessary uplift and enhancements to bus stop locations across the country.</p> <p>Each local authority is being requested to prepare a prioritised programme of bus stop enhancements in their administrative area for design and delivery on a phased basis. The NTA is now engaged with individual local authorities in relation to the development of their programmes for 2024 and subsequent years.</p> <p>Accordingly, it is intended that bus shelter provision will be coordinated by each local authority under the "Bus Stop Enhancement Programme", having regards to the allocation provided by the NTA to each local authority. This approach aligns with the position that the provision of bus shelters is generally not achievable without some works – kerb changes, footpath changes, road markings and similar - being undertaken by local authorities. Through a central supply contract, the NTA will provide the bus shelter to the local authority and will also make available the NTA's bus shelter contractor to undertake its installation (following the Council's preparatory works) and to maintain the bus shelter subsequently.</p> <p>It is worth noting that not all locations are suitable for the installation of bus shelters due to underground services, width issues, sight line issues, access issues or similar other items such as the negative impact on affected parties / adjacent premises. Each location is required to be technically assessed against current technical requirements, road safety matters, accessibility standards, third party planning matters, available space in addition to the design details.</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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10/07/2024	45	<p>PQ Referred: 30150/24, for answer 10/07/2024, Written from - Thomas Gould</p>	<p>Dail Question No: 45</p> <p>To ask the Minister for Transport whether a funding application has been received from Cork City Council for footpath restoration and the removal of bollards on John F Connolly road.</p> <p>Identical Question(s): Housing</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. 45 of 10 July, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has allocated €440,000 to Cork City Council for Rapid Deployment Active Travel Measures in 2024.</p> <p>A significant portion of this year's allocation is allocated to works undertaken in the south west ward which commenced in 2023.</p> <p>It is proposed to deliver John F Connolly Road as part of the next phase of measures being progressed. To date a topographical survey and public lighting design for John F Connolly Road are complete and other elements of the design are being progressed as is design in a number of other areas across the north west ward. Upgrades to John F Connolly Road will be delivered as part of a package of works, subject to sufficient funding being available.</p> <p>Following discussions with Cork City Council, these works are expected to include:</p> <ul style="list-style-type: none"> <li>Ø Improved pedestrian link between John F Connolly Road and Mount Agnes Road along existing desire lines;</li> <li>Ø Removal of concrete bollards;</li> <li>Ø New infill footpaths;</li> <li>Ø Upgrade of existing footpaths; and</li> <li>Ø New public lighting.</li> </ul> <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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11/07/2024	144	<p>PQ Referred: 30551/24, for answer 11/07/2024, Written from - Noel Grealish</p>	<p>Dail Question No: 144</p> <p>To ask the Minister for Transport the impact nesting gulls will have on the timeframe for the delivery of a new Ceannt Station in Galway; the current timeframe for completion of the project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for 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 upgrade works at Galway Ceannt 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. 144 of 11 July, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The presence of nesting gulls is a notable environmental consideration for the upgrade works at Galway Ceannt Station. The project's timeline is currently being reviewed in light of this factor.</p> <p>Mitigation measures have been put in place to address this matter. In the short term, fortnightly inspections by Iarnród Éireann's ecologist will guide necessary adjustments to construction activities and ensure compliance with wildlife protection regulations. Looking ahead, the main contractor will implement strategies to prevent future nesting disturbances, particularly ahead of next year's nesting season.</p> <p>Despite these challenges, the current projected completion date for the Ceannt Station remains Q3 2026. Both the NTA and Iarnród Éireann are committed to delivering the project within this timeframe.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Noel Grealish, T.D.
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11/07/2024	147	<p>PQ Referred: 30607/24, for answer 11/07/2024, Written from - Sean Sherlock</p>	<p>Dail Question No: 147</p> <p>To ask the Minister for Transport the number of passengers on all bus services in Cork city and county for 2022, 2023 and 2024 to date.</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. 147 of 11 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please find attached a spreadsheet containing the data requested. It should be noted that the 2024 figures have not been finalised and may be subject to some changes/revisions. Data is currently only available up until the end of Period 5 (19 May).</p> <p>I trust that the above is of assistance.</p> <p><hr/>Anne Graham Chief Executive</p>	Seán Sherlock, T.D.
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11/07/2024	152	<p>PQ Referred: 30737/24, for answer 11/07/2024, Written from - Brendan Smith</p>	<p>Dail Question No: 152</p> <p>To ask the Minister for Transport if additional services will be established in 2024 (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: IF NEW SERVICES UNDER CONNECTING IRELAND RURAL MOBILITY PLAN TO BE DELIVERED THROUGH TFI LOCAL LINK OR BUS ÉIREANN WILL BE COMMENCED IN 2024 IN CO CAVAN AND CO MONAGHAN.</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 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. 152 of 11 July 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 is planning the following interventions:</p> <p>186 (Cavan – Ballyjamesduff – Virginia – Mullagh - Kells – Gibbstown) – Local Link Cavan Monaghan – New service  178 (Cootehill – Shercock – Bailieborough – Virginia) – Local Link Cavan Monaghan – New Service  187 (Virginia – Oldcastle – Crossakiel – Kells) – Bus Eireann – Enhanced frequency</p> <p>We have no fixed implementation date at this time. However, we currently anticipate that routes 186 and 187 will be implemented prior to the end of 2024, subject to the availability of funding. Route 178 is likely to be implemented in 2025, once again subject to funding availability.</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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23/07/2024	186	<p>PQ Referred: 31374/24, for answer 23/07/2024, Written from - Patrick Costello</p>	<p>Dail Question No: 186</p> <p>To ask the Minister for Transport the number of legal cases taken by his Department, or by State agencies or bodies under his Department's aegis, against another Department, Government agency or State body in each of the past five years; and if he will make a statement on the matter.</p> <p>Identical Question(s): to all Depts.</p> <p>Answer</p> <p>I wish to advise the Deputy that officials in my Department are not aware of any instances where my Department has taken a case against another Government Department, Agency or State Body in the past five years.</p> <p>However, as this question also relates to agencies under the remit of the Department of Transport, I have referred the Deputy's question to these agencies to reply to him directly. If the Deputy does not receive a response within ten working days, please contact my Private Office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 186 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I can confirm that the NTA has not taken any case against another Government Department, Agency or State Body in the past five years.</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>	Patrick Costello, T.D.
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23/07/2024	204	<p>PQ Referred: 31683/24, for answer 23/07/2024, Written from - Alan Kelly</p>	<p>Dail Question No: 204</p> <p>To ask the Minister for Transport the cost in 2023 of providing funding nationwide for safe routes to school programme - Alan Kelly.</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's Active Travel Infrastructure Programme and An Taisce's Green Schools Team is responsible for its co-ordination.</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. While 275 schools have been selected for Rounds 1 and 2 of the Programme, all schools that applied to the original call for applications were accepted, and, if not selected in the first two Rounds, will be selected for forthcoming Rounds.</p> <p>Noting the role of the NTA in the funding of the Programme, I have referred your specific 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 refer to the matter you raised in Parliamentary Question No. 47 of 29 May last, 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"> <li>1. NTCC Building Works;</li> <li>2. Traffic Management System (TMS) for the railway network;</li> <li>3. Signalling, Electrification &amp; Telecoms (SET) enabling and integration works;</li> <li>4. Information and Communication Technology (ICT) Integration Works; and</li> <li>5. Operational Readiness.</li> </ol> <p>The new NTCC building located in the grounds of Heuston Station is now complete. As well as housing the Irish Rail train control centre, two other control centres will be located in the same building. Part of one of the floors is already occupied by An Garda Síochána operating a Garda Traffic Control Centre for the Dublin Metropolitan Area. A separate regional traffic control centre for the Dublin area, managed by Dublin City Council in collaboration with the NTA, will be installed next year. This co-location of control centres facilitates greater coordination of activities between the different parties, and particularly assists during the management of incidents and events.</p> <p>In relation to the Traffic Management System for the railway network, this is now scheduled to come into operation in 2026, subject to obtaining the necessary safety approvals from the Commission for Railway Regulation.</p> <p>It is currently estimated that the overall capital cost of the project is likely to outturn somewhere in the range between €170m and €190m. Until the train management software is further developed, and interfaces to various legacy systems are implemented, it is difficult to be more definitive. The Maintenance &amp; Operation Costs set out in the Final Business Case are estimated at approximately €25 million per annum. However, the NTCC is expected to deliver operational efficiencies across various areas of the Irish Rail business and the cost of operating the NTCC will be offset by resultant efficiencies across the business.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Alan Kelly, T.D
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23/07/2024	214	<p>PQ Referred: 31965/24, for answer 23/07/2024, Written from - Brian Leddin</p>	<p>Dail Question No: 214</p> <p>To ask the Minister for Transport the number of schools nominated for rounds one and two of the safe routes to school programme funded by his Department where works have been completed as of June 2024; the number of schools in those rounds where works have not been completed; when the remaining works will be completed; 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. 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 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.</p> <p>Of the 275 schools currently active in Rounds 1 and 2, latest figures show that 66 projects have been completed as of end June 2024. Noting the role of the NTA in the programme, I have referred your question to that agency for a more detailed answer in relation to timeline for completion of outstanding school projects. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 214 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>932 schools applied for the Safe Routes to School (SRTS) programme in 2021, of those 278 are engaged in the active programme (170 in Round 1 and 108 in Round 2) and 61 schemes have been completed as of June 2024 (plus 5 schools from subsequent rounds where they have overlapped with an active travel project), 30 are at construction, 33 at post planning design stage, 14 currently undergoing planning consent/statutory processes, 76 at preliminary design stage and 63 currently under option development stage. 3 schools deferred from the programme.</p> <p>In terms of when those 278 schools will be completed, project timelines can vary significantly, depending on several factors, including Local Authority and external resources (design and construction), timelines for public engagement and consultation, securing planning consent, securing a contractor and timing construction periods to reduce school disturbance. Accordingly, it is not possible to give a clear, definitive response.</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 hundreds of cases, schools outside the SRTS Programme have benefited from wider Active Travel projects, including some that have had School Zone treatments.</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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23/07/2024	210	<p>PQ Referred: 31798/24, for answer 23/07/2024, Written from - Peadar Tóibín</p>	<p>Dail Question No: 210</p> <p>To ask the Minister for Transport the number of section 15 nomination forms for taxi licences that have been lodged with the National Transport Authority for each of the past five years; and if he aware that section 15 nomination forms are being sold for up to €60,000 and are being openly advertised for sale on websites (details supplied).</p> <p>Details Supplied: if his attention has been drawn to the fact that taxi cars are registered in the name of the licence holders, despite the licence holders having no relationship with the businesses anymore; if his attention has been drawn to the fact that insurance policies are being taken out in the name of the licence holder despite the licence holder not having any relationship with the business any more and that this is leading to false declarations that may well negate customers compensation for accidents; and if his attention has been further drawn to the fact that this may also lead to issues with the Revenue Commissioners. d/s; done deal and other sales websites</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) sector, including SPSV licensing, is a matter for the independent transport regulator, the National Transport Authority (NTA) under the provisions of the Consolidated Taxi Regulation Act 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector.</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 23 July last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>Please find below data on Section 15 nominations completed for years 2019 – 2024 (up to 30th June):</p> <p>Year Number of S. 15 Nominations processed</p> <table border="1" data-bbox="1389 520 1944 831"> <thead> <tr> <th>Year</th> <th>Number of S. 15 Nominations processed</th> </tr> </thead> <tbody> <tr> <td>2019</td> <td>560</td> </tr> <tr> <td>2020</td> <td>503</td> </tr> <tr> <td>2021</td> <td>409</td> </tr> <tr> <td>2022</td> <td>387</td> </tr> <tr> <td>2023</td> <td>874</td> </tr> <tr> <td>2024*</td> <td>356</td> </tr> <tr> <td><b>Total</b></td> <td><b>3,089</b></td> </tr> </tbody> </table> <p><i>*to 30<sup>th</sup> of June 2024</i></p> <p>Regarding to the second part of your question, please note the following:</p> <p>The purported “sale” or transfer of SPSV (vehicle) licences is prevented by Section 14 of the Taxi Regulations Acts 2013 and 2016 which provide as follows:</p> <p>“Prohibition on transfer of licence</p> <p>14. (1) 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>(2) The prohibition on the transfer of a licence under this section does not affect a licence lawfully transferred before the commencement of this section.”</p> <p>The exception to this prohibition is the right of the licence holder to avail of the right under Section 15 of the said Acts to nominate another person to continue to operate the licence in the event of the licence holder’s death. Section 15 states as follows:</p> <p>“Death of licence holder</p> <p>15. (1) The applicant for a licence, with the application, or the holder of a licence, during its operation, may 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.</p> <p>(2) In the event of the death of the holder of a licence, his or her nominated representative may, within 9 months of the death of the holder, make an application to the Authority to continue to operate the licence until its expiry.</p> <p>(3) The provisions of this Act apply to an application made under this section and if the</p>	Year	Number of S. 15 Nominations processed	2019	560	2020	503	2021	409	2022	387	2023	874	2024*	356	<b>Total</b>	<b>3,089</b>	Peadar Tóibín, T.D.
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			<p>application is granted the nominated representative becomes the holder of the licence until its expiry and may apply to the Authority for its renewal upon its expiry.</p> <p>(4) In this section—</p> <p>“licence” means a licence other than a licence to drive a small public service vehicle;</p> <p>“nominated representative” means the person nominated by the applicant for, or the holder of, a licence, for the purposes of continuing to operate the licence in the event of death of the licence holder.”</p> <p>A section 15 nomination process itself does not incur a fee and cannot be used as a means to purchase a licence. The licence remains in the name of the licence holder and is not assigned to the nominee until the death of the licence holder and the nomination and SPSV licensing process are fully completed.</p> <p>The SPSV licence holder is the only party with which the NTA can engage with in respect of SPSV licensing activity.</p> <p>SPSV Regulations do permit a vehicle licence holder to rent a licenced vehicle to another person. The person providing the rental must own the vehicle, or be legally entitled to the use of same, and be the holder of the vehicle licence, and must provide appropriate insurance for the period of the rental. The rental of an SPSV licence only (i.e. without the vehicle) is not permitted.</p> <p>The person providing the rental is also required under regulation to notify the NTA of the rental in advance of the use of the vehicle by the renter. As part of this notification, they must provide NTA with the details of the period of the arrangement, the renter’s SPSV driver licence number and the vehicle registration number. They must also maintain a record of the vehicle licence associated with the rental agreement.</p> <p>The other terms of the rental agreement are between the lessee and the lessor and outside of the NTA’s remit.</p> <p>Any specific allegation of an unlicensed SPSV service should be reported to NTA to allow NTA’s compliance officers to investigate or to refer the matter to An Garda Síochána. Any illegal activity can be reported by calling 0818 064 000 or sending an email to <a href="mailto:compliance@nationaltransport.ie">compliance@nationaltransport.ie</a></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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23/07/2024	208	<p>PQ Referred: 31739/24, for answer 23/07/2024, Written from - Brendan Howlin</p>	<p>Dail Question No: 208</p> <p>To ask the Minister for Transport if he will personally review the fee being charged for a public service vehicle licence (details supplied); and if he will make a statement on the matter.</p> <p>Answer</p> <p>The regulation of the small public service vehicle (SPSV) sector, including SPSV licensing, is a matter for the independent transport regulator, the National Transport Authority (NTA) under the provisions of the Consolidated Taxi Regulation Act 2013 and 2016. I have no role in the day-to-day operations of the SPSV sector.</p> <p>Noting the NTA's responsibilities in the matter, I have referred your question to the NTA for attention. If you do not receive a reply within 10 working days, please contact my private office.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 208 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA, as the authority for small public service vehicle (SPSV) licensing currently issues licences for taxis, wheelchair accessible taxis, wheelchair accessible hackneys, local area hackneys and limousines. There is no specific SPSV category of licence for limousines which have been modified for use as wheelchair accessible vehicles. Accordingly the application fee for the category of licence applied for by [Name Removed] is €1,000, should the vehicle meet the standard of a limousine.</p> <p>The NTA awaits further documentation in relation to the modifications carried out to the vehicle pursuant to the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 and in particular regulation 29(5) regarding modified vehicles. This provides as follows:</p> <p>5) An application for—</p> <p>(a) the grant of a new limousine licence in respect of a modified vehicle, or</p> <p>(b) the continuance in force of a limousine licence in respect of a different vehicle that is a modified vehicle,</p> <p>shall be accompanied by a technical assessor's full report dated not more than 60 days before the date of the application and information package confirming that the vehicle (referenced by its VIN) complies with the vehicle standards and requirements specified in Schedule 5.</p> <p>On receipt of this documentation, the NTA will review the application.</p> <p>We trust that the above is of assistance.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Brendan Howlin, T.D.
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23/07/2024

206

PQ Referred: 31711/24, for answer 23/07/2024, Written from - Sean Sherlock

Dail Question No: 206  
To ask the Minister for Transport the number of wheelchair accessible taxis operating in each city and county, in tabular form.

Answer

The regulation of the small public service vehicle (SPSV) industry, including the collection and publication of statistics relating to the wheelchair accessible taxis, is a matter for the independent transport regulator, the National Transport Authority (NTA), under the provisions of the Consolidated Taxi Regulation Acts 2013 and 2016. I am not involved in the day-to-day operations of the SPSV industry.

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

Dear Deputy,

I refer to the matter you raised in Parliamentary Question No. 206 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.

The table below table sets out, as at 31st July 2023, Small Public Service Vehicle (SPSV) licences by category of licence issued, and where the licence holder has an address in the relevant county. It should be noted that 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 NTA publishes this information monthly on its website and the most recent statistics for SPSV licences can be viewed on our website.

County	Taxi		Hackney			Limousine	Total
	Taxi	Wheelchair Accessible Taxi	Hackney	Wheelchair Accessible Hackney	Local Area Hackney		
Carlow	76	32	5	2		17	132
Cavan	48	31	18	2	3	8	110
Clare	124	36	40	22	1	152	375
Cork	973	275	156	14		250	1,668
Donegal	100	35	75	25	2	46	283
Dublin	7,966	2,115	11	1	0	581	10,674
Galway	460	240	52	4	2	159	917
Kerry	151	47	49	3	1	268	519
Kildare	468	175	48	4		89	784
Kilkenny	94	50	10	5	1	23	183
Laois	133	74	10	7		15	239
Leitrim	27	8	11	1		4	51
Limerick	376	87	18	8		151	640
Longford	35	21	10		1	13	80
Louth	372	93	19	1	1	74	560
Mayo	84	40	44	15	1	51	235
Meath	707	210	22	1	2	126	1,068
Monaghan	5	13	13	9	3	18	61
Offaly	56	21	38	5		18	138
Roscommon	39	18	40	2		13	112
Sligo	103	16	9	5	2	31	166
Tipperary	23	12	69	15	2	106	227
Waterford	133	45	14	1	1	45	239
Westmeath	161	45	7		1	40	254
Wexford	86	37	35	3	1	38	200
Wicklow	184	63	19	2		53	321
<b>Grand Total</b>	<b>12,984</b>	<b>3,839</b>	<b>842</b>	<b>157</b>	<b>25</b>	<b>2,389</b>	<b>20,236</b>

I trust that the above information is of assistance.

Yours Sincerely,

Anne Graham  
Chief Executive

Seán Sherlock, T.D.



23/07/2024	300	<p>PQ Referred: 33758/24, for answer 23/07/2024, Written from - Jennifer Whitmore</p>	<p>Dail Question No: 300</p> <p>To ask the Minister for Transport for an update on plans for a new bus route to service Roundwood, County Wicklow; when that route will begin; 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 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. 300 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority is currently assessing public transport options in Roundwood, Co. Wicklow. At this point, we have no definitive date for completion of this review.</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>	Jennifer Whitmore, T.D.
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23/07/2024	299	<p>PQ Referred: 33757/24, for answer 23/07/2024, Written from - Jennifer Whitmore</p>	<p>Dail Question No: 299</p> <p>To ask the Minister for Transport for an update on the BusConnects plans for Wicklow; when the new and revised bus networks will begin; and if he will make a statement on the matter.</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>The NTA recently revised plans for the L1, L2, and L3 routes following consultation with Wicklow County Council. The NTA currently anticipate that routes L1, L2, L3, L14 and L15 will commence services later this year. A more precise date will be known when detailed checks on operational readiness are completed by the NTA and the bus operators.</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>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 299 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We currently anticipate that routes L1, L2, L3, L14 and L15 will commence services later this year. A more precise will be known when detailed checks on operational readiness are completed with the operators.</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>	Jennifer Whitmore, T.D.
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23/07/2024	291	<p>PQ Referred: 33674/24, for answer 23/07/2024, Written from - Rose Conway-Walsh</p>	<p>Dail Question No: 291</p> <p>To ask the Minister for Transport when the National Transport Authority will complete the tender process for local link coordination units given the significant role of local link in the roll out of connection Ireland the national rural development policy; 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 securing the provision of public transport 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 refer to the matter you raised in Parliamentary Question No. 291 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>TFI Local Link/Rural Transport Programme is managed and administered by 15 Transport Coordination Units on behalf of the National Transport Authority. A tender competition for the provision of the Transport Coordination Unit services is currently taking place and we hope to conclude contract awards shortly. Therefore, we are not able to provide any further details or updates until the process has concluded for each of the 15 tender lots.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Rose Conway-Walsh, T.D.
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23/07/2024	284	<p>PQ Referred: 33570/24, for answer 23/07/2024, Written from - Darren O'Rourke</p>	<p>Dail Question No: 284</p> <p>To ask the Minister for Transport for an update on Navan rail; 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. The Transport Strategy provides a clear statement of transport planning policy for Counties Meath, Dublin, Louth, Kildare and Wicklow.</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 from Dublin to Navan and the final Strategy now includes delivery of the line between 2031 and 2036.</p> <p>I am pleased that the NTA has allocated funding to Iarnród Éireann (or IÉ) for the establishment of a design team to commence work on the Navan rail line project this year. The work will involve the route option selection, planning and design phases of the project.</p> <p>IÉ has commenced the procurement process for this pre-construction phase of the project and issued a tender to prequalified consultants at the end of May. It is envisaged that the contract will be awarded in the coming months.</p> <p>It is anticipated that a route options public consultation for the project will take place by early 2026. That process will ultimately recommend a defined route and develop a preliminary business case, which will need to be approved by Government before it enters the planning system.</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 refer to the matter you raised in Parliamentary Question No. 284 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question on the 23 July 2024. As such, the NTA has nothing further to add.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Darren O'Rourke, T.D.
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23/07/2024	282	<p>PQ Referred: 33514/24, for answer 23/07/2024, Written from - Holly Cairns</p>	<p>Dail Question No: 282</p> <p>To ask the Minister for Transport the total number of the current bus fleet by county; and the current number of busses which are accessible to disabled passengers, 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>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. 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 receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 282 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has purchased new bus and coach fleet for use on Public Service Obligation (PSO) bus services since 2017 and has a degree of control over the types of buses and coaches used on both PSO bus services and Local link bus services via the operating contracts it has in place for the provision of these services. The types of buses and coaches on commercial bus services and school bus services are however outside of the NTA's control.</p> <p>In addition, the PSO bus services and Local link bus services in any particular county are not necessarily operated by bus and coach fleet based at a depot in that county, and the bus or coach used on a particular service can vary from day-to-day due to maintenance requirements, etc.</p> <p>The NTA is therefore not able to advise the total number of the current bus fleet by county, nor the current number of buses which are accessible to disabled passengers by county.</p> <p>The NTA can however advise that all bus and coach fleet operating daily scheduled PSO bus services are wheelchair accessible and meet all applicable regulatory requirements in terms of accessibility for disabled passengers.</p> <p>The NTA can also advise that all Local Link bus services are specified to be operated by wheelchair accessible vehicles that again would meet all applicable regulatory requirements in terms of accessibility for disabled passengers. Please note there are rare occasions where the allocated vehicle available due to breakdown, accident or otherwise, and the replacement bus may not be accessible, but every effort is made to procure accessible vehicles for TFI Local Link.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Holly Cairns, T.D.
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23/07/2024	281	<p>PQ Referred: 33513/24, for answer 23/07/2024, Written from - Holly Cairns</p>	<p>Dail Question No: 281</p> <p>To ask the Minister for Transport to provide a breakdown of the current bus fleet serving west Cork, by local area; and the number of busses which are accessible to disabled passengers, by local area, 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>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. 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 serving West Cork, 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>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 281 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has purchased new bus and coach fleet for use on Public Service Obligation (PSO) bus services since 2017 and has a degree of control over the types of buses and coaches used on both PSO bus services and Local link bus services via the operating contracts it has in place for the provision of these services. The types of buses and coaches on commercial bus services and school bus services are however outside of the NTA's control.</p> <p>In addition, the PSO bus services and Local link bus services in each local area of west Cork are not necessarily operated by bus and coach fleet based at a depot in those areas, and the bus or coach used on a particular service can vary from day-to-day due to maintenance requirements, etc.</p> <p>The NTA is therefore not able to advise the total number of the current bus fleet in each local area of west Cork, nor the current number of buses which are accessible to disabled passengers in each local area of west Cork.</p> <p>The NTA can however advise that all bus and coach fleet operating daily scheduled PSO bus services are wheelchair accessible and meet all applicable regulatory requirements in terms of accessibility for disabled passengers.</p> <p>The NTA can also advise that all Local Link bus services are specified to be operated by wheelchair accessible vehicles that again would meet all applicable regulatory requirements in terms of accessibility for disabled passengers. Please note there are rare occasions where the allocated vehicle is not available due to breakdown, accident or otherwise, and the replacement bus may not be accessible, but every effort is made to procure accessible vehicles for TFI Local Link.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Holly Cairns, T.D.
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23/07/2024	267	<p>PQ Referred: 33137/24, for answer 23/07/2024, Written from - Mairéad Farrell</p>	<p>Dail Question No: 267</p> <p>To ask the Minister for Transport the cost of expanding the bike sharing schemes outside of major cities; 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, including the provision of funding to the National Transport Authority (NTA) for bike-sharing schemes like the Regional Bikes Scheme in Cork, Waterford, Limerick and Galway.</p> <p>However, matters related to the day-to-day operations, management or expansion of public bike schemes are matters for the relevant local authorities, in conjunction with the NTA.</p> <p>As such, 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. 267 of 23 July 2024, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</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 a typical large town 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>	Mairéad Farrell
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23/07/2024	272	<p>PQ Referred: 33270/24, for answer 23/07/2024, Written from - Richard Boyd Barrett</p>	<p>Dail Question No: 272</p> <p>To ask the Minister for Transport the estimated cost to introduce free public transport for all students.</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 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. 272 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Estimated additional cost (Fare Foregone) to introduce free public transport for all third-level students and young adults would be in region of between €68.89m to €76.14m</p> <p>Assumptions and Constraints:</p> <ol style="list-style-type: none"> <li>1. The above are incremental amounts i.e. these are the additional cost on top of the 50% discount which is currently being given to the students and young adults.</li> <li>2. The above are YAC fare foregone figures which includes both Students and Young Adults as we don't have a split for them. Second-level students are not included as they avail of Child Fares.</li> <li>3. Not possible to quantify how many journeys were taken due to free travel being offered.</li> <li>4. The above figures relates to fare foregone only and does not include the cost of running any additional services across the modes that maybe required to meet the additional demand generated by the introduction of free public transport for Students and Young Adults.</li> <li>5. The above YAC fare foregone amount is inclusive of both PSO and CBO services.</li> </ol> <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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23/07/2024	262	<p>PQ Referred: 33050/24, for answer 23/07/2024, Written from - Violet-Anne Wynne</p>	<p>Dail Question No: 262</p> <p>To ask the Minister for Transport to provide an update on the progress of the Ennis town bus service; whether his Department has released funding to ensure it moves to the next stage; 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 rollout of services under the Connecting Ireland Rural Mobility Plan as well as developing new and enhanced Town bus services.</p> <p>The development of the Ennis new town public transport service is a part of the wider NTA Town Services programme. The NTA transport planning team decide on the best utilisation of these funds, and the timing and prioritisation of the roll-out of services.</p> <p>In light of the NTA's responsibilities for the rollout of new services, including in Ennis, 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. 262 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority is progressing plans to implement a town bus service for Ennis, subject to the allocation of funding for the scheme by the Department of Transport. Discussions are ongoing with the Department in relation to the funding allocation for 2025. In advance of any decisions on funding, the Authority will continue to progress plans for the Ennis town bus service as a priority.</p> <p>I trust that the above is of assistance.</p> <p><hr/>Anne Graham Chief Executive</p>	Violet-Anne Wynne, T.D.
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23/07/2024	263	<p>PQ Referred: 33051/24, for answer 23/07/2024, Written from - Violet-Anne Wynne</p>	<p>Dail Question No: 263</p> <p>To ask the Minister for Transport the progress on allowing the 336 bus route to stop within Ennis town; the reason for the delay in changing the route; the timeline for implementation of this change; 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 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 Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 263 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA are currently engaging with Bus Éireann regarding this particular matter related to route 336. We have to wait until the outcome of this engagement is clear before we can provide an indicate timeline for implementation of any changes agreed.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Violet-Anne Wynne, T.D.
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23/07/2024	261	PQ Referred: 33015/24, for answer 23/07/2024, Written from - Ivana Bacik	<p>Dail Question No: 261</p> <p>To ask the Minister for Transport the projected cost of making public transport completely free for students and holders of young adult travel cards; 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 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. 261 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Estimated additional cost (Fare Foregone) of making public transport completely free for students (3rd level) and holders of young adult travel cards would be in region of between €68.89m to €76.14m.</p> <p>Assumptions and Constraints:</p> <ol style="list-style-type: none"> <li>1. The above are incremental amounts i.e. these are the additional cost on top of the 50% discount which is currently being given to the students and young adults.</li> <li>2. Not possible to quantify how many journeys were taken due to free travel being offered.</li> <li>3. The above figures relates to fare foregone only and does not include the cost of running any additional services across the modes that maybe required to meet the additional demand generated by the introduction of free public transport for Students and Young Adults.</li> <li>4. The above YAC fare foregone amount is inclusive of both PSO and CBO services.</li> </ol> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Ivana Bacik, T.D.
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23/07/2024	260	<p>PQ Referred: 33014/24, for answer 23/07/2024, Written from - Ivana Bacik</p>	<p>Dail Question No: 260</p> <p>To ask the Minister for Transport the cost to the Government to permanently reduce transport fees for young adults and students, including rail and the €1 transport cost, 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 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 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. 260 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Estimated cost (Fare Foregone) to permanently reduce transport fees for young adults and students (3rd level), including rail and the €1 transport cost is provided in the table below;</p> <table border="1" data-bbox="1389 485 2347 638"> <thead> <tr> <th></th> <th>Lower Range</th> <th>Higher Range</th> </tr> </thead> <tbody> <tr> <td>Current YAC Fare Foregone Costs @ 50% Discount</td> <td>€69M</td> <td>€76M</td> </tr> <tr> <td>YAC Fare Reduction Costs @ 60% Discount</td> <td>€83M</td> <td>€92M</td> </tr> <tr> <td>YAC Fare Reduction Costs @ 70% Discount</td> <td>€97M</td> <td>€107M</td> </tr> <tr> <td>YAC Fare Reduction Costs @ 75% Discount</td> <td>€104M</td> <td>€115M</td> </tr> </tbody> </table> <p>Assumptions and Constraints:</p> <ol style="list-style-type: none"> <li>1. The above YAC fare foregone amount is inclusive of both state subsidised and commercial licensed services.</li> <li>2. Not possible to quantify how many journeys were taken due to discounts being offered.</li> <li>3. The above figures relates to fare foregone only and does not include the cost of running any additional services across the modes that maybe required to meet the additional demand generated by the introduction of fare discounts for Students and Young Adults.</li> <li>4. 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).</li> <li>5. 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.</li> </ol> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>		Lower Range	Higher Range	Current YAC Fare Foregone Costs @ 50% Discount	€69M	€76M	YAC Fare Reduction Costs @ 60% Discount	€83M	€92M	YAC Fare Reduction Costs @ 70% Discount	€97M	€107M	YAC Fare Reduction Costs @ 75% Discount	€104M	€115M	Ivana Bacik, T.D.
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YAC Fare Reduction Costs @ 70% Discount	€97M	€107M																		
YAC Fare Reduction Costs @ 75% Discount	€104M	€115M																		

23/07/2024	178	<p>PQ Referred: 31311/24, for answer 23/07/2024, Written from - Niamh Smyth</p>	<p>Dail Question No: 178</p> <p>To ask the Minister for Transport the measures his Department is taking to implement bus shelters throughout the rural areas of Cavan and Monaghan, similar to those in Northern 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. The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure, including the provision of bus stops and 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 refer to the matter you raised in Parliamentary Question No. 178 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has now initiated a "Bus Stop Enhancement Programme" across all local authorities, with an allocation of €500,000 to each local authority as part of the 2024 NTA allocations. The objective of this programme is to facilitate the enhancement / upgrade of existing bus stops across the country, including the provision of poles and hard-standing areas where none exist, the provision of seating (where space exists) and the installation of bus shelters in appropriate locations. It is intended to repeat this as an annual funding stream for a number of years, to enable and facilitate the necessary uplift and enhancements to bus stop locations across the country.</p> <p>Each local authority is being requested to prepare a prioritised programme of bus stop enhancements in their administrative area for design and delivery on a phased basis. The NTA is now engaged with individual local authorities in relation to the development and delivery of their programmes for 2024 and subsequent years.</p> <p>Accordingly, it is intended that bus shelter provision will be coordinated by each local authority under the "Bus Stop Enhancement Programme", having regards to the allocation provided by the NTA to each local authority. This approach aligns with the position that the provision of bus shelters is generally not achievable without some works – kerb changes, footpath changes, road markings and similar - being undertaken by local authorities. To assist local authorities and make the process more streamlined, the NTA will, through a central supply contract, provide the bus shelter to the local authority and will also make available the NTA's bus shelter contractor to the Council to undertake its installation (following the Council's preparatory works). In addition, the NTA will also arrange for its contractor to maintain the bus shelter subsequently.</p> <p>We believe that this collaborative arrangement of directly funding local authorities to undertake an agreed programme of works at bus stops, will deliver a significant increase in the quality of the bus stopping locations and a higher level of bus shelter provision.</p> <p>In relation to the provision of bus shelters at stops in rural areas, we do have one high level criterion under the programme, which is a minimum threshold of five 5 bus services per day, Monday to Friday, serving a bus stop, before an individual approved stop qualifies for the installation of a bus shelter. This is because bus shelters are expensive to install and maintain. Based on the required electrical connection arrangements, each new bus shelter can cost up to about €25,000 to €30,000 (with wheelchair accessible stops sometimes costing much more). The national demand for the provision of shelters is very high and as shelters are costly, we have to prioritise their provision in locations where there are a significant number of bus services operating. At this stage of the programme the focus is to meet the needs of the greatest number of people using public transport, and to respond to that need where feasible initially. However, as we continue to roll out more shelters nationwide this criterion can be revisited, in the future, as a greater number of shelters are being delivered over the coming years.</p> <p>It is worth noting that not all locations are suitable for the installation of bus shelters due to underground services, width issues, sight line issues, access issues or similar other items such as the negative impact on affected parties / adjacent premises. Each location is</p>	Niamh Smyth, T.D.
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required to be technically assessed against current technical requirements, road safety matters, accessibility standards, third party planning matters, available space in addition to the relevant design details.

I trust that the above information is of assistance.

Yours sincerely,

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Hugh Creegan,  
Deputy Chief Executive.

23/07/2024	167	<p>PQ Referred: 31153/24, for answer 23/07/2024, Written from - Gary Gannon</p>	<p>Dail Question No: 167</p> <p>To ask the Minister for Transport the current position of the independent expert contract in place to review additional documents released by TII at the Metrolink hearings.</p> <p>Answer</p> <p>As the Deputy may be aware, MetroLink will be a fully segregated and mostly underground new rail 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>A significant milestone in the progression of the MetroLink project was cleared in July 2022, when the Minister for Transport secured approval for the project from the Cabinet under Decision Gate 1 of the Public Spending Code. This decision enabled the project to move to the planning application stage, and on 30th September 2022 Transport Infrastructure Ireland (or TII) submitted a Railway Order application to An Bord Pleanála. The statutory planning consultation for the project closed on 16th January 2023.</p> <p>An Bord Pleanála commenced an Oral Hearing in relation to Metrolink on February 19th, which finished on March 28th. An Bord Pleanála recently informed TII of the requirement to publish additional information following the Oral Hearing for MetroLink. Dependent on the outcome of the planning process, and no successful legal challenge, construction of MetroLink is earmarked to commence over the coming years with a view to operation by the mid-2030s.</p> <p>Another significant milestone in the progression of the MetroLink project was cleared this June when the appointment of Sean Sweeney as the MetroLink Project Director was announced.</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 MetroLink, in conjunction with TII.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 167 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A company called 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.</p> <p>TII has received formal notification from An Bord Pleanála on the requirements for a second statutory public consultation process for the new and updated documentation submitted to the Inspector during the MetroLink Oral Hearing process. A date for the second public consultation process is to be determined.</p> <p>RINA have been instructed by TII to assess the information submitted to the Inspector during the Oral Hearing process and to provide this assessment to the resident groups for this second public consultation. RINA will also meet with resident groups to assist residents in 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 is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Deputy Chief Executive.</p>	Gary Gannon, T.D.
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23/07/2024	245	<p>PQ Referred: 32673/24, for answer 23/07/2024, Written from - Niamh Smyth</p>	<p>Dail Question No: 245</p> <p>To ask the Minister for Transport for an update on the public consultation for a bus route (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 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 Counties Cavan and Meath, 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 Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 245 of 23 July 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 Bus Éireann to implement the new 187 timetable. We currently anticipate implementation of the new timetable in Q4 of this year subject to the availability of funding and driver resources. The new timetable will be publicised in advance of the launch of the revised service.</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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23/07/2024	236	<p>PQ Referred: 32472/24, for answer 23/07/2024, Written from - Robert Troy</p>	<p>Dail Question No: 236</p> <p>To ask the Minister for Transport if he will provide an update on the long-term contracts for rural transport companies through the National Transport Authority.</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 securing the provision of public transport 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 refer to the matter you raised in Parliamentary Question No. 236 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>TFI Local Link/Rural Transport Programme is managed and administered by 15 Transport Coordination Units on behalf of the National Transport Authority. A tender competition for the provision of the Transport Coordination Unit services is currently taking place, therefore, we are not able to provide any further details or updates on its status until it has concluded.</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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23/07/2024	203	<p>PQ Referred: 31682/24, for answer 23/07/2024, Written from - Alan Kelly</p>	<p>Dail Question No: 203</p> <p>To ask the Minister for Transport the estimated cost of extending the 20% reduction in public transport fares until 31 December 2025.</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 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. 203 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Estimated cost (Fare Foregone) of extending the 20% reduction in public transport fares until 31 December 2025 range between €105m to €116m.</p> <p>The above figures relates to fare foregone only and would not include any additional costs associated with extending the fare reduction such as administration costs and provision of additional services to cover any 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>	Alan Kelly T.D
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23/07/2024	258	<p>PQ Referred: 33004/24, for answer 23/07/2024, Written from - Ivana Bacik</p>	<p>Dail Question No: 258</p> <p>To ask the Minister for Transport what the next stage in the development of a completed rail connection to Navan will be; when he expects planning and design work to commence; the preparations carried out for these next stages; the projected cost of the project; 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. The Transport Strategy provides a clear statement of transport planning policy for Counties Meath, Dublin, Louth, Kildare and Wicklow.</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 from Dublin to Navan and the final Strategy now includes delivery of the line between 2031 and 2036.</p> <p>I am pleased that the NTA has allocated funding to Iarnród Éireann (or IÉ) for the establishment of a design team to commence work on the Navan rail line project this year. The work will involve the route option selection, planning and design phases of the project.</p> <p>IÉ has commenced the procurement process for this pre-construction phase of the project and issued a tender to prequalified consultants at the end of May. It is envisaged that the contract will be awarded in the coming months.</p> <p>It is anticipated that a route options public consultation for the project will take place by early 2026. That process will ultimately recommend a defined route and develop a preliminary business case, which will need to be approved by Government before it enters the planning system.</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.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 258 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question on the 23 July 2024. By way of supplement, we would note that the cost of the project can only be fully established at a later stage in the project life cycle, when the design process is more advanced. However, a feasibility study carried out as part of the preparatory work for the Greater Dublin Area Transport Strategy in 2021 identified some early indicative costs, and indicated the cost of a potential option as being in the €1.5 billion to €2 billion range, when calculated in 2021. Given inflationary pressures since then, it is likely that the cost will be in €2 billion to €3 billion range.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Ivana Bacik, T.D.
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Please contact my private office if you do not receive a reply within 10 days.

23/07/2024	248	<p>PQ Referred: 32774/24, for answer 23/07/2024, Written from - Róisín Shortall</p>	<p>Dail Question No: 248</p> <p>To ask the Minister for Transport further to Parliamentary Question No. 126 of 11 June 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>As the Deputy may be aware, MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre, the first of its kind in Ireland. It is a key project under the National Development Plan 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 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>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 248 of 23 July 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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23/07/2024	229	<p>PQ Referred: 32263/24, for answer 23/07/2024, Written from - Niamh Smyth</p>	<p>Dail Question No: 229</p> <p>To ask the Minister for Transport the timeframe for the implementation of a bus stop and timetable for the 170 Bus Éireann route in Bailieborough, County Cavan; 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 implementation of a bus stop and timetable for the 170 Bus Éireann route in Bailieborough in County Cavan.</p> <p>Noting the NTA's responsibility in the matter, I have referred the 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. 229 of 23 July 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 completed phase 1 of a bus stop review for County Cavan under the Connecting Ireland Rural Mobility Programme. This review has proposed stop locations with Cavan County Council, including Bailieborough and it is the intention that new Transport for Ireland bus stop poles will be provided in Bailieborough once suitable location(s) have been agreed.</p> <p>Suitable locations must firstly be agreed with the respective Local Authorities and if applicable, other concerned stakeholders, this process is ongoing.</p> <p>Furthermore it is the intention of the Authority to undertake works to make the bus stops in Bailieborough fully accessible as part of this programme. We do not have a timeframe as of yet for the completion of this as it is dependent on the successful completion of discussions as outlined above and the availability of resources to complete the work.</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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23/07/2024	228	<p>PQ Referred: 32262/24, for answer 23/07/2024, Written from - Niamh Smyth</p>	<p>Dail Question No: 228</p> <p>To ask the Minister for Transport the timeframe for the implementation of a bus stop and timetable for the 170 Bus Éireann route in Shercock, County Cavan; 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 implementation of a bus stop and timetable for the 170 Bus Éireann route in Shercock in County Cavan, and can best advise you on the timeframe.</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. 228 of 23 July 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 committed to improving 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 programme 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 has recently ended in County Cavan.</p> <p>We can confirm that the location in Shercock is included on the schedule of upgrades and has been forwarded to Cavan County Council for approval.</p> <p>We should point out however that Shercock is not served by route 170, Shercock is served by Local Link Cavan/Monaghan to Dundalk (Route 171) and there is also a shuttle bus (Shercock to Cootehill) which enables connection to Route 175 (Cavan to Monaghan).</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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23/07/2024	227	<p>PQ Referred: 32256/24, for answer 23/07/2024, Written from - Pádraig O'Sullivan</p>	<p>Dail Question No: 227</p> <p>To ask the Minister for Transport for an update on the light rail system; if he can provide an update on the route selection; and if he will make a statement on the matter.</p> <p>Answer</p> <p>I understand that the Deputy is referring to the Cork Light Rail project.</p> <p>As the Deputy may be aware, the Cork Light Rail project seeks to provide a high-capacity public transport corridor connecting Ballincollig to Mahon Point via the city centre. A public consultation for this project will launch later this year. 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 planning and development of public transport infrastructure in Cork, including the Cork Light Rail project.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matter you raised in Parliamentary Question No. 227 on 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As you may be aware, we identified previously that further work was required to be undertaken in relation to the city centre section of the overall emerging preferred route for Luas Cork. This work has been largely completed and it is intended to commence a public consultation in relation to the Luas Cork proposals later this year. We do not yet have an exact date for the commencement of that consultation process.</p> <p>I trust that this is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan, Deputy Chief Executive.</p>	Pádraig O'Sullivan, T.D
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23/07/2024	169	<p>PQ Referred: 31194/24, for answer 23/07/2024, Written from - Niamh Smyth</p>	<p>Dail Question No: 169</p> <p>To ask the Minister for Transport for an update on a local link service which has gone to tender (details supplied); if he will provide a date for its implementation in Cavan; and if he will make a statement on the matter.</p> <p>Details Supplied: Local Link route gone to tender will service the below areas. Cavan Town to Ballyjamesduff, Virginia and Kells Co Meath.</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 Counties Cavan and Meath, 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 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>With regard to the tender process for the TFI Local Link Cavan town to Ballyjamesduff route, this process is still ongoing. We can advise that, following some initial delays, it is now progressing well and we will advise in due course the details of the route and expected start date once the procurement process has concluded and implementation details finalised.</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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23/07/2024	194	<p>PQ Referred: 31450/24, for answer 23/07/2024, Written from - Patricia Ryan</p>	<p>Dail Question No: 194</p> <p>To ask the Minister for Transport the reasons for the delay in the roll-out of the of the short-hop commuter zone/Dublin commuter zone to stations in Kildare south; and the confirmed date for the roll-out to commence.</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 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. 194 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Due to the technical challenges involved in implementing the new fares structures in the Dublin Commuter Zone, the original target date of implementation (end Q3 2024) will now not be met. The Fares determination was published in January, and Irish Rail were consulted on the changes prior to document release. Our understanding is that Irish Rail first discussed requirements with their supplier in early March and a requirements document was not issued to their supplier until May. We were informed by Irish Rail and their ticketing contractor in June that the changes required to the rail ticketing systems will take until March 2025. The NTA is disappointed with this revised timeline and we deeply regret the delay this introduction will have on customers. We are examining whether this timeframe can be mitigated in any way.</p> <p>In respect of what the technical changes are, these include:</p> <ul style="list-style-type: none"> <li>• The addition of new stations into the scheme including infrastructure, validators and gates, and configuration of the new stations in the existing back office systems;</li> <li>• Existing ticket validators and gates need to be configured to comprehend the zonal restructuring and overlap for existing period products and the newly introduced products; and</li> <li>• Software changes to cater for the addition of a large number of new multimodal products.</li> </ul> <p>We wish to reiterate that we are disappointed with the revised timeline of the introduction of the next phase of the National Fares Structure and deeply regret the delay that this introduction will have on customers.</p> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Patricia Ryan, T.D.
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23/07/2024	168	PQ Referred: 31154/24, for answer 23/07/2024, Written from - Gary Gannon	<p>Dail Question No: 168</p> <p>To ask the Minister for Transport the number of passengers boarding Dublin Bus at stop 115 Ballymun Church and stop 37 Ballymun DCU for the past two 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 day-to-day operations of public transport services. The National Transport Authority (NTA) has responsibility for the collection and publication of statistics relating to public transport.</p> <p>Therefore, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a reply within ten working days.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 168 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply. I apologise for the delay in responding.</p> <p>The number of passengers boarding Dublin Bus at stop 115 Ballymun Church and stop 37 Ballymun DCU for the past two years are contained in the following table;</p> <table border="1" data-bbox="1391 485 2009 657"> <thead> <tr> <th>Year</th> <th>Stop Number</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>2022-07-23 to 2023-07-22</td> <td>115 Ballymun Church</td> <td>140,696</td> </tr> <tr> <td>2022-07-23 to 2023-07-22</td> <td>37 Ballymun DCU</td> <td>435,185</td> </tr> <tr> <td>2023-07-23 to 2024-07-23</td> <td>115 Ballymun Church</td> <td>102,822</td> </tr> <tr> <td>2023-07-23 to 2024-07-23</td> <td>37 Ballymun DCU</td> <td>347,866</td> </tr> </tbody> </table> <p>I trust that the above is of assistance.</p> <p>_____ Anne Graham Chief Executive</p>	Year	Stop Number	Count	2022-07-23 to 2023-07-22	115 Ballymun Church	140,696	2022-07-23 to 2023-07-22	37 Ballymun DCU	435,185	2023-07-23 to 2024-07-23	115 Ballymun Church	102,822	2023-07-23 to 2024-07-23	37 Ballymun DCU	347,866	Gary Gannon, T.D.
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23/07/2024	265	<p>PQ Referred: 33072/24, for answer 23/07/2024, Written from - Catherine Connolly</p>	<p>Dail Question No: 265</p> <p>To ask the Minister for Transport the expected timeline for the public consultation on the draft Galway Metropolitan Area Transport Strategy; the expected timeline for the publication of the final Strategy; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The Deputy will be aware that the National Transport Authority, or 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 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 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.</p>	<p>Dear Deputy,</p> <p>I am writing to you concerning the matters you raised in Parliamentary Question Nos. 264 &amp; 265 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (NTA) continues to work on 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 in the form of a Light Rail Feasibility Study and a Strategic Roads Feasibility Study. The Strategic Roads Feasibility Study will include analysis of the strategic road requirements for Galway, and will provide road options which will go forward for assessment as part of the multi-modal GMATS process, analytical work for this study is still being progressed. Given the importance of fully understanding of the strategic roads requirements for the GMA, the draft GMATS cannot be completed until the analysis presented in the Strategic Roads Feasibility Study has been finalised.</p> <p>Following the preparation of the Draft GMATS, the NTA will 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>In terms of timescale, Galway County Council have been asked by An Bord Pleanála to provide additional updated information in relation to the planning consent application for the Galway City Ring Road. It is recognised that the updated information for the Galway City Ring Road should also be considered in the preparation of the updated GMATS. It is the NTA's understanding that the additional information for the Galway City Ring Road will be finalised and provided to An Bord Pleanála later this year. To allow that information to then be considered in the preparation of the new GMATS, it is likely that it will be next year before a draft GMATS is published for public consultation.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Catherine Connolly, T.D.
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23/07/2024	254	<p>PQ Referred: 33197/24, for answer 23/07/2024, Written from - Imelda Munster</p>	<p>Dail Question No: 254</p> <p>To ask the Minister for Transport for an update and projected timeline for the Dart+ Coastal North 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 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>This project aims to extend the overhead electric wires on the DART system by circa 37km, from Malahide to Drogheda. It will allow for high-frequency and fully electrified DART trains to operate between Dublin city and Drogheda, upgrading the rail service to growing communities along the route.</p> <p>The DART+ Coastal North was submitted to Government in May 2024 and received consent for approval under Approval Gate 1 of the Infrastructure Guidelines. A Railway Order for DART+ Coastal North was lodged in July 2024.</p> <p>Subject to DART+ Coastal North receiving planning approval, and there being no successful legal challenge to this decision, the project will then advance through the subsequent Approval Gates as required under the Infrastructure Guidelines.</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 issue raised. 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. 254 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question on the 23 July 2024. As such, the NTA has nothing further to add.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Imelda Munster, T.D.
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23/07/2024	225	<p>PQ Referred: 32223/24, for answer 23/07/2024, Written from - Niamh Smyth</p>	<p>Dail Question No: 225</p> <p>To ask the Minister for Transport for an update on plans to reopen the Navan rail line; the stage works are at; if, as part of these plans, Kingscourt rail line can be kept in mind as part of the greater overall project to connect rural Ireland to Dublin; 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. The Transport Strategy provides a clear statement of transport planning policy for Counties Meath, Dublin, Louth, Kildare and Wicklow.</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 from Dublin to Navan and the final Strategy now includes delivery of the line between 2031 and 2036.</p> <p>I am pleased that the NTA has allocated funding to Iarnród Éireann (or IÉ) for the establishment of a design team to commence work on the Navan rail line project this year. The work will involve the route option selection, planning and design phases of the project.</p> <p>IÉ has commenced the procurement process for this pre-construction phase of the project and issued a tender to prequalified consultants at the end of May. It is envisaged that the contract will be awarded in the coming months.</p> <p>It is anticipated that a route options public consultation for the project will take place by early 2026. That process will ultimately recommend a defined route and develop a preliminary business case, which will need to be approved by Government before it enters the planning system.</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.</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 225 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We note that the Minister provided a substantive response to this Parliamentary Question on the 23 July 2024. It should be noted that Kingscourt is in County Cavan and is therefore outside the Greater Dublin Area of which the NTA has responsibility for the strategic planning of transport. As such, the request for an extension of the rail line to Kingscourt may be best redirected to the Department of Transport.</p> <p>I would note that the Department of Transport, together with the Department of Infrastructure in Northern Ireland, recently published the Final Report of the All-Island Strategic Rail Review – the report can be found at the following link: <a href="https://assets.gov.ie/301092/e716ec64-4732-48ed-97cf-4395af2fb1f7.pdf">https://assets.gov.ie/301092/e716ec64-4732-48ed-97cf-4395af2fb1f7.pdf</a> Page 13 of that report provides a map of a potential “Future all-island railway” – a copy of that map is attached. The network shown on that map does show the line to Navan as terminating at Navan.</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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Please contact my private office if you do not receive a reply within 10 days.

23/07/2024	264	<p>PQ Referred: 33071/24, for answer 23/07/2024, Written from - Catherine Connolly</p>	<p>Dail Question No: 264</p> <p>To ask the Minister for Transport further to Parliamentary Question No. 15 of 4 July 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>Answer</p> <p>The Deputy will be aware that the National Transport Authority, or NTA, in conjunction with Galway City Council and Galway County Council, is currently developing the Galway Metropolitan Area Transport Strategy (GMATS). Part of the development of the new Strategy involves transport mode-specific analysis being undertaken, which includes a light rail feasibility study. This study is now substantially complete.</p> <p>Noting the NTA's role in the development of the GMATS and the light rail feasibility study, I have referred the Deputy's question to the NTA for the latest available information in relation to its development and current status. 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 matters you raised in Parliamentary Question Nos. 264 &amp; 265 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority (NTA) continues to work on 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 in the form of a Light Rail Feasibility Study and a Strategic Roads Feasibility Study. The Strategic Roads Feasibility Study will include analysis of the strategic road requirements for Galway, and will provide road options which will go forward for assessment as part of the multi-modal GMATS process, analytical work for this study is still being progressed. Given the importance of fully understanding of the strategic roads requirements for the GMA, the draft GMATS cannot be completed until the analysis presented in the Strategic Roads Feasibility Study has been finalised.</p> <p>Following the preparation of the Draft GMATS, the NTA will 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>In terms of timescale, Galway County Council have been asked by An Bord Pleanála to provide additional updated information in relation to the planning consent application for the Galway City Ring Road. It is recognised that the updated information for the Galway City Ring Road should also be considered in the preparation of the updated GMATS. It is the NTA's understanding that the additional information for the Galway City Ring Road will be finalised and provided to An Bord Pleanála later this year. To allow that information to then be considered in the preparation of the new GMATS, it is likely that it will be next year before a draft GMATS is published for public consultation.</p> <p>Yours sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Catherine Connolly, T.D.
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23/07/2024	212	<p>PQ Referred: 31903/24, for answer 23/07/2024, Written from - Sean Sherlock</p>	<p>Dail Question No: 212</p> <p>To ask the Minister for Transport the amount spent on capital works and ticketing operations at a station (details supplied) from 2020 to 2024, in tabular form.</p> <p>Details Supplied: Cork bus station</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.</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. 212 of 23 July 2024, 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 of 23 July 2024. In relation to the row titled "Accessibility", this refers to capital works undertaken at the station in relation to accessibility issues. "BC Cork" refers to BusConnects Cork and relates to ticketing related expenditure at the bus station.</p> <table border="1" data-bbox="1389 552 2264 646"> <thead> <tr> <th></th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Accessibility</td> <td></td> <td></td> <td></td> <td></td> <td>127,144</td> <td>127,144</td> </tr> <tr> <td>BC Cork</td> <td></td> <td></td> <td></td> <td></td> <td>8,426</td> <td>8,426</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>		2020	2021	2022	2023	2024	Total	Accessibility					127,144	127,144	BC Cork					8,426	8,426	Seán Sherlock, T.D.
	2020	2021	2022	2023	2024	Total																				
Accessibility					127,144	127,144																				
BC Cork					8,426	8,426																				

23/07/2024	207	<p>PQ Referred: 31712/24, for answer 23/07/2024, Written from - Mark Ward</p>	<p>Dail Question No: 207</p> <p>To ask the Minister for Transport for an update on Kishoge train station; when it will be in operation; the total cost 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 statutory responsibility for the planning and development of public transport infrastructure in the Greater Dublin Area, including the works at Kishoge train station.</p> <p>My understanding is that Kishoge 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 refer to the matter you raised in Parliamentary Question No. 207 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Transport Authority is funding Iarnród Éireann (Irish Rail) to bring Kishoge station into passenger service. This involves ensuring the station meets up-to-date technical requirements, current operational arrangements, and addressing some degradation of the building and platform fabric due to vandalism, theft, wear and tear, weather, and animal/bird incursions.</p> <p>These construction works on the station commenced in October 2023 and it is currently planned to open the station on 25 August 2024 in alignment with rail timetable changes published by Iarnród Éireann in May 2024.</p> <p>Regarding the total cost, this will be finalised during the close-out and review stage of the project but currently the project cost is forecasted to be €3.7 million.</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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23/07/2024	191	<p>PQ Referred: 31434/24, for answer 23/07/2024, Written from - Catherine Murphy</p>	<p>Dail Question No: 191</p> <p>To ask the Minister for Transport for an update and or the progress made in the preparatory work to bring the DART services as far as Sallins and Newbridge.</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+ South West project.</p> <p>The DART+ programme comprises five related projects in the Greater Dublin Area and eastern region, including: DART+ Fleet: a ten-year procurement framework for electric and battery-electric fleet; DART+ West: extension of DART services from Dublin city centre to M3 Parkway and Maynooth; DART+ South West: extension of DART services from Dublin city centre to Hazelhatch and Celbridge; DART+ Coastal North: extension of DART services from Dublin city centre to Drogheda; DART+ Coastal South: works to enable an improvement to 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 and a fleet framework agreement between Irish Rail and Alstom. This framework allows for the purchase of up to 750 electric/battery-electric train carriages for the Irish Rail system over a 10-year period. This approval permitted the purchase of 95 new DART carriages, which are expected to enter service by 2026. 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 in 2026.</p> <p>Following the submission of a Railway Order application to An Bord Pleanála in July 2022, an Oral Hearing for DART+ West was held in September/October 2023. A Railway Order for DART+ South West was lodged with An Bord Pleanála in March 2023 and a Railway Order for DART+ Coastal North was lodged with An Bord Pleanála in July 2024.</p> <p>Subject to DART+ South West's receiving planning approval, and there being no successful legal challenge to this decision, procurement documents will be prepared for</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 191 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The DART+ South West project, which proposes electrification of the railway line from Dublin City Centre to Hazelhatch - Celbridge on the Kildare Line, is currently with An Bord Pleanála for determination.</p> <p>In respect of the potential further extension of services westwards, an extension of the DART services to Sallin/ Naas 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 - Celbridge 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><hr/>Hugh Creegan Deputy Chief Executive</p>	Catherine Murphy, T.D.
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		<p>the project, which will require Ministerial approval at Approval Gate 2 of the Infrastructure Guidelines. If approval is granted at this stage, the project will proceed through a procurement process. A Final Business Case, which will take account of the outcome of the procurement process, will be prepared and the project will be submitted for Government Consent at Approval Gate 3 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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23/07/2024	277	<p>PQ Referred: 33477/24, for answer 23/07/2024, Written from - Mary Butler</p>	<p>Dail Question No: 277 To ask the Minister for Transport if he can request the CEO of an organisation (details supplied) to respond to correspondence of 6 March 2024 and 12 March 2024, to which no reply has been received; and if he will make a statement on the matter.</p> <p>Details Supplied: fwd to dept 13:28</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 provision of bus stops and shelters.</p> <p>My Department has been in contact with the NTA on this matter and I understand that a response to the Deputy's outstanding correspondence is being prepared and will issue shortly</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 Minister,</p> <p>I refer to the matter you raised in Parliamentary Question No. 277 of 23 July last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As stated in our response to your office of the 19 September 2023, in the absence of Bus Éireann Expressway not wishing to stop at an additional stop in Kilmacthomas and as there are no immediate plans to provide additional levels of service to Kilmacthomas under PSO arrangements, there is no justification to provide an additional stop-pair at the location requested at this moment of time.</p> <p>Notwithstanding the above, the Authority has in recent months engaged with Bus Éireann Expressway to ascertain if they would support the provision of a service that would stop at a new location in Kilmacthomas that would support a pair of new bus stops being installed. The NTA will be meeting with Bus Éireann again in the coming weeks and will raise the matter again. I wish to reiterate however that Bus Éireann Expressway is a commercial operator and the NTA cannot intervene or direct that a commercial operator serve a particular area or stop.</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>	Mary Butler, T.D.
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09/09/2024	213	<p>PQ Referred: 34245/24, for answer 09/09/2024, Written from - Neasa Hourigan</p>	<p>Dail Question No: 213</p> <p>To ask the Minister for Transport for an update on the design of the Cabra DART 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. 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.</p> <p>The Transport Strategy for the Greater Dublin Area 2022-2042 was published by the NTA in January 2023. The strategy commits to the development of a number of new rail stations, including a station at Cabra.</p> <p>A Railway Order for DART+ South West was lodged in March 2023. While a station at Cabra is outside the scope of the DART+ South West project, the design of the project has future-proofed its layout to allow the addition of a new station at this location. The NTA has provided funding to Iarnród Éireann to commence the preparation of designs and planning for Cabra station.</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 in relation to 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 refer to the matter you raised in Parliamentary Question No. 213 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has provided funding to Iarnród Éireann this year for the preparation of designs and planning for the Cabra Rail Station. Iarnród Éireann is currently progressing the option development process for the station, and the next step in delivering this project would be identifying a Preferred Option.</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>	Neasa Hourigan, T.D.
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09/09/2024	217	<p>PQ Referred: 34318/24, for answer 09/09/2024, Written from - Gary Gannon</p>	<p>Dail Question No: 217</p> <p>To ask the Minister for Transport if he will liaise with Dublin City Council to identify the Metrolink lead within Dublin City Council (details supplied).</p> <p>Details Supplied: Residents have stressed the importance of this information as DCC will be responsible for determining the hours of work throughout the city, thereby ensuring the protection of residents against out-of-hours operations.</p> <p>Answer</p> <p>As the Deputy may be aware, MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre, the first of its kind in Ireland. It is a key project under the National Development Plan 2021-30.</p> <p>Further to the planning application for MetroLink, the Oral Hearing began on 19th February and ran until 28th March. Transport Infrastructure Ireland (TII) engaged constructively with all parties as part of the Oral Hearing. Following the Oral Hearing, An Bord Pleanála instructed TII to make the Oral Hearing documents available for a second public consultation period from August 19th to October 9th.</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 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>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 216 &amp; 217 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p><b>PQ 216:</b> The National Roads Authority operating as Transport Infrastructure Ireland (TII) is carrying out site investigation works under Section 36 Part 3 of the Transport (Railway Infrastructure) Act, 2001. TII has authorised Causeway Geotech (the Contractor) to carry out these investigation works on Home Farm football pitch, Mobhi Road. Any representatives from Causeway working on-site have been provided with authorisation letters and these letters are available upon request by any person affected by the said works. No permission for these works is required from Dublin City Council (DCC) planning authority as the site investigations are not taking place on DCC property.</p> <p>With regards to weekend working, it was originally proposed to carry out these investigation works Monday to Friday 8am to 6pm on Home Farm Football Club; however, during consultation with the football club TII agreed to weekend works to avoid disruption to the scheduling of their training and ensure the pitch was back available to the local children and youths for upcoming matches.</p> <p>A leaflet drop to residents in the immediate area took place 30 July 2024 notifying them of the works in advance.</p> <p><b>PQ 217:</b> Permission is required from DCC planning authority if out of hours working occurs on DCC property, generally if works are planned within the public road.</p> <p>Applications for such works are processed through a Road Opening Licence process managed by DCC under the Roadworks Control Unit of Dublin City Council. There is no singular liaison contact between MetroLink and DCC for Road opening licenses. The contact number for the Road Works Control Unit is 01 222 2246.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Gary Gannon, T.D.
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09/09/2024	210	<p>PQ Referred: 34223/24, for answer 09/09/2024, Written from - Jennifer Murnane O'Connor</p>	<p>Dail Question No: 210</p> <p>To ask the Minister for Transport the public transport options available for travel between Carlow and Portlaoise; the reason there is not sufficient public transport options; if there are plans to increase public transport provision between these two capital towns; 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 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 including delivering the Connecting Ireland Rural Mobility Plan and New Town 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>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 210 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>As part of the ongoing Connecting Ireland Rural Mobility Plan, the Authority has plans to upgrade the service between Carlow and Portlaoise. However, we do not have a definitive timetable for implementation of enhancements and any enhancements are subject to the resolution of some public transport regulation issues. More information regarding the Connecting Ireland Rural Mobility Plan can be found at the link below;</p> <p><a href="https://www.nationaltransport.ie/connecting-ireland/">https://www.nationaltransport.ie/connecting-ireland/</a></p> <p>In terms of existing public transport options between Carlow and Portlaoise, the TFI Journey Planner (I have provided link below) or the TFI Live App can be used to ascertain such options.</p> <p><a href="https://www.transportforireland.ie/#">https://www.transportforireland.ie/#</a></p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	<p>Jennifer Murnane O'Connor, T.D.</p>
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09/09/2024	215	<p>PQ Referred: 34316/24, for answer 09/09/2024, Written from - Gary Gannon</p>	<p>Dail Question No: 215</p> <p>To ask the Minister for Transport if his Department/Transport Infrastructure Ireland can provide a rationale for the necessity of conducting ground investigations on the Metrolink site in Dublin on a seven-day basis.</p> <p>Answer</p> <p>As the Deputy may be aware, MetroLink will be a fully segregated and mostly underground new rail 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. Transport Infrastructure Ireland (TII) engaged constructively with all parties as part of the Oral Hearing. Following the Oral Hearing, An Bord Pleanála instructed TII to make the Oral Hearing documents available for a second public consultation period from August 19th to October 9th.</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 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>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 215 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The National Roads Authority operating as Transport Infrastructure Ireland(TII) is carrying out site investigation works under Section 36 Part 3 of the Transport (Railway Infrastructure) Act, 2001. TII has authorised Causeway Geotech (the Contractor) to carry out these investigation works on Home Farm football pitch, Mobhi Road. Any representatives from Causeway working on-site have been provided with authorisation letters and these letters are available upon request by any person affected by the said works. No permission for these works is required from DCC planning authority as the site investigations are not taking place on DCC property.</p> <p>With regards to weekend working, it was originally proposed to carry out these investigation works Monday to Friday 8am to 6pm on Home Farm football club; however, during consultation with the football club TII agreed to weekend works to avoid disruption to the scheduling of their training and ensure the pitch was back available to the local children and youths for upcoming matches.</p> <p>A leaflet drop to residents in the immediate area took place 30 July 2024 notifying them of the works in advance.</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>	Gary Gannon, T.D.
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09/09/2024	216	<p>PQ Referred: 34317/24, for answer 09/09/2024, Written from - Gary Gannon</p>	<p>Dail Question No: 216</p> <p>To ask the Minister for Transport if his Department/Transport Infrastructure Ireland can clarify the reasons for the granting of weekend out-of-hours work permits for routine investigations, considering such permits are generally reserved for exceptional circumstances.</p> <p>Answer</p> <p>As the Deputy may be aware, MetroLink will be a fully segregated and mostly underground new railway line between Swords and Dublin City Centre, the first of its kind in Ireland. It is a key project under the National Development Plan 2021-30.</p> <p>Further to the planning application for MetroLink, the Oral Hearing began on 19th February and ran until 28th March. Transport Infrastructure Ireland (TII) engaged constructively with all parties as part of the Oral Hearing. Following the Oral Hearing, An Bord Pleanála instructed TII to make the Oral Hearing documents available for a second public consultation period from August 19th to October 9th.</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 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>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 216 &amp; 217 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p><b>PQ 216:</b> The National Roads Authority operating as Transport Infrastructure Ireland (TII) is carrying out site investigation works under Section 36 Part 3 of the Transport (Railway Infrastructure) Act, 2001. TII has authorised Causeway Geotech (the Contractor) to carry out these investigation works on Home Farm football pitch, Mobhi Road. Any representatives from Causeway working on-site have been provided with authorisation letters and these letters are available upon request by any person affected by the said works. No permission for these works is required from Dublin City Council (DCC) planning authority as the site investigations are not taking place on DCC property.</p> <p>With regards to weekend working, it was originally proposed to carry out these investigation works Monday to Friday 8am to 6pm on Home Farm Football Club; however, during consultation with the football club TII agreed to weekend works to avoid disruption to the scheduling of their training and ensure the pitch was back available to the local children and youths for upcoming matches.</p> <p>A leaflet drop to residents in the immediate area took place 30 July 2024 notifying them of the works in advance.</p> <p><b>PQ 217:</b> Permission is required from DCC planning authority if out of hours working occurs on DCC property, generally if works are planned within the public road.</p> <p>Applications for such works are processed through a Road Opening Licence process managed by DCC under the Roadworks Control Unit of Dublin City Council. There is no singular liaison contact between MetroLink and DCC for Road opening licenses. The contact number for the Road Works Control Unit is 01 222 2246.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p>_____ Hugh Creegan Deputy Chief Executive</p>	Gary Gannon, T.D.
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09/09/2024	221	<p>PQ Referred: 34418/24, for answer 09/09/2024, Written from - Paul Murphy</p>	<p>Dail Question No: 221</p> <p>To ask the Minister for Transport if he will instruct his Department to have a bus shelter installed on Greenhill's Road at the top of the 'dip', stop number 2336 at Tibbradden Drive, heading towards Tallaght (details supplied).</p> <p>Details Supplied: Quote from local resident: "As many of us seniors, myself and my husband in our eighties, and many of our Neighbours also at this age, use this bus stop for going to Tallaght Hospital. We have appointments there most weeks, sometimes more than one,( in fact this past week we personally had three), and as driving is not always possible for us, we need to take the bus. Let me tell you, standing up at this bus stop on a windy day in the lashing rain is no joke, having puffed and panted up the hill from St/ Mel's, the bus is almost always near the hospital before we get our breaths back. The 27 and 77A buses leave us near the hospital, which is great, but the short journey to get there is hard work most days. A small shelter with a bench would be a life-saver there, ..... This stop is also used by many students attending Greenhills College during term time, but hey, they are young and we old people need assistance."</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 provision of bus stops and 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 refer to the matter you raised in Parliamentary Question No. 221 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The location of the bus stop referenced in this query – bus stop number 2336 on the Greenhills Road close to its junction with Kilakee Drive – is intended to be altered under the proposed Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme, which forms part of the BusConnects Dublin Programme. Following three rounds of public consultation, this BusConnects scheme was submitted to An Bord Pleanála for planning approval in May of last year. An Bord Pleanála's decision on this scheme is currently awaited.</p> <p>Because this bus stop location is intended to be amended under the BusConnects scheme proposals, it is not proposed to install a bus shelter at the current location at present as it would have to be subsequently removed under the BusConnects scheme, subject to its approval by An Bord Pleanála. It is, however, intended to install a bus shelter at the amended location when the BusConnects scheme, if approved, is being constructed.</p> <p>Details of the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme can be found at the following link : <a href="https://tallaghtclondalkinscheme.ie/">https://tallaghtclondalkinscheme.ie/</a>. Layout drawings can be viewed at: <a href="https://tallaghtclondalkinscheme.ie/wp-content/uploads/sites/9/2023/05/03.-General-Arrangement.pdf">https://tallaghtclondalkinscheme.ie/wp-content/uploads/sites/9/2023/05/03.-General-Arrangement.pdf</a>. Sheet 13 of 59 is the relevant drawing for this bus stop location.</p> <p>I trust that the above information is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Hugh Creegan, Deputy Chief Executive.</p>	Paul Murphy, T.D.
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09/09/2024	236	<p>PQ Referred: 34790/24, for answer 09/09/2024, Written from - Michael Lowry</p>	<p>Dail Question No: 236</p> <p>To ask the Minister for Transport if the Minister will support a Bus Éireann route change (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: if he will request Bus Éireann to change their 355 route from Waterford at 5:40pm to continue their journey to Cahir, Co. Tipperary; the reason the 5:40pm bus only travels as far as Carrick-on-Suir, whereas at all other times the 355 route continues to Cahir; the fact that the 5:40pm route includes Waterford SETU (departing at 5:20pm) but does not travel as far Clonmel or Cahir means that University Students in Clonmel and Cahir cannot avail of direct public transport to and from both towns to the South East Technological Institute; a very slight change to continue the route would allow a large number of students to avail of this route without encountering significant delays in Waterford.</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. 236 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority has no current plans to amend PSO (Public Service Obligation) route 355. As part of the Connecting Ireland Rural Mobility Plan, the Authority intends to review the regional bus corridor between Limerick and Waterford. We have no timeframe as of yet for the completion of this review.</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 Lowry, T.D.
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09/09/2024	235	<p>PQ Referred: 34768/24, for answer 09/09/2024, Written from - Brendan Griffin</p>	<p>Dail Question No: 235</p> <p>To ask the Minister for Transport the up-to-date position with the provision of bus shelters at two locations in County Kerry (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Bus Shelters in Milltown and Castlemaine on the N70 in Co. Kerry</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 provision of bus stops and 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 refer to the matter you raised in Parliamentary Question No. 235 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA is currently collaborating with Kerry County Council (KCC) to commence improved bus stop infrastructure under the Connecting Ireland Rural Mobility Plan programme of works. Under this work stream it is currently planned to provide improved infrastructure at the bus stops located in both Castlemaine and Milltown, including transport for Ireland (TFI) poles and bus cages. These works are on the national road, the N70. Accordingly, Transport Infrastructure Ireland's (TII) agreement and approval is necessary. As part of the discussions between KCC, TII and the NTA it has been agreed that these initial improvements are temporary in nature, with both locations being revisited in the future, with the intent of providing further improvements, including shelters, under TII's future upgrade along the N70. The status of these planned works can be seen on page 35 of TII's Report, dated 14 February 2024. Accordingly, it is not proposed at present to install bus shelters as part of the Connecting Ireland works as these may have to be subsequently removed under TII's future upgrade along the N70.</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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09/09/2024	311	<p>PQ Referred: 35932/24, for answer 09/09/2024, Written from - Aindrias Moynihan</p>	<p>Dail Question No: 311</p> <p>To ask the Minister for Transport the number of schools in County Cork that signed up under the Safe Routes to School Programme in 2021 have had all identified improvement safety works completed; 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 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> <p>Given the role of the NTA in the administration of this</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 311 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Safe Routes to School (SRTS) Programme commenced in 2021. All schools in the state were eligible to apply to the programme. By the deadline of 16th April 2021, 931 applications had been received from schools in every county in Ireland.</p> <p>A total of 61 schools in Cork County applied for the scheme, split as follows:</p> <ul style="list-style-type: none"> <li>Ø 10 Schools included in Round 1 of the SRTS Programme;</li> <li>Ø 7 schools included in Round 2 of the SRTS Programme;</li> <li>Ø 44 schools to be included in subsequent rounds.</li> </ul> <p>Round 3 of the SRTS Programme is expected to be announced later this year.</p> <p>As of August 2024, out of the schools already engaged in the programme there are:</p> <p>8 schools where the constructions of the new infrastructure in the front of school is completed;</p> <ul style="list-style-type: none"> <li>Ø 1 school in Detail Design stage;</li> <li>Ø 1 school under Statutory Process (public consultation);</li> <li>Ø 7 schools in Preliminary Design stage.</li> </ul> <p>These schemes will be delivered in coming months depending on several factors, including Local Authority and external resources (design and construction), timelines for public engagement and consultation, securing planning consent, securing a contractor and timing construction periods to reduce school disturbance.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr style="width: 10%; margin-left: 0;"/>Hugh Creegan Deputy Chief Executive</p>	Aindrias Moynihan, T.D.
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			<p>Programme, I have referred your question to that agency who should be able to provide up to date details on the progress of the SRTS Programme in County Cork. If you do not receive a reply within 10 working days, please contact my private office.</p>		
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09/09/2024	306	<p>PQ Referred: 35809/24, for answer 09/09/2024, Written from - Violet-Anne Wynne</p>	<p>Dail Question No: 306</p> <p>To ask the Minister for Transport the status of the approval of funding required for the Ennis town bus to progress; 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 development of New Town Services.</p> <p>The development of the Ennis new town public transport service is a part of the wider NTA Town Services programme and is dependent on the annual Estimates process.</p> <p>In light of the NTA's responsibilities for the rollout of new services, including in Ennis, 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. 306 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Discussions are ongoing with the Department of Transport in relation to the Public Service Obligation (PSO) funding allocation for 2025. In advance of any decisions on funding, the Authority will continue to progress planning for the Ennis Town bus 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><hr/>Anne Graham Chief Executive</p>	Violet-Anne Wynne, T.D.
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09/09/2024	249	<p>PQ Referred: 34990/24, for answer 09/09/2024, Written from - Martin Kenny</p>	<p>Dail Question No: 249</p> <p>To ask the Minister for Transport if his Department will carry out a review of the Swinford to Sligo 922 bus route following the withdrawal of service during Covid; if the NTA will conduct an impact assessment on the effects of withdrawing the 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. 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 Mayo and Sligo, 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. 249 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Route 922 was a service provided by a commercial bus operator. Should operators or another operator wish to provide/ reinstate such a service then they can make a bus licence application which the Authority would review.</p> <p>We have no current plans to implement a new PSO (Public Service Obligation) service between Swinford and Sligo.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Martin Kenny, T.D
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09/09/2024	275	<p>PQ Referred: 35252/24, for answer 09/09/2024, Written from - Seán Canney</p>	<p>Dail Question No: 275</p> <p>To ask the Minister for Transport the plans in place to increase the frequency of public transport from Loughrea in County Galway to Galway via Oranmore; 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. 275 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority is currently working with Local Link Galway to provide improved public transport connectivity in the evening between Galway and Loughrea.</p> <p>We have agreed funding for this route and we have agreed with Local Link Galway to go to tender, following agreement on the finalised timetable.</p> <p>More details will be available in due course once the tender process has concluded.</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>	Seán Canney, T.D.
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09/09/2024	274	<p>PQ Referred: 35248/24, for answer 09/09/2024, Written from - Seán Canney</p>	<p>Dail Question No: 274</p> <p>To ask the Minister for Transport the plans in place to increase the frequency of public transport from Galway to Kilcolgan; 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. 274 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority is currently reviewing services between Kilcolgan and Galway. We plan on holding a public consultation on any future proposed amendments in late 2024/early 2025.</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>	Seán Canney, T.D.
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09/09/2024	282	<p>PQ Referred: 35376/24, for answer 09/09/2024, Written from - Marian Harkin</p>	<p>Dail Question No: 282</p> <p>To ask the Minister for Transport the status of the proposed new S3 Sligo Town Bus Service, to serve Finisklin Business Park - Sligo Bus Train Station – Sligo Town Centre – Manorhamilton Road; the timeline for the commencement of this route; 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 delivering the Connecting Ireland Rural Mobility Plan and New Town Services.</p> <p>In light of the NTA's responsibilities for the rollout of new services, including in County Sligo, 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. 282 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Discussions are ongoing with the Department of Transport in relation to the funding of new services for the remainder of 2024 and for 2025. In advance of any decisions on funding, the Authority will continue to progress plans for the Sligo Town network including planning for the provision of services in Finisklin Business Park and Manorhamilton Road. As well as funding, it should be noted that the availability of drivers throughout the country will also be a key consideration in decisions on implementation of new or enhanced services.</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>	Marian Harkin
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09/09/2024	254	<p>PQ Referred: 35009/24, for answer 09/09/2024, Written from - Richard Bruton</p>	<p>Dail Question No: 254</p> <p>To ask the Minister for Transport the present coverage achieved by Local link services and the passenger numbers being served; the potential for further growth in the next three years; and if he will outline the other pilot schemes or initiatives to address sustainable and accessible mobility in rural areas by the NTA or other bodies.</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 TFI Local Link services and Connecting Ireland Rural Mobility Plan, including pilot transport initiatives, 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. 254 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Local Link coverage extends right across the State with a focus on linking rural towns and villages with larger settlements in the respective counties/ areas. Local Link services are managed by 15 transport coordination units (TCUs) nationwide and services are provided on behalf of Transport for Ireland. More information on Local Link is available at the link below;</p> <p><a href="https://www.transportforireland.ie/tfi-local-link/">https://www.transportforireland.ie/tfi-local-link/</a></p> <p>In terms of passenger numbers, Local Link Regular Rural Services (RRS) and Demand Response Transport (DRT) which is essentially a door to door service carried 4.35 million passengers in 2023 compared to 2.8 million passenger journeys in 2022.</p> <p>In respect of further growth of Local Link services planned, it should be noted that our Connecting Ireland Rural Mobility Plan contains proposals for new and enhanced bus routes nationwide, many of which will be provided by Local Link. For more information, please see link below to the Connecting Ireland website;</p> <p><a href="https://www.nationaltransport.ie/connecting-ireland/">https://www.nationaltransport.ie/connecting-ireland/</a></p> <p>In addition, please link below to our review of the phase 2 implementation of the Connecting Ireland Rural Mobility Plan;</p> <p><a href="https://www.nationaltransport.ie/wp-content/uploads/2024/07/Connecting-Ireland-Implementation-Phase-2-Final-Web3.pdf">https://www.nationaltransport.ie/wp-content/uploads/2024/07/Connecting-Ireland-Implementation-Phase-2-Final-Web3.pdf</a></p> <p>Finally, in terms of pilot schemes, it is worth noting that the NTA intend on trialling a Smart Demand Responsive Transport (called Smart DRT) system which will enable passengers in such areas that have DRT services to use an App to book their service. This proposed scheme also will have the benefit of ensuring the most efficient route to pick up points is used for the transport providers. We currently expect to roll out the pilot scheme in 2025.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p> </p> <p>_____ Anne Graham Chief Executive</p>	Richard Bruton, T.D.
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09/09/2024	252	<p>PQ Referred: 35007/24, for answer 09/09/2024, Written from - Jennifer Whitmore</p>	<p>Dail Question No: 252</p> <p>To ask the Minister for Transport if he would recommend to TFI that Greystones be added to the 90-minute fare structure; 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 request 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. 252 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The 90-minute fare structure was introduced in November 2021 for Leap on bus, rail and Luas light rail services in the Dublin area. The fare allows customers to transfer mode without financial penalty within 90 minutes of initial tag on within the Dublin City Zone. There is no current plan to extend this to Greystones.</p> <p>However, the Authority is currently rolling out the new National Fare Structure which will see the implementation of the Dublin City Zone and Dublin Commuter Zone. The 'City Zone' extends to approximately 23km from Dublin city centre and includes the 'short' and '90 minute' fares. The 'Commuter Zone' includes stations outside of the Dublin City Zone to approximately 50km from Dublin city centre and includes Greystones in the new Zone 2.</p> <p>Passengers at Greystones will be able to purchase Leap Zonal Products (Daily, Weekly, Monthly, Annual) which will enable unlimited multimodal travel within the zone purchased along with zones closer to and including Dublin City Centre. A fare table from the 2024 Fares Determination (pg.47) is set out below. Please note the transitional fares which will apply at Greystones.</p> <p>It was previously indicated that the Authority anticipated that implementation of phase 2 of the new Dublin Commuter Zone (and new Dublin City Zone) would occur in Q3 of this year subject to the changes that are required of the ticketing systems being completed and implemented.</p> <p>Due to the significant technical challenges involved in implementing the new Dublin City Zone and Dublin Commuter Zone as part of Phase 2, the target date of implementation will now not be met (i.e. end of Q3 of 2024). Please note that we have recently been informed that the technological changes required to the rail ticketing systems is scheduled by Irish Rail's contractor to take until Q1 2025. The NTA is disappointed with this revised timeline, and we deeply regret the delay this introduction will have on customers.</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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09/09/2024	290	<p>PQ Referred: 35457/24, for answer 09/09/2024, Written from - Brendan Griffin</p>	<p>Dail Question No: 290</p> <p>To ask the Minister for Transport if the National Transport Authority will provide funding for a bus shelter at a location in County Kerry (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Lispole, Co. Kerry N86</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. 290 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has now initiated a Bus Stop Enhancement Programme across all local authorities, with an allocation of €500,000 to each local authority as part of the 2024 NTA allocations. The objective of this programme is to facilitate the enhancement / upgrade of existing bus stops across the country, including the provision of poles and hard-standing areas where none exist, the provision of seating (where space exists) and the installation of bus shelters in appropriate locations. It is intended to repeat this as an annual funding stream for a number of years, to enable and facilitate the necessary uplift and enhancements to bus stop locations across the country.</p> <p>Each local authority is being requested to prepare a prioritised programme of bus stop enhancements in their administrative area for design and delivery on a phased basis. The NTA is now engaged with individual local authorities in relation to the development of their programmes for 2024 and subsequent years.</p> <p>Accordingly, it is intended that bus shelter provision will be coordinated by each local authority under the Bus Stop Enhancement Programme, having regards to the allocation provided by the NTA to each local authority. This approach aligns with the position that the provision of bus shelters is generally not achievable without some works – kerb changes, footpath changes, road markings and similar - being undertaken by local authorities. Through a central supply contract, the NTA will provide the bus shelter to the local authority and will also make available the NTA's bus shelter contractor to undertake its installation (following the Council's preparatory works) and to maintain the bus shelter subsequently.</p> <p>We will bring your request to the attention of the relevant Council personnel who are preparing the Council's prioritised programme in respect of bus stop enhancements. It is worth noting that not all locations are suitable for the installation of bus shelters due to underground services, width issues, sight line issues, access issues or similar other items such as the negative impact on affected parties / adjacent premises. Each location is required to be technically assessed against current technical requirements, road safety matters, accessibility standards, third party planning matters, available space in addition to the design details.</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>	Brendan Griffin, T.D
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09/09/2024	277	<p>PQ Referred: 35254/24, for answer 09/09/2024, Written from - Paul McAuliffe</p>	<p>Dail Question No: 277</p> <p>To ask the Minister for Transport further to Parliamentary Question No. 216 of 20 June 2023, when the F spine of BusConnects Dublin will commence; and if he will make a statement on the matter.</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 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 redesign of the entire network, including the F Spine, will continue in the coming years subject to funding and driver availability.</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</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 277 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The F-spine changes are currently planned for Q2 of 2025 subject to funding and resource availability and once detailed checks on operational readiness are completed with the operator. For your information routes F1, F2, F3, L89, 23, 24, 80 and 82 will replace routes 9, 26, 40, 40b, 40d, 54a, 83, 83a and 140.</p> <p>Like with previous phases of BusConnects which have been launched to date, an extensive communication campaign will be rolled out by the NTA. This includes information booklets which will be distributed in the weeks leading up to the date of implementation to homes and businesses in the areas concerned, and online.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p>_____ Anne Graham Chief Executive</p>	Paul McAuliffe, T.D.
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direct reply. Please contact my private office if you do not receive a reply within 10 days.

09/09/2024	276	<p>PQ Referred: 35253/24, for answer 09/09/2024, Written from - Paul McAuliffe</p>	<p>Dail Question No: 276</p> <p>To ask the Minister for Transport further to Parliamentary Question No. 215 of 20 June 2023, when the E spine of BusConnects Dublin will commence; and if he will make a statement on the matter.</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 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,</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 276 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We are currently planning to implement the E-spine changes in Q4 of 2024 (currently towards end of November), subject to final checks on operational readiness. Routes E1, E2, 19, L1, L2, L3, L12, L14, L15, L26, L27, X1 and X2 will replace routes 4, 11 and 13 on the northside and all of routes 46a, 46e, 63, 63a, 84, 84a, 84x, 145, 155, 184 and 185.</p> <p>Like with previous phases of BusConnects which have been launched to date, an extensive communication campaign will be rolled out by the NTA. This includes information booklets which will be distributed in the weeks leading up to the date of implementation to homes and businesses in the areas concerned, and online.</p> <p>I trust that the above is of assistance.</p> <p>Yours sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Paul McAuliffe, T.D.
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			<p>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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09/09/2024	303	<p>PQ Referred: 35760/24, for answer 09/09/2024, Written from - Cian O'Callaghan</p>	<p>Dail Question No: 303</p> <p>To ask the Minister for Transport if a review is being undertaken of the DART+ Coastal North project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As the Deputy may be aware, the Preliminary Business Case (PBC) for the DART+ Coastal North project was submitted to Government in May 2024 and received consent under Approval Gate 1 of the Infrastructure Guidelines. A Railway Order for DART+ Coastal North was thereafter lodged by Córas Iompair Éireann (CIÉ) to An Bord Pleanála in July 2024.</p> <p>As part of the approval process, the project PBC was reviewed by the National Transport Authority (NTA), as the day-to-day Approving Authority, as well as the Department of Transport, and an external review of the PBC was conducted by JASPERS which is an agency of the European Investment Bank (EIB).</p> <p>Subject to DART+ Coastal North receiving planning approval, and there being no successful legal challenge to this decision, and funding availability, the project will advance through the subsequent Approval Gates as required under the Infrastructure Guidelines. This will require a review of the project's Final Business Case by the NTA and the Department of Transport, and submission to Government for final consent for approval.</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 issue raised. 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. 303 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>A Railway Order (RO) application to An Bord Pleanála (ABP), seeking statutory planning approval for the project, was prepared by Iarnród Éireann following two rounds of public consultations. The RO was submitted to ABP on the 12 July 2024, the statutory consultation period commenced on 19 July 2024 and will end on 20 September 2024. Public submissions will be collated by ABP during this period and will be considered by ABP as part of its decision making process.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Cian O'Callaghan, T.D.
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09/09/2024	251	<p>PQ Referred: 35006/24, for answer 09/09/2024, Written from - Jennifer Whitmore</p>	<p>Dail Question No: 251</p> <p>To ask the Minister for Transport for an update on the expected timelines of delivery of electric battery carriages and associated infrastructure in Wicklow; 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/from Wicklow town and Dublin using battery-electric trains that could operate along the un-electrified section between Greystones and Wicklow.</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 refer to the matter you raised in Parliamentary Question No. 251 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The NTA has allocated funding to Irish Rail to commence initial planning/design work to establish the feasibility of operating an hourly DART service to Wicklow Town using battery electric train sets that could operate along the non-electrified section between Greystones and Wicklow. The project is at a very early stage of development. Accordingly, it is too premature to indicate a timeline for the delivery of the project at this point.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Jennifer Whitmore, T.D.
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09/09/2024	273	<p>PQ Referred: 35239/24, for answer 09/09/2024, Written from - Éamon Ó Cuív</p>	<p>Dail Question No: 273</p> <p>To ask the Minister for Transport the progress made to date with the development of Ceannt Station in Galway as a major rail terminus with five platforms; the reason work was stopped on this project; when it will recommence; the expected finishing date for the project; the extra cost associated with the delay in the 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 relevant public transport infrastructure, including the upgrade works at Galway Ceannt Station.</p> <p>The construction contract for the upgrades at the station was awarded in November 2023. Construction at the station is ongoing and is anticipated to be completed by mid-2026.</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 refer to the matter you raised in Parliamentary Question No. 273 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Construction at Ceannt Station in Galway is ongoing. Work to replace of the old train hall roof was stopped due to the presence of nesting birds, however, these works have now re-commenced and the project is still expected to be completed in 2026.</p> <p>The cost implications associated with the stoppage to the roof replacement works is currently being reviewed by the project team.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Éamon Ó Cuív, T.D.
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09/09/2024	291	PQ Referred: 35460/24, for answer 09/09/2024, Written from - Paul McAuliffe	<p>Dail Question No: 291</p> <p>To ask the Minister for Transport the total funding allocation made by his Department to active travel projects in Dublin City Council since 2020.</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 refer to the matter you raised in Parliamentary Question No. 291 of 09 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>Please see table below in response to Parliamentary Question No 291 of 09 September 2024;</p> <table border="1" data-bbox="1389 457 1834 737"> <thead> <tr> <th>Sponsoring Agency</th> <th>Dublin City Council</th> </tr> </thead> <tbody> <tr> <td>2020 allocation</td> <td>28,895,000</td> </tr> <tr> <td>2021 allocation</td> <td>49,875,000</td> </tr> <tr> <td>2022 allocation</td> <td>52,810,000</td> </tr> <tr> <td>2023 allocation</td> <td>59,850,000</td> </tr> <tr> <td>2024 allocation</td> <td>60,666,000</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 Agency	Dublin City Council	2020 allocation	28,895,000	2021 allocation	49,875,000	2022 allocation	52,810,000	2023 allocation	59,850,000	2024 allocation	60,666,000	Paul McAuliffe, T.D.
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2023 allocation	59,850,000																
2024 allocation	60,666,000																

18/09/2024	114	<p>PQ Referred: 35999/24, for answer 18/09/2024, Written from - Paul McAuliffe</p>	<p>Dail Question No: 114</p> <p>To ask the Minister for Transport for an update on the implementation of the “A spine” of the bus connects programme; and the expected commencement date of the works on the Swords to city centre core bus corridor.</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 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 redesign of the entire network, including the A Spine, will continue in the coming years subject to funding and driver availability.</p> <p>The Swords to City Centre Core Bus Corridor has received planning approved by An Bord Pleanála; however, legal proceedings are ongoing in relation to this scheme. Subject to no successful legal challenges, the necessary approvals under the Infrastructure Guidelines, and the required funding this scheme will progress in the coming years.</p> <p>Overall, BusConnects will transform bus services in our cities, allowing passengers to travel more conveniently,</p>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 114 of 18 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>We currently anticipate implementation of the A Spine in Q1 of 2026 subject to funding and resource availability. Detailed checks on operational readiness will be conducted closer to this date at which point a more precise date will be known.</p> <p>I trust that the above is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Anne Graham Chief Executive</p>	Paul McAuliffe, T.D.
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quickly and sustainably, and I look forward to its full implementation.

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.

18/09/2024	121	<p>PQ Referred: 36060/24, for answer 18/09/2024, Written from - Thomas Gould</p>	<p>Dail Question No: 121</p> <p>To ask the Minister for Transport when the next set of BusConnects Cork proposals will be published.</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 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.</p> <p>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.</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>	<p>Dear Deputy,</p> <p>I refer to the matter you raised in Parliamentary Question No. 121 of 18 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>I note the that the Minister has provided a substantive response to the Parliamentary Question.</p> <p>The NTA design team are currently working through the design process for the Sustainable Transport Corridors (STCs) of BusConnects Cork. In terms of timeline, it is currently expected that the Environmental Impact Assessment Reports, along with all details for the schemes, will be published and lodged to An Bord Pleanála on a phased basis commencing mid-2025.</p> <p>I trust that the above information is of assistance.</p> <p>Yours Sincerely,</p> <p><hr/>Hugh Creegan Deputy Chief Executive</p>	Thomas Gould, T.D
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18/09/2024	116	<p>PQ Referred: 36013/24, for answer 18/09/2024, Written from - Seán Canney</p>	<p>Dail Question No: 116</p> <p>To ask the Minister for Transport if he plans to provide additional bus services between Galway and Loughrea to service the demand for public transport in 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 refer to the matter you raised in Parliamentary Question No. 116 of 18 September last, which has been referred to the National Transport Authority (NTA) for reply.</p> <p>The Authority is currently working with Local Link Galway to provide improved public transport connectivity in the evening between Galway and Loughrea.</p> <p>We have agreed funding for this route and we have agreed with Local Link Galway to go to tender, following agreement on the finalised timetable.</p> <p>More details will be available in due course once the tender process has concluded.</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>	Seán Canney, T.D.
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