

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
01/04/2025	9435/25	Dail Question No: 169 To ask the Minister for Transport if improvement and safety works on the N22 road section from Macroom to Ballincollig will be advanced; if the high road incident figures being considered on advancing works on this road; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply regarding the N22. Please advise my private office if you do not receive a reply within 10 working days.	Improvement and safety works on the N22 road section from Macroom to Ballincollig	Aindrias Moynihan T.D.	Dear Deputy Moynihan, I refer to your recent parliamentary question, Ref. No. 9435/25, to the Minister for Transport. The position in relation to your enquiry is as follows. A Safety Improvement Scheme to the N22 Castlemore Junction with the R585 is currently at the very early phases. Cork County Council submitted a Feasibility and Options report in August 2024, requesting funding through the TII Safety Improvement Programme. In order to determine how best to progress the scheme, TII will meet the Council to discuss if there is any potential low cost interventions that may be progressed in the short to medium terms and potential progression under TII Minors Programme. In March 2024, TII Road Safety approved funding for the introduction of a ‘ghost island junction’ at the Kilcondy Junction on the N22. Cork County Council, as the road authority for the area, is now responsible for implementing the Scheme. The Council submitted a Design Report to TII in December 2024 and it was accepted by TII earlier this year. The next phases of the scheme are to be progressed by Cork County Council. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
01/04/2025	11184/25	Dail Question No: 304 To ask the Minister for Transport the process for late payments for M50 toll users; if his Department will negotiate leniency for elderly drivers who do not pay on time; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll	Process for late payments for M50 toll users	Mark Ward T.D.	Dear Deputy Ward, I refer to your recent parliamentary question, Ref. No. PQ 11184/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII), through a service provider, operates the M50 toll on behalf of the State. TII is a statutory body and does not generate a profit in fulfilling its statutory obligations. Toll revenues received by TII contribute to the funding of essential services on the national primary and secondary road network including general day to day maintenance and operation of the network e.g., pavement repair and renewal, incident and emergency response, winter gritting, safety barrier repair and renewal, and energy supply and maintenance of route lighting. These essential services are necessary to ensure the ongoing maintenance and management of the national road network, and TII relies upon Exchequer funding along with tolling revenue to fund this work. The process for late payments for M50 toll users i.e., the First Penalty Notices / STRs (Standard Toll Request), Second Penalty Notices / UTNs (Unpaid Toll Notices) / Final Penalty Notice and TVN (Toll Violation Notice) are captured in the M50 Bye-Laws and on the eFlow website and can be summarised as follows:

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		roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			• If the toll is not paid by 8pm the day after the passage of the vehicle through the toll point, a STR is issued on foot of which the registered vehicle owner is liable to pay a penalty of €4.00, plus the original toll charge, within 14 days of the issue of the STR. • If the STR is not paid, a UTN is sent to the registered owner, on foot of which the registered vehicle owner is liable to pay a penalty of €50.00, plus the STR and the original toll charge, within 56 days of the issue of the UTN. • If the STR and UTN are not paid, a resolver letter is issued by eFlow in order to give the toll evader a final opportunity to pay the penalty before the case moves to eFlow's legal enforcement provider. • If the UTN is not paid, a TVN is sent to the registered owner, on foot of which the registered owner is liable to pay the final default toll penalty of €125.50 plus the UTN, STR and the original toll charge. Failure to pay may result in the initiation of legal proceedings. Since 2008, when the M50 eFlow tolling commenced, TII has run advertising campaigns to create awareness of the barrier-free tolling system in operation on the M50, the various methods to pay the toll and the 8pm deadline to avoid fines and penalties. TII is aware of the need for an effective penalty regime which is essential to the free-flow tolling arrangements to promote compliance and minimise revenue loss. TII is also mindful of its obligation to be supportive and focused towards the million customers using the M50 toll road each year. TII established a "resolver" team in eFlow to manage and resolve cases sympathetically and efficiently for customers who have fallen behind in their payments and/or who owe money to eFlow. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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04/04/2025	9285/25	Dail Question No: 248 To ask the Minister for Transport the reason cameras for live traffic feed at the Dunkettle Interchange are not currently live. Dail Question No: 249 To ask the Minister for Transport the cost of installing cameras at the Dunkettle Interchange. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Dunkettle Interchange Cameras	Thomas Gould T.D.	Dear Deputy Gould, I refer to your recent parliamentary question, Ref. No. 9285/25 No.s 248 & 249, to the Minister for Transport. The position in relation to your enquiry is as follows. Live traffic video streams at Dunkettle were previously available on a dedicated traffic website and App in order to inform motorists of traffic conditions during the construction of the Dunkettle Interchange. The live video streams were disabled as part of an ongoing review of their use 12 months after the completion of the Dunkettle Interchange Upgrade. A decision as to whether to recommence the live feed will be made as part of the overall considerations as to how best to inform motorists of traffic conditions during the upcoming M28 scheme construction works. Images from the Dunkettle Interchange cameras, along with the remainder of the cameras on the N40 and for other locations across the national road network can be viewed at the TII Traffic website, https://traffic.tii.ie/. Camera coverage of the Dunkettle interchange area predates the Dunkettle Interchange Upgrade Scheme. Cork City Council, which previously had direct responsibility for the operation of the Jack Lynch Tunnel, provided for the installation of the traffic monitoring cameras at the Tunnel and Dunkettle. TII does not hold information on the costs incurred by the Council. TII now oversees the operation of the Jack Lynch Tunnel and also provides for the ongoing maintenance of the traffic cameras. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
04/04/2025	11096/25	Dail Question No: 300 To ask the Minister for Transport the reason the trailhead on a section of greenway (details supplied) is not finished; the reason it is not fully opened; and if he will make a statement on the matter. Details Supplied: The section of the Greenway from Mogeely to Youghal, Co Cork. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. In line with Section 32 (2) of the Roads	Trailhead on Greenway from Mogeely to Youghal	Pat Buckley T.D.	Dear Deputy Buckley, I refer to your recent parliamentary question, Ref. No. 11096/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The Midleton to Youghal Greenway is 23km in length and is fully opened to the public. Trailheads at Midleton, Mogeely and Killeagh have been completed and are also open to the public. Cork County Council has been allocated €500,000 for the Midleton to Youghal Greenway project this year (details of the 2025 Greenways and Active Travel grant allocations to each local authority are available on TII's website). This allocation is primarily provided to cover the cost of finishing works associated with the route.

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		Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			The proposed trailhead at Youghal has not yet been constructed. However, car parking and access to the Greenway is available from McCurtainstown, Youghal. Cork County Council is currently developing a detailed design for the proposed Youghal Trailhead. This report when completed will be submitted to TII for consideration. Subject to the design report being approved, the timeframe for the construction of the proposed Youghal Trailhead will be subject to funding availability. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
04/04/2025	14383/25	Dail Question No: 31 To ask the Minister for Transport to engage with TII and seek an update on works (details supplied); if funding has been allocated to TII by the Department for these works; and if he will make a statement on the matter. Details Supplied: Road: N75, specifically the ‘Dublin Road’ portion on the edge of Thurles Town) Answer As Minister for Transport I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the N75. The National Roads allocations for 2025 are expected to be announced in the near future. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days	N75 scheme Thurles Town	Ryan O'Meara T.D.	Dear Deputy O'Meara, I refer to your recent parliamentary question, Ref. No. 14383/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Proposals in relation to the provision of maintenance works at appropriate locations on national roads are matters in the first instance for the relevant road authority, in this case Tipperary County Council. Any such proposals that are submitted to Transport Infrastructure Ireland (TII) are carefully considered having regard, of course, to the level of funding available for national roads generally and the many competing demands for these resources. There are no current planned TII funded pavement works for the N75 in Thurles Town. In addition, please be advised that funding was not made available for the N75 Liberty Square to Anner Hotel pavement improvement works due to the limited funding made available to TII in 2025. Full details of the 2025 National Roads as well as the Greenways and Active Travel grant allocations to each local authority are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
04/04/2025	11675/25	Dail Question No: 328 To ask the Minister for Transport to provide details of the funding for the Mallow to Dungarvan Greenway; what this funding will achieve; if this project is still feasible with such funding; the possibility of increased funding throughout 2025; and if he will make a statement on the matter.	Mallow to Dungarvan Greenway	Eoghan Kenny T.D.	Dear Deputy Kenny, I refer to your recent parliamentary question, Ref. No. 11675/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council and Waterford City and County Council, in partnership with Transport Infrastructure Ireland (TII), are looking at progressing the Dungarvan to Mallow Greenway, with the objective of creating a

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		Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. My Department have allocated funding of €50,000 (via TII) to Cork Country Council to progress the development of this scheme in 2025. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			walking and cycling path between Dungarvan and Mallow that provides for active travel, a recreational experience for people of all ages and abilities, as well as local and international tourism. In 2021, Cork County Council appointed technical advisors to advance the initial phases of the Project, comprising of strategic assessment, concept, feasibility, and route options assessment. Given the challenges identified during the work completed to date, and considering developing policy, the decision was taken to broaden the study area and the assessment of all feasible options between Dungarvan and Mallow, as well as examining the potential to deliver the Project on a phased basis The allocated funding for the scheme in 2025 is €50,000 and is provided to complete the feasibility study. Once the study is completed, a decision can be made on how best to proceed. Funding for the Greenway and Active Travel programme is reviewed on an annual basis, in conjunction with the Department of Transport. Full details of the 2025 Greenways and Active Travel grant allocations to each local authority are available on TII’s website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland														
04/04/2025	1164/25: Nos. 349, 350, 351, 352	Dail Question No: 349 To ask the Minister for Transport the number of members of boards in each body under the aegis of his Department who have a professional accounting qualification, for each of the years 2020 to 2025, in tabular form; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Dail Question No: 350 To ask the Minister for Transport to identify, by body name and associated skills gap, any skills gaps identified by the chairperson of that board in correspondence to his Department or a Minister in respect of the composition of the board of the body referred, for each year between 2020 and 2025, in tabular form; to identify any body where the chairperson of that board never identified skills gaps to his Department or a Minister, by year and body; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Dail Question No: 351 To ask the Minister for Transport to confirm that for each year between 2020 and 2025 in respect of the boards of bodies under the aegis of his Department, at least one member of the audit and risk committee	Composition of TII Board	James Geoghegan T.D.	Dear Deputy Geoghegan, I refer to your recent parliamentary question, Ref. No. 12164/25, Dáil Question No.s 349, 350, 351 & 352 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) can confirm that its Audit & Risk Committee had at least one committee member with relevant financial experience for each year between 2020 and 2025 and also that the TII Board has a Terms of Reference which is reviewed on an annual basis and was in place for each of the years 2020 to 2024 as is also the case for 2025. The tables below confirm (i) the number of TII Board members with a professional accounting qualification and (ii) the skills gaps identified by the Chairperson of TII in respect of the composition of the board for each year between 2020 and 2025. <table><tr><th>Year</th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025</th></tr><tr><td>No. of Board members who hold a professional accounting qualification</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td></tr></table>	Year	2020	2021	2022	2023	2024	2025	No. of Board members who hold a professional accounting qualification	2	2	2	2	2	2
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		of that board has recent, relevant financial experience for each of those years; where that is not the case, to identify that body, by reference to the year or years where no so such member existed; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Dail Question No: 352 To ask the Minister for Transport to confirm that for each year between 2020 and 2025 in respect of the boards of bodies under the aegis of his Department, that the board has a terms of reference; where that is not the case, to identify that body, by reference to year or years where no terms of reference existed; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer I propose to answer PQs 12182, 12164, 12200 and 12218 together. The Department of Transport has 19 agencies in total, 17 of which have a Board with appointments being processed through publicjobs, the Public Appointments Service, 12 commercial and 5 non-commercial. During the period 2020 to 2025 over 206 appointments and reappointments have been made to agencies under my remit. As part of each of these appointments/reappointments and in keeping with the requirements outlined in the Code of Practice for the Governance of State Bodies 2016, the Department engages comprehensively with the Chair as part of the development of the vacancy notice form for the position, including engaging on the required skill set which is then included in publicjobs advertisements. In 2021, eleven commercial entities under my Department were prescribed as designated bodies for the purposes of Part 3 of the National Treasury Management Agency (Amendment) Act 2014 as a result of which NewERA provides advice to me in relation to the appointment of directors to those entities. In 2023, AirNav Ireland was added to the list of designated bodies. Under the Guidelines for the Appointment to State Bodies (NewERA Appendix), all proposed job specifications for any vacancy on the boards of these eleven entities which are to be filled via the publicjobs appointment process are developed through consultation with NewERA, my Department, the Chair of the relevant entity and publicjobs. As			<table><tr><th>Year</th><th>Board Recruitment - Skills gaps identified by TII Chairperson</th></tr><tr><td>2020</td><td>N/A - No vacancies</td></tr><tr><td>2021</td><td>N/A - No vacancies</td></tr><tr><td>2022</td><td>Vacancies to be filled, Chair requested skills in the following areas: ▪ Climate change/adaptation ▪ Digital transformation ▪ Vehicle Electrification ▪ Power networks ▪ Workforce planning ▪ Logistics </td></tr><tr><td>2023</td><td>N/A - No vacancies</td></tr><tr><td>2024</td><td>N/A - No vacancies</td></tr></table> I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	Year	Board Recruitment - Skills gaps identified by TII Chairperson	2020	N/A - No vacancies	2021	N/A - No vacancies	2022	Vacancies to be filled, Chair requested skills in the following areas: ▪ Climate change/adaptation ▪ Digital transformation ▪ Vehicle Electrification ▪ Power networks ▪ Workforce planning ▪ Logistics	2023	N/A - No vacancies	2024	N/A - No vacancies
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		part of this process, any gaps in the skillsets on the board and the skillsets required for the board vacancy are considered and identified in the proposed job specification to seek to address such gaps, as far as possible. I would also like to advise the Deputy that my Department requires the Chairs of our agencies to confirm on an annual basis, as part of a comprehensive checklist, that the Board members have relevant skills and knowledge appropriate to the State body and any skill gaps identified are brought to my attention. With reference to PQs 12164, 12200 and 12218, the information requested by the Deputy is retained by the agencies and I have referred your question to them for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			
04/04/2025	13619/25	Dail Question No: 247 To ask the Minister for Transport if he will provide a timeline for the delivery of the N69 Limerick to Foynes project, which needs to be completed by 2030 to ensure Foynes port remains on the European TEN-T network; and if he will make a statement on the matter. Answer As Minister for Transport I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days	N69 Limerick to Foynes project - TEN-T network	Willie O'Dea T.D.	Dear Deputy O'Dea, I refer to your recent parliamentary question, Ref. No. 13619/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The overall Foynes to Limerick Scheme is 35km in length and will provide a motorway upgrade from Attyflin to Rathkeale, in addition to connecting the Port of Foynes to the motorway network. The Design and Construction of the proposed Foynes to Limerick Road, (including Adare Bypass), will comprise approximately 15.6km of Type 2 Divided Protected Road, from Foynes to Rathkeale (Section A and C), approximately 1.9km of Type 1 Single Carriageway from Askeaton to Ballyclogh (Section B), approximately 17.5km of Motorway from Rathkeale to the existing motorway network at Attyflin (Section D), as well as a Goods Vehicle Rest Area adjacent to Foynes Port. Various enabling works contracts are currently ongoing, including the construction of 3 railway bridges, utility diversions including 2 high pressure gas main diversions at Rinculla and Croagh, ESB network alterations (220kV, 110kV, 38kV), site clearance, fencing, surveys and investigations including archaeological slit trenching, ground investigations, topographical surveys and underground utility surveys. Construction of the 7km Adare Bypass (part of Section D), commenced in Q1 2025. The procurement strategy for the remaining sections of the overall Foynes to Limerick scheme is currently being finalised. It is anticipated that the Scheme will be completed by the end of 2030. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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04/04/2025	13877/25 Nos. 258, 260, 269	Dail Question No: 258 To ask the Minister for Transport the reason for the removal of the Park Road Roundabout, Killarney; if this is Government and Transport Infrastructure Ireland policy; and if he will make a statement on the matter. Dail Question No: 260 To ask the Minister for Transport the reasons for a change from a roundabout to a traffic light system at the Park Road Roundabout, Killarney (details supplied); and if he will make a statement on the matter. Dail Question No: 269 To ask the Minister for Transport the expected cost of the proposed demolition of the roundabout at Park Road, Killarney; the cost of replacing it with traffic lights; and if he will make a statement on the matter. Answer As Minister for Transport I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Once funding arrangements have been put in place with Transport Infrastructure Ireland (TII), under the Roads Acts 1993-2015, and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for TII, in conjunction with the local authorities concerned. TII ultimately delivers the National Roads Programme in line with Project Ireland 2040, the National Planning Framework and the NDP. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days	N22 Park Road Roundabout, Killarney	Danny Healy-Rae T.D.	Dear Deputy Healy-Rae, I refer to your recent parliamentary questions, Ref. No. 13877/25 No.s 258, 260, 269, to the Minister for Transport. The position in relation to your enquiries is as follows. At the outset, I can advise that the project in question is to address safety and capacity issues on the N22 and its approaches, and to introduce improved Active Travel Facilities at the N22/Park Road junction. The proposal to replace the Park Road Roundabout with a signal-controlled junction is based on the Design Manual for Urban Roads & Streets and the National Transport Authority's (NTA's) Cycle Design Manual, which apply to roads through urban areas. A previous proposal for an active travel friendly roundabout with reduced lane lengths was not considered the optimal solution for the location with a signalised junction identified as the preferred solution. The proposal is accordance with National Policy as well as by Regional and Local Policy as follows: Regional Spatial & Economic Strategy for the Southern Region (available from this link): RPO 174 refers to Walking and Cycling and delivery of cycle routes and recommends: • Delivery of a high-quality safe cycle route network across the region and cycling environments (applicable to cities, towns and villages) with provision for segregated cycle tracks. • A cycle network that is coherent, continuous and safe, particularly when going through busy junctions. • Safe walking and cycle routes especially in the approach to schools. • Enhance pedestrian facilities in all urban areas in the region. Kerry County Development Plan (KCDP) 2022-2028 which states: • KCDP 2-11 - Improve the efficiency and sustainability and the integration of transport including improved and expanded public transport capacity and walking and cycling infrastructure, improved traffic management and bus priority. • KCDP 2-11 - Facilitate the development of sustainable compact settlements with the "10-minute" town concepts, whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes, with walkways and link routes to Greenways or are accessible by high-quality public transport services connecting people to larger scaled settlements delivering these services. • KCDP 4-18 - To prioritise walking routes and to deliver a high level of priority and permeability for walking, cycling and public transport modes, in accordance with the principles of movement, place and permeability as laid out in the Design Manual for Urban Roads and Streets 2019, to ensure the creation of accessible, permeable links to places of work, retail, services, educational and community facilities. • KCDP 6-3 Continue to support the creation of sustainable communities throughout the County by facilitating the creation of attractive neighbourhoods where there are strong links and connections to local services, community facilities and employment areas and where walking, cycling, and public transport is prioritised, and which supports the retention of existing ecological features and supports the planting of native species in green and public areas.

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					Killarney Town Development Plan which states: • KA 7 - Improve subject to environmental assessment, inclusivity, accessibility, permeability and connectivity throughout the town and where appropriate with the National Park for alternative modes of transport, including cycling and walking. • KA76 - Develop and promote a more cycle and pedestrian-friendly network and ancillary infrastructure throughout Killarney. • KA77 - Facilitate the development of a cycling network strategy for Killarney Town and provide cycle lanes at appropriate locations. • KA78 - Develop cycling and walking linkages between the town centre, key strategic public amenities and residential neighbourhoods. • KA79 - Facilitate the enhancement of Killarney as a 10-minute town. The traffic signals at the Park Road junction are one of two sets of signals to be introduced in the scheme which in combination will address safety and capacity issues over this section of the N22. The construction cost estimate for the entire project prepared in early 2024 was €3.1 million excluding VAT. The scheme costs will be re-assessed during the detailed design stage. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
04/04/2025	13775/25 No 252 & 259	Dail Question No: 252 To ask the Minister for Transport the reason it became the policy of the Government or Transport Infrastructure Ireland to remove roundabouts throughout the country when they have worked perfectly. Dail Question No: 259 To ask the Minister for Transport when it became Government or Transport Infrastructure Ireland policy to remove roundabouts throughout the country; the reason for same (details supplied); and if he will make a statement on the matter. Answer As Minister for Transport I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Once funding arrangements have been put in place with Transport Infrastructure Ireland (TII), under the Roads Acts 1993-2015, and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter	Removal of roundabouts.	Danny Healy-Rae T.D.	Dear Deputy Healy-Rae, I refer to your recent parliamentary question, Ref. No. 13775/25 No.s 252 & 259, to the Minister for Transport. The position in relation to your enquiry is as follows. At the outset, I can advise that no policy has been adopted to remove or reduce the number of roundabouts on the national road network. Roundabouts continue to be included among the junction options that are provided for in Transport Infrastructure Ireland's road junction design standards. It is noted that it can be necessary to have to undertake a review of an existing junction arrangement having regard to various factors including turning movements, safety and junction capacity issues which can result in a change in the junction type. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		for TII, in conjunction with the local authorities concerned. TII ultimately delivers the National Roads Programme in line with Project Ireland 2040, the National Planning Framework and the NDP. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days			
07/04/2025	14764/25	Dail Question No: 172 To ask the Minister for Transport if he will provide an update on the Mallow relief road; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N72 Mallow Relief Road project. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Update on the N72 N73 Mallow relief road	Pádraig O'Sullivan T.D.	Dear Deputy O'Sullivan, I refer to your recent parliamentary question, Ref. No. 14764/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road, is currently preparing an Environmental Impact Assessment Report (EIAR). It is anticipated that a planning application based on this EIAR will be submitted to An Bord Pleanála in the second half of 2025. In addition, the Local Authority is also currently preparing the Scheme's Business Case, for review and approval by Transport Infrastructure Ireland (TII). By way of information, €700,000 has been allocated to Cork County Council to progress the Scheme during 2025. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/04/2025	7516/25	Dail Question No: 259 To ask the Minister for Transport to provide data on the final cost of public procurement tenders where his Department or agencies under the aegis of his Department acted as the contracting authority in each of the past five years, indicating the number of tenders where the final cost was under, on, or over the contract award value at the time of tendering, in tabular form. Identical Question(s): to all Depts. Dail Question No: 260 To ask the Minister for Transport the total amount spent in excess of the contract award value for all public procurement tenders within his Department and agencies under the aegis his Department of in each of the past five years. Identical Question(s): to all Depts.	Public Procurement tenders	Albert Dolan T.D.	Dear Deputy Dolan, I refer to your recent parliamentary question, Ref. No. 7516/25 No.s 259 and 260, to the Minister for Transport. At the outset I wish to apologise for the delay in responding. The position in relation to your enquiry is as follows. In the case of National Road and Greenway projects, Transport Infrastructure Ireland (TII) is the Approving Authority (as defined in the Infrastructure Guidelines – previously the Public Spending Code) and the relevant Local Authorities are the Sponsoring Agencies. The delivery of most national roads and greenways projects is arranged so that Local Authorities are the contracting authorities for technical services contracts and construction contracts for the delivery of projects / public procurement tenders / schemes. The Local Authorities regularly report to TII, including regular progress meetings, on the progress and cost of projects / public procurement tenders / schemes. TII in turn reports regularly to the Department of Transport on the progress and cost of projects / public procurement tenders / schemes. The processes for monitoring progress and cost on projects / public procurement tenders / schemes overseen by TII are set out in TII's publication "Project Management Guidelines" (link: PE-PMG-02041). TII supports the work of project managers, technical services providers, civil engineering contractors, and other entities of the supply-chain, by

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Answer The information requested by the Deputy is being collated and will be forwarded to the Deputy within 10 working days, in line with the Standing Orders. I have referred the Deputy's question regarding the final cost of public procurement tenders where the agencies under the aegis of my Department acted as the contracting authority in each of the past five years where the final cost of those tenders was under, on or over the contract award value at the time of tendering, to the agencies concerned for direct reply to the Deputy. Please contact my private office if you do not receive a reply within 10 working days.			maintaining and publishing a suite of guidelines (available on tiipublications.ie), including, amongst others: "Project Manager's Guidelines for National Roads"; "Project Appraisal Guidelines"; and "Cost Management Manual". For light railways, the National Transport Authority (NTA) is the Approving Authority and TII is the Sponsoring Agency. The NTA arranges for TII to be the contracting authority for technical advisory services contracts and main works construction contracts. TII regularly reports on progress and cost to the NTA, and in turn, the NTA regularly reports to the Department of Transport. TII adheres to NTA's guidelines for the delivery of light railway projects / public procurement tenders / schemes, including NTA's "Project Approval Guidelines" (link: Project Approval Guidelines 2024 - National Transport). TII's processes for managing the delivery of public transport infrastructure on behalf of the NTA are set out in the TII publication "Public Transport Project Management Guidelines" (link: PE-PMG-02046). The arrangements for overseeing and monitoring the delivery of TII's portfolios of transport infrastructure projects / public procurement tenders / schemes, comply with the requirements of the "Infrastructure Guidelines" (previously the "Public Spending Code") published by the Department of Public Expenditure (link: gov.ie - Infrastructure Guidelines) and also comply with the requirements of the "Transport Appraisal Framework" published by the Department of Transport (link: gov.ie - Transport Appraisal Framework (TAF)). In general, as Approving Authority, TII tracks costs relating to the delivery by Local Authorities of transport infrastructure by reference to the Total Scheme Budget (TSB). For national roads projects, the Total Scheme Budget is the potential project final outturn cost achievable with a level of confidence of P80 (i.e., the probability of outturn costs not exceeding the budget is 80%). The TSB includes the base cost, inflation, project-level risk and programme-level risk contingency allowances, required to plan, deliver, and closeout the planned project. The base cost of a project includes main construction contract, land and property, planning and design, archaeology, advance works and enabling contracts, main contract supervision and Local Authority contract administration costs, walking and cycling infrastructure, public transport connectivity infrastructure, and renewal of assets reclassified from national to local/regional and transferred to the Local Authority. The acceptance of variances between TSB and outturn cost are determined by administration of the relevant contract and arise because of the occurrence of events that create an entitlement to additional payment and extensions of time, including among other things, adverse weather events above defined thresholds, material adverse inflation above defined thresholds, client-instructed changes to the scope of the works, and application of the Covid ex-gratia support payments mandated by the Department of Public Expenditure. Similar arrangements are in place for tracking costs relating to the delivery of light railway projects, save that for these projects, the NTA is the Approving Authority. TII delivers transport infrastructure projects (whether as Approving Authority, or Sponsoring Agency) in a controlled environment, compliant with processes and procedures mandated by Department of Public Expenditure, Department of Transport, NTA (in the case of light railway), and TII's own guidelines. The attached table provides relevant details of national road and light rail schemes. I hope that this information is of assistance to you. Yours sincerely,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/04/2025	6531/25	Dail Question No: 39 To ask the Minister for Transport if he is aware of any overspends exceeding €500,000 on projects undertaken or commissioned by his Department or by any State or semi-State body under the aegis of his Department in each of the past five years; if so, the number and extent of any such overspends, in tabular form; to outline the plans to ascertain levels of such overspends; the further plans to ensure that such information is reported to his Department in a timely fashion; and if he will make a statement on the matter. Identical Question(s): to all Depts. Answer There are no overspends exceeding €500,000 on projects undertaken or commissioned by my Department within the past five years. In relation to projects undertaken or commissioned by the bodies under my aegis, I have referred the Deputy's question to the bodies concerned for direct reply. Please contact my private office if you do not receive a reply within 10 working days.	Public Procurement tenders	Ivana Bacik T.D.	Dear Deputy Bacik, I refer to your recent parliamentary question, Ref. No. 6531/25, to the Minister for Transport. At the outset I wish to apologise for the delay in responding. The position in relation to your enquiry is as follows. In the case of National Road and Greenway projects, Transport Infrastructure Ireland (TII) is the Approving Authority (as defined in the Infrastructure Guidelines – previously the Public Spending Code) and the relevant Local Authorities are the Sponsoring Agencies. The delivery of most national roads and greenways projects is arranged so that Local Authorities are the contracting authorities for technical services contracts and construction contracts for the delivery of projects / public procurement tenders / schemes. The Local Authorities regularly report to TII, including regular progress meetings, on the progress and cost of projects / public procurement tenders / schemes. TII in turn reports regularly to the Department of Transport on the progress and cost of projects / public procurement tenders / schemes. The processes for monitoring progress and cost on projects / public procurement tenders / schemes overseen by TII are set out in TII's publication "Project Management Guidelines" (link: PE-PMG-02041). TII supports the work of project managers, technical services providers, civil engineering contractors, and other entities of the supply-chain, by maintaining and publishing a suite of guidelines (available on tiipublications.ie), including, amongst others: "Project Manager's Guidelines for National Roads"; "Project Appraisal Guidelines"; and "Cost Management Manual". For light railways, the National Transport Authority (NTA) is the Approving Authority and TII is the Sponsoring Agency. The NTA arranges for TII to be the contracting authority for technical advisory services contracts and main works construction contracts. TII regularly reports on progress and cost to the NTA, and in turn, the NTA regularly reports to the Department of Transport. TII adheres to NTA's guidelines for the delivery of light railway projects / public procurement tenders / schemes, including NTA's "Project Approval Guidelines" (link: Project Approval Guidelines 2024 - National Transport). TII's processes for managing the delivery of public transport infrastructure on behalf of the NTA are set out in the TII publication "Public Transport Project Management Guidelines" (link: PE-PMG-02046). The arrangements for overseeing and monitoring the delivery of TII's portfolios of transport infrastructure projects / public procurement tenders / schemes, comply with the requirements of the "Infrastructure Guidelines" (previously the "Public Spending Code") published by the Department of Public Expenditure (link: gov.ie - Infrastructure Guidelines) and also comply with the requirements of the "Transport Appraisal Framework" published by the Department of Transport (link: gov.ie - Transport Appraisal Framework (TAF)). In general, as Approving Authority, TII tracks costs relating to the delivery by Local Authorities of transport infrastructure by reference to the Total Scheme Budget (TSB). For national roads projects, the Total Scheme Budget is the potential project final outturn cost achievable with a level of confidence of P80 (i.e., the probability of outturn costs not exceeding the budget is 80%). The TSB includes the base cost, inflation, project-level risk and programme-level risk contingency allowances, required to plan, deliver, and closeout the planned project. The base cost of a project includes main construction contract, land and property, planning and design, archaeology, advance works and enabling contracts, main contract supervision and Local Authority contract administration costs, walking and cycling infrastructure, public transport connectivity infrastructure, and renewal of assets reclassified from national to local/regional and transferred to the Local

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					Authority. The acceptance of variances between TSB and outturn cost are determined by administration of the relevant contract and arise because of the occurrence of events that create an entitlement to additional payment and extensions of time, including among other things, adverse weather events above defined thresholds, material adverse inflation above defined thresholds, client-instructed changes to the scope of the works, and application of the Covid ex-gratia support payments mandated by the Department of Public Expenditure. Similar arrangements are in place for tracking costs relating to the delivery of light railway projects, save that for these projects, the NTA is the Approving Authority. TII delivers transport infrastructure projects (whether as Approving Authority, or Sponsoring Agency) in a controlled environment, compliant with processes and procedures mandated by Department of Public Expenditure, Department of Transport, NTA (in the case of light railway), and TII's own guidelines. The attached table provides relevant details of national road and light rail schemes. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/04/2025	6448/25	Dáil Question No: 32 To ask the Minister for Transport to provide a list of the spend over the past five years by each public body on the procurement of services to develop or maintain digital and IT systems, in tabular form Dáil Question No: 33 To ask the Minister for Transport to provide a list of the private service providers who have received contracts from State agencies to develop or maintain digital and IT systems over the past five years, in tabular form Dáil Question No: 34 To ask the Minister for Transport to provide a list of the spend over the past five years by each public body on the procurement of services to develop or maintain a website, in tabular form Dáil Question No: 35 To ask the Minister for Transport to provide a list of the private service providers who have received contracts from State agencies to develop or maintain a website over the past five years, in tabular form Answer	Costs of development or maintenance of digital and IT systems	Aengus O'Snodaigh T.D.	Dear Deputy Ó Snodaigh, I refer to your recent parliamentary questions, Ref. No. PQ 6448, 6449, 6450 and 6451/25, to the Minister for Transport. At the outset I wish to apologise for the delay in responding. The position in relation to your enquiries is as follows. Website Development & Maintenance Costs Transport Infrastructure Ireland (TII) has engaged Arup Consulting Engineers to provide Software Licensing and Maintenance and Digital Support for TII Websites and related applications. TII has incurred expenditure of €369,000 for these services over the period 2020 to 2024. Development and Maintenance of IT and Digital Systems The table below sets out the expenditures incurred by TII over the period 2020 – 2024 in relation to the development and maintenance of IT and digital systems including the Software Licensing and Maintenance and Digital Support for TII Websites and related applications referred to above.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																																							
		The information requested by the Deputy is being collated and will be forwarded to the Deputy within 10 working days, in line with the Standing Orders.			<table><tr><th>Supplier</th><th>Budget Heading and Activity Names</th><th>Expenditure 2020 - 2024 (VAT Inclusive)</th></tr><tr><td>Spanishpoint</td><td>Intranet Development</td><td>€27,060</td></tr><tr><td>Agile Networks</td><td>Wifi Management</td><td>€25,707</td></tr><tr><td>Arup</td><td>Website Support</td><td>€369,000</td></tr><tr><td>Softnoise GmbH</td><td>Predictor (Noise estimation software)</td><td>€18,450</td></tr><tr><td>AECOM</td><td>Carbon tool</td><td>€140,981</td></tr><tr><td>AECOM</td><td>Road Emissions Model</td><td>€317,213</td></tr><tr><td>AECOM</td><td>National Transport Model</td><td>€960,159</td></tr><tr><td>Kapsch, Vienna, Austria</td><td>M50 Variable Speed Limit System – traffic management system software</td><td>€13,407,000</td></tr><tr><td>Deighton, Whitby, Ontario, Canada</td><td>Pavement Asset Management System</td><td>€1,426,800</td></tr><tr><td>ZRC SAZU, Bias Variance Labs and UCD</td><td>Machine Learning Model for the Automatic Detection of Archaeological Features</td><td>€150,000</td></tr><tr><td>TRL/Arup</td><td>An Accident Prediction Model for Ireland</td><td>€210,000</td></tr><tr><td>AWN Consulting Ltd</td><td>Development of Irish specific source and propagation correction factors for incorporation into the new CNOSSOS-EU noise prediction model</td><td>€199,740</td></tr></table> I have set out below additional information in respect of a number of the listed IT and Digital Systems. <u>Road Emissions Model</u> The Climate Action and Low Carbon (Amendment) Act 2021 commits Ireland to reducing greenhouse gas emissions by 51 per cent by 2030. There is a growing need to improve the modelling of transport based emissions and for this reason Transport Infrastructure Ireland (TII) has developed the TII Road Emissions Model (REM). The model is made available to the public. <u>TII Carbon Tool</u> The TII Carbon Tool (hereafter referred to as ‘Tool’) is designed to be used primarily by climate practitioners, and secondarily for project designers, engineers and lead contractors as part of the early design and planning process for new road, greenway and light rail projects. The Tool is aligned to integrate with the existing planning and design cycle. The outputs from the Tool allow TII and its contractors to compare and evaluate the lifecycle carbon impacts of multiple design options for any given road, greenway or light rail project. <u>National Transport Model (NTM)</u> The National Transport Model (NTpM) is an all-Ireland strategic multi-modal transport model that can be used to assess and evaluate the impact of transport infrastructure, policy, demand management initiatives and strategic development plans at a local, regional and national level. The NTpM is maintained by the Strategic and Transport Planning (STP) section of Transport Infrastructure Ireland (TII) and incorporates separate models for car traffic, freight, national rail and inter-urban bus, along with an innovative transport behaviour model which allows future transport and environmental impacts to be quantified. M50 Variable Speed Limit System	Supplier	Budget Heading and Activity Names	Expenditure 2020 - 2024 (VAT Inclusive)	Spanishpoint	Intranet Development	€27,060	Agile Networks	Wifi Management	€25,707	Arup	Website Support	€369,000	Softnoise GmbH	Predictor (Noise estimation software)	€18,450	AECOM	Carbon tool	€140,981	AECOM	Road Emissions Model	€317,213	AECOM	National Transport Model	€960,159	Kapsch, Vienna, Austria	M50 Variable Speed Limit System – traffic management system software	€13,407,000	Deighton, Whitby, Ontario, Canada	Pavement Asset Management System	€1,426,800	ZRC SAZU, Bias Variance Labs and UCD	Machine Learning Model for the Automatic Detection of Archaeological Features	€150,000	TRL/Arup	An Accident Prediction Model for Ireland	€210,000	AWN Consulting Ltd	Development of Irish specific source and propagation correction factors for incorporation into the new CNOSSOS-EU noise prediction model	€199,740
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					Control system for the management of the ITS deployments on the M50 and elsewhere on the motorway network in Ireland. Used for the displaying of electronic messaging signs and for the setting of speed limits on the M50. <u>Pavement Asset Management System</u> The pavement asset management system is used to (a) store inventory data and (b) assist in optimising and prioritising maintenance and renewal interventions on the national roads network. This decision tool is a key element in TII’s programming of its €130m annual investment programme in pavement maintenance and renewals. <u>Machine Learning Model for the Automatic Detection of Archaeological Features</u> An open-source Machine Learning Model for the automatic detection of archaeological features (ADAF) from Lidar data. The ADAF tool enables the identification of previously unknown and potentially significant archaeological sites earlier in the design process, to help inform scheme design. For completeness, TII would like to explain that certain companies have received contracts from TII on foot of public procurement competitions which required the winning tenderer to provide digital and IT systems and websites. These digital and IT systems are generally required to support the delivery of the primary services and activities being procured including, for example, light rail operations, light rail infrastructure and vehicle maintenance, free-flow toll collection and e-tag interoperability services, national traffic counter system and roadside weather stations. Such digital and IT systems are generally not specifically paid for directly by TII and in many cases such systems are not the property of TII. For example, the Luas Operations & Maintenance Contract with Transdev, the M50 Toll Collection Contract with Turas Mobility Services and the Interoperability Management Provider Contract with Indra all have requirements to provide digital and IT systems and public facing websites to support the delivery of the required contractual obligations. Details on these contract awards are published on the e-tenders website. In addition, TII also incurs licensing costs and in some cases up front configuration costs, in relation to various ‘Off the Shelf’ software packages procured for use in TII. Finally, TII’s IT Department develops and maintains digital and IT systems through internal staff. However, the IT team supplements its internal development team with externally contracted resources. The table below sets out the details relating to externally contracted services procured by TII since 2020 under this service: <table><tr><th>Date of Procurement</th><th>Service</th><th>Supplier</th><th>Expenditure</th></tr><tr><td>August 2020</td><td>Contract Developers</td><td>Ergo</td><td>€966,000 excl VAT</td></tr><tr><td>August 2023</td><td>Contract Developers</td><td>Ergo</td><td>€642,000 excl VAT to date</td></tr></table> I hope that this information is of assistance to you.	Date of Procurement	Service	Supplier	Expenditure	August 2020	Contract Developers	Ergo	€966,000 excl VAT	August 2023	Contract Developers	Ergo	€642,000 excl VAT to date
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/04/2025	14396/25	Dail Question No: 34 To ask the Minister for Transport the reason for the delay in publishing the route selection report for the N24 upgrades; when the report will be published and made available to affected communities; if there are plans to revisit the route selected as it does not plan to bypass Clonmel but proposes to use the current inner relief road, which currently experiences major traffic congestion on a daily basis; and if he will make a statement on the matter. Answer As Minister for Transport I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	N24 upgrade route selection report	Mattie McGrath T.D.	Dear Deputy McGrath, I refer to your recent parliamentary question, Ref. No. 14396/25 , to the Minister for Transport. The position in relation to your enquiry is as follows. The N24 Waterford to Cahir Scheme is currently nearing the end of Phase 2: ‘Options Selection’ and the Preferred Transport Solution for this Scheme was identified in 2024. Phase 2 will close out with the publication of the Route Selection Report in Q2 2025. Progression of the N24 Waterford to Cahir Scheme to Phase 3: ‘Design and Environmental Evaluation’, in 2025 was subject to the availability of funding. Having regard to the level of funding made available to Transport Infrastructure Ireland for 2025, it is not currently possible to progress this project to Phase 3. Full details of the 2025 National Roads as well as the Greenways and Active Travel grant allocations to each local authority are available on TII’s website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/04/2025	14451/25	Dail Question No: 37 To ask the Minister for Transport when his Department officials last met with the Data Protection Commissioner to ensure the highest standards are being met by the Department, and all agencies under its remit, in terms of compliance with data protection legislation. <i>Identical Question(s): to all Depts.</i> Answer The Department of Transport is committed to meeting its obligations under the General Data Protection Regulation (GDPR) and Data Protection Act 2018. This includes the reporting to the Data	Data Protection Commissioner Meeting	Alan Kelly T.D.	Dear Deputy Kelly, I refer to your recent parliamentary question, Ref. No. 14451/25, to the Minister for Transport. Transport Infrastructure Ireland’s (TII’s) position in relation to your enquiry is as follows. The TII Data Protection Officer (DPO) has attended various conferences and training events at which senior staff from the Data Protection Commission’s Office gave presentations. The TII DPO is also a member of the Civil Service Data Protection Officers Network and communicates with the Data Protection Commission when necessary. In addition, TII provides data protection training to all TII staff at regular intervals. I hope that this information is of assistance to you.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Protection Commission of data breaches where the breach presents a risk to the affected individuals and responding to any requests for information from the Data Protection Commission. Staff from the Department's Data Protection Unit have engaged in a range of settings where the Data Protection Commission have presented, including the meetings of the Civil Service Data Protection Officers Network, the Annual Data Protection Practical Compliance Conference and the GDPR & Data Protection Programme for DPOs in the Public Service. The Department also complies with our obligations around the requirements to consult with the Data Protection Commission during the preparation of legislative measures that relate to personal data processing. There were 5 consultations with the DPC on legislative measures in 2024. For one of these items a call via Teams was held with the DPC and the Department to discuss the comments from the DPC. Noting the relevance of the Deputy's question to the Agencies of my Department, I have referred this question to them for a direct reply. If you do not receive a reply within 10 working days, please advise my private office.			Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/04/2025	12930/25	Dail Question No: 373 To ask the Minister for Transport to identify specific examples where artificial intelligence has been adapted for the operation of his Department and each body under the aegis of his Department; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer My Department has not adapted any Artificial Intelligence platforms for operational use. A free version Microsoft Copilot is being assessed by staff in the Department under strict controls. A project is commencing this year with an AI proof of concept for the Coast Guard. Further use cases and additional proof of concepts may be explored in the year ahead but no specific projects have been approved nor budget allocated at this time. Noting the relevance of the Deputy's question to the agencies of my Department, I have referred this question to them for a direct reply. If you do not receive a reply within 10 working days, please advise my private office.	Artificial Intelligence	James Geoghegan T.D.	Dear Deputy Geoghegan, I refer to your recent parliamentary question, Ref. No. 12930/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) has recently provided staff access to Microsoft CoPilot under 'Protected Status' and guidelines have issued to staff in relation to its use. Apart from Microsoft CoPilot, TII has not as yet adapted any Artificial Intelligence platforms for operational use. TII, through its interactions with other road and light rail administrative authorities as well as through suppliers is aware of possible opportunities for the deployment of AI. While the potential opportunities for the use of AI remain under consideration at this time, any proposal to utilise AI will be required to be in accordance with the Guidelines for Use of AI in the Public Sector. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
10/04/2025	3793/25	Dail Question No: 33 To ask the Minister for Transport the details of each time his Department, or public bodies under the aegis of his Department, enlisted the services of consultants in 2023 and 2024; the purpose, value, and duration of each contract in relation to public bodies under the aegis of his Department, including where consulting contracts are classified under 'business-as-usual outsourcing' for annual reporting; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer My officials are collating the information requested and will issue it to the Deputy in the coming 10 days.	Professional Services contracts awarded by Transport Infrastructure Ireland (TII) in 2023 and 2024.	Pearse Doherty T.D.	Dear Deputy Doherty, I refer to your parliamentary question, Ref. No. 3793/25, to the Minister for Transport. At the outset I wish to apologise for the delay in responding. The position in relation to your enquiry is as follows. The attached document provides details of the Professional Services contracts awarded by Transport Infrastructure Ireland (TII) in 2023 and 2024. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
16/04/2025	17012/25	Dail Question No: 300 To ask the Minister for Transport if he has considered basing the Barnesmore Gap Greenway in the Finn Harps carpark; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Barnesmore Gap Greenway	Charles Ward T.D.	Dear Deputy Ward, I refer to your recent parliamentary question, Ref. No. 17012/25, to the Minister for Transport as well as your separate correspondence to Transport Infrastructure Ireland (TII) in relation to the Barnesmore Gap Greenway. The position in relation to your enquiry is as follows. TII is the approving authority for the delivery of national and regional greenways in accordance with the requirements of the 'Infrastructure Guidelines' and the 'Transport Appraisal Framework'. Donegal County Council, through the appointed project team, and acting as sponsoring agency have primary responsibility for evaluating, planning, and managing the Barnesmore Gap Greenway project in accordance with the requirements of the 'Infrastructure Guidelines', the 'Transport Appraisal Framework', TII publications and other relevant governance documents. The Donegal County Council project team can be contacted at design@dnrdo.ie should you wish to make representations in relation to the scheme. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
22/04/2025	10739/25	Dail Question No: 276 To ask the Minister for Transport if there has been progress made on any capital projects such as the Metrolink or the Galway bypass since the formation of this Government; and if he will make a statement on the matter.	Progress made on any capital projects such as the Metrolink or	Michael Fitzmaurice T.D.	Dear Deputy Fitzmaurice, I refer to your recent parliamentary question, Ref. No. PQ 10739/25, to the Minister for Transport. The position in relation to your enquiry is as follows. National Road and Greenway and Active Travel Projects:

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Answer I wish to advise the Deputy that, as Minister for Transport, I am fully committed to progressing key transport capital projects across Ireland, working with the relevant agencies under my remit to achieve their delivery. As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The Programme for Government commits to 'Progress all key public transport infrastructure in the National Development Plan', and my Department is working to progress a number of public transport projects across the country in this regard. On heavy rail, we have made good progress on the DART+ Programme, which comprises five different projects within the Greater Dublin Area. The Railway Order (planning decision) for DART+ West was granted by An Bord Pleanála in July 2024 subject to certain conditions. Iarnród Éireann and the NTA are considering responses to legal challenges to the project's planning decision. The Railway Order was approved by An Bord Pleanála for the DART+ South West project in November 2024. Work is now progressing with a view to moving these projects into procurement and thereafter into the construction stage in the coming years. A Railway Order application was lodged with An Bord Pleanála for DART+ Coastal North in July 2024. The DART+ Coastal South project envisages increased train frequency between Greystones and Bray within a number of years. In addition to the DART+ infrastructure projects, two carriage orders have been placed under the DART+ Fleet project, consisting of 185 carriages in total, made up of largely battery-electric with some electric units. Battery-electric carriages from the first order are expected to be deployed on the Northern Commuter Line serving Dublin to/from Drogheda in 2026. Outside of Dublin, phase 1 of Cork Area Commuter Rail is currently under construction and will provide a new 'through' platform at Kent Station, which is scheduled to open shortly, as well as re-signalling of the network, and double-tracking from Glounthaune to Midleton, with a view to these works being complete in 2026. Metrolink entered the planning system in September 2022. The latest, additional, round of public	the Galway bypass		At the outset, I can advise that progress has been maintained on all major active projects since the formation of the Government. Of note are the milestones progressed on the following road projects: - N5 Ballaghderreen to Scramoge construction project is ongoing. - Adare Bypass construction contract was signed on 27 February 2025. - Gate 3 approval documentation for approval to award the Cork to Ringaskiddy construction contract was submitted for Government approval and was approved by Government on 09 April. - An Bord Pleanála held a CPO Oral Hearing on 3rd April 2025.. - The response to a request for additional information on the Galway Ring Road has been submitted to An Bord Pleanála. Metrolink: Metrolink entered the planning system in September 2022. Subsequent to an Oral Hearing in February/March 2024, additional material relating to public consultation, undertaken between August and October 2024, was submitted to An Bord Pleanála. Final responses addressing outstanding matters were provided by the applicant in December 2024 and January 2025. At present, the application remains under consideration by An Bord Pleanála, and a decision will be issued in due course, in accordance with the statutory planning process. Separately, in September 2024, Dr Seán Sweeney was appointed Programme Director for MetroLink. Over the past six months, Dr Sweeney has led the establishment of a dedicated, international-standard programme management team with a strategic focus on the development and delivery of the programme. Light Rail: Transport Infrastructure Ireland (TII) submitted a Railway Order application for the Luas Finglas project to An Bord Pleanála in November 2024. The statutory consultation period concluded on 20 January 2025. Submissions from third parties were received, and TII issued responses to these submissions to An Bord Pleanála on 27 March 2025. A planning decision is currently awaited. On 14 April 2025, an Emerging Preferred Route for Luas Cork was announced, and an eight-week period of non-statutory public consultation commenced. TII expects to submit a Railway Order for this project in 2028. TII is also progressing with a route option analysis study for Luas Lucan. It is planned to announce an Emerging Preferred Route and undertake the first non-statutory public consultation in Q2 2026. Finally, TII is progressing with a study on the initial feasibility of Luas Poolbeg, which is scheduled to be completed in Q2 2025. This includes updated demand modelling, in order to assess the feasibility from a passenger demand viewpoint, in line with the objective in the Greater Dublin Area Strategy 2022-2042. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		consultation closed on 8 October 2024, and a planning decision is awaited from An Bord Pleanála. Similarly, Transport Infrastructure Ireland (TII) submitted a Railway Order application for Luas Finglas to An Bord Pleanála in November 2024, and a planning decision is awaited. In relation to the delivery of BusConnects Dublin, over 100 double-deck electric buses are in service in Dublin and the National Transport Authority (NTA) has accepted an additional 45. To date, An Bord Pleanála has approved 11 of 12 Core Bus Corridor applications in Dublin, allowing procurement preparations for the first of these to begin. There has also been progress made in advancing the BusConnects in our regional cities. In September 2024, An Bord Pleanála granted consent for the BusConnects Galway: Cross-City Link (University Road to Dublin Road) project. In addition, 34 double-decker electric buses rolled out in Limerick last year. Following a public consultation last year, the NTA published the redesigned Waterford network in January 2025. As Minister for Transport, I also have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015, and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. The Deputy may wish to note that, in 2024, €3 million was allocated for the Galway City Ring Road project. Allocations for national road projects in 2025 will be announced in the near future. The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources, which are supplemented by State grants for regional and local roads. The primary focus for capital investment under the National Development Plan (NDP) continues to be the protection and renewal of the regional and local road network which plays a critical role in supporting economic and community links throughout the country and is used by buses,			

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		cyclists, commercial vehicles, Heavy Goods Vehicles as well as private cars. In addition to maintaining the regional and local road network in good repair, it is a priority to carry out targeted improvements to sections of the network. These include 12 strategic schemes identified for development under the NDP. Currently, three of these projects are at construction stage, including the Tralee Northern Relief Road and the Shannon Crossing, Killaloe Bypass and R494 Upgrade schemes. As well as the updates detailed above, the Deputy may also wish to refer to the MyProjectIreland Interactive Map and Tracker, where updates on the progress of a range Transport projects under the National Development Plan across Ireland can be found. Since the launch of the first National Development Plan in 2018, the tracker has been updated regularly and contains project updates across a wide range of indicators, including the current status of the project; the construction commencement date of the project; the completion or anticipated completion date of the project; the current stage of the project lifecycle as per the Public Spending Code and finally, information on the project cost range. The MyProjectIreland Interactive Map and Tracker can be found here: https://www.gov.ie/en/collection/f828b-myprojectireland-interactive-map/ Finally, noting the role of the NTA and TII in delivering the capital projects referenced by the Deputy, I have referred their question to those bodies for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			
22/04/2025	9270/25	Dail Question No: 144 To ask the Minister for Transport the transportation infrastructure projects being delivered by his Department which are currently delayed or over budget. Dail Question No: 151 To ask the Minister for Transport the amount spent by his Department on transportation infrastructure in each of Dublin, Leinster, Munster, Connaught and Ulster, in each of the past ten years. Answer	Delayed/over budget projects	Peadar Tóibín T.D.	Dear Deputy Tóibín, I refer to your recent parliamentary question, Ref. No. 9270/25, Dáil Question No.s 144 and 145 to the Minister for Transport. At the outset I wish to apologise for the delay in responding. The position in relation to your enquiries is as follows. The attached spreadsheet provides details of: • Funding of National Roads, Greenways and Active Travel Schemes by Local Authority • Expenditures by Public Private Partnership (PPP) Scheme • Motorway Maintenance and Renewal Contract Expenditure by Region • Public Transport Expenditure by Scheme, and • TII Board Report detailing schemes awaiting approval as of December 2024.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		As Minister for Transport, I have responsibility for policy and overall funding in relation to transport, which supports the delivery of transport infrastructure projects across Ireland. The Deputy may wish to note that capital and current allocations from my Department are allocated on a programmatic basis, rather than by region. The existing Budget Programmes include: • Sustainable Mobility – Active Travel and Greenways • Sustainable Mobility – Public Transport • Road Networks and Road Safety • Maritime Transport and Safety • Information Technology, Engagement and Research Delivery • Civil Aviation Details of how much has been spent across each of the Department's Programmes over the past 10 years can be viewed in the Department's annual appropriation account. A useful summary is available at the Where Your Money Goes website, which provides a rich source of accessible information on Exchequer capital and current expenditure, including transport expenditure. (whereyourmoneygoes.gov.ie). In addition, the Department of Public Expenditure, National Development Plan Delivery, and Reform's annually published Public Service Performance Report sets out the Department's expenditure with reference to outputs and outcomes across a range of metrics for each expenditure programme. The out-turn compared to budget as set out in the Appropriation Accounts for transport shows that the Department's expenditure is broadly in line with its annual budget. In recent years, the average underspend has been circa 5%, peaking at just over 6% in 2021, and falling as a share of overall expenditure in each subsequent year. The resulting annual carry-forward of the small underspend in the annual capital budget has been more or less fully expended each year. The Department is currently providing Exchequer funding towards capital projects at Regional and Regional State airports through the Regional Airports Programme and Regional State Airports Sustainability Programme. However, the Department are not responsible for delivering of transportation infrastructure projects in the Aviation sector. The			In the case of National Road and Greenway projects, Transport Infrastructure Ireland (TII) is the Approving Authority (as defined in the Infrastructure Guidelines – previously the Public Spending Code) and the relevant Local Authorities are the Sponsoring Agencies. The delivery of most national roads and greenways projects is arranged so that Local Authorities are the contracting authorities for technical services contracts and construction contracts for the delivery of projects / public procurement tenders / schemes. The Local Authorities regularly report to TII, including regular progress meetings, on the progress and cost of projects / public procurement tenders / schemes. TII in turn reports regularly to the Department of Transport on the progress and cost of projects / public procurement tenders / schemes. The processes for monitoring progress and cost on projects / public procurement tenders / schemes overseen by TII are set out in TII's publication "Project Management Guidelines" (link: PE-PMG-02041). TII supports the work of project managers, technical services providers, civil engineering contractors, and other entities of the supply-chain, by maintaining and publishing a suite of guidelines (available on tiipublications.ie), including, amongst others: "Project Manager's Guidelines for National Roads"; "Project Appraisal Guidelines"; and "Cost Management Manual". For light railways, the National Transport Authority (NTA) is the Approving Authority and TII is the Sponsoring Agency. The NTA arranges for TII to be the contracting authority for technical advisory services contracts and main works construction contracts. TII regularly reports on progress and cost to the NTA, and in turn, the NTA regularly reports to the Department of Transport. TII adheres to NTA's guidelines for the delivery of light railway projects / public procurement tenders / schemes, including NTA's "Project Approval Guidelines" (link: Project Approval Guidelines 2024 - National Transport). TII's processes for managing the delivery of public transport infrastructure on behalf of the NTA are set out in the TII publication "Public Transport Project Management Guidelines" (link: PE-PMG-02046). The arrangements for overseeing and monitoring the delivery of TII's portfolios of transport infrastructure projects / public procurement tenders / schemes, comply with the requirements of the "Infrastructure Guidelines" (previously the "Public Spending Code") published by the Department of Public Expenditure (link: gov.ie - Infrastructure Guidelines) and also comply with the requirements of the "Transport Appraisal Framework" published by the Department of Transport (link: gov.ie - Transport Appraisal Framework (TAF)). In general, as Approving Authority, TII tracks costs relating to the delivery by Local Authorities of transport infrastructure by reference to the Total Scheme Budget (TSB). For national roads projects, the Total Scheme Budget is the potential project final outturn cost achievable with a level of confidence of P80 (i.e., the probability of outturn costs not exceeding the budget is 80%). The TSB includes the base cost, inflation, project-level risk and programme-level risk contingency allowances, required to plan, deliver, and closeout the planned project. The base cost of a project includes main construction contract, land and property, planning and design, archaeology, advance works and enabling contracts, main contract supervision and Local Authority contract administration costs, walking and cycling infrastructure, public transport connectivity infrastructure, and renewal of assets reclassified from national to local/regional and transferred to the Local Authority. The acceptance of variances between TSB and outturn cost are determined by administration of the relevant contract and arise because of the occurrence of events that create an entitlement to additional payment and extensions of time, including among other things, adverse weather events above defined thresholds, material adverse inflation above defined thresholds, client-instructed changes to the scope of the works, and application of the Covid ex-gratia support payments mandated by the Department of Public Expenditure. Similar arrangements are in place for tracking costs relating to the delivery of light railway projects, save that for these projects, the NTA is the Approving Authority. TII delivers transport infrastructure projects (whether as Approving Authority, or Sponsoring Agency) in a controlled environment, compliant

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response												
		responsibility of delivery of such projects falls under the remit of the airports themselves. As the Deputy will also be aware, a large proportion of transport infrastructure projects funded by my Department across national roads, public transport, active travel and greenways are being delivered by agencies under my Department such as the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII). Iarnród Éireann also have responsibility for the maintenance, renewal and operation of the rail network and stations on the network. Noting the role of the NTA, IÉ and TII in these matters, I have referred your question to those agencies for a more detailed answer, concerning the performance of individual projects against budget. If you do not receive a reply within 10 working days, please contact my private office. With reference to investment at a regional level, the Deputy may also wish to consult the annually published Project Ireland 2040 Regional Assembly reports, which contain detailed information on investment in each of the Southern, Eastern and Border and Midland Regions. Finally, the Deputy may also wish refer to the Project Ireland 2040 Tracker where updates on the progress of a range Transport projects under the National Development Plan across Ireland can be found: https://www.gov.ie/en/collection/f828b-myprojectireland-interactive-map/			with processes and procedures mandated by Department of Public Expenditure, Department of Transport, NTA (in the case of light railway), and TII's own guidelines. The attached document provides relevant details of national road and light rail schemes at construction or going to construction in the past five years. I trust that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland												
23/04/2025	13545/25	Dail Question No: 239 To ask the Minister for Transport to detail the total expenditure on public procurement by his Department and its agencies, including spending on goods, services and works acquired through public procurement processes, in each of the past five years, in tabular form. <i>Identical Question(s): to all Depts.</i> Answer The information requested by the Deputy is set out in the following table: The information requested by the Deputy is set out in the following table: <table border="1"> <thead> <tr> <th></th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th></tr> </thead> <tbody> <tr> <td>Procurement</td><td>€2,628.5M</td><td>€3,389.6M</td><td>€3,472.1M</td><td>€3,499.4M</td><td>€3,655.9M*</td></tr> </tbody> </table>		2020	2021	2022	2023	2024	Procurement	€2,628.5M	€3,389.6M	€3,472.1M	€3,499.4M	€3,655.9M*	Total expenditure on public procurement	Albert Dolan T.D.	Dear Deputy Dolan, I refer to your recent parliamentary question, Ref. No. 13545/25, to the Minister for Transport. At the outset I wish to apologise for the delay in responding. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) was set up to deliver and operate safe and efficient light rail and national road networks. In 2021, TII was delegated additional functions in relation to Active Travel and Greenways. TII is also progressing a National Cycling Strategy, is now the Approving Authority under the Public Spending Code for rural Greenways and is actively engaged in the planning and design of other active travel facilities. TII works closely with the Department of Transport, the National Transport Authority, Local Authorities and various safety bodies (including the Commission for Rail Regulation) to fulfil its remit. Expenditure (inclusive of VAT) by Transport Infrastructure Ireland (TII) on goods, services and works acquired through public procurement processes in each of the past five years was as follows: 2020 €459,610,568 2021 €522,390,500 2022 €499,969,992 2023 €563,734,178
	2020	2021	2022	2023	2024												
Procurement	€2,628.5M	€3,389.6M	€3,472.1M	€3,499.4M	€3,655.9M*												

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		*not yet audited With regard to the bodies under the Aegis of my Department, this is a matter for the Agencies themselves. I have referred this question to the agencies under my remit for their direct reply. If the Deputy has not received a reply within ten working days please contact my private office.			2024 €510,839,750 TII's Corporate Procurement Guidelines (CPGs) have been developed to support TII staff involved in the procurement of works, supplies and/or services. Adherence with the CPGs is mandatory and aims to ensure: • Compliance with relevant EU and national legislation and associated regulations, codes of practice and circulars published by government departments; • Achievement of social, economic and environmental benefits; and • Value for Money. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/04/2025	14803/25	Dail Question No: 175 To ask the Minister for Transport to resurface a short section of the N70 Ring of Kerry road (details supplied); and if he will make a statement on the matter. Details Supplied: The section in question is from where the road works finished at the Viaduct out as far as Caitin Baiters Pub. This section of road on the busy Ring of Kerry is in a shocking condition and is a Health and Safety issue. Numerous cars have been damaged and tyres are being damaged and punctured every day. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the N70.	N70 Ring of Kerry _ pavement	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions, Ref. No. 14803/25, to the Minister for Transport. The position in relation to your enquiries is as follows. At the outset, I would like to advise that Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between Kerry County Council and TII with schemes prioritised having regard to the annual National Roads pavement condition survey. Full details of the 2025 National Roads as well as the Greenways and Active Travel grant allocations to Kerry County Council are available on TII's website. Kerry County Council has recently made a submission to TII identifying locations where urgent pavement repairs are required. TII has notified the Department of Transport of the additional funding required for pavement improvement works. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/04/2025	14062/25	Dail Question No: 266 To ask the Minister for Transport the percentage of social media video accessible, such as providing the	Social media video accessible _	Gary Gannon T.D.	Dear Deputy Gannon,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response									
		information or activities posted on each of his Department’s social media accounts, or the social media accounts of public bodies and agencies that operate under its remit, including closed captioning and subtitling and Irish sign language translations, between 1 January 2024 and 31 December 2024, inclusive. <i>Identical Question(s): to all Depts.</i> Answer The Department of Transport is fully committed to accessibility in its communications. Closed captioning and subtitling are used in almost all the Department’s social media video output, the majority of which is produced in house by the Department itself. My department also avails of accessibility functions such as autogenerated captions provided by social media platforms to ensure that video content is accessible to as many people as possible. Regarding bodies under the Department’s aegis, this is an operational matter for the agencies themselves. The Department will request the relevant bodies reply directly to the Deputy with the information requested.	captioning _ subtitling _ Irish sign language.		I refer to your recent parliamentary question, Ref. No. PQ 14062/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Please see details below regarding the percentage of Transport Infrastructure Ireland’s (TII’s) social media video posts across its various services that included closed captioning, subtitling and Irish Sign Language (ISL) translations, between 1 January 2024 and 31 December 2024, inclusive. Corporate Communications: 70% of the social media posts during the specified period contained subtitling. 0% contained closed captions or Irish Sign Language. Luas Operations: At present, the Luas Operations social media accounts use subtitles for 100% of its video posts that contain spoken content. For upcoming projects, Luas Operations will endeavour to use closed captioning and ISL where possible. MetroLink: 100% of MetroLink video content published on LinkedIn in 2024 that featured spoken content used closed captions. This was achieved either through embedded captions or by directing users to the corresponding video on Vimeo, where the closed caption functionality is available. eFlow: 100% of eFlow videos produced for use on its social media channels are closed captioned. ISL is not used in any video content. Instead, visual displays and closed captioning are used. Since July 2024, eFlow has implemented alt-text on all social media posts. As this was implemented mid-year, 46% of the social media posts in 2024 were accessible. TII Traffic: 0% of videos posted on TII Traffic X during this time period contained closed captioning, subtitling and Irish Sign Language (ISL). I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland									
23/04/2025	13160/25	Dail Question No: 230 To ask the Minister for Transport the number of persons that have been charged for the late payment of tolls each year since the introduction of barrier-less tolling on the M50; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned.	M50 eFlow the late payment of tolls	Pearse Doherty, T.D.	Dear Deputy Doherty, I refer to your parliamentary question, Ref. No. 13160/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The below table sets out the transaction/passage volumes and the percentage of transactions paid late over the period August 2021 to 15 April 2025. <table><tr><th>Year</th><th>Total Transactions</th><th>Paid Late (%)</th></tr><tr><td>2021(August to December)*</td><td>21,812,289</td><td>8.08%</td></tr><tr><td>2022</td><td>55,270,708</td><td>6.12%</td></tr></table>	Year	Total Transactions	Paid Late (%)	2021(August to December)*	21,812,289	8.08%	2022	55,270,708	6.12%
Year	Total Transactions	Paid Late (%)												
2021(August to December)*	21,812,289	8.08%												
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response									
		Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days			<table><tr><td>2023</td><td>56,826,304</td><td>5.70%</td></tr><tr><td>2024</td><td>57,980,048</td><td>5.13%</td></tr><tr><td>2025(YTD) Jan to 15th April</td><td>16,151,274</td><td>2.87%</td></tr></table> <i>*The current eflow service provider contract commenced in August 2021. Prior year data is not available.</i> The ‘Paid Late’ percentage in the above table includes Standard Toll Requests, Unpaid Toll Notices and Toll Violation Notices which as provided for in the M50 Bye-Laws and also set out on the eFlow website can be summarised as follows: • If the toll is not paid by 8pm the day after the passage of the vehicle through the toll point, a STR is issued on foot of which the registered vehicle owner is liable to pay a penalty of €4.00, plus the original toll charge, within 14 days of the issue of the STR. • If the STR is not paid, a UTN is sent to the registered owner, on foot of which the registered vehicle owner is liable to pay a penalty of €50.00, plus the STR and the original toll charge, within 56 days of the issue of the UTN. • If the STR and UTN are not paid, a resolver letter is issued by eFlow in order to give the toll evader a final opportunity to pay the penalty before the case moves to eFlow’s legal enforcement provider. • If the UTN is not paid, a TVN is sent to the registered owner, on foot of which the registered owner is liable to pay the final default toll penalty of €125.50 plus the UTN, STR and the original toll charge. Failure to pay may result in the initiation of legal proceedings. Since the commencement of M50 eFlow tolling, Transport Infrastructure Ireland (TII) has run advertising campaigns to create awareness of the barrier-free tolling system in operation on the M50, the various methods to pay the toll and the 8pm deadline to avoid fines and penalties. TII sees the need for an effective penalty regime as being essential to the free-flow tolling arrangements to promote compliance and minimise revenue loss. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	2023	56,826,304	5.70%	2024	57,980,048	5.13%	2025(YTD) Jan to 15 th April	16,151,274	2.87%
2023	56,826,304	5.70%												
2024	57,980,048	5.13%												
2025(YTD) Jan to 15 th April	16,151,274	2.87%												
25/04/2025	18040/25	Dail Question No: 55 To ask the Minister for Transport if he will provide an update on a proposed project (details supplied); and if he will make a statement on the matter.	N22 Park Road Roundabout, Killarney	Danny Healy-Rae T.D.	Dear Deputy Healy-Rae, I refer to your recent parliamentary question, Ref. No. 18040/25 to the Minister for Transport. The position in relation to your enquiry is as follows.									
		Details Supplied: I ask the Minister that a high level traffic assessment is carried out at the Park Road Round about Killarney where TII officials are proposing to remove the roundabout to facilitate the placement of cycle lanes and traffic lights. This would			Kerry County Council engaged consultants to review safety and capacity issues on the N22 and its approaches, and to introduce improved Active Travel Facilities at the N22/Park Road junction. A proposal for an active travel friendly Park Road Roundabout with reduced lane lengths was not considered the optimal solution for the location with a signalised junction identified as the preferred solution recommended by Kerry County Council.									

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		have an adverse impact on traffic flow and completely clog the N22, making Killarney inaccessible. I also ask where the funding for this project is coming from ? Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Once funding arrangements have been put in place with Transport Infrastructure Ireland (TII), under the Roads Acts 1993-2015, and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for TII, in conjunction with the local authorities concerned. TII ultimately delivers the National Roads Programme in line with Project Ireland 2040, the National Planning Framework and the NDP. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days			Details of the traffic assessment work undertaken in relation to the signalised junction proposal can be requested from Kerry County Council. Transport Infrastructure Ireland did not allocate funding for this scheme in 2024 or 2025. Having regard to Kerry County Council's recent approval of the scheme, it will be considered for funding in the 2026 funding allocations. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
25/04/2025	17982/25	Dail Question No: 52 To ask the Minister for Transport to provide an update on the implementation of the Irish Sign Language Act 2017 (ISL) within his Department and its associated public bodies, including details of any ISL strategies that have been developed; and if no ISL strategy has been developed to date, the details of plans his Department has to address this gap in the near future. <i>Identical Question(s): Health/Justice/Social Protection/Education/Agriculture/Enterprise/Children /Foreign Affairs/Further and Higher Education/Housing/Public Expenditure/Rural and Community Development/Environment/Tourism/Transport</i> Answer The Department of Transport is aware of its obligations under the Irish Sign Language Act 2017 and has advised public bodies under its remit of their obligations. Since the commencement of the Act, this Department has not received any requests for Irish Sign Language interpretation from those seeking to avail of or access statutory entitlements or services	Irish Sign Language Act 2017	Marie Sherlock T.D.	Dear Deputy Sherlock, I refer to your recent parliamentary question, Ref. No. PQ 17982/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) is committed to implementing the requirements of The Irish Sign Language Act 2017 by ensuring that appropriate arrangements are in place to communicate effectively with Irish Sign Language (ISL) users. Accordingly, TII has devised a Standard Operating Procedure for TII staff in relation to arranging Irish Sign Language Interpreter Services for Conferences, Seminars, Public & Online Events and for addressing direct requests to TII for ISL Interpreter services. To date, TII has not received any requests for ISL interpretation services since the commencement of the Act. TII has also appointed an Access Officer who is responsible for providing assistance to customers with disabilities in accessing the services and publications provided by TII and for acting as a point of contact for people with disabilities wishing to access such services and publications. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		provided by the Department. Irish Sign Language interpretation is provided at events hosted by the Department and for staff of the Department, when requested. The Department of Transport has appointed an Access Officer in accordance with the Section 26 of Disability Act 2005. The Access Officer is responsible for providing or arranging for, and co-ordinating assistance and guidance, to persons with disabilities accessing services provided by the offices and generally to act as a point of contact for people with disabilities wishing to access such services. Contact details are available here The Department has not developed an Irish Sign Language strategy. However, the Department has published a Public Sector Duty Assessment and Action Plan. where we recognise our responsibility, to promote equality, prevent discrimination and protect the human rights of our employees, customers, service users, and everyone affected by their policies and plans. This is a legal obligation and is contained in Section 42 of the Irish Human Rights and Equality Act 2014. All staff of the Department are reminded of the need to consider Public Sector Duty in all of their work. The Department of Transport is fully committed to accessibility in its communications. Closed captioning and subtitling are used in almost all the Department's social media video output and the Department also avails of accessibility functions such as autogenerated captions provided by social media platforms to ensure that video content is accessible to as many people as possible. Regarding bodies under the Department's aegis, this is an operational matter for the agencies themselves. The Department will request the relevant bodies reply directly to the Deputy with the information requested. If you do not hear from them within 10 working days, please advise my private office.			
25/04/2025	16614/25	Dail Question No: 277 To ask the Minister for Transport when the new Adare bypass road will be fully open. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads	Adare Bypass	Alan Kelly T.D.	Dear Deputy Kelly, I refer to your recent parliamentary question, Ref. No. 16614/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The overall Foynes to Limerick Scheme is 35km in length and will provide a motorway upgrade from Attyflin to Rathkeale, in addition to connecting the Port of Foynes to the motorway network.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. I can confirm that as part of the recently announced national road allocations for 2025, €69,000,000 has been allocated to the N21/69 Foynes Limerick project which includes the Adare Bypass. Noting the above position, I have referred your question to TII for a direct reply on the status of this project. Please advise my private office if you do not receive a reply within 10 working days.			The Design and Construction of the proposed Foynes to Limerick Road, (including Adare Bypass), will comprise of approximately 15.6km of Type 2 Divided Protected Road, from Foynes to Rathkeale (Section A and C), approximately 1.9km of Type 1 Single Carriageway from Askeaton to Ballyclogh (Section B), approximately 17.5km of Motorway from Rathkeale to the existing motorway network at Attyflin (Section D), as well as a Goods Vehicle Rest Area adjacent to Foynes Port. Various enabling works contracts are currently ongoing, including the construction of 3 railway bridges, utility diversions including 2 high pressure gas main diversions at Rinculla and Croagh, ESB network alterations (220kV, 110kV, 38kV), site clearance, fencing, surveys and investigations including archaeological slit trenching, ground investigations, topographical surveys and underground utility surveys. Construction of the 7km Adare Bypass (part of Section D), commenced in Q1 2025 with a very ambitious target completion date of the 30 June 2027. The procurement strategy for the remaining sections of the overall Foynes to Limerick scheme is currently being finalised. It is anticipated that the full Scheme will be completed by the end of 2030. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
25/04/2025	17521/25	Dail Question No: 325 To ask the Minister for Transport if TII makes specific funding available to local authorities to fund safety works at locations where there are primary schools along national routes; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. 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	Funding road safety works in vicinity of schools	John Connolly T.D.	Dear Deputy Connolly, I refer to your recent parliamentary question, Ref. No. 17521/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) periodically carries out a collision analysis of the entire national road network, as required by GE-STY-01022 Network Safety Analysis, as well as pro-active safety inspections (AM-STY-06044 Road Safety Inspection). The purpose of this combined process is to identify both locations that have high concentrations of collisions and/or potential collisions. It does not however include the subsequent process to devise proposals to identify road safety interventions; this is the responsibility of the relevant local authority for the area in the first instance. Notwithstanding the foregoing, this does not of course preclude a road authority from submitting a feasibility and options report, in accordance with TII Standard GE STY 01037, for safety improvement works at specific locations on the network. For example, there may be additional information available to the road authority or there may be unreported collisions at a location that TII is unaware of or other considerations such as matters relating to public transport stop/pick up points, school traffic movements etc. that justify an intervention. Furthermore, it should be noted, that TII funds safety improvement works in collaboration with the National Transport Authority (NTA) Safe Routes to School Programme. In particular, TII funds periodic speed limits or other works at schools located on national roads outside towns or villages urban speed limits.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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. 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. Round 3 of the SRTS Programme was launched in November 2024 with a further 141 schools entering the programme, including 67 schools located on National Roads. It should be noted that all schools that applied to the original call for applications were accepted into the programme, and if not selected in the Rounds to date will be selected for forthcoming rounds. Noting the above position, I have referred your question to TII for a direct reply with regard to safety works on the National Road Network more generally. Please advise my private office if you do not receive a reply within 10 working days.			In order for TII to provide funding for safety improvement schemes at schools, the road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme (as set out in TII Standard GE STY 01037) and prioritise the scheme in relation to other works being proposed by the road authority. Once this has been received from the local authority, TII will consider the proposal, having regard to the level of funding available to TII for national roads generally and the many competing demands for these resources. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
24/04/2025	18188/25	Dail Question No: 132 To ask the Minister for Transport if Transport Infrastructure Ireland has any plans to introduce traffic calming measures at Clonbanin Cross, Mallow, County Cork, as there are a number of businesses operating in the area and high speed traffic is causing safety issues; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Public Spending Code and the	Traffic calming measures at Clonbanin Cross, Mallow, County Cork	Eoghan Kenny T.D.	Dear Deputy Kenny, I refer to your recent parliamentary question, Ref. No. 18188/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) periodically carries out a collision analysis of the entire national road network, as required by GE-STY-01022 Network Safety Analysis, as well as pro-active safety inspections (AM-STY-06044 Road Safety Inspection). The purpose of this combined process is to identify both locations that have high concentrations of collisions and/or potential collisions. It does not however include the subsequent process to devise proposals to identify road safety interventions; this is the responsibility of the relevant local authority for the area in the first instance. Notwithstanding the foregoing, the absence of sites from the locations identified in the analysis exercise does not preclude a road authority from submitting a feasibility and options report, in accordance with TII Standard GE STY 01037, for safety improvement works on the network. For example, there may be additional information available to the road authority or there may be unreported collisions at a location that TII is unaware of or other considerations such as public transport stop/pick up points, school traffic movements etc.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. If you do not receive a reply within 10 working days, please contact my private office.			In order for TII to provide funding for safety improvement schemes, the road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme (as set out in TII Standard GE STY 01037) and prioritise the scheme in relation to other works being proposed by the road authority. Once this has been received from the local authority, TII will consider the proposal, having regard to the level of funding available to TII for national roads generally and the many competing demands for these resources. TII understands that Cork County Council is currently drafting a Feasibility and Options Report for road safety measures at Clonbanin Cross, Mallow, County Cork, in accordance with TII Standard GE STY 01037. TII will consider the submission when received. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
24/04/2025	15016/25 Dáil Question No.s 270, 271, 272 and 273	Dail Question No: 270 To ask the Minister for Transport the funding allocated, per kilometre, to each national primary road in the country during the past ten years, in tabular form; and if he will make a statement on the matter. Dail Question No: 271 To ask the Minister for Transport the annual maintenance funding allocated, per kilometre, to each national primary road in the country during the past ten years, in tabular form; and if he will make a statement on the matter. Dail Question No: 272 To ask the Minister for Transport the funding allocated, per kilometre, to each national secondary road in the country during the past ten years, in tabular form; and if he will make a statement on the matter. Dail Question No: 273 To ask the Minister for Transport the annual maintenance funding allocated, per kilometre, to each national secondary road in the country during the past ten years, in tabular form; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads	Funding Allocations by Route	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 15016/25, Dáil Question No.s 270, 271, 272 and 273 to the Minister for Transport. At the outset I wish to apologise for the delay in responding. The position in relation to your enquiries is as follows. The attached spreadsheet details: - Capital Improvements / Protection & Renewal (B1.1) funding allocated, per kilometre, to each national primary road during the past ten years - Capital Improvements / Protection & Renewal (B1.1) funding allocated, per kilometre, to each national secondary road during the past ten years - Maintenance funding (B1.2) allocated to each Local Authority during the past ten years - Motorway Maintenance and Renewals Contract expenditures. In respect of Maintenance funding (B1.2) allocated to each Local Authority, Transport Infrastructure Ireland (TII) provides an annual allocation to Local Authorities to carry out maintenance works on national roads within their respective administrative areas. This allocation is not route specific and provides for, amongst other activities, the maintenance of roadside verges along national roads, the cutting of hedge rows and collection of litter, route lighting costs, winter maintenance costs, etc. The planning, operation and prioritisation of such national road maintenance activities is a function of the road authority concerned. In relation to Motorway Maintenance and Renewals Contract (MMaRC) expenditures, TII provides for the operation and maintenance of motorway and high-speed dual carriageway sections (comprising c.1,350km of national roads) through service contracts, i.e., the MMaRC contracts. There are three MMaRC contracts with Network A covering the Greater Dublin area, Network B covering the Midlands/West of the country and Network C, the South and South East. I hope that this information is of assistance to you.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response									
		Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding funding allocated per kilometre. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply.			Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland									
23/04/2025	16693/25	Dail Question No: 286 To ask the Minister for Transport if he will provide a schedule of all capital projects being delivered or which have been completed by his Department and organisations under the aegis of his Department since 1 January 2020; the total project cost of projects in excess of €500,000, or of any other capital projects below this that have come to his Department's attention for reasons of overspend or due to the fact that they failed to be delivered; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts. except Taoiseach</i> Answer Deputy, In the main, Capital projects & investments are delivered by the relevant agencies under the remit of my Department. I have referred this question to the agencies under my remit for further reply. If the Deputy has not received a reply within ten working days please contact my private office. In relation to departmental projects exceeding 500k, please see table below <table><tr><td>Year</td><td>Capital Project</td><td>Cost (over 500k)</td></tr><tr><td>2022</td><td>Refurbishment and fit out of basement in Georgian Block</td><td>€668,662.34</td></tr><tr><td>2023</td><td>Re-development of Front Entrance and Plaza</td><td>€595,951.54</td></tr></table> There is a CoastGuard Building programme and the table below shows delivery of projects over 500k since 2020.	Year	Capital Project	Cost (over 500k)	2022	Refurbishment and fit out of basement in Georgian Block	€668,662.34	2023	Re-development of Front Entrance and Plaza	€595,951.54	Schedule of Capital Projects	Aidan Farrelly T.D.	Dear Deputy Farrelly, I refer to your recent parliamentary question, Ref. No. 16693/25, to the Minister for Transport. At the outset I wish to apologise for the delay in responding. The position in relation to your enquiry is as follows. In the case of National Road and Greenway projects, Transport Infrastructure Ireland (TII) is the Approving Authority (as defined in the Infrastructure Guidelines – previously the Public Spending Code) and the relevant Local Authorities are the Sponsoring Agencies. The delivery of most national roads and greenways projects is arranged so that Local Authorities are the contracting authorities for technical services contracts and construction contracts for the delivery of projects / public procurement tenders / schemes. The Local Authorities regularly report to TII, including regular progress meetings, on the progress and cost of projects / public procurement tenders / schemes. TII in turn reports regularly to the Department of Transport on the progress and cost of projects / public procurement tenders / schemes. The processes for monitoring progress and cost on projects / public procurement tenders / schemes overseen by TII are set out in TII’s publication “Project Management Guidelines” (link: PE-PMG-02041). TII supports the work of project managers, technical services providers, civil engineering contractors, and other entities of the supply-chain, by maintaining and publishing a suite of guidelines (available on tiipublications.ie), including, amongst others: “Project Manager’s Guidelines for National Roads”; “Project Appraisal Guidelines”; and “Cost Management Manual”. For light railways, the National Transport Authority (NTA) is the Approving Authority and TII is the Sponsoring Agency. The NTA arranges for TII to be the contracting authority for technical advisory services contracts and main works construction contracts. TII regularly reports on progress and cost to the NTA, and in turn, the NTA regularly reports to the Department of Transport. TII adheres to NTA’s guidelines for the delivery of light railway projects / public procurement tenders / schemes, including NTA’s “Project Approval Guidelines” (link: Project Approval Guidelines 2024 - National Transport). TII’s processes for managing the delivery of public transport infrastructure on behalf of the NTA are set out in the TII publication “Public Transport Project Management Guidelines” (link: PE-PMG-02046). The arrangements for overseeing and monitoring the delivery of TII’s portfolios of transport infrastructure projects / public procurement tenders / schemes, comply with the requirements of the “Infrastructure Guidelines” (previously the “Public Spending Code”) published by the Department of Public Expenditure (link: gov.ie - Infrastructure Guidelines) and also comply with the requirements of the “Transport Appraisal Framework” published by the Department of Transport (link: gov.ie - Transport Appraisal Framework (TAF)).
Year	Capital Project	Cost (over 500k)												
2022	Refurbishment and fit out of basement in Georgian Block	€668,662.34												
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Year	Project	Cost															
2018-2022	Summercove IRCG Station	€536,000															
2024	Bonmahon IRCG Station	€5,040,000															
2024 to date	Westport IRCG Station	€1,200,000															

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response												
					Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland												
29/04/2025	12748/25	Dail Question No: 368 To ask the Minister for Transport the amount that has been paid in consultancy fees to date by his Department, Transport Infrastructure Ireland, the Sustainable Energy Authority Ireland and the National Transport Authority for the Zero Emissions Vehicles Ireland initiative; and if he will make a statement on the matter. Answer Zero Emission Vehicles Ireland (ZEVl) is an office within the Department of Transport which coordinates and delivers measures to support the uptake of zero emission vehicles and the rollout of charge point infrastructure to accelerate progress towards Ireland's ambitious electric vehicle targets. The Government is fully committed to supporting a significant expansion of the electric vehicle charging network over the coming years. Since the office was formed in 2022, €969,838.16 has been spent on consultancy across a variety of different areas including programme and project management support, communications, translation cost, and environmental assessments relating to the development, publication and roll-out of ZEVl's strategies and plans, including; • Research and surveys used to inform the development of the National EV Charging Infrastructure Strategy. • Tax advisory services regarding EV incentives in Budget Proposals. • Support in the establishment of ZEVl as an office, the development of its various workstreams and the management and delivery of priority projects such as the National Road EV Charging Network Plan, and the Regional and Local Road EV Charging Network Plan, Universal Design Guidelines and the development of a data strategy for EV charging infrastructure. • Design and development support for ZEVl's standalone website. • Translation and graphic design for all of ZEVl's published strategies and plans	Consultancy fees - ZEVl	Ciarán Ahern T.D.	Dear Deputy Ahern, I refer to your recent parliamentary question, Ref. No. 12748/25 to the Minister for Transport. At the outset I wish to apologise for the delay in responding. The position in relation to your enquiry is as follows. The table below provides details of the consultancy fees paid by Transport Infrastructure Ireland (TII) in relation to the Zero Emissions Vehicles Ireland initiative. <table border="1"> <thead> <tr> <th>Year</th><th>2022</th><th>2023</th><th>2024</th><th>2025*</th><th>Total</th></tr> </thead> <tbody> <tr> <td>Expenditure**</td><td>€477,251</td><td>€4,194,776</td><td>€2,926,797</td><td>€340,842</td><td>€7,939,667</td></tr> </tbody> </table> * to March 2025 ** Amounts are VAT Exclusive The scope of the works undertaken by TII includes: • Screening, scoping and preparation of Strategic Environmental Assessments and Appropriate Assessments • Stakeholder Engagement and Programme Management Support across ZEVl activities • Development of the fast-charging strategy (en-route charging) and national plan • Development of the framework for the roll-out of grant schemes to support Operators to install EV vehicle recharging infrastructure • In accordance with Ireland's obligations under the Alternative Fuels Infrastructure Regulation (AFIR), the establishment of a data gathering and sharing platform/environment (Identification Registration Organisation (IDRO)), and • Support of the administration of the Alternately-Fuelled Heavy Duty Vehicle Purchase Grant Scheme and the Zero-Emission Heavy Duty Vehicle Purchase Grant Scheme. I trust that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	Year	2022	2023	2024	2025*	Total	Expenditure**	€477,251	€4,194,776	€2,926,797	€340,842	€7,939,667
Year	2022	2023	2024	2025*	Total												
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																				
		The development of environmental assessment reports for EV charging network plans The below tables show the consultancy fees incurred grouped by purpose for each year: Communications <table><tr><th>Year</th><th>Amount</th></tr><tr><td>2022</td><td>€147,830.68</td></tr><tr><td>2023</td><td>N/A</td></tr><tr><td>2024</td><td>€40,356.30</td></tr><tr><td>2025</td><td>€2,000</td></tr></table> Programme and Project Management Support <table><tr><th>Year</th><th>Amount</th></tr><tr><td>2022</td><td>€18,450</td></tr><tr><td>2023</td><td>€534,008.19</td></tr><tr><td>2024</td><td>€227,192.99</td></tr><tr><td>2025</td><td>N/A</td></tr></table> As full-time staff have been recruited to ZEVI over the last 2 years, programme and project management and set-up related costs have decreased substantially. I have referred your question for direct reply to Transport Infrastructure Ireland, the Sustainable Energy Authority Ireland and the National Transport Authority, please contact my private office if you have not received a response in 10 business days.	Year	Amount	2022	€147,830.68	2023	N/A	2024	€40,356.30	2025	€2,000	Year	Amount	2022	€18,450	2023	€534,008.19	2024	€227,192.99	2025	N/A			
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2024	€227,192.99																								
2025	N/A																								
1/05/2025	16419/25	Dail Question No: 185 To ask the Minister for Transport to give a specific timeframe as to when the N70 Ring of Kerry national secondary road and footpath through Cahersiveen town will be upgraded, given that the residents and local businesses are at the end of their tether in relation to the treacherous condition of this road and footpath, and exhausted from reporting these dangerous conditions that they have experienced for many years; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National	Funding for pavement and footpath works on the N70 in Cahersiveen	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 16419/25, to the Minister for Transport. The position in relation to your enquiries is as follows. At the outset, I would like to advise that Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between Kerry County Council and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey. Full details of the 2025 National Roads as well as the Greenways and Active Travel grant allocations to Kerry County Council are available on TII’s website. As funding for maintenance and renewal is constrained in 2025, TII is unable to say when road pavement and footpath works on the N70 in Cahersiveen will be undertaken.																				

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the N70. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Kerry County Council has recently made a submission to TII identifying locations where urgent road pavement repairs are required. TII has notified the Department of Transport of the additional funding required for pavement improvement works. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
1/05/2025	PQ 18262, 18263 and 18264/25	Dail Question No: 141 To ask the Minister for Transport if he will expedite the development of a greenway for Dingle and the West Kerry Peninsula, that will in time be connected to all other greenways in County Kerry; and if he will make a statement on the matter. Dail Question No: 142 To ask the Minister for Transport if he will expedite the development of a greenway for Killarney and East Kerry, that will in time be connected to all other greenways in County Kerry; and if he will make a statement on the matter. Dail Question No: 143 To ask the Minister for Transport if he will expedite the development of a greenway for Castleisland and the surrounding parishes, that will in time be connected to all other greenways in County Kerry; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the	Greenways, Co. Kerry	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions, Ref. Nos. 18262, 18263 and 18264/25, to the Minister for Transport. The position in relation to your enquiries is as follows. In 2025, Transport Infrastructure Ireland (TII) allocated €8.25 million of funding for Greenway and Active Travel projects in County Kerry to progress greenway projects of varying scale and at different stages of development. Further details on the Greenway Schemes currently being progressed in Co. Kerry is available from Major Roads & Greenways Projects Active List. Kerry County Council also received funding in 2023 to complete a high-level assessment of the potential for further greenways throughout the County of Kerry, which included potential schemes in the vicinity of the locations you identified. For TII to consider schemes in addition to those currently funded, Kerry County Council would need to submit a request to TII for the provision of funds. This would then be assessed for feasibility and prioritisation against all other applications for funding nationally, as well as resourcing locally. Funding for the Greenways programme is reviewed on an annual basis with the Department of Transport. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			
01/05/2025	18265/25	Dail Question No: 144 To ask the Minister for Transport if he will expedite the development of a greenway for Kenmare and the Beara Peninsula, that will in time be connected to all other greenways in Kerry and Cork; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Greenway for Kenmare and the Beara Peninsula	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 18265/25, to the Minister for Transport. The position in relation to your enquiries is as follows. In 2025, Transport Infrastructure Ireland (TII) allocated €7.85 million of funding to 5 individual greenway projects in County Kerry and €2.4 million of funding to 4 individual greenway projects in County Cork. The Local Authorities will use this funding to progress their respective projects, which are of varying scale and at different stages of development. Further details on the Greenway Schemes currently being progressed in Co. Kerry and Co. Cork is available from Major Roads & Greenways Projects Active List. Kerry County Council also received funding in 2023 to complete a high-level assessment the potential for further greenways throughout the county of Kerry, which included potential schemes in the vicinity of Kenmare. TII's Regional and National Greenways programme does not currently include a greenway for Kenmare and the Beara Peninsula. For TII to consider schemes in addition to those currently funded, the relevant local authority would need to submit a request to TII for the provision of funds. This would then be assessed for feasibility and prioritisation against all other applications for funding nationally, as well as resourcing locally. Funding for the Greenways programme is reviewed on an annual basis with the Department of Transport. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
01/05/2025	18259/25	Dail Question No: 138 To ask the Minister for Transport if he will expedite the Tralee and Listowel greenway in County Kerry; when will a decision be made on the preferred route; when work will commence; the length of time it will take to complete; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to	Tralee/Listowel Greenway	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 18259/25 to the Minister for Transport. The position in relation to your enquiries is as follows. In 2023, Kerry County Council appointed technical advisors to progress the Tralee to Listowel Greenway through the Option Selection, Design and Environmental Evaluation and Statutory Consent phases. A Public Consultation for the Project was undertaken in December 2023 regarding the study area for the scheme. Submissions received from members of the public has been used in the identification of route options.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			A second Public Consultation was undertaken in mid-September 2024. A number of route options under consideration were displayed, and feedback was received from the public to facilitate further assessment. In 2025, TII allocated €400,000 of funding to continue the progression of these planning and design activities. The next step is to complete the identification of an Emerging Preferred Route Corridor. Subject to review and approval, that route will be displayed at a further Public Consultation in Q3 2025. On completion of this phase, approval will be sought to commence the Design and Environmental Evaluation phase. Kerry County Council currently intend on commencing the Statutory Consent process in Q1 of 2026. Advancement to the construction stage is dependent upon the granting of planning consent and the associated timelines which are at present, unknown. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
01/05/2025	18261/25	Dail Question No: 140 To ask the Minister for Transport if he will give a detailed progress report on identifying the preferred route in regard to extending the south Kerry greenway from Renard Point and connecting with the Skellig Ring and onwards; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Preferred Route for South Kerry Greenway – Renard Point connecting with Skellig Ring	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 18261/25 to the Minister for Transport. The position in relation to your enquiries is as follows. In 2025, Transport Infrastructure Ireland (TII) allocated €7.85 million of funding to 5 individual greenway projects in County Kerry. Kerry County Council will use this funding to progress their respective projects, which are of varying scale and at different stages of development. Full details of the 2025 Greenways and Active Travel grant allocations to Kerry County Council are available on TII's website. The options selection report for the South Kerry Greenway to Renard Point is currently being advanced by technical advisors. A public consultation on the preferred route is expected to be held in July/August of this year. TII's Regional and National Greenways programme does not currently include a greenway for the Skellig Ring. For TII to consider schemes in addition to those currently funded, the relevant local authority would need to submit a request to TII for the provision of funds. This would then be assessed for feasibility and prioritisation against all other funding applications nationally, as well as resourcing locally. Funding for the Greenways programme is reviewed on an annual basis with the Department of Transport. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
01/05/2025	18260/25	Dail Question No: 139 To ask the Minister for Transport if he will give a detailed progress report on identifying the preferred route in regard to extending the south Kerry greenway from Glenbeigh to Killorglin and onwards; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	South Kerry greenway from Glenbeigh to Killorglin	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 18260/25 to the Minister for Transport. The position in relation to your enquiries is as follows. The South Kerry Greenway is approximately 31km long and is divided into two projects. The South Kerry Greenway currently underway, is 27km in length from Glenbeigh to Cahersiveen. A further 4km section from Cahersiveen to Reenard Point was refused planning permission by An Bord Pleanála and will be subject to a separate planning application. In 2025, Transport Infrastructure Ireland (TII) allocated €7.85 million of funding to 5 individual greenway projects in County Kerry. Kerry County Council will use this funding to progress their respective projects, which are of varying scales and at different stages of development. Further details on the Greenway Schemes currently being progressed in Co. Kerry is available from Major Roads & Greenways Projects Active List. The options selection report for the South Kerry Greenway to Renard Point is currently being advanced by Kerry Country Council with an expected publication date of July/August 2025. A public consultation on the preferred route will be held in July or August. In addition, Kerry County Council received funding in 2023 to examine the potential for a greenway to connect the South Kerry Greenway at Glenbeigh to the North Kerry Greenway at Tralee. The study area of the associated Strategic Assessment Report includes Killorglin and Farranfore. The progression of this project to the next phase of development is dependent on available resources and funding availability. For TII to consider new projects, in addition to those already identified, Kerry County Council would need to submit a request to TII for the provision of funds. This would then be assessed for feasibility and prioritisation against all other applications for funding nationally, as well as resourcing locally. Funding for Greenway's programme is reviewed on an annual basis by the Department of Transport. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
06/05/2025	19731/25	Dail Question No: 434 To ask the Minister for Transport if he will support and fund my proposal to extend the Kingdom of Kerry Greenways from Glenbeigh to Killarney via Farranfore and from Renard to Killarney via Waterville, Sneem, Kenmare and around the Ring of Kerry; and if he will make a statement on the matter. Answer	Kerry Greenways	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 19731/25 to the Minister for Transport. The position in relation to your enquiries is as follows. In 2025, Transport Infrastructure Ireland (TII) allocated €8.25 million of funding for Greenway and Active Travel projects in County Kerry to progress greenway projects of varying scale and at different stages of development. Further details on the Greenway Schemes currently being progressed in Co. Kerry is available from Major Roads & Greenways Projects Active List.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Kerry County Council also received funding in 2023 to complete a high-level assessment of the potential for further greenways throughout the County of Kerry, which included potential schemes in the vicinity of the locations you identified. For TII to consider schemes in addition to those currently funded, Kerry County Council would need to submit a request to TII for the provision of funds. This would then be assessed for feasibility and prioritisation against all other applications for funding nationally, as well as resourcing locally. Funding for the Greenways programme is reviewed on an annual basis with the Department of Transport. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
07/05/2025	21436/25	Dail Question No: 24 To ask the Minister for Transport to provide an update on the progress to date in relation to the N/M20 Limerick to Cork motorway project; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the N/M20 Cork to Limerick project. I can confirm that an allocation of €4,500,000 was made to the N/M20 Cork to Limerick project in 2025. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	N/M20 Cork to Limerick Project	Colm Burke T.D.	Dear Deputy Burke, I refer to your recent parliamentary question, Ref. No. 21436/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The proposed N/M20 Cork to Limerick Project is being developed by Limerick City and County Council, in partnership with Cork County Council, Cork City Council and Transport Infrastructure Ireland (TII). The Project is currently being progressed through Phase 3 'Design and Environmental Evaluation', in accordance with the processes and procedures required for delivery of major national road projects, (see Major Roads & Greenways Projects Active List (page 7 & 16) for details of scheme lifecycle phases). The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report for subsequent submission to An Bord Pleanála. The Phase 3 deliverables are anticipated later in 2025, allowing the Project to progress in accordance with the Infrastructure Guidelines. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
07/05/2025	19821/25	Dail Question No: 440 To ask the Minister for Transport if his Department will release funds for a road (details supplied); and if he will make a statement on the matter.	N69 Pavement Works	Michael Heay-Rae T.D.	Dear Deputy Healy-Rae, I refer to your recent parliamentary question, Ref. No. 19821/25 Dail Question to the Minister for Transport. The position in relation to your enquiry is as follows.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Details Supplied: Minister on the National road N69 between Tralee and Listowel there is a bridge no KYN6900500 it is in the area of Knockbrack, Kiflynn Co Kerry the road has become very rough, a section of the road needs to be resurfaced Can the Minister make funding available for this road Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			At the outset, I would like to advise that Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between Kerry County Council and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/05/2025	20671/25	Dail Question No: 506 To ask the Minister for Transport if, given the ongoing traffic concerns and safety risks at the Crowhill Junction on the N86 Tralee/Camp/Annascaul/Dingle road where it meets the Inch/Keel to Killarney road, he will commit to the provision of a roundabout at this location (details supplied); the steps being taken to prioritise and expedite the delivery of this much-needed infrastructural improvement; and if he will make a statement on the matter. Details Supplied: This junction has been a source of significant concern and poses a safety hazard to motorists, cyclists and pedestrians. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in	N86 Road Safety	Michael Cahill	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 20671/25 to the Minister for Transport. The position in relation to your enquiry is as follows. The Crowhill junction is where the R561 regional road joins the N86 Tralee to An Daingean road, just to the west of the village of Annascaul. Improvement works were carried out on the Crowhill junction as part of the N86 Ballinclare to Annascaul Road Project, which was completed in August 2023. Upon completion of the works, the N86 Ballinclare to Annascaul Road Project, including the Crowhill junction, was subjected to a Stage 3 Road Safety Audit and no issues were raised in relation to the completed improvement works at the Crowhill junction. Neither Kerry County Council nor Transport Infrastructure Ireland (TII) are aware of any current safety issues at the Crowhill junction, and no further works are currently planned at this junction. I can further advise that proposals regarding safety improvement works are matters which are normally developed in the first instance by the relevant road authority, in this case Kerry County Council. In order for TII to fully consider proposals relating to national roads, the road authority is required to carry out an analysis of the collision history at the location, design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme, prepare a feasibility report on the scheme and prioritise the scheme in relation to other works being proposed by the road authority.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			In the circumstances, you may wish to contact Kerry County Council at info@kerrycoco.ie in relation to the matter. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/05/2025	18826/25	Dail Question No: 373 To ask the Minister for Transport to provide an update on the development of the south Wicklow greenway; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There is a significant amount of investment for Greenway schemes in County Wicklow with €1,650,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Wicklow Greenways	Malcolm Byrne T.D.	Dear Deputy Byrne, I refer to your recent parliamentary question Ref. No. 18826/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Wicklow County Council is advancing the Arklow to Shillelagh and the Greystones to Wicklow greenway projects. These projects are currently at Phase 2: Options Selection of Transport Infrastructure Ireland's (TII's) Project Management Guidelines. Further details on these projects along with an overview of the scheme phases is available from Major Roads & Greenways Projects Active List (page 7 & 16). TII has made an allocation of €500,000 to advance each of the above Greenway schemes in 2025. Details of the 2025 Greenways and Active Travel grant allocations are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland
09/5/2025	15519/25	Dail Question No: 304 To ask the Minister for Transport to provide details regarding the use of 'near-miss technology' for monitoring accidents on Irish roads; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and	Use of 'near-miss technology' for monitoring accidents on Irish roads	Roderic O'Gorman T.D.	Dear Deputy O'Gorman, I refer to your recent parliamentary question Ref. No. 15519/25 to the Minister for Transport. At the outset, I apologise for the delay in responding. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) does not currently have 'near-miss technology' in use to monitor potential near miss collisions between drivers on the national road network. 'Near-miss technology' is currently developing within the sphere of Connected, Cooperative and Autonomous Mobility technologies, which relate to the development of autonomous and semi-autonomous vehicles. TII understands that future developments in this field may provide opportunities where data generated by such vehicles could be leveraged to allow appropriate warnings etc. to be generated and disseminated to vehicles elsewhere on the network.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			In anticipation of these future developments, TII has piloted a Cooperative Intelligent Transport Systems (C-ITS) services scheme as a preliminary step to identify the type of roadside infrastructure and technologies that may be needed to support these developments. Further details on the pilot C-ITS services scheme are available from TII's website . I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland
09/05/2025	16695/25	Dail Question No: 287 To ask the Minister for Transport for an update on the Castlemore junction upgrade project on the N22; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding Castlemore junction. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	N22 Castlemore Junction	John Paul O'Shea T.D.	Dear Deputy O'Shea, I refer to your recent parliamentary question, Ref. No. 16695/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The N22 Castlemore Junction with the R585 is currently at the very early phases. Cork County Council submitted a Feasibility and Options Report in August 2024. Transport Infrastructure Ireland (TII) met with the Council in February to discuss the draft Feasibility and Options Report. At this meeting, TII identified various matters that required to be addressed in the Feasibility and Options such that the scheme can be progressed. TII awaits submission of a final Feasibility and Options Report from the Council in accordance with TII Standard GE STY 01037. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/05/2025	19732/25	Dail Question No: 435 To ask the Minister for Transport to introduce a specific maintenance and management team for the N20 Ring of Kerry route, the importance of which is immeasurable to both county and country, as it is the backbone of our tourism industry; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to	Maintenance and management of the N70 Ring of Kerry route	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 19732/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The funding provided by TII to local authorities is allocated having regard to the level of funding available to TII for roads generally and the many competing demands for these resources.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days			The planning, operation, and prioritisation of maintenance activities, including the assignment of Council staff for such works is a function of the road authority, in this case Kerry County Council, as the road authority for the area. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/05/2025	20516/25	Dail Question No: 497 To ask the Minister for Transport if the junction on a road in County Kerry is scheduled for improvement works (details supplied); and if he will make a statement on the matter. Details Supplied: The junction for Kenmare, County Kerry on the Killarney to Cork N22 main road, known as the Poulgorm Junction, requires urgent major improvement works, possibly a roundabout, due to the number of accidents occurring there regularly, as it is situated on a bend of the road, with two speedy approaches. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and maintenance of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Road Safety - Junction for Kenmare (Poulgorm Junction) on the N22	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 20516/25 to the Minister for Transport. The position in relation to your enquiry is as follows. I can confirm that this junction has been identified as a High Collision Location under the Transport Infrastructure Ireland (TII) Road Safety Programme. Kerry County Council National Roads Office (NRO) has prepared and submitted a Feasibility and Options Report in accordance with TII Standard GE STY 01037 for this location, which has been approved by TII's Road Safety Section. The works approved include additional treatment to warn approaching drivers of the junction ahead along with the installation of a speed-actuated sign. I am advised that Kerry County Council is now proceeding with the implementation of the safety measures. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
12/05/2025	22287/25	Dail Question No: 71 To ask the Minister for Transport the current position held and offered by TII as a prescribed body on planning applications received by local authorities	TII as a statutory consultee under	John Connolly T.D.	Dear Deputy Connolly, I refer to your recent parliamentary question, Ref. No. 22287/25, to the Minister for Transport. The position in relation to your enquiry is as follows.

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		where the application is on a national route; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. The relevant planning guidelines are included in the Spatial Planning and National Road Guidelines which were published by the Department of Housing, Local Government and Heritage. TII implements these Guidelines in relation to national roads. Local authorities also consider these when drafting County Development Plans. Noting the above position, I have referred your question to TII for a direct reply providing further detail regarding their role as a prescribed body. Please advise my private office if you do not receive a reply within 10 working days.	planning legislation		Transport Infrastructure Ireland (TII) is not a planning authority and nor has TII legal jurisdiction as a land use planning policy making body. TII's core statutory function is to deliver a modern, efficient and safe network of national roads and light rail. TII has, however, the status of a statutory consultee under planning legislation. As a statutory consultee, TII's submissions or comments to planning authorities on planning applications and planning documentation, if any, represent our primary input to the planning process. The approach adopted by TII in making such submissions or comments seeks to uphold Government policy outlined in the Spatial Planning and National Roads Guidelines for Planning Authorities (2012), which were issued by the Department of Housing, Local Government and Heritage under Section 28 of the Planning and Development Act 2000 (as amended). The Guidelines set out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60kph speed limit zones for cities, towns and villages. Planning authorities and An Bord Pleanála are required to have regard to these Guidelines and are also required to apply any specific planning policy requirements of the Guidelines, within the meaning of Section 28 of the Planning and Development Act 2000 (as amended) in carrying out their functions. It is the case, therefore, that decisions in relation to land use planning policy implementation are not matters for TII but are the responsibility of the Department of Housing, Local Government and Heritage, individual planning authorities and/or An Bord Pleanála. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland
12/05/2025	20570/25	Dail Question No: 499 To ask the Minister for Transport his plans to ensure that future greenway and active travel investment stitch in the requirement and funding need for accessible public toilets and not have to rely on private businesses for same; and if he has made representations to the Minister for Housing, Local Government and Heritage in respect of the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways and Active Travel infrastructure. I have made no representations to the Minister for Housing, Local Government and Heritage in relation to this matter.	Accessible toilets on Greenways	Ivan Bacik T.D,	Dear Deputy Bacik, I refer to your recent parliamentary question, Ref. No. 20570/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The Transport Infrastructure Ireland (TII) Standard for greenway design: 'Rural Cycleway Design (Offline & Greenways)' (DN-GEO-03047, 2022), includes recommendations for greenway ancillary infrastructure and suggests as a minimum, the provision of one accessible dry toilet at no greater than 15km intervals along new greenways and 2 toilets (including one accessible dry toilet, baby changing facilities) at no greater than 40km intervals, (see page 53). I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		The planning, design, and construction of individual Greenways and Active Travel infrastructure is managed by the National Transport Authority and Transport Infrastructure Ireland in conjunction with the relevant local authority. The two agencies are responsible for the development and publication of technical standards documentation in relation to the delivery of the infrastructure – this may include reference to ancillary infrastructure such as accessible public toilets. Noting the above position, I have referred your question, on this occasion, to TII and NTA for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Head of Regulatory and Administration Transport Infrastructure Ireland
12/05/2025	20969/25	Dail Question No: 534 To ask the Minister for Transport to provide an update on the South Kerry Greenway; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There is a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	South Kerry Greenway	Pa Daly T.D.	Dear Deputy Daly, I refer to your recent parliamentary question, Ref. No. 20969/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The South Kerry Greenway is approximately 31 km long and is divided into two projects. The section currently underway is 27km in length and runs from Glenbeigh to Cahersiveen. A further 4km section from Cahersiveen to Reenard Point was refused planning permission by An Bord Pleanála and will be subject to a separate planning application. Funding for the Greenways programme is reviewed on an annual basis by the Department of Transport. In 2025, Transport Infrastructure Ireland (TII) allocated €8.25 million of funding for Greenway and Active Travel projects in County Kerry to progress greenway projects of varying scale and at different stages of development. In 2025, Kerry County Council received €7,000,000 in funding for the section from Glenbeigh to Cahersiveen and €200,000 for the section from Cahersiveen to Renard Point. The South Kerry Greenway is being constructed using a procurement strategy to best meet the nature of the works along the route. It is managed by a team of dedicated engineering and technical staff based in the Kerry National Roads Office. Advance works contracts, including site clearance, fencing, surveys, site investigation, and other enabling works, commenced in January 2023. Kerry County Council is constructing approximately 10km of the greenway by Kerry's direct labour teams at two locations near Glenbeigh and Mountain Stage, adjacent to the N70 National Road and the Ring of Kerry. It is hoped that the first section could be opened for use late 2025/early 2026. This will deliver a valuable facility for cyclists and pedestrians in this area. Kerry County Council and TII are also examining sections starting at Cloghanelinaghan, Cahersiveen and heading east along the route, that could be built and opened thereafter, that could provide a local cycling and walking facility for recreation, and to/from local businesses and schools. The options selection report for the South Kerry greenway to Renard Point is currently being advanced by a

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					consultant with an expected publication date in July/August. A public consultation on the preferred route will be held in July/August. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
12/05/2025	20231/25	Dail Question No: 477 To ask the Minister for Transport if a time frame for the completion of the Mallow relief road in County Cork has been established; to provide an update on the current stage of the project's development; and the amount spent to date on the project. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N72 Mallow Relief Road project. I can confirm that the N72 Mallow Relief Road is included in the current NDP, and has been allocated €700,000 for 2025. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Status of N72/N73 Mallow Relief Road	Ken O'Flynn T.D.	Dear Deputy O'Flynn, I refer to your recent parliamentary question, Ref. No. 20231/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road, is currently preparing an Environmental Impact Assessment Report (EIAR). It is anticipated that a planning application based on this EIAR will be submitted to An Bord Pleanála (ABP) in the fourth quarter of 2025. A time frame for completion of the Relief Road is difficult to project, as it depends on a number of factors outside of the control of the local authority, including the length of time required by ABP to reach a decision following submission of the planning application, whether ABP request further information from Cork County Council, and whether a successful planning application is subject to judicial review. Following grant of planning and exhaustion of any legal challenges, Transport Infrastructure Ireland (TII) anticipates a period of 3 to 4 years would be required to carry out advance works and construction. To date, TII has provided €2,818,771 to Cork County Council to progress this project. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/05/2025	16076/25 21594/25 & 22877/25	Dail Question No: 255 To ask the Minister for Transport the funding allocated to progress the N2 Clontibret to the Border and N2 Ardee to Castleblayney Road projects in 2025. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to	N2 Ardee to Castleblayney Road and the N2 Clontibret to Border Road projects	Cathy Bennett T.D.	Dear Deputy Bennett, I refer to your recent parliamentary questions, Ref. No. 16076/25, 21594/25 (Dáil Question No.s 28 and 29) and Ref. No. 22877/25 to the Minister for Transport. The position in relation to your enquiries is as follows. The N2 Ardee to Castleblayney Road and the N2 Clontibret to Border Road projects are both currently in 'Phase 3 Design and Environmental Evaluation' phase of Transport Infrastructure Ireland's (TII) Project

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. I can confirm that an allocation of €3,000,000 was made to the N2 Clontibret to the Border project in 2025. While it was not possible to allocate funding for the N2 Ardee to Castleblayney project this year, the delivery programme for the project will be kept under review for 2026 and considered in terms of the overall funding envelope available to TII. Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of these projects. Please advise my private office if you do not receive a reply within 10 working days. Dail Question No: 48 To ask the Minister for Transport if he will outline the earliest start and completion dates for the N2 Clontibret-to-the-Border and N2 Ardee-to-Castleblayney road schemes. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. I can confirm that an allocation of €3,000,000 was made to the N2 Clontibret to the Border project in 2025. While it was not possible to allocate funding for the N2 Ardee to Castleblayney project this year, the delivery programme for the project will be kept under review for 2026 and considered in terms of the overall funding envelope available to TII.			Management Guidelines (see Major Roads and Greenways Projects Active List (page 7 & page 16) for details of road scheme phases). <u>N2 Ardee to Castleblayney</u> As at end December 2024, a sum of €5,980,322 had been paid to the relevant Local Authority for the N2 Ardee to Castleblayney Scheme. No allocation was made to this project in 2024 or in 2025. It is not possible to provide a timeline for the delivery of the road project as the planning and design phase of this project is currently suspended. The progression of this project will be subject to the National Development Plan (NDP) review and the associated funding provision. <u>N2 Clontibret to Border Road</u> As at end December 2024, a sum of €3,778,229 had been paid to the Local Authority for the N2 Clontibret to Border Road project while an allocation of €3,000,000 was made to this project in 2025. The forecast cost range for the N2 Clontibret to Border Road project is €370m - €425m as per the TII Major Roads and Greenways Projects Active List. The earliest potential construction start date for the scheme is 2031 with potential completion is 2033. These projected dates are of course subject to compliance with the Infrastructure Guidelines and securing the necessary statutory approvals. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days. Dail Question No: 28 To ask the Minister for Transport the funding allocated to the N2-Clontibret-to-the-Border road project to date; the amount allocated in 2025; the amount required to complete the upgrades; the earliest potential construction start and completion dates; and if he will make a statement on the matter. Dail Question No: 29 To ask the Minister for Transport the funding allocated to the N2-Ardee to Castleblayney road project to date; the amount allocated in 2025; the amount required to complete the upgrades; the earliest potential construction start and completion dates; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N2 Clontibret to the Border and Ardee to Castleblayney Road projects. I can confirm that an allocation of €3,000,000 was made to the N2 Clontibret to the NI Border project. The N2 Ardee to Castleblayney did not receive funding for 2025. The delivery programme for the project will be kept under review for 2025 and considered in terms of the overall funding envelope available to TII. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			

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13/05/2025	22668/25	Dail Question No: 41 To ask the Minister for Transport when he expects contract signing and commencement of construction for the M28 project. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the M28 Cork to Ringaskiddy project. I can confirm that final approval for the M28 project has been given by Government on April 8th, as required by the Infrastructure Guidelines. Noting the above position, I have referred your question to TII for a direct reply regarding the main construction contract. Please advise my private office if you do not receive a reply within 10 working days.	M28 Cork to Ringaskiddy Road Project	Seamus McGrath T.D.	Dear Deputy McGrath, I refer to your recent parliamentary question, Ref. No. 22668/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council advise that a formal contract signing for the M28 Cork to Ringaskiddy Road Project will be arranged for late May. The Contractor, BAM Civil Ltd., is currently in the process of mobilising to site. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/05/2025	22823/25	Dail Question No: 80 To ask the Minister for Transport if he will provide and update, in advance of the publication of the National Development Plan, on the North Ring Road in Cork; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. Noting the above position, I have referred the question to TII for a direct reply updating you as to the latest status of the Cork City Northern Transport Project (formally the Cork Northern Ring Road).	Cork City Northern Transport Project	Pádraig O'Sullivan T.D.	Dear Deputy O'Sullivan, I refer to your recent parliamentary question, Ref. No. 22823/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The Cork City Northern Transport Project (CCNTP), formerly known as the Cork Northern Ring Road, aims to develop a new National Road to the north of Cork City, to connect the N22, N20 and M8. This Project is set out in the current National Development Plan, and aims to facilitate the ambitious sustainable growth targets for Cork included in the National Planning Framework, in two ways: - by removing strategic traffic from the Cork City Centre, thus allowing for the reallocation of road space for public transport and active travel, and - by providing additional East-West capacity for strategic traffic beyond what is currently provided by the N40 South Ring Road, which is beyond capacity and whose expansion is constrained by the capacity of the Jack Lynch Tunnel. The Project completed the early stages of the CAF appraisal process in 2022 (Phase 1: Concept & Feasibility). Unfortunately, it has not been possible to progress the Project in 2023, 2024 or 2025, due to restrictions on the funding provided by the Department of Transport to Transport Infrastructure Ireland. I hope that this information is of assistance to you.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Please advise my private office if you do not receive a reply within 10 working days.			Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/05/2025	22439/25	Dail Question No: 87 To ask the Minister for Transport if major improvement works to the main road in and out of Dingle and west Kerry, the N86, can be expedited as this is a critical national secondary road that is in a shocking condition; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N86 Tralee to An Daingean Road project. I can confirm that in 2025 an allocation of €1,250,000 allocated to the N86 Tralee to An Daingean project. Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of works on the N86. Please advise my private office if you do not receive a reply within 10 working days.	N86 Pavement	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 22439/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) provided funding of c.€390,000 to Kerry County Council in 2024 to complete the construction of the Ballinclare to Annascaul section of the N86 Tralee to An Daingean scheme. Additional funding of €247,000 was provided to Kerry County Council in 2024 to progress planning and design works for the remaining sections of the scheme. I can advise that Transport Infrastructure Ireland (TII) has allocated €1,250,000 to the N86 Tralee to An Daingean Scheme this year. Full details of the 2025 National Roads as well as the Greenways and Active Travel grant allocations to Kerry County Council, are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/05/2025	20051/25 20052/25 20053/25	Dail Question No: 459 To ask the Minister for Transport the total allocation made by his Department and Transport Infrastructure Ireland for works in respect of the N72 this year; if he will provide details of each individual allocation, in tabular form, including scope, amount and location; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National	2025 Grant Allocations for the N24, N25 and N72	Conor McGuinness T.D.	Dear Deputy McGuinness, I refer to your recent parliamentary questions, Ref. Nos. 20051, 20052 and 20053/25, to the Minister for Transport. The position in relation to your enquiries is as follows. Please find attached the allocations made by Transport Infrastructure Ireland (TII) for works in respect of the N24, N25 and N72 for 2025 in tabular form, including relevant details relating to each individual allocation. In addition, TII provides an annual maintenance allocation to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The planning, operation and prioritisation of maintenance activities across all national roads within a Local Authority's administrative area is a function of the road authority concerned. Details of the 2025 national road

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		Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days. Dail Question No: 460 To ask the Minister for Transport the total allocation made by his Department and Transport Infrastructure Ireland for works in respect of the N25 this year; if he will provide details of each individual allocation, in tabular form, including scope, amount and location; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding allocations for works on the N25. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days. Dail Question No: 461 To ask the Minister for Transport the total allocation made by his Department and Transport Infrastructure Ireland for works in respect of the N24 this year; if he will provide details of each individual allocation, in tabular form, including scope, amount and location; and if he will make a statement on the matter.			maintenance allocation amounts provided to the Local Authorities whose responsibility includes the N24, N25 and N72, among other national roads, is also included in the attached. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. In relation to new roads projects on the N24, €2.5 million has been allocated for the Cahir to Limerick Junction scheme in 2025, with €80,000 being allocated to the Waterford to Cahir scheme. Noting the above position, I have referred your question to TII for a direct reply detailing all allocations for the N24, including for protection and renewal works. Please advise my private office if you do not receive a reply within 10 working days.			
13/05/2025	20441/25	Dail Question No: 490 To ask the Minister for Transport the reason funding has not been allocated to a town in County Kerry (details supplied); and if he will make a statement on the matter. Dail Question No: 491 To ask the Minister for Transport the number of requests that have been received during the past ten years to carryout improvement works to a town in County Kerry (details supplied), in tabular form; and if he will make a statement on the matter. Dail Question No: 494 To ask the Minister for Transport if he will make particular provisions for footpath and road improvements in Cahersiveen town on the N70 Ring of Kerry route, where a serious threat is posed to both drivers and pedestrians safety due to seriously poor surfacing and the need for vehicles to mount footpaths to negotiate large buses and trucks; and if he will make a statement on the matter. Details Supplied: The main street and footpath	Footpath & Pavement Works, N70 Cahersiveen.	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 20441/25 Dáil Question No.s 490, 491 & 494 to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between Kerry County Council and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey and the overall level of funding made available to TII. TII road pavement surveys have identified the need for pavement improvement at Cahersiveen. Kerry County Council propose to undertake the required road pavement and associated footpath works in tandem with a large Urban Regeneration and Development Fund scheme that is planned for Cahersiveen town. TII understands the Cahersiveen regeneration project is due to commence this year. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		through Cahersiveen town on the N70 Ring of Kerry National Secondary road is in a shocking and extremely dangerous condition for the past 10 years or more and despite repeated requests, funding has not been forthcoming. Accidents are occurring on a regular basis due to the dangerous condition of the road and footpath in Cahersiveen. Can somebody please justify this or explain why? Why are repeated requests falling on deaf ears? Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the N70 road through Cahirsiveen. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days. With regard to the footpaths in Cahirsiveen, it should be pointed out that this is a matter for the relevant local authority in the first instance, and as such, this would be a matter for Kerry County Council.			
13/05/2025	22818/25	Dail Question No: 22 To ask the Minister for Transport to provide an update on the N2 Kilmoon Cross to Rath roundabout project; if he will commit to funding this project to completion; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in	N2 Rath Roundabout to Kilmoon Cross Scheme	Darren O'Rourke T.D.	Dear Deputy O'Rourke, I refer to your recent parliamentary question, Ref. No. 22818/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) can confirm that the N2 Rath Roundabout to Kilmoon Cross Scheme is included among a number of major national road schemes that are identified for development during the period of the National Development Plan (NDP) 2021 to 2030. The project is in 'Phase 3 Design and Environmental Evaluation' phase of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 7 & page 16) for details of road scheme phases). Due to existing funding constraints, funding to progress this scheme was not available in 2025.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding N2 Kilmoon Cross to Rath Roundabout project. While it was not possible to issue this project with a funding allocation for 2025, it is important to note that it remains part of the current NDP, and will be considered for funding in future years. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/05/2025	22734/25	Dail Question No: 71 To ask the Minister for Transport if he will provide an update on the progress being made to complete the N53 road project in Louth; the timeline for completion of this project; the funding allocation for this project for 2025; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. I can confirm that an allocation of €2,000,000 was made to the N53 Hackballscross to Rassan scheme in 2025, with an allocation of €35,000 also being made to the N53 Rathmore Pavement scheme. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	N53 Hackball's Cross to Rassan project	Ruairí Ó'Murchú T.D.	Dear Deputy Ó Murchú, I refer to your recent parliamentary question, Ref. No. 22734/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The N53 Hackball's Cross to Rassan project is currently at Phase 5 (Enabling & Procurement) of the Transport Infrastructure Ireland (TII) Project Management Guidelines. Details of road scheme lifecycle phases and decision gates are outlined in TII's Major Roads and Greenways Projects Active List, available here. Draft construction contract documents and other phase 5 deliverables are currently being completed. Progression to the main construction contract tender is subject to funding and approvals. In 2025, TII provided an allocation of €2,000,000 to Louth County Council for the project. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
14/05/2025	22331/25	Dail Question No: 82 To ask the Minister for Transport the number of cycle to work scheme applications processed by his Department and its agencies, affiliated agencies or	Cycle to work scheme applications	Cormac Devlin T.D.	Dear Deputy Devlin, I refer to your recent parliamentary question, Ref. No. 22331/25 to the Minister for Minister for Transport. The position in relation to your enquiry is as follows.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response												
		subordinate agencies, each year from 2020 to 2024; and if he will make a statement on the matter. <i>Identical Question(s): ALL EXCEPT HEALTH</i> Answer The number of Cycle to Work scheme applications processed by my Department, each year from 2020 to 2024, are outlined below: Year Applications processed 2020 10 2021 19 2022 10 2023 29 2024 22 I have asked the Agencies under my aegis to provide the information directly to the Deputy. If you do not hear back from the Agencies within 10 working days please contact my office.			The number of cycle to work scheme applications processed by Transport Infrastructure Ireland (TII) each year from 2020 to 2024 is as follows: <table><tr><th>Year</th><th>Applications Processed</th></tr><tr><td>2020</td><td>12</td></tr><tr><td>2021</td><td>15</td></tr><tr><td>2022</td><td>08</td></tr><tr><td>2023</td><td>13</td></tr><tr><td>2024</td><td>13</td></tr></table> I hope that this information is of assistance to you. Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland	Year	Applications Processed	2020	12	2021	15	2022	08	2023	13	2024	13
Year	Applications Processed																
2020	12																
2021	15																
2022	08																
2023	13																
2024	13																
16/05/2025	20449/25	Dail Question No: 492 To ask the Minister for Transport his plans to extend the Adare Bypass to connect with the Killarney to Farranfore bypass and avoid knock-on traffic gridlock in Newcastle West, Abbeyfeale, Castleisland and Farranfore, which is a gateway to County Kerry; and if he will make a statement on the matter. Dail Question No: 493 To ask the Minister for Transport if the upgrade of the Foynes-Limerick-Adare road can be extended into north Kerry through Glin and Tarbert and on to Listowel and Tralee; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you.	N21, N69 Schemes	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 20449/25, Dáil Question No.s 492 & 493 to the Minister for Transport. The position in relation to your enquiry is as follows. As part of the Foynes to Limerick Road scheme, including the Adare Bypass, the N21 motorway will be extended by approximately 15.5km from Attyflin to Rathkeale, where a new roundabout will connect the new motorway back into the existing N21 Rathkeale Bypass. This route will also provide a high-quality access route between the port of Foynes and the national motorway network near Limerick City. The N21 Newcastle West Relief Road and the N21 Abbeyfeale Relief Road are both currently progressing through Phase 3 (Design and Environmental Evaluation) of Transport Infrastructure Ireland’s (TII’s) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 7 & page 16) for details of road scheme phases). The provision of bypasses of the towns of Newcastle West and Abbeyfeale would remove the remaining bottlenecks on the N21 route through Limerick into North Kerry. There are no further schemes for the N21 or the N69 corridor included in the National Development Plan. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland												

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		It is important to point out that bypasses of Abbeyfeale and Newcastle West are included in the current NDP, with each receiving an allocation of €750,000 for further development in 2025. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			
16/05/2025	20191/25	Dail Question No: 474 To ask the Minister for Transport his Department's plans for the N72 Fermoy to Tallow road; and when TII will make an allocation for the badly needed work. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and maintenance of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	N72 Fermoy to Tallow road	Conor McGuinness T.D.	Dear Deputy McGuinness, I refer to your recent parliamentary question, Ref. No. 20191/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council has identified an 11 kilometre section of the N72 Fermoy to Tallow road, from Kilmagner to Littlegrace, and agreed a scope of pavement renewal works with TII. The cost of these works has been estimated as approximately €9 million which is in excess of what can be funded by TII in 2025, given the funding allocation received by TII for Protection and Renewal works and the many competing demands for these resources. Pavement renewal works on this section of the N72 will be progressed as and when funding permits. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
19/05/2025	19726/25	Dail Question No: 432 To ask the Minister for Transport if he will support my proposal that a blueway project be considered in County Kerry, from the shores of Lough Léin in Killarney, along the banks of the Laune River via Killorglin town and on to the historical Ballykissane Pier; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There is a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure	Blueway Project	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 19726/25 to the Minister for Transport. The position in relation to your enquiry is as follows. In September 2021, Transport Infrastructure Ireland (TII) became the approving authority for Regional and National Greenways on behalf of the Department of Transport. In 2025, TII allocated €8.25 million of funding to Kerry County Council for Greenway and Active Travel projects of varying scale and at different stages of development. TII do not currently have an active greenway project at the specific locations mentioned in your query and has a very limited budget to consider any new projects in the County. For information regarding the nature of Blueways specifically, I refer you to the Sports Ireland website, which may be of assistance. I note also from that site that information relating to the redevelopment of Blueways specifically can be sought by contacting info@bluewaydevelopment.org. I hope that this information is of assistance to you.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
19/05/2025	20617/25	Dail Question No: 502 To ask the Minister for Transport when urgently required safety measures will be installed at a location in County Kerry (details supplied); and if he will make a statement on the matter. Details Supplied: details sent to dept 10:08 22/04/25 CK Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply regarding the N72 at Beaufort Bridge. Please advise my private office if you do not receive a reply within 10 working days.	N72 Beaufort Bridge _ Road Safety	Michael.Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 20617/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Proposals for the provision of road safety measures must be prepared by Kerry County Council in the first instance. The road authority is required to design an appropriate safety scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme, prepare a feasibility report on the scheme and prioritise the scheme in relation to other works being proposed at this time by Kerry County Council. The feasibility report is then submitted to TII for approval. Once approved, the Kerry County Council can submit an application to TII for funding. Kerry County Council, as the sponsoring agency, is therefore the agency that will be directly involved in the analysis and development of the appropriate safety solutions. I can advise that the National Roads Office (NRO) in Kerry County Council is actively looking at this location, and some measures were implemented earlier this year, including clearing vegetation for sight distance and installing an advanced speed limit sign. On the matter of the setting of appropriate speed limits, this is a reserved function of local authorities, in this instance, Kerry County Council. Where a proposed amendment to an existing speed limit relates to a national road, the making of special speed limit byelaws by the Council is subject to the prior written consent of TII, in accordance with the provisions of the Road Traffic Act 2004. Speed limits are set in accordance with the Department of Transport document, "Guidelines for Setting and Managing Speed Limits in Ireland". This document is currently being updated, which will give rise to speed limit revisions. Kerry County Council will accordingly be holding a public consultation as part of their review of speed limits. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response															
19/05/2025	19183/25	Dail Question No: 398 To ask the Minister for Transport the details of all services, grants, loans and payments available to individuals or households funded by his Department and agencies under his remit; the eligibility requirements and any conditionality for receiving the service, grant, loan or payment (details supplied); and the monetary value, or range of values, of the service, grant, loans or payment, where applicable. <i>Identical Question(s): to all Depts.</i> Details Supplied: The details around eligibility requirements and conditionality that we are looking for are things like the following:1. means-based2. age-based3. contribution-based4. hardship- or needs-based5. diagnosis-based6. activity-based (e.g. Jobseeker’s Allowance requires recipients are actively looking for work)7. at the discretion of officials. Answer The details, eligibility requirements, conditions and monetary range for all services, grants, loans and payments available to individuals or households funded by my Department are detailed in the table below. <table><tr><th>Details of services, grants, loans and payments available to individuals or households funded by Department</th><th>Eligibility requirements and any conditionality for receiving the service, grant, loan or payment</th><th>Monetary values, or range of values, of the service, grant, loan or payment</th></tr><tr><td>EV Disability Parking Permit</td><td>Have a medical practitioner or consultant certify that you meet the medical and mobility criteria, hold a Private Medical Certificate, be certified blind</td><td>N/A</td></tr><tr><td>Sustainable Energy Authority (SEA) Electric Vehicle Purchase Grant Scheme</td><td>Vehicle must be below a certain value cap.</td><td>€1,000</td></tr><tr><td>SEA Electric Vehicle Home Charger Grant Scheme</td><td>N/A</td><td>€300</td></tr><tr><td>SEA L Category (motorcycle and moped) grant scheme</td><td>Vehicle must be a defined category, L to H (moped) (2000), L to H (motorcycle) (21,000)</td><td>€200-€1000 dependent on category</td></tr></table> As the question also relates to bodies under the aegis of my Department, I have referred this question to the relevant agencies for direct reply concerning any grants or payments that fall under their direct remit. If the Deputy does not receive a response within ten working days please contact my Private Office.	Details of services, grants, loans and payments available to individuals or households funded by Department	Eligibility requirements and any conditionality for receiving the service, grant, loan or payment	Monetary values, or range of values, of the service, grant, loan or payment	EV Disability Parking Permit	Have a medical practitioner or consultant certify that you meet the medical and mobility criteria, hold a Private Medical Certificate, be certified blind	N/A	Sustainable Energy Authority (SEA) Electric Vehicle Purchase Grant Scheme	Vehicle must be below a certain value cap.	€1,000	SEA Electric Vehicle Home Charger Grant Scheme	N/A	€300	SEA L Category (motorcycle and moped) grant scheme	Vehicle must be a defined category, L to H (moped) (2000), L to H (motorcycle) (21,000)	€200-€1000 dependent on category	Scheme eligibility requirements	Richard Boyd-Barrett T.D.	Dear Deputy Boyd Barrett, I refer to your recent parliamentary question, Ref. No. 19183/25 to Mr Eamon Ryan TD, Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) administers the Disability Toll Exemption Scheme. This scheme allows disability modified vehicles that qualify for exemption under the Revenue Commissioners’ Drivers and Passengers with Disabilities Tax Relief Scheme to be exempt from charges on Irish toll roads. Further details are available from https://dtes.ie/ In relation to Luas services, holders of a Travel Pass are eligible to travel on Luas free of charge. The Free Travel Scheme is administered by the Department of Social Protection. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
Details of services, grants, loans and payments available to individuals or households funded by Department	Eligibility requirements and any conditionality for receiving the service, grant, loan or payment	Monetary values, or range of values, of the service, grant, loan or payment																		
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20/05/2025	21942/25	Dail Question No: 192 To ask the Minister for Transport if Galway County Council has made an application to Transport Infrastructure Ireland for funding for the construction of the Claregalway traffic calming and Pavement Restoration Scheme, if the application has been	N83 Claregalway Traffic Calming and Pavement Restoration Scheme	John Connolly T.D.	Dear Deputy Connolly, I refer to your recent parliamentary question, Ref. No. 21942/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Galway County Council is currently working on finalising the detailed design and preparing the tender documentation for the N83 Claregalway Traffic Calming and Pavement Restoration Scheme. It is anticipated															

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		considered by TII; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. I can confirm that as part of the 2025 allocations for national roads, €10,000 was provided to Galway County Council for the N83 Claregalway Traffic Calming & Pavement Restoration scheme. Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of this scheme. Please advise my private office if you do not receive a reply within 10 working days.			that, subject to funding, the scheme will progress to tender later this year with the aim of construction commencing in 2026. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
20/05/2025	23076/25	Dail Question No: 267 To ask the Minister for Transport to report on progress regarding connecting the north and south Kerry greenway; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There is a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply.	Connecting the north and south Kerry greenway	Pa Daly T.D.	Dear Deputy Daly, I refer to your recent parliamentary question, Ref. No. 23076/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Kerry County Council received an allocation of €100,000 in 2023 and a further €50,000 in 2024 to look at the potential for a greenway to connect the South Kerry Greenway at Glenbeigh to the North Kerry Greenway at Tralee. The progression of this project to the next phase of development is dependent on available resources and funding availability. For Transport Infrastructure Ireland (TII) to consider new greenway projects in Co. Kerry, in addition to those already identified, Kerry County Council would need to submit a request to TII for the provision of funds. This request would then be assessed for feasibility and prioritisation against all other applications for funding nationally, as well as resourcing locally. Funding for Greenway's programme is reviewed on an annual basis by the Department of Transport. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																								
		Please advise my private office if you do not receive a reply within 10 working days.																											
20/05/2025	21188/25 (No.s 541 & 542)	Dail Question No: 541 To ask the Minister for Transport further to Parliamentary Question No. 230 of 20 March 2025, the number of drivers in each year that were subject to the €4 penalty, the €50 fine and the final €125.50; and the maximum total fine that can be levied for a late payment for a single car journey. Dail Question No: 542 To ask the Minister for Transport further to Parliamentary Question No. 230 of 20 March 2025, the total value of late payments in each of the years 2021 to 2025. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question to TII for a direct reply regarding penalties relating to the M50 toll. Please advise my private office if you do not receive a reply within 10 working days.	M50 eFlow Penalty Payment Notices and Amounts	Pearse Doherty T.D.	Dear Deputy Doherty, I refer to your parliamentary question, Ref. No. 21188/25, Dáil Question No.s 541 & 542, to the Minister for Transport. The position in relation to your enquiry is as follows. In line with policies on data retention and the purging of Personal Identifiable Information, Transport Infrastructure Ireland (TII) does not hold details of the number of drivers that received late payment toll penalty notices. Table 1 below provides the total number of late payment penalty notices that issued to unique Licence Plate Numbers (LPN) at each stage in the enforcement process, as stipulated by the M50 Bye-Laws. The number of notices issued by LPN may overstate the number of drivers that have received late payment/penalty notices due to instances of drivers owning more than one vehicle or due to changes in vehicle ownership during the period under consideration. The data in the table below is to be considered in the context of the overall volume of M50 toll transactions which was 54.4 million in 2022, 57.0 million in 2023 and 58.1 million in 2024. Table 1: Toll Notices Issued by unique Licence Plate Numbers (LPN) - 07 Aug 2021 – 12 May 2025 <table><tr><th>Year</th><th>STR</th><th>UTN</th><th>TVN</th></tr><tr><td>2021 (07 Aug -31 Dec)*</td><td>284,721</td><td>101,902</td><td>36,420</td></tr><tr><td>2022</td><td>687,652</td><td>220,227</td><td>64,172</td></tr><tr><td>2023</td><td>621,830</td><td>206,788</td><td>61,003</td></tr><tr><td>2024</td><td>597,416</td><td>187,436</td><td>59,238</td></tr><tr><td>2025 (as at 12 May)</td><td>215,758</td><td>68,644</td><td>16,420</td></tr></table> Notes: *On the 7 August 2021, the TII M50 Toll Operation (eFlow) was transferred from the previous outsourced service provider (Emovis Operations Ireland Limited) to a new service provider (Turas Mobility Service Limited). STR - Standard Toll Request: This letter is issued if a toll is not paid by 8pm the following day [Initial Default Toll]. UTN - Unpaid Toll Notice: This letter is issued if an STR is not paid 14 days after the issue of an STR [Additional Default Toll]. TVN - Toll Violation Notice: This letter is issued if an UTN is not paid 56 days after the issue of an UTN [Final Default Toll]. Due to the nature of the enforcement process, LPNs that have received a UTN or TVN notice will have necessarily received any preceding notice(s). Table 2 below details the total value of late payment/penalty income received for each of the years 2021 to 2024 and for the period 1st January 2025 to 31 March 2025.	Year	STR	UTN	TVN	2021 (07 Aug -31 Dec)*	284,721	101,902	36,420	2022	687,652	220,227	64,172	2023	621,830	206,788	61,003	2024	597,416	187,436	59,238	2025 (as at 12 May)	215,758	68,644	16,420
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response															
					Table 2: M50 eFlow Penalty Income 2021 to 2025 <table><tr><th colspan="5">M50 eFlow Penalty Income by Year (€ millions)</th></tr><tr><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>YTD March 2025</th></tr><tr><td>7.5</td><td>11.9</td><td>12.4</td><td>12.5</td><td>3.2</td></tr></table> I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	M50 eFlow Penalty Income by Year (€ millions)					2021	2022	2023	2024	YTD March 2025	7.5	11.9	12.4	12.5	3.2
M50 eFlow Penalty Income by Year (€ millions)																				
2021	2022	2023	2024	YTD March 2025																
7.5	11.9	12.4	12.5	3.2																
20/05/2025	22772/25	Dail Question No: 79 To ask the Minister for Transport if funding is available to upgrade the N70 Ring of Kerry road, Ireland’s premier tourist route, of which up to 70% is sub-standard; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the N70. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	N70 Ring of Kerry upgrade	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 22772/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The funding provided by TII to each local authority is allocated having regard to the level of funding made available to TII by the Department of Transport for roads generally and the many competing demands for these resources. The planning, operation, and prioritisation of maintenance activities is a function of the local authority, which in this case is Kerry County Council as the road authority for the area. In the case of pavement improvement schemes, priorities are set in consultation between Kerry County Council and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey and as stated above the overall level of funding made available to TII. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland															
20/05/2025	22743/25	Dail Question No: 60 To ask the Minister for Transport if sufficient funding is available to fund the early completion of the N22 Killarney/Farranfore bypass and the N86 Tralee, Camp, Dingle road; and if he will make a statement on the matter. Answer		Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 22743/25 to the Minister for Transport. The position in relation to your enquiry is as follows. The N22 Farranfore to Killarney project is currently at Phase 2 Options Selection. Kerry County Council presented the Preferred Transport Solution for the N22 Farranfore to Killarney scheme to the general public as part of Public Consultation No. 2 held on 11 and 12 November 2024. The consultation period ran for four weeks ending 06 December 2024. Transport Infrastructure Ireland (TII) provided funding of €640,000 to Kerry															

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N22 Farranfore to Killarney and Tralee to An Daingean Road projects. I can confirm that in 2025 an allocation of €1,000,000 was made to the N22 Farranfore to Killarney project with €1,250,000 allocated to the Tralee to An Daingean project. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			County Council in 2024 to progress the N22 Farranfore to Killarney project while the scheme allocation for 2025 is €1,000,000. In relation to the N86 Tralee to An Daingean scheme, TII provided funding of c.€390,000 to Kerry County Council in 2024 to complete the construction of the Ballinclare to Annascaul section. €247,000 was provided to Kerry County Council in 2024 to progress planning and design works for the remaining sections of the scheme. TII has allocated €1,250,000 to the N86 Tralee to An Daingean Scheme this year. Full details of the 2025 National Roads as well as the Greenways and Active Travel grant allocations to Kerry County Council, are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
20/05/2025	22667/25	Dail Question No: 49 To ask the Minister for Transport if he will approve funding for the N24 and N25 road upgrades and improvement works; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. I can confirm that in 2025 an allocation of €80,000 was made to the N24 Waterford to Cahir project. While the N25 Waterford to Glenmore project did not receive funding for 2025 the delivery programme for the project will be kept under review for 2026 and considered in terms of the overall funding envelope available to TII. However, I am also pleased to confirm that there was significant funding allocated to minor	N24 and N25 road upgrades	David Cullinane T.D.	Dear Deputy Cullinane, I refer to your recent parliamentary question, Ref. No. 22667/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The Preferred Option for the N25 Waterford to Glenmore Scheme was selected in Q2 2021. The Scheme then progressed to the end of Phase 2: 'Options Selection', however, the Scheme did not receive a grant allocation from 2022 to present and, therefore, has not progressed to Phase 3: 'Design and Environmental Evaluation'. Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for details of scheme phases. The N24 Waterford to Cahir Scheme is currently nearing the end of Phase 2: 'Options Selection' and the Preferred Transport Solution for this scheme was identified in 2024. The Scheme has been given an allocation of €80,000 in 2025 in order to conclude Phase 2. The Progression of the N24 Waterford to Cahir Scheme to Phase 3: 'Design and Environmental Evaluation', is subject to the availability of funding. Both projects will be kept under review for progression in 2026 and considered in terms of the overall funding envelope that will be made available to TII for 2026 and the many competing demands for this funding. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		works schemes on the N25 in Waterford, including almost €2.7 million allocated to a pavement scheme on the N25 between Carroll's Cross and Ballyduff East. Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of the projects and works planned for the N24 and N25. Please advise my private office if you do not receive a reply within 10 working days.			
20/05/2025	22733/25	Dail Question No: 73 To ask the Minister for Transport if he will outline any new methods of road repair, road upgrade technology or modern methods of road construction that are currently in use, or under consideration of use, in the State; and if he will make a statement on the matter. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on these roads are funded from Councils' own resources and supplemented by State road grants. In response to the challenges of road maintenance, the Department of Transport in collaboration with Local Authorities, Transport Infrastructure Ireland and industry, continue to investigate innovative technologies in the area of road construction and maintenance. These technologies aim to prolong the life of the road infrastructure and promote a more sustainable use of resources. The ongoing development of new construction materials is supported by the Department in an effort to assist in both carbon reduction and the objectives of the Climate Action Plan. Trials have been undertaken on asphalt mixes that use bio-binders to replace traditional petroleum-based asphalt binders. The performance of pavements which incorporate bio-binders is currently under review. In addition, the Department supports the use of pavement recycling technology. Pavement recycling technology reuses material from an existing road to rehabilitate a pavement either on or off-site. This technology reclaims end of life material as a means of reducing the demand for quarried material.	New methods of road repair, road upgrade technology or modern methods of road construction	Ruairí Ó'Murchú T.D.	Dear Deputy Ó Murchú, I refer to your recent parliamentary question, Ref. No. 22733/25, to the Minister for Transport. The position in relation to your enquiry is as follows. In response to the challenges of road maintenance, Transport Infrastructure Ireland (TII), in collaboration with the industry, and with support from the Department of Transport and Local Authorities, continues to investigate innovative technologies in the area of road pavement design and materials for use in road construction and maintenance. These technologies aim to prolong the life of the road infrastructure and promote a more sustainable use of resources. With respect to the use of modern methods for new road construction, the largest task associated with building a new road is to re-profile the ground to provide suitable gradients and curves required for safe driving. This is a site-specific task and does not lend itself to off-site construction. Notwithstanding this, wherever possible, materials and components are manufactured off-site. Examples include the manufacture of concrete and road paving materials off-site. Components such as bridge beams, drainage pipes, retaining wall elements, lighting columns, manholes, etc, are all manufactured off-site. Furthermore, the use of drone technology to monitor and measure the work done is especially useful for long linear infrastructure projects such as roads. Trials of new construction materials, in an effort to assist in both carbon reduction and the objectives of the climate action plan, have been undertaken to facilitate and inform changes to TII's specification for roadworks so as to maximise the use of recycled pavement materials in both unbound granular and asphalt mixes including the use of warm mix additives in asphalt mixes. Further trials are currently ongoing that use bio-binders to replace traditional petroleum-based asphalt binders. These trials are also being used to "stack" all available technologies, such as warm mix additives, increase recycling and biobinders together, including the use of green electricity and biofuels in all production, construction, and transport plants to maximise the reduction in carbon in road construction materials and maintenance activities. The performance of these pavement trials is currently under review. In addition, TII developed and uses the Irish Analytical Pavement Design Method (IAPDM) on National Roads, replacing the traditional "empirical" design method. The IAPDM is a new design method used to design new pavements as well as provide rehabilitation options for existing pavements based on optimising the material used based on the material's performance. The IAPDM also facilitates the analysis of the performance of innovative pavement materials by comparison to the performance of traditional materials. I hope that this information is of assistance to you.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Improvements in the recovery and recycling processes have been incorporated into recent trials. In 2025 the Department requested Local Authorities to begin to use warm mix asphalt as part of their restoration improvement programmes. Warm mix asphalt needs less energy when compared to traditional hot mix asphalt and the process uses special additives to produce asphalt at an overall lower temperature. In 2025 the Department also requested Local Authorities to use the Irish Analytic Pavement Design Method (IAPDM) on a portion of their restoration improvement programmes. The IAPDM is a new design method used to design new pavements as well as provide rehabilitation options for existing pavements. The IAPDM facilitates the use of innovative pavement materials and allows the optimisation of material performance. The use of warm mix asphalt and IAPDM will be reviewed at the end of 2025. New technologies also being considered include the use of Artificial Intelligence (AI) for real-time monitoring of road conditions. The technology has the potential to detect and record surface changes, such as the formation of cracks or potholes. AI may also be able to detect the locations of road markings and ironworks along with the location and condition of road signs. In addition, the use of drones for bridge inspections is being considered. It is hoped that drones may be able to capture detailed images of the inaccessible parts of a bridge to help identify areas in need of repair. As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the construction techniques used on the national road network. Noting the above position, I have referred your question to TII for a direct reply. Please advise my			Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		private office if you do not receive a reply within 10 working days.			
20/05/2025	24683/25	Dail Question No: 30 To ask the Minister for Transport if he will outline any new methods of road repair, road upgrade technology, or modern methods of road construction that are currently in use, or under consideration for use in the State; if he will provide funding to local authorities to purchase this equipment; and if he will make a statement on the matter. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on these roads are funded from Councils' own resources and supplemented by State road grants. In response to the challenges of road maintenance, the Department of Transport in collaboration with Local Authorities, Transport Infrastructure Ireland and industry, continues to investigate innovative technologies in the area of road construction and maintenance. These technologies aim to prolong the life of the road infrastructure and promote a more sustainable use of resources. The ongoing development of new construction materials is supported by the Department in an effort to assist in both carbon reduction and the objectives of the Climate Action Plan. Trials have been undertaken on asphalt mixes that use bio-binders to replace traditional petroleum-based asphalt binders. The performance of pavements which incorporate bio-binders is currently under review. My Department part-funds the purchase of Velocity Patchers for the repair of potholes across the LA sector, they also provide funding for the transition of plant used in Winter Maintenance to both Salt and Brine. My Department also funds pilot projects on a case by case assessment. In addition, the Department supports the use of pavement recycling technology. Pavement recycling technology reuses material from an existing road to rehabilitate a pavement either on or off-site. This technology reclaims end of life material as a means of reducing the demand for quarried material.	New methods of road repair, road upgrade technology or modern methods of road construction	Johnny Guirke T.D.	Dear Deputy Guirke, I refer to your recent parliamentary question, Ref. No. 24683/25, to the Minister for Transport. The position in relation to your enquiry is as follows. In response to the challenges of road maintenance, Transport Infrastructure Ireland (TII), in collaboration with the industry, and with support from the Department of Transport and Local Authorities, continues to investigate innovative technologies in the area of road pavement design and materials for use in road construction and maintenance. These technologies aim to prolong the life of the road infrastructure and promote a more sustainable use of resources. With respect to the use of modern methods for new road construction, the largest task associated with building a new road is to re-profile the ground to provide suitable gradients and curves required for safe driving. This is a site-specific task and does not lend itself to off-site construction. Notwithstanding this, wherever possible, materials and components are manufactured off-site. Examples include the manufacture of concrete and road paving materials off-site. Components such as bridge beams, drainage pipes, retaining wall elements, lighting columns, manholes, etc, are all manufactured off-site. Furthermore, the use of drone technology to monitor and measure the work done is especially useful for long linear infrastructure projects such as roads. Trials of new construction materials, in an effort to assist in both carbon reduction and the objectives of the climate action plan, have been undertaken to facilitate and inform changes to TII's specification for roadworks so as to maximise the use of recycled pavement materials in both unbound granular and asphalt mixes including the use of warm mix additives in asphalt mixes. Further trials are currently ongoing that use bio-binders to replace traditional petroleum-based asphalt binders. These trials are also being used to "stack" all available technologies, such as warm mix additives, increase recycling and biobinders together, including the use of green electricity and biofuels in all production, construction, and transport plants to maximise the reduction in carbon in road construction materials and maintenance activities. The performance of these pavement trials is currently under review. In addition, TII developed and uses the Irish Analytical Pavement Design Method (IAPDM) on National Roads, replacing the traditional "empirical" design method. The IAPDM is a new design method used to design new pavements as well as provide rehabilitation options for existing pavements based on optimising the material used based on the material's performance. The IAPDM also facilitates the analysis of the performance of innovative pavement materials by comparison to the performance of traditional materials. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Improvements in the recovery and recycling processes have been incorporated into recent trials. In 2025 the Department requested Local Authorities to begin to use warm mix asphalt as part of their restoration improvement programmes. Warm mix asphalt needs less energy when compared to traditional hot mix asphalt and the process uses special additives to produce asphalt at an overall lower temperature. In 2025 the Department also requested Local Authorities to use the Irish Analytic Pavement Design Method (IAPDM) on a portion of their restoration improvement programmes. The IAPDM is a new design method used to design new pavements as well as provide rehabilitation options for existing pavements. The IAPDM facilitates the use of innovative pavement materials and allows the optimisation of material performance. The use of warm mix asphalt and IAPDM will be reviewed at the end of 2025. New technologies also being considered include the use of Artificial Intelligence (AI) for real-time monitoring of road conditions. The technology has the potential to detect and record surface changes, such as the formation of cracks or potholes. AI may also be able to detect the locations of road markings and ironworks along with the location and condition of road signs. In addition, the use of drones for bridge inspections is being considered. It is hoped that drones may be able to capture detailed images of the inaccessible parts of a bridge to help identify areas in need of repair. As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines <u>and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the construction techniques used on the national road network.</u> Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
20/05/2025	22499/25	Dail Question No: 82 To ask the Minister for Transport for an update on the advancement of the N17 Knock to Collooney road upgrade; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project. I can confirm that an allocation of €1,000,000 has been made to the N17 Knock to Collooney project in 2025. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	N17 Knock to Collooney	Eamon Scanlon T.D.	Dear Deputy Scanlon, I refer to your recent parliamentary question, Ref. No. 22499/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The N17 Knock to Collooney project is being progressed by the Sligo Regional Design Office, on behalf of Mayo County Council and Sligo County Council, the road authorities for their respective counties. The Project is currently in Phase 3: 'Design and Environmental Evaluation' (see Major Roads & Greenways Projects Active List (page 7) for details of scheme lifecycle phases). The scheme was allocated €1,000,000 for 2025. The project team plans to progress Topographical Surveys this year. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
20/05/2025	22884/25	Dail Question No: 37 To ask the Minister for Transport to provide an update the improvements to roads maintenance funding for Galway County Council, including work being done to clear the backlog of local improvement scheme applications; and if he will make a statement on the matter. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority. On 14th February I announced an Exchequer investment of €713 million in our regional and local roads across the State which represents an overall	Roads maintenance funding for Galway County Council	Mairéad Farrell T.D.	Dear Deputy Farrell, I refer to your recent parliamentary question, Ref. No. 22884/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The funding provided by TII to each local authority is allocated having regard to the level of funding made available to TII by the Department of Transport for roads generally and the many competing demands for these resources. In the case of pavement improvement schemes, priorities are set in consultation between Galway County Council and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey, and as stated above, the overall level of funding made available to TII. The funding allocations made to Galway County Council for this year are as set out in the 2025 Grant Allocations to Local Authorities for National Roads booklet. I hope that this information is of assistance to you. Yours sincerely,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		increase of over 8% in funding this year. The main focus of the grants continues to be the protection and renewal of the regional and local road network. In 2025, Galway County Council received an allocation of €43,650,160 which is an increase of €3,723,860 on their 2024 allocation. This funding will support Galway County Council in carrying out an extensive 2025 programme of maintenance and restoration works. In addition, the funding is earmarked to support various climate adaptation projects, bridge rehabilitation schemes, community involvement schemes and vital safety improvement works. As regards the Local Improvement Scheme (LIS), the Local Government Act 2001 provides the statutory basis for the LIS, allowing funding to be provided to local authorities for the construction and improvement of non-public roads which meet certain criteria. It is important to highlight that the maintenance of non-public roads is the responsibility of the relevant landowners; local authorities only have statutory responsibility for the improvement and maintenance of public roads. My department has not provided dedicated funding towards the LIS programme since 2012. Between 2013 to 2017, local authorities were permitted discretion to use a proportion of their Discretionary Road Grant for the LIS programme if they chose to do so. In September 2017, the Minister for Rural and Community Development reintroduced a dedicated funding stream for the LIS. Considering the significant funding support being provided by the Department of Rural and Community Development and the need to direct limited resources into maintaining and renewing public roads, it was decided that Discretionary Grants would no longer support LIS programmes. This remains the position. Maintenance and improvement of public roads is essential to ensure a safe network with a high level of service and social/economic connectivity. With respect to national roads, as Minister for Transport I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. The 2025 Grant allocations to local authorities for national roads were published on 28th March and can be viewed at www.tii.ie/en/news/press-releases/funding-for-national-roads. For further detail on roads maintenance funding allocated to Galway County Council for national roads, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			
22/05/2025	22671/25	Dail Question No: 50 To ask the Minister for Transport if additional safety measures are being considered on the stretch of the N25 between Carrigtwohill and Midleton in east Cork, particularly in light of recent vehicle collisions on the route; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Safety measures _ N25 between Carrigtwohill and Midleton	Noel McCarthy T.D.	Dear Deputy McCarthy, I refer to your recent parliamentary question, Ref. No. 22671/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Proposals regarding safety improvement works are matters which are normally developed in the first instance by the relevant road authority, in this case Cork County Council. In order for Transport Infrastructure Ireland (TII) to fully consider any such proposals relating to national roads, the road authority is required to carry out an analysis of the collision history at the location, design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme, prepare a feasibility report on the scheme and prioritise the scheme in relation to other works being proposed by the road authority. TII is aware that the Cork Regional Design Office is looking at potential safety schemes for this section of the N25 between Carrigtwohill and Midleton. These proposals are an early stage of development and TII has not received a proposal for funding approval to date. Once this has been received from the local authority, TII will consider the proposal, having regard to the level of funding available to TII for national roads generally and the many competing demands for these resources. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/05/2025	15837/25	Dail Question No: 250 To ask the Minister for Transport if he will confirm the extent of funding allocated to the Mallow relief road, heretofore; the projected costs in the future to complete the proposed works; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to	N72/N73 Mallow Relief Road	Pádraig O'Sullivan T.D.	Dear Deputy O'Sullivan, I refer to your recent parliamentary question, Ref. No. 15837/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road, is currently preparing an Environmental Impact Assessment Report (EIAR). It is anticipated that a planning application based on this EIAR will be submitted to An Bord Pleanála (ABP) in the fourth quarter of 2025. In addition, the Council is also currently preparing the scheme's Preliminary Business Case for submission to the Department of Transport later this year which will include a preliminary scheme cost estimate.

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		the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N72 Mallow Relief Road project. I can confirm that the N72 Mallow Relief Road is included in the current NDP, and has been allocated €700,000 for 2025. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			By way of information, €700,000 has been allocated to Cork County Council to progress the Scheme during 2025. To date, €2.8 million has been allocated to Cork County Council to progress this project. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland																																																
23/05/2025	23720/25	Dail Question No: 280 To ask the Minister for Transport if he will provide data on the number of people earning more than €100,000 per year from employment in the public sector including departments, agencies, State owned companies and semi-State companies, broken down by their employing public sector body and the value of the salaries. Answer The required data for my department is outlined below: <table><tr><th>Salary as at end of April 2025</th><th>Number of staff on salary</th></tr><tr><td>€246,211</td><td>1</td></tr><tr><td>€190,435</td><td>1</td></tr><tr><td>€182,238</td><td>1</td></tr><tr><td>€180,915</td><td>2</td></tr><tr><td>€174,039</td><td>2</td></tr><tr><td>€139,320</td><td>2</td></tr><tr><td>€137,602</td><td>1</td></tr><tr><td>€132,358</td><td>2</td></tr><tr><td>€130,939</td><td>3</td></tr></table>	Salary as at end of April 2025	Number of staff on salary	€246,211	1	€190,435	1	€182,238	1	€180,915	2	€174,039	2	€139,320	2	€137,602	1	€132,358	2	€130,939	3	Salaries greater than €100,000	Richard Boyd Barrett T.D.	Dear Deputy Boyd Barrett, I refer to your recent parliamentary question, Ref. No. 23720/25 to the Minister for Transport. The position in relation to your enquiry is as follows. The list below sets out the number of employees on salaries greater than €100,000 in Transport Infrastructure Ireland. <table><tr><th>Salary as at end April 2025</th><th>Number of staff on salary</th></tr><tr><td>100,530</td><td>2</td></tr><tr><td>100,813</td><td>1</td></tr><tr><td>102,390</td><td>10</td></tr><tr><td>103,467</td><td>1</td></tr><tr><td>103,468</td><td>1</td></tr><tr><td>104,012</td><td>1</td></tr><tr><td>104,971</td><td>2</td></tr><tr><td>106,003</td><td>18</td></tr><tr><td>108,276</td><td>2</td></tr><tr><td>110,714</td><td>1</td></tr><tr><td>111,986</td><td>1</td></tr><tr><td>113,075</td><td>3</td></tr><tr><td>113,845</td><td>1</td></tr></table>	Salary as at end April 2025	Number of staff on salary	100,530	2	100,813	1	102,390	10	103,467	1	103,468	1	104,012	1	104,971	2	106,003	18	108,276	2	110,714	1	111,986	1	113,075	3	113,845	1
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€130,939	3																																																				
Salary as at end April 2025	Number of staff on salary																																																				
100,530	2																																																				
100,813	1																																																				
102,390	10																																																				
103,467	1																																																				
103,468	1																																																				
104,012	1																																																				
104,971	2																																																				
106,003	18																																																				
108,276	2																																																				
110,714	1																																																				
111,986	1																																																				
113,075	3																																																				
113,845	1																																																				

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		€129,841 4			114,931 1
		€128,378 1			116,187 1
		€126,962 1			116,698 1
		€125,952 1			117,879 3
		€125,951 5			118,297 1
		€124,395 3			119,046 1
		€123,349 2			122,052 3
		€122,054 9			122,053 4
		€121,618 1			123,348 3
		€118,298 7			123,750 1
		€117,625 1			125,950 1
		€115,953 3			125,951 4
		€113,845 5			126,226 1
		€113,075 1			129,840 3
		€112,386 1			129,841 9
		€110,715 2			135,454 1
		€109,426 4			137,602 1
		€108,149 1			139,091 2
		€107,589 1			140,030 1
		€107,358 2			142,010 1
		€106,897 1			142,011 1
		€106,468 1			146,407 2
		€106,004 13			153,952 1
		€105,181 2			154,563 1
		€104,971 4			156,811 1
		€104,012 11			190,434 1
		€102,391 3			190,435 3
					232,810 1
					566,610 1
					I hope that this information is of assistance to you.
					Yours sincerely,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		€102,040 5 €101,999 2 €101,427 1 €100,530 2 €100,433 1 I have asked the Agencies under my aegis to provide the information directly to the Deputy. If you do not hear back from the Agencies within 10 working days please contact my office.			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/05/2025	24989/25	Dail Question No: 198 To ask the Minister for Transport if he will provide an update on the Mallow relief road project, including the expected timelines for completion of the planning phase currently being funded by the €700,000 allocation to Cork County Council; if he will outline the next steps in the process; when further funding will be made available through Transport Infrastructure Ireland to progress the project beyond planning; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and maintenance of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the Mallow relief road project. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	N72/N73 Mallow Relief Road	Ken O'Flynn T.D.	Dear Deputy O'Flynn, I refer to your recent parliamentary question, Ref. No. 24989/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road, is currently preparing an Environmental Impact Assessment Report (EIAR). It is anticipated that a planning application based on this EIAR will be submitted to An Bord Pleanála (ABP) in the fourth quarter of 2025. The time frame for completion of the N72/N73 Mallow Relief Road depends on a number of factors outside of the control of the local authority, including the length of time required by ABP to reach a decision following submission of the planning application and, if the scheme is approved, whether a successful planning application is subject to judicial review. Subject to the grant of planning permission being confirmed and the availability of funding, Transport Infrastructure Ireland (TII) anticipates a period of 3 to 4 years would be required to carry out advance works and construction. To date, TII has provided €2,818,771 to Cork County Council to progress this project. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/05/2025	20709/25	Dail Question No: 509 To ask the Minister for Transport if Transport Infrastructure Ireland plans to introduce traffic calming measures at a junction (details supplied) as	Road Safety, N10 junction with	Peter 'Chap' Cleere T.D.	Dear Deputy Cleere, I refer to your recent parliamentary question, Ref. No. 20709/25, to the Minister for Transport. The position in relation to your enquiry is as follows.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		high speed traffic is causing serious safety issues; and if he will make a statement on the matter. Details Supplied: Danesfort GAA pitch Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply regarding the junction at Danesfort on the N10. Please advise my private office if you do not receive a reply within 10 working days.	Danesfort GAA pitch		Proposals regarding safety improvement works are matters which are normally developed in the first instance by the relevant road authority, in this case Kilkenny County Council. In order for Transport Infrastructure Ireland (TII) to fully consider any such proposals relating to national roads, the road authority is required to carry out an analysis of the collision history at the location, design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme, prepare a feasibility report on the scheme and prioritise the scheme in relation to other works being proposed by the road authority. There is no current proposal for a traffic calming scheme at this location. Notwithstanding the above, this junction was included in a combined Pavement and Road Safety Improvement Scheme that was completed in 2023. The scheme included alterations to two junctions and the provision of a consistent hard shoulder for cyclists. Following a number of incidents at the Bennettsbridge Road junction, (the junction south of the GAA club junction), it was agreed to implement signage improvements on the approaches to both junctions. This work is expected to be implemented by the end of May. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/05/2025	22746/25	Dail Question No: 48 To ask the Minister for Transport if consideration has been given to increasing funding allocations in the future for road safety initiatives, such as traffic calming measures, to local authorities; and if he will make a statement on the matter. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on these roads are funded from Councils' own resources and supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority. My Department provides grant assistance to local authorities under the Regional and Local Road Grant Programme for a number of targeted programmes, including the Safety Improvement Works Grant Programme. Applications are sought each year from eligible local authorities under this programme for consideration for funding in the subsequent year. In	Funding for Road Safety Initiatives	Pádraig Rice T.D.	Dear Deputy Rice, I refer to your recent parliamentary question, Ref. No. 22746/25, to the Minister for Transport. The position in relation to your enquiry is as follows. I can advise that approximately €110 million was allocated to national road safety schemes over the last 4 years while the funding allocation for safety schemes this year is €25 million. In relation to the identification of required safety schemes, Transport Infrastructure Ireland (TII) periodically carries out Road Safety Inspections (RSI) on the entire national road network, as required by AM-STY-06044 Road Safety Inspections. The purpose of this exercise is to verify the characteristics and defects of an operational road that require maintenance work for reasons of road safety. This is a proactive approach which is undertaken in synergy with the collision analysis process carried out annually on the entire national road network, as required by GE-STY-01022 Network Safety Ranking (historically known as NRA HD15 Network Safety Ranking). The purpose of this exercise is to identify locations that have high concentrations of collisions and is a reactive process. Neither of these processes, however, include the subsequent process to devise proposals to identify any appropriate road safety interventions; this is the responsibility of the relevant local authority, as the road authority for the area. In this regard, proposals regarding safety improvement works are matters which are normally developed in the first instance by the relevant road authority. In order for TII to fully consider any such proposals relating to national roads, the road authority is required to carry out an analysis of the collision history at the location, design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme, prepare a feasibility report on the scheme and prioritise the

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		this context funding can be sought for traffic calming measures and other safety improvement works. The schemes for inclusion in the application are decided by the local authorities. This year, funding of €13 million has been allocated under the Safety Improvement Works Grant Programme to regional and local roads for 339 schemes across the State. This is an increase of 22.8% on the 2024 allocation. A further €12.3 million of the Specific Improvement Grant Programme was allocated to road improvement schemes related to road safety. With respect to national roads, as Minister for Transport I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			scheme in relation to other works being proposed by the road authority. TII considers proposals received for safety schemes having regard to the level of funding available to TII for national roads generally and the many competing demands for these resources. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/05/2025	22500/25	Dail Question No: 42 To ask the Minister for Transport to include the N15 in the revised National Development Plan; to prioritise investment in speed control and other safety measures along the existing N15 route; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII	N15 Safety Schemes	Eamon Scanlon T.D.	Dear Deputy Scanlon, I refer to your recent parliamentary question, Ref. No. 22500/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The Department of Transport, through a Safety Camera Working Group, has prepared a Draft National Safety Camera Strategy which is currently under review. Speed cameras recently installed on National Roads were part of an initial pilot project lead by An Garda Síochána in advance of the National Safety Camera Strategy. This strategy aims to roll out speed cameras nationally, including on the N15, as a means to increase enforcement of applicable speed limits. In relation to safety improvement schemes, such proposals are matters which are normally developed in the first instance by the relevant road authority. In order for Transport Infrastructure Ireland (TII) to fully consider any such proposals relating to national roads, the road authority is required to carry out an analysis of the collision history at the location, design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme, prepare a feasibility report on the scheme and prioritise the scheme in relation to other works being proposed by the road authority. TII considers proposals received for safety schemes having regard to the level of funding available to TII for national roads generally and the many competing demands for these resources.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		is best placed to advise you on safety measures along the existing N15 route. Under the Programme for Government, the Government has committed to prioritising an early review of the NDP 2021-2030. This review is being led through the Department of Public Expenditure, NDP Delivery and Reform (soon to be renamed as the Department of Public Expenditure, Infrastructure, Public Service Reform and Digitalisation). With regard to the inclusion of specific national road projects in the revised NDP, officials in my Department are engaging with TII in this regard. As part of the 2025 allocations for national roads, funding has been allocated for a number of improvements to the N15 in Sligo, Leitrim and Donegal. This includes funding for road safety improvement schemes, traffic calming measures, and pavement renewal. Further details are available on the TII website at https://www.tii.ie/media/orbdngms/tii_local-authorities_2025-road-grant-allocations.pdf. Noting the above position, I have referred your question to TII for a direct reply updating you as to safety measures on the N15. Please advise my private office if you do not receive a reply within 10 working days.			For details of the 2025 allocations made available for safety improvement proposals please see the TII 2025 Grant Allocations booklet. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
26/05/2025	19407/25	Dail Question No: 407 To ask the Minister for Transport an update on the ongoing roadworks on the N65 to Portumna, County Galway; the issues that are preventing their completion; and the expected completion date of the works. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply regarding the N65.	N65 to Portumna, County Galway roadworks	Albert Dolan T.D.	Dear Deputy Dolan, I refer to your recent parliamentary question, Ref. No. 19407/25, to the Minister for Transport. The position in relation to your enquiry is as follows. TII is not currently funding any works on this section of the N65 in Portumna. A section of the N65 is currently under temporary lights owing to pavement issues at this location. Galway County Council is currently investigating options for the resolution of this issue. Once a Feasibility and Options Report has been received from the local authority, TII will consider the proposal, having regard to the level of funding available to TII for national roads generally and the many competing demands for these resources. I hope that this information is of assistance to you. Yours sincerely, Amy O'Shaughnessy Assistant Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Please advise my private office if you do not receive a reply within 10 working days.			
27/05/2025	24689/25	Dail Question No: 31 To ask the Minister for Transport if he will release funds to TII to repair the national roads through the towns of Delvin and Clonmellon, County Westmeath; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding any works on the N52 through Delvin and Clonmellon. I can confirm that in 2025 an allocation of €18,000 was made to the Delvin Road Safety Improvement Scheme. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	N52 Delvin and Clonmellon, County Westmeath	Sorca Clarke T.D.	Dear Deputy Clarke, I refer to your recent parliamentary question, Ref. No. 24689/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The funding provided by TII to local authorities is allocated having regard to the level of funding available to TII for roads generally and the many competing demands for these resources. The planning, operation, and prioritisation of maintenance activities is a function of the road authority, in this case, Westmeath County Council, as the road authority for the area. Notwithstanding the above, TII is providing funding to progress a safety scheme on the N52 in Delvin. TII is currently awaiting the submission of the proposal and associated funding request for the design, planning and construction of the scheme from Westmeath County Council. I hope that this information is of assistance to you. Yours sincerely, Amy O'Shaughnessy Assistant Head of Regulatory and Administration Transport Infrastructure Ireland
28/05/2025	23210/25	Dail Question No: 366 To ask the Minister for Transport the planned improvement or maintenance works for the section of the N3 road between Cavan and Virginia; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and maintenance of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N3.	N3 between Cavan and Virginia	Niamh Smyth T.D.	Dear Minister, I refer to your recent parliamentary question, Ref. No. 23210/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Planned improvement or maintenance works for the N3 between Cavan and Virginia include the following: Safety Projects: • N3 Cavan Crystal Hotel-Kilmore Roundabout Safety • N3 Lavey Park and Share Pavement projects: • 2025 Pavement Defect Repairs - Patching at three locations on N3 between Virginia and Cavan (north of Virginia town, Killygrogan, and between Kilmore roundabout and Cavan Crystal) • 2025 Emergency Pavement Scheme - N3 Killygrogan 300m I hope that this information is of assistance to you.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Yours sincerely, Amy O'Shaughnessy Assistant Head of Regulatory and Administration Transport Infrastructure Ireland
28/05/2025	24681/25	Dail Question No: 28 To ask the Minister for Transport the measures he is taking to ensure that local, regional and national roads in Meath are adequately maintained; if he has considered conducting a review into the state of the local, regional and national road network in Meath; and if he will make a statement on the matter. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority. On 14th February I announced an Exchequer investment of €713 million in our regional and local roads across the State which represents an overall increase of over 8% in funding this year. The main focus of the grants continues to be the protection and renewal of the regional and local road network. In 2025, Meath County Council received an allocation of €26,567,800 which is an increase of €1,433,160 on their 2024 allocation. Of this, over €25 million was allocated to road protection and renewal. Within the budget available for the regional and local road grant programme, grant funding is allocated on as fair and equitable a basis as possible to ensure that all eligible local authorities are in receipt of funds to maintain the network. The three most significant grants for Councils in terms of monies and in terms of maintaining the road network in a serviceable condition are Restoration Improvement, Restoration Maintenance and Discretionary Grant. The amount that each local authority receives under these grant programmes is based on the regional and local road length in each county or city area (taken as a proportion of the total road length and multiplied by the amount available for that programme) with some account taken of traffic.	National Road maintenance, Co. Meath.	Johnny Guirke T.D.	Dear Deputy Guirke, I refer to your recent parliamentary question, Ref. No. 24681/25, to the Minister for Transport. The position in relation to your enquiry is as follows. In relation to national roads, Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out a broad range of activities. These include pavement maintenance, drainage, median and verge maintenance, litter picking, footpath upkeep, fencing, landscaping, and more. However, the funding provided does not fully cover the cost of all these activities. The funding provided by TII to local authorities is allocated having regard to the level of funding available to TII for roads generally and the many competing demands for these resources. The planning, operation, and prioritisation of these maintenance activities, is a function of the road authority, in this case Meath County Council, as the road authority for the area. With regard to pavement condition, TII undertakes an annual pavement condition survey of the entire length of the national road network, using specialist vehicle-mounted electronic and laser technology. The surveys ensure that TII has a fully up-to-date picture of the condition of our pavements and deterioration trends. All data gathered is input into and analysed in a Pavement Asset Management System (PAMS). Based on pavement condition, deterioration rates, cost data and available funding, a rolling prioritised programme of works is developed and forms the basis each year of TII's pavement works programme. The process of an annual survey and prioritisation of works using the PAMS data ensures that pavement investment is targeted efficiently and effectively. In line with TII's prioritised programme, funding is provided by TII to local authorities to carry out pavement improvement works on a priority basis. The extent of pavement investment in any given year is, of course, subject to the level of funding available to TII. I hope that this information is of assistance to you. Yours sincerely, Amy O'Shaughnessy Assistant Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		As well as providing grant support to local authorities, my Department has supported the development of a Road Asset Management System for regional and local roads. The Road Management Office, which has been established as a shared service between 31 local authorities, together with my Department, has been working with local authorities to ensure that this road pavement management system includes a record of all pavement related works and information on road surfaces and pavement condition. The objective of the MapRoad pavement management system is to provide the data needed for evidence based prioritisation and management of road work programmes by each road authority. My Department has also produced a Pavement Survey Standard for regional and local roads for use in respect of road pavement management by local authorities. This standard requires local authorities to carry out a Pavement Survey Condition Index (PSCI) visual survey on regional, local primary and local secondary roads every two years and every five years for local tertiary roads. With respect to national roads, as Minister for Transport I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the measures taken to ensure that national roads in Meath are adequately maintained. The Government has earmarked €5.1 billion for capital spending on new national roads projects from 2021 to 2030 as part of the NDP. A further €2.9 billion has been earmarked for the protection and renewal of the existing network. In 2025, TII provided an allocation of €5,153,233 for capital protection and renewal and €499,967 for current protection and renewal to Meath County Council. The protection and renewal budget will allow for the progression of numerous road improvement works such as pavement renewal and			

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		measures to improve safety for cyclists and pedestrians on the national road network in Meath. For further detail on roads maintenance funding allocated to Meath County Council for national roads, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			
28/05/2025	24534/25	Dail Question No: 23 To ask the Minister for Transport his plans to upgrade the Clare secondary road network, particularly the network which includes the N67 (details supplied); and if he will make a statement on the matter. Details Supplied: which is a busy tourist route that runs through the Burren and towards the Cliffs of Moher, and the N68, which is the main road link between Ennis and West Clare, as they are both heavily trafficked routes and are in need of investment; Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the N67. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	National Secondary Network in Clare, including N67 and N68	Cathal Crowe T.D.	Dear Deputy Crowe, I refer to your recent parliamentary question, Ref. No. 24534/25, to the Minister for Transport. The position in relation to your enquiry is as follows. At the outset, I would like to advise that Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between Clare County Council and TII with schemes prioritised having regard to the annual national roads pavement condition survey and having regard, of course, to the availability of funding. Due to current funding constraints imposed on TII by the Department of Transport in 2025 there is no funding available to progress any pavement schemes on the national road network in Clare in 2025. I hope that this information is of assistance to you. Yours sincerely, Amy O'Shaughnessy Assistant Head of Regulatory & Administration Transport Infrastructure Ireland
28/05/2025	26155/25	Dail Question No: 25 To ask the Minister for Transport his views on the delay in analysing wildlife surveys carried out during the construction of greenways, given that some were not analysed until 1.5 years after the survey took place. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. The planning, design, and construction of	Delay in analysing wildlife surveys _ construction of greenway	Aisling Dempsey T.D.	Dear Deputy Dempsey, I refer to your recent parliamentary question, Ref. No. PQ 26155/25, to the Minister for Transport. The position in relation to your enquiries is as follows. Unfortunately, it is not possible from the information provided to identify the specific project and wildlife surveys referred to. Different surveys are carried out for different purposes, and while some need to be analysed immediately, for example, in order to inform construction methodologies, others need to be considered over a longer period. For example, when assessing the use of new bat boxes provided as part of the construction works.

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		individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Details of surveys required and the appropriate time for analysis of the survey results are generally specified in the relevant project Environmental Impact Assessment Report, Nature Impact Study and/or Ecological Impact Assessment Report. The relevant construction stage information is then incorporated into a Construction Environmental Management Plan (CEMP) for implementation during the construction stage. If you would like to provide me with details of specific project wildlife survey, I can look into the matter further. I hope that this information is of assistance to you. Yours sincerely, Amy O'Shaughnessy Assistant Head of Regulatory & Administration Transport Infrastructure Ireland
03/06/2025	28838/25	Dail Question No: 289 To ask the Minister for Transport the progress to date in advancing a project to the next Stage (details supplied); and if he will make a statement on the matter. Details Supplied: (Details supplied – the need to progress the proposed N3 Virginia By Pass, Co Cavan to the next Stage and the expected timeline). Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N3 Virginia Bypass project. I can confirm that the project received €1,200,000 as part of the 2025 allocations announced in March. The project is currently proceeding through the Design and Environmental Evaluation phase. It is expected that a Preliminary Business Case for the project will be submitted to the Department in late Q4 2025 or early 2026 ahead of a Government decision at Approval Gate 1 of the Infrastructure Guidelines.	Virginia Bypass status	Brendan Smith T.D.	Dear Deputy Smith, I refer to your recent parliamentary question, Ref. No. 28838/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The Planning and Design of the proposed N3 Virginia Bypass Scheme is currently advancing through Phase 3: 'Design and Environmental Evaluation', in accordance with Transport Infrastructure Ireland's (TII's) Project Management Guidelines. Cavan County Council, as the sponsoring agency for the Scheme, anticipates submitting the Scheme for planning approval, to An Bord Pleanála, in 2026, subject to the successful completion of the Infrastructure Guidelines gateway approval processes and the availability of funding. Further information about the Scheme is available on the Scheme's website: www.n3virginiabypass.ie. An allocation of €1,200,000 was made to this Scheme in 2025. Full details of the 2025 grant allocations to each local authority are available at the following link. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			
03/06/2025	26469/25	Dail Question No: 156 To ask the Minister for Transport if he is aware of the reduction in funding from Transport Infrastructure Ireland to Galway County Council, in particular for the N83 in Claregalway; and if his Department will work to secure funding and get the relevant projects back on track. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. It is important to point out the significant investment that has taken place in the National Road Network in Galway in recent years, with the completion of the Moycullen Bypass and the ongoing programme of works to maintain and safeguard the existing network in the county. Almost €10 million in exchequer funding has been allocated to National Roads through TII to Galway County Council in 2025. Noting the above position, I have referred your question to TII for a direct reply regarding national roads investment in County Galway. Please advise my private office if you do not receive a reply within 10 working days.	Funding N83 Claregalway	Mairéad Farrell T.D.	Dear Deputy Farrell, I refer to your recent parliamentary question, Ref. No. 26469/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) prioritises the delivery of pavement schemes on the basis of condition surveys that are undertaken on the entire national road network, in addition to the overall level of funding made available by the Department of Transport for protection and renewal of the national road network and the many competing demands for these limited resources. In relation to the N83 Claregalway Traffic Calming and Pavement Restoration Scheme, Galway County Council is currently working on finalising the detailed design and preparing the tender documentation for the Scheme. It is anticipated that the Scheme will progress to tender later this year, with the aim to commence construction in 2026, subject to the funding being made available to TII. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
03/06/2025	25343/25 25344/25	Dail Question No: 279 To ask the Minister for Transport his position on funding for transport infrastructure upgrades in County Kilkenny; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads	Infrastructure upgrades in County Carlow and County Kilkenny	Peter 'Chap' Cleere T.D.	Dear Deputy Cleere, I refer to your recent parliamentary questions, Ref. Nos. 25343/25 & 25344/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII), under the guidance of the Department of Transport, provides funding to local authorities, as the road authorities for their administrative areas, for the maintenance and improvement of national roads. Funding allocations are based on the level of resources available to TII in a given year and must reflect competing national priorities across the national road network.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding national roads in Kilkenny. Noting the above position, I have referred your question to TII for a direct reply regarding projects in Kilkenny. Please advise my private office if you do not receive a reply within 10 working days. The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority. On 14th February 2025 I announced an Exchequer investment of €713 million for our regional and local roads across the State which represents an overall increase of over 8% in funding this year. The main focus of the grants continues to be the protection and renewal of the regional and local road network. Under the 2025 grants allocations, Kilkenny County Council was allocated over €19 million for the maintenance and improvement of their regional and local roads network. This funding will support Kilkenny County Council in carrying out an extensive 2025 programme of maintenance and restoration works. In addition, the funding is earmarked to support various climate adaptation projects, bridge rehabilitation schemes and vital safety improvement works. Any new road projects that seek State funding are assessed by the Department on a case-by-case basis. All projects proposed by local authorities for consideration must comply with the requirements of the Infrastructure Guidelines (formerly the Public Spending Code) and the Department's Transport Appraisal Framework. Given the limited funding available for regional and local road improvement works it is important for local authorities to prioritise projects within their overall area of responsibility with these requirements in mind.			TII's grant allocations to local authorities are determined with reference to the Government's strategic objectives for national roads, as set out in the National Development Plan (NDP), National Planning Framework, National Investment Framework for Transport in Ireland (NIFTI), and the Climate Action Plan. The responsibility for the planning and delivery of local maintenance priorities such as hedge cutting, tree trimming, and the upkeep of footpaths and pavements, rests with the relevant local authority. In this context, Kilkenny County Council and Carlow County Council are responsible for such activities within their administrative areas. For 2025, the grant allocations for national roads infrastructure are as follows: • Kilkenny County Council: €6,582,426 • Carlow County Council: €1,455,653 These allocations will support continued investment in road safety, maintenance, and targeted upgrades in both counties, aligned with strategic national transport objectives. Further details of the 2025 National Roads as well as the Greenways and Active Travel grant allocations to all local authorities are available on TII's website. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		In this regard, Kilkenny County Council has received an allocation of €550,000 in 2025 for two Specific Improvement Grant scheme; the Ferrymountgarrett Bridge and the Kilkenny City Traffic Analysis (Butts Green Junctions), and for one Strategic Regional and Local Road Scheme; Kilkenny City North Transport Project. It should be noted that Exchequer funding for regional and local roads is intended to supplement realistic contributions from local authorities' own resources. As the statutory road authorities for their areas, it is open to local authorities to prioritise investment on regional and local roads. As the Deputy may be aware, as Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure. 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. Dail Question No: 280 To ask the Minister for Transport the funding for transport infrastructure upgrades in County Carlow; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding national roads in Carlow. Noting the above position, I have referred your question to TII for a direct reply regarding the maintenance costs of these roads. Please advise my private office if you do not receive a reply within 10 working days.			

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		The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority. On 14th February 2025 I announced an Exchequer investment of €713 million for our regional and local roads across the State which represents an overall increase of over 8% in funding this year. The main focus of the grants continues to be the protection and renewal of the regional and local road network. Under the 2025 grants allocations, Carlow County Council was allocated over €8 million for the maintenance and improvement of their regional and local roads network. This funding will support Carlow County Council in carrying out an extensive 2025 programme of maintenance and restoration works. In addition, the funding is earmarked to support various climate adaptation projects, bridge rehabilitation schemes and vital safety improvement works. Any new road projects that seek State funding are assessed by the Department on a case-by-case basis. All projects proposed by local authorities for consideration must comply with the requirements of the Infrastructure Guidelines (formerly the Public Spending Code) and the Department's Transport Appraisal Framework. Given the limited funding available for regional and local road improvement works it is important for local authorities to prioritise projects within their overall area of responsibility with these requirements in mind. In this regard, Carlow County Council has received an allocation of €750,000 in 2025 for one Specific Improvement Grant scheme; the R448 Junction at Royal Oak, and for one Strategic Regional and Local Road Scheme; Carlow Southern Relief Road. It should be noted that Exchequer funding for regional and local roads is intended to supplement realistic contributions from local authorities' own resources. As the statutory road authorities for their areas, it is open to local authorities to prioritise investment on regional and local roads. As the Deputy may be aware, as Minister for Transport, I have responsibility for policy and overall			

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		funding in relation to public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.			
04/06/2025	24625/25	Dail Question No: 26 To ask the Minister for Transport if an urgent examination can be conducted of a section of the Ring of Kerry road, at Fossa, Killarney, given that there are very real health and safety issues, and a general consensus that the road is simply too narrow; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the N72. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Ring of Kerry road, at Fossa, Killarney - Narrow section	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 24625/25 to the Minister for Transport. The position in relation to your enquiry is as follows. At the outset, I wish to advise that TII has provided funding of €2.5m this year to Kerry County Council, the road authority for the area, for the N72 Fossa Village road safety improvement scheme. The design, which received Part 8 Planning Approval from Kerry County Council on 6 July 2022, provides speed management, improves the existing active travel facilities and includes measures for Safe Routes to School. The design follows the Design Manual for Urban Roads & Streets and the National Transport Authority's (NTA's) Cycle Design Manual, which are mandatory design standards for roads through urban areas. The 6-metre width of carriageway is designed to accommodate the size of Heavy Goods Vehicles (HGVs) and buses so that they are able to pass each other. The Annual Average Daily Traffic (AADT) for this section of roadway is in the region of 8,800 vehicles per day with a HGV content of less than 3%. As you will be aware, the N72 scheme is still under construction. As a result, there are temporary traffic management measures in place and the final layout, including centre road lining, is not completed. I hope that this information is of assistance to you. Yours sincerely, Amy O'Shaughnessy Assistant Head of Regulatory & Administration Transport Infrastructure Ireland
05/06/2025	12074/25	Dail Question No: 75 To ask the Minister for Transport the reason a counterflow system cannot be used on the M50 during major accidents to allow the motorway to continue functioning, preventing total gridlock, as has been the case several times in recent years. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and	M50 contra flow	Aengus O'Snodaigh T.D.	Dear Deputy Ó Snodaigh, I refer to your recent parliamentary question, Ref. No. PQ 12074/25, to the Minister for Transport. At the outset, I wish to apologise for the delay in responding. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII), in close consultation with key stakeholders including An Garda Síochána, the Emergency Services, and motorway maintenance service providers has given detailed consideration to the emergency response procedures to be deployed following a major emergency event on the M50. In the event of a serious incident, the incident scene comes under the control of An Garda Síochána, and in cases of fatalities, the Forensic Collision Unit of An Garda Síochána who undertake an examination of the accident scene. TII's Road Operators provide assistance to An Garda Síochána during such emergency events.

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		management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Decisions as to whether a partial or complete road closure is required following a major emergency event and the duration of such closures are matters for An Garda Síochána. On the matter of deployment of contra-flow traffic arrangements, it is noted that the establishment of a safe and compliant contra-flow arrangement on a motorway is a complex and time-consuming operation. It typically requires a minimum of 4–5 hours to implement a contra-flow arrangement and the same time again to dismantle and restore the carriageway to normal operation. In the event of a serious incident on the M50, where traffic is likely to be heavily congested, setting up such a contra-flow system would be particularly difficult. Furthermore, during incidents involving the closure of two lanes, the remaining lanes operate significantly below their normal traffic carrying capacity. As such, deploying a contra-flow risks significant additional congestion on the unaffected carriageway. TII's Emergency Response Plan prioritises the following measures to manage major incidents on the M50: • In the event of a closure of a section of the M50, the emergency/alternative route diversions, which are pre-planned and signposted, can be put in place immediately and notified via real-time messaging through TII's Variable Message Signs (VMS). • Widespread public alerts are issued via radio, digital media, and social media platforms. • 24/7 Incident Response Service through TII's contracted Road Operators, which have an average response time of 14 minutes. • 24/7 Vehicle Recovery Service through TII's contracts with Road Operators which provide a range of services to deal with the impacts of vehicle breakdowns and collisions that occur on the M50 motorway. In 2024, 3,353 vehicles were recovered from breakdowns, collisions etc. The above measures have proven effective in helping to manage incident related congestion and through the public alerts has enabled motorists to avoid affected areas or adjust their travel plans. TII remains committed to ensuring the safety of all road users and will continue to work closely with the emergency services and An Garda Síochána to respond swiftly and effectively to incidents on the M50 to minimise disruption. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
05/06/2025	25009/25	Dail Question No: 200 To ask the Minister for Transport if the footpath and road realignment project will be expedited on the N70 Ring of Kerry, from Laune Bridge out as far as the new hub on the Killorglin/Killarney road, County Kerry, including major safety improvement works to the dangerous bend on the Killarney side of the hub	N70 Laune Bridge footpath and road realignment project	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, Ref. No. 25009/25, to the Minister for Transport. The position in relation to your enquiries is as follows. Kerry County Council, in partnership with Transport Infrastructure Ireland (TII), is currently progressing the N72 Killorglin Approaches active travel scheme between Laune Bridge and the FEXCO RDI hub. The project

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		at Anglont (details supplied); and if he will make a statement on the matter. Details Supplied: FEXCO IRD; and take into consideration that the residents are waiting for this particular project to progress for well over 40 years and acknowledge that this is one of the most dangerous sections of National Secondary road in the entire country where residents are living in fear 24/7, this project must be prioritised on Health and Safety grounds . Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. It is important to note that as part of the 2025 allocations for national roads, over €3m has been allocated for a number of improvement schemes on the N70. This includes €450,000 for rehabilitation works at Laune Bridge. Noting the above position, I have referred your question to TII for a direct reply updating you as to plans for the N70 as well as the status of ongoing works. Please advise my private office if you do not receive a reply within 10 working days.			aims to provide a shared-use off-road walking and cycling facility along with the upgrade of the existing road pavement over approximately 2.4km. In 2022, Kerry County Council appointed technical advisors to advance the project through route options assessment and the statutory consent processes. A public information day for the project was undertaken in December 2024 and the project team is currently preparing to make an application to An Bord Pleanála in Q3 2025. Progression of the scheme to detailed design, tender and construction remains subject to statutory approval, as well as continued funding availability. I hope this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/06/2025	27963/25	Dail Question No: 102 To ask the Minister for Transport if he will confirm whether all mechanics currently employed or contracted by public bodies, local authorities, or State-funded companies to maintain and service heavy-duty mechanically propelled vehicles possess the specific qualifications required under Irish and EU law to work on such vehicles; if he will outline the minimum legal and regulatory requirements in place under Irish law and under relevant EU directives (details supplied) governing the qualification of transport maintenance personnel; if he will confirm whether these requirements are being fully adhered to by all public contractors; if his Department has conducted any audits or received any reports of	Mechanics employed by public bodies	Ken O'Flynn T.D.	Dear Deputy O'Flynn, I refer to your recent parliamentary question, Ref. No. 27963/25, to the Minister for Transport. The position in relation to your enquiry is as follows. I can confirm that Transport Infrastructure Ireland (TII) does not employ Mechanics. TII has entered a contract with Transdev Dublin Light Rail Limited to operate and maintain Dublin's light rail system, Luas. Transdev operates under an approved Safety Management System from the Commission for Railway Regulation (CRR), and its employee numbers, qualifications, and work practices meet all relevant Irish and EU legal requirements for the maintenance of light rail vehicles. TII's national roads functions are for the most part discharged through local authorities, which are the road authorities for their respective administrative areas. Motorways and high-speed dual carriageways are, however, maintained, operated and managed under Motorway Maintenance and Renewal Contracts

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		unqualified or inadequately certified personnel performing such work; if he will outline what enforcement or oversight mechanisms are in place to ensure public safety, especially in relation to vehicles involved in the carriage of children or vulnerable persons.; and if he will make a statement on the matter. <i>Identical Question(s): Copy transferred to Education 28985/25</i> Details Supplied: including school buses, public transport buses, lorries, and emergency or municipal vehicles, such as Directive 2006/22/EC and Regulation (EU) 2019/1149. Answer My Department has not conducted any audits or received any reports of unqualified or inadequately certified personnel performing the work referred to by the Deputy. Regarding the parts of the question that relate to bodies under the aegis of my Department, my Department will request the relevant bodies reply directly to the Deputy with the information requested. If you do not receive a response, from them, within 10 working days, please contact my private office. In accordance with TII's Right to Disconnect policy, if you are receiving this email outside of normal working hours, I do not expect a response or action outside of your own working hours unless it is clearly noted as requiring urgent attention.			(MMArc) or Public Private Partnership (PPP) Contracts, awarded by TII. In circumstances where TII enters contracts for works/services, the contracts include a requirement to comply with Irish law. TII has not received any reports of unqualified or inadequately certified personnel being engaged in the maintenance and servicing of heavy-duty mechanically propelled vehicles for use on TII contracts. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
18/06/2025	29440/25	Dail Question No: 310 To ask the Minister for Transport the current position regarding the Ballybofey and Stranorlar bypass, County Donegal; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This	Ballybofey and Stranorlar bypass - TEN-T Priority Route	Pat the Cope Gallagher T.D.	Dear Deputy Gallagher, I refer to your recent parliamentary question, Ref. No. 29440, to the Minister for Transport. The position in relation to your enquiry is as follows. The TEN-T Scheme in Donegal, which includes the Ballybofey/Stranorlar Bypass, is currently progressing through Phase 3: 'Design and Environmental Evaluation', of Transport Infrastructure Ireland's (TII) Project Management Guidelines. See page 7 of the Major Roads and Greenways Projects Active List, for phase definitions. In July 2024, the Scheme received Approval Gate 1 under the Infrastructure Guidelines, enabling progression to Phase 4: 'Statutory Processes', upon completion of outstanding Phase 3 deliverables, anticipated later in 2025.

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		is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the latest status of this project. The Donegal TEN-T project (of which the Ballybofey/Stranorlar bypass forms part) received an overall allocation of €2,020,000 in 2025. The project received approval-in-principal from Government in 2024 and will now proceed through the necessary statutory processes. As with all national roads projects in the NDP, the delivery programme for the Ballybofey and Stranorlar bypass will be kept under review and considered in terms of the overall funding envelope available to TII. Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of this project. Please advise my private office if you do not receive a reply within 10 working days.			TII has provided a 2025 allocation of €2.02 million, to progress the Scheme. Full details of annual grant allocations to local authorities are available here. As with all projects under the National Development Plan (NDP), the delivery timeline for the TEN-T Scheme in Donegal is subject to ongoing review, within the context of TII's overall funding envelope. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
18/06/2025	29445/25	Dail Question No: 313 To ask the Minister for Transport if he will accelerate funding for the Farranfore to Killarney bypass, County Kerry; if he will impress upon Transport Infrastructure Ireland the absolute urgent requirement to proceed with the new bypass and to finally free the gridlock traffic that is everyday life in the town (details supplied); and if he will make a statement on the matter. Details Supplied: The premier tourist town of Ireland deserves a free-flowing traffic system and the Killarney-Farranfore bypass will deliver this and must proceed now. The town of Killarney is choked with traffic almost on a daily basis. This is causing huge frustration for residents, local businesses and visitors alike and members of the public are missing trains, buses, along with GP appointments, Dentist appointments, Hospital appointments and many more because of the gridlock. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning and construction of individual national roads is a matter	N22 Farranfore to Killarney bypass	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 29445/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Phase 2 (Options Selection) of the N22 Farranfore to Killarney project was completed in May 2025, and Phase 3 (Design and Environmental Evaluation) has now commenced. Transport Infrastructure Ireland (TII) provided funding of €1,000,000 to Kerry County Council in 2025 to progress the N22 Farranfore to Killarney project. Full details of the 2025 National Roads as well as the Greenways and Active Travel grant allocations to Kerry County Council are available on TII's website. It should be noted that the proposed N22 Farranfore to Killarney scheme will only form a part of an overall transport solution that will be required to relieve traffic congestion in Killarney. TII understands that the National Transport Authority (NTA), in conjunction with Kerry County Council, is currently undertaking an Area-Based Transport Assessment (ABTA) for Killarney. The primary objective of an ABTA is to make sure that movement and accessibility of all forms, across all modes of transport, are taken into consideration in transport schemes. Following the completion of the ABTA, a Local Transport Plan (LTP) will then be prepared, setting out the outcomes of the ABTA and providing details of the recommended transport measures for the Killarney area. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the latest status of this project. The project received €1,000,000 as part of the 2025 allocations announced in March. As with all national roads projects in the NDP, the delivery programme for the N22 Killarney to Farranfore project will be kept under review and considered in terms of the overall funding envelope available to TII. Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of this project. Please advise my private office if you do not receive a reply within 10 working days.			
18/06/2025	29552/25	Dail Question No: 343 To ask the Minister for Transport the estimated annual, first year and full-year costs of deferring toll charge increases. Dail Question No: 344 To ask the Minister for Transport the breakdown of the estimated annual, first-year and full-year costs of deferring toll charge increases, in tabular form; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. It is important to point out that there is no formal consultative role for the Minister when it comes to	Costs of deferring toll charge increases	Pa Daly T.D.	Dear Deputy Daly, I refer to your recent parliamentary questions, Ref. No. 29952/25, Dáil Question No.s 343 & 344, to the Minister for Transport. The position in relation to your enquiries is as follows. The Bye-Laws for the toll roads provide for toll charges to be reviewed annually. The method for calculating toll charges provides that the charges are calculated annually by indexing the base tolls, as set out in the relevant Bye-Law, by the Consumer Price Index (CPI) applicable in August of the preceding year. As such, until the CPI for August 2025 is published by the Central Statistics Office, it is not possible to determine the toll rates that will be chargeable in 2026 and accordingly it is not possible at this time to state what the cost of any deferral of toll increases in 2026 would be. For clarification, Transport Infrastructure Ireland (TII) confirms that there are currently no toll increase deferral arrangements in place and the previous six-month Government initiative to defer toll increases expired on 30 June 2023. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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		tolls, it is a matter for TII. The setting of the toll rate is driven by inflation calculations which are carried out in the second half of each year, as such, it is not yet possible to state what changes may be made to toll rates in 2026. Noting the above position, I have referred the question to TII for a direct reply outlining the process by which any changes to toll rates are determined. Please advise my private office if you do not receive a reply within 10 working days.			
18/06/2025	30908/25	Dail Question No: 58 To ask the Minister for Transport to allocate funding for the upgrade of a road (details supplied). Details Supplied: the N72, from Fermoy in large parts to the Waterford County boundary & on the Kilquane/Kilcanway stretch of road outside Castletownroche Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply concerning the N72. Please advise my private office if you do not receive a reply within 10 working days.	Funding for the upgrade of N72 - Fermoy to Waterford Co Boundary	Pat Buckley T.D.	Dear Deputy Buckley, I refer to your recent parliamentary question, Ref. No. 30908/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council has identified an 11-kilometre section of the N72 from Kilmagner to Littlegrace and has agreed with Transport Infrastructure Ireland (TII) a scope of pavement renewal works. The cost of these works is estimated at approximately €9 million, which is in excess of what can be funded by TII in 2025, given the funding allocation received by TII for Protection and Renewal works and the many competing demands for these resources. Pavement renewal works along this section of the N72 will be progressed when funding permits. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
19/06/2025	27066/25	Dail Question No: 188 To ask the Minister for Transport if all drawdowns from frameworks by his Department or its agencies from 1 January 2022 to 31 December 2024, valued over €25,000 were accompanied by publication of a contract award notice on the eTenders portal as required by Circular 05/2023; and if not, to list any known contracts where such publication did not occur and the reason. <i>Identical Question(s): to all Depts.</i> Answer	Circular 05/2023 compliance	Albert Dolan T.D.	Dear Deputy Dolan, I refer to your recent parliamentary question, Ref. No. 27066/25, to the Minister for Transport. The position in relation to your enquiry is as follows. TII made 20 contract awards from Office of Government Procurement (OGP) Frameworks via Direct Drawdown and/or mini competitions in the period identified. Please see below, OGP mini-competitions/Drawdowns awarded by Transport Infrastructure Ireland (TII) between 1 January 2022 and 1 March 2023 for which TII did not publish an award notice on the basis that the overall OGP framework had a contract award notice published.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																																
		Contract Award Notices (CAN) resulting from a mini competition conducted by the OGP, under an OGP framework or DPS on behalf of the Department of Transport are captured and published by the OGP Sourcing Team on eTenders. My Department has conducted five OGP Framework competitions in the period 2023-2024 via self-serve on eTenders and confirms that Contract Award Notices were published for those competitions. Drawdowns from OGP frameworks by agencies/bodies under the remit of my Department are a matter for the agency/body concerned and I have forwarded the Deputy's question to the relevant bodies for direct reply.			<table><thead><tr><th>Contract Description</th><th>Award Date</th><th>Awarded To</th><th>Contract Value €</th></tr></thead><tbody><tr><td>Security Services</td><td>01/03/2022</td><td>Synergy Security Solutions Ltd</td><td>€110,000</td></tr><tr><td>Fleet Maintenance</td><td>06/06/2022</td><td>Hyundai Cars Ireland</td><td>€8.5-35k</td></tr><tr><td>Shredding (OGP)</td><td>22/06/2022</td><td>DGD Shredding</td><td>€24,000</td></tr><tr><td>Media Buying Services - MetroLink (OGP)</td><td>06/09/2022</td><td>Mediavest T/A Spark Foundry</td><td>45,000</td></tr><tr><td>Employment Engagement Survey (OGP)</td><td>13/10/2022</td><td>Behaviour & Attitudes</td><td>€77,562</td></tr><tr><td>Media Buying - MetroLink (2nd round of adverts)</td><td>22/11/2022</td><td>Mediavest T/A Spark Foundry</td><td>€36,000</td></tr><tr><td>Fuel Cards</td><td>16/12/2022</td><td>Circle K</td><td>€28,000</td></tr></tbody></table> Mini competitions awarded by TII through OGP framework agreements since the introduction of Circular 05/2023 have had a contract award notice published on the eTenders platform. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	Contract Description	Award Date	Awarded To	Contract Value €	Security Services	01/03/2022	Synergy Security Solutions Ltd	€110,000	Fleet Maintenance	06/06/2022	Hyundai Cars Ireland	€8.5-35k	Shredding (OGP)	22/06/2022	DGD Shredding	€24,000	Media Buying Services - MetroLink (OGP)	06/09/2022	Mediavest T/A Spark Foundry	45,000	Employment Engagement Survey (OGP)	13/10/2022	Behaviour & Attitudes	€77,562	Media Buying - MetroLink (2nd round of adverts)	22/11/2022	Mediavest T/A Spark Foundry	€36,000	Fuel Cards	16/12/2022	Circle K	€28,000
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19/06/2025	30063/25	Dail Question No: 354 To ask the Minister for Transport the year he expects the south Kerry greenway to be completed; and if any sections of the greenway will be opened in 2025. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals.	South Kerry Greenway_ Opening date of various sections	Alan Kelly T.D.	Dear Deputy Kelly, I refer to your recent parliamentary question, Ref. No. 30063/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The South Kerry Greenway is approximately 31 km long and is divided into two projects. The section currently underway is 27km in length and runs from Glenbeigh to Cahersiveen. A further 4km section from Cahersiveen to Reenard Point was refused planning permission by An Bord Pleanála and will be subject to a separate planning application. Funding for the Greenways programme is reviewed on an annual basis by the Department of Transport. In 2025, Transport Infrastructure Ireland (TII) allocated €8.25 million of funding for Greenway and Active Travel projects in County Kerry to progress greenway projects of varying scale and at different stages of development. In 2025, Kerry County Council received €7,000,000 in funding for the section from Glenbeigh to Cahersiveen and €200,000 for the section from Cahersiveen to Reenard Point. The South Kerry Greenway is being constructed using a procurement strategy to best meet the nature of the works along the route. It is managed by a team of dedicated engineering and technical staff based in the Kerry National Roads Office. Advance works contracts, including site clearance, fencing, surveys, site																																

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
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19/06/2025	29468/25 29469/25 29886/25	Dail Question No: 314 To ask the Minister for Transport to provide as part of the south Kerry greenway a footbridge adjacent to the Behy Bridge, Rossbeigh, Glenbeigh, County Kerry, to cater for the thousands of cyclists and walkers that will be using this section of the greenway when it opens in 2026; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	South Kerry Greenway (footbridge adjacent to the Behy Bridge and footpath Behy Bridge to Incharee Cross)	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions Ref. No. 29886/25, 29468/25 and 29469/25 to the Minister for Transport. The position in relation to your enquiry is as follows. The South Kerry Greenway is approximately 31 km long and is divided into two projects. The section currently underway is 27km in length and runs from Glenbeigh to Cahersiveen. A further 4km section from Cahersiveen to Reenard Point was refused planning permission by An Bord Pleanála and will be subject to a separate planning application. The South Kerry Greenway is being constructed using a procurement strategy to best meet the nature of the works along the route. It is managed by a team of dedicated engineering and technical staff based in the Kerry National Roads Office. Advance works contracts, including site clearance, fencing, surveys, site investigation, and other enabling works, commenced in January 2023. Kerry County Council is constructing approximately 10km of the greenway by Kerry's direct labour teams at two locations near Glenbeigh and Mountain Stage, adjacent to the N70 National Road and the Ring of Kerry. The section of Greenway between Glenbeigh and the R564 at Drom West is expected to be open for use in late 2025/early 2026 delivering a valuable facility for cyclists and pedestrians. Kerry County Council and Transport Infrastructure Ireland (TII) are also examining a section starting at Kells and heading west along the route to Gortnagree, that could be built and opened thereafter in 2026, that could provide a local cycling and walking facility for recreation, and to/from local businesses and schools. Further sections are likely to open in 2027 and 2028 subject to funding. In relation to the South Kerry Greenway to Renard Point, the options selection report is currently being advanced by a consultant with an expected publication date in July/August. A public consultation on the preferred route will be held in July/August. I can advise that the South Kerry Greenway scheme's planning consent does not provide for the provision of a footbridge adjacent to the Behy Bridge or a footpath from the Behy Bridge to the carpark at Incharee

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Dail Question No: 315 To ask the Minister for Transport to provide as part of the south Kerry greenway a footpath from the Behy Bridge on the Rossbeigh road to the carpark at Incharee Cross, Glenbeigh, County Kerry, to cater for the thousands of cyclists and walkers that will be using this carpark when the greenway opens in 2026; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days. Dail Question No: 341 To ask the Minister for Transport to expedite the opening of the first completed section of the south Kerry greenway and ensure that it is opened in Q4 2025 as previously stated; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the			Cross, Glenbeigh. Furthermore, TII has not received a formal request for a funding allocation from Kerry County Council for the provision of a footbridge or footpath at this location. The short to medium term plan is to focus investment on the delivery of the mainline of the South Kerry Greenway and as such requests for funding allocations for ancillary and supporting infrastructure such as a footbridge or footpath may be considered, subject to funding, when the entirety of the scheme is open. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																								
		requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days																											
19/06/2025	31540/25 31541/25	Dail Question No: 251 To ask the Minister for Transport the detailed breakdown of all monies spent to date on the south Kerry greenway, by year; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days. Dail Question No: 252 To ask the Minister for Transport the detailed breakdown of the total anticipated cost of the South Kerry Greenway as previously requested; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure	Cost of and Send on South Kerry Greenway	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions Ref. Nos. 31540/25 & 31541/25 to the Minister for Transport. The position in relation to your enquiry is as follows. The expenditure incurred on the South Kerry Greenway, by year is as follows: <table><tr><th>Name</th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025</th><th>Grand Total</th></tr><tr><td>South Kerry - Stage 1 - Cahirsiveen to Reenard Point</td><td>€ 268,473</td><td>€ 34,066</td><td>*</td><td>€ 16,295</td><td>€ 87,019</td><td>**</td><td>€ 405,853</td></tr><tr><td>South Kerry - Stages 2 & 3 - Glenbeigh to Cahersiveen</td><td>€ 2,236,706</td><td>€ 323,372</td><td>€ 2,211</td><td>€ 4,571,038</td><td>€ 6,384,207</td><td>€ 1,053,487</td><td>€ 14,571,021</td></tr></table> <i>Figures provided are inclusive of VAT.</i> <i>*The Cahirsiveen to Reenard Point scheme was paused in 2022.</i> <i>** 2025 payments will fall due on completion of project milestone.</i> The scheme budget and business case for the Glenbeigh to Cahersiveen section of the scheme is currently under preparation by Kerry County Council and will be submitted by the Council to Transport Infrastructure Ireland (TII) in the coming months. In 2025, Kerry County Council received €7,000,000 in funding for the section from Glenbeigh to Cahersiveen and €200,000 for the section from Cahersiveen to Reenard Point. The Council is constructing approximately 10km of the greenway through direct labour teams at two locations near Glenbeigh and Mountain Stage, adjacent to the N70 National Road and the Ring of Kerry. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	Name	2020	2021	2022	2023	2024	2025	Grand Total	South Kerry - Stage 1 - Cahirsiveen to Reenard Point	€ 268,473	€ 34,066	*	€ 16,295	€ 87,019	**	€ 405,853	South Kerry - Stages 2 & 3 - Glenbeigh to Cahersiveen	€ 2,236,706	€ 323,372	€ 2,211	€ 4,571,038	€ 6,384,207	€ 1,053,487	€ 14,571,021
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			
19/06/2025	31406/25	Dail Question No: 247 To ask the Minister for Transport for details of the public-private partnership contract for a bridge (details supplied). Details Supplied: The Thomas Francis Meagher Bridge, which connects Waterford to Kilkenny, including the remaining duration of the contract, the scheduled expiry date, whether the contract contains any provision for renewal, and whether there is a buy-out clause that would allow the State to terminate the PPP agreement early. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the latest status of this project. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	N25 Waterford City Bypass PPP	Peter 'Chap' Cleere T.D.	Dear Deputy Cleere, I refer to your recent parliamentary questions, Ref. Nos. 31406/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) entered into a contract with the Public-Private Partnership (PPP) company, Celtic Roads Group (Waterford) Ltd. (CRG), under which CRG constructed approximately 23km of dual carriageway, a bridge over the River Suir of approximately 475m in length and approximately 4km of single carriageway. The contract included an additional 11km of side roads, tie-ins and a 2km railway realignment. The PPP contract commenced in 2006 and extends to 2036. The scheme opened to traffic in October 2009. CRG remain responsible for the operation and maintenance of the mainline carriageways and associated interchanges. CRG is also responsible for the operation of tolling facilities, and lifecycle works to meet handback requirements at contract expiry in 2036. In accordance with the terms of the PPP contract, CRG is entitled to collect tolls from road users over the life of the PPP contract in return for undertaking the road construction, ongoing operation and maintenance activities and lifecycle works outlined above. If the State seeks to 'buy out' the N25 Waterford Bypass PPP Contract, this would result in the Exchequer having to compensate CRG under the terms of the PPP contract. In addition, if a 'buy-out' or early termination is to be considered, regard would have to be given to the other PPP concessions, i.e., M3 Clonee-Kells, M4/M6 Kilcock-Kinnegad, N6 Galway to Ballinasloe, M7/M8 Portlaoise Bypass, M8 Fermoy Bypass, N18 Limerick Tunnel, M1 Dundalk Bypass as well as the ongoing operation of the publicly operated M50, Dublin Tunnel and East-Link tolls. A decision to buy out these PPP concessions/cease tolling would represent a considerable cost to the Exchequer. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
19/06/2025	30784/25	Dail Question No: 48 To ask the Minister for Transport to provide an updated list of all email and phone lines for use of	List of all email and phone lines for use of	Holly Cairns T.D.	Dear Deputy Cairns, I refer to your recent parliamentary question, Ref. No. 30784/25, to the Minister for Transport. The position in relation to your enquiry is as follows.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Oireachtas members within his Department, including all subsidiary bodies, in tabular form. <i>Identical Question(s): to all Depts.</i> Answer The list of contact email addresses and phone lines in my Department is set out in the table below. These contact points are available for use by people seeking to contact the Department, including Oireachtas members. The dedicated contact point marked 'private number' in the below table is solely for the use of Oireachtas members and is not publicly available. Email Address rtol@transport.gov.ie Road Transport Operator Licensing Division (Loughrea) Press.office@transport.gov.ie Department of Transport Press Office Minister's Office Department of Transport Minister@Transport.gov.ie Maritime Safety Policy Division Maritimesafetypolicydivision@transport.gov.ie Info@transport.gov.ie Department of Transport, Switch Board, Customer Service Freedominformation@transport.gov.ie Freedom of Information Dataprotection@transport.gov.ie Data Protection Unit Motortax@transport.gov.ie Driver and Vehicle Computer Services I have requested that agencies under my aegis respond to you directly with details under their remit. If you do not receive a response within ten days, please contact my private office.	Oireachtas members		Transport Infrastructure Ireland (TII) has a dedicated email address for enquiries from Members of the Oireachtas i.e., oireachtas@tii.ie. Details of TII's various public contact points are available from https://www.tii.ie/contact/ I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
19/06/2025	30888/25	Dail Question No: 56 To ask the Minister for Transport if he will direct Transport Infrastructure Ireland to engage with the communication issued to them by an organisation (details supplied). Details Supplied: Sent to dept @ 16:03 on 05/06/2025 LMC Answer	Sectoral Employment Order for Commercial Archaeology Sector	Pa Daly T.D.	Dear Deputy Daly, I refer to your recent parliamentary question, Ref. No. 30888/25, to the Minister for Transport. The position in relation to your enquiry is as follows. I can advise that a response was issued by Transport Infrastructure Ireland (TII) on 18 June 2025 to the Unite trade union regarding the Sectoral Employment Order for the Commercial Archaeology Sector. I hope that this information is of assistance to you.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. With regard to communication received from Unite the Union, the matter raised is ultimately for TII. However, I have referred your question to TII for a direct reply updating you as to the current status of this issue. Please advise my private office if you do not receive a reply within 10 working days.			Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
19/06/2025	31504/25	Dail Question No: 250 To ask the Minister for Transport to provide a schedule of the amount expended by his Department, and bodies under his aegis, on external training, simulations and advice in advance relating to appearances as witnesses at Oireachtas committees, from 2021 to date in 2025; if the supplier of services will also be provided, with a brief outline of services provided, indicating for which Oireachtas committee the services were utilised; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer In the period 2021-2025, the Department of Transport spent €550 on <i>Preparing to Appear at Oireachtas Committees</i> training, which was provided via the Civil Service's standard <i>OneLearning</i> framework and delivered by <i>The Communications Clinic</i>. There were a total of 5 attendees over three course sessions. The sessions were offered as a standard within the training framework and were not bespoke to Transport. The training was of a general nature and not designed for any specific committee. • 11 & 12 April 2024 (2 half day sessions): Preparing to Appear as a Witness in front of Oireachtas Committees - Online Virtual Classroom - 1 participant • 7 & 8 November 2024 (2 half day sessions): Preparing to Appear as a Witness in front of Oireachtas	Training for appearances as witnesses at Oireachtas committees	Aidan Farrelly T.D.	Dear Deputy Farrelly, I refer to your recent parliamentary question, Ref. No. 31504/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) has not obtained external training or advice relating to appearances as witnesses at Oireachtas committees in the period 2021 to date in 2025. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Committees - Online Virtual Classroom – 1 participant 26 & 27 March 2025 (2 half day sessions): Preparing to Appear as a Witness in front of Oireachtas Committees - Online Virtual Classroom – 3 participants Please see an outline of both courses offered below: Preparing to Appear as a Witness in front of Oireachtas Committees - Online Virtual Classroom <i>This is a practical and theoretical course for participants who need to develop their skills and confidence in appearing before Oireachtas Committees. This course will go through the best ways you can prepare in advance of an invitation, where long-term relationships between senior Civil Servants and Committees are as important as outcomes.</i> Preparing your colleagues to appear at Oireachtas Committees - Online Virtual Classroom <i>This course looks at the best ways to prepare a colleague in advance of appearing before an Oireachtas Committee, in a structured and professional manner. This is particularly important in the Civil Service context, where established rules and legislation need to be understood as part of the preparation process.</i> I have referred the question to bodies under the aegis of my Department for direct reply. If you have not had a response within 10 working days please contact my Private Office.			
23/06/2025	32211/25	Dail Question No: 220 To ask the Minister for Transport if he intends on progressing the N11/M11 upgrade, as provided for in the National Development Plan; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in	N11/M11 Junction 4 to Junction 14 project	John Brady T.D.	Dear Deputy Brady, I refer to your recent parliamentary question, Ref. No. 32211/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The N11/M11 Junction 4 to Junction 14 upgrade scheme, along with a number of other schemes identified in the National Development Plan (NDP), is not currently funded. A review of the current NDP is currently underway with the outcome of the review expected to be announced in the coming months. The delivery programme for N11/M11 Junction 4 to Junction 14 upgrade scheme will be considered having regard to the outcome of the NDP review and also the overall funding envelope made available to Transport Infrastructure Ireland for road improvement schemes. I hope this information is of assistance to you.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the N11/M11 upgrade. The project is at the options selection phase. While no funding was provided to the N11/M11 Junction 4 to Junction 14 project for 2025, the Bus Priority Interim Scheme between Loughlinstown Roundabout and Junction 9 received an allocation of €1.45 million from TII for 2025. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/06/2025	32221/25	Dail Question No: 222 To ask the Minister for Transport the progress made to facilitate the progression of the N59 between Bunnakill and Claremont in County Galway to the construction phase of this project; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. With regard to the N59 between Bunnakill and Claremont, I can confirm that €100,000 has been allocated by TII for the progression of this scheme in 2025. Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status. Please advise my private office if you do not receive a reply within 10 working days.	N59 between Bunnakill and Claremont in County Galway	John Connolly T.D.	Dear Deputy Connolly, I refer to your recent parliamentary question, Ref. No. 32221/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Galway County Council is engaging with the National Parks and Wildlife Service (NPWS) to progress a solution to the planning condition, with respect to the approval of method statements, in order to facilitate the progression of the N59 between Bunnakill and Claremont to the construction phase. Subject to the planning conditions being satisfied, it is likely the scheme will be constructed in two separate 5km sections. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/06/2025	27130/25	Dail Question No: 195 To ask the Minister for Transport to outline all capital projects under his Department under the National Development Plan; the money they have been allocated; their progress to date; the expected	NDP Capital Projects Funding	Pa Daly T.D.	Dear Deputy Daly, I refer to your recent parliamentary question, Ref. No. 27130/25, Dáil Question No.s 195 and 196 to the Minister for Transport. The position in relation to your enquiry is as follows.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		delivery date, in tabular form; and if he will make a statement on the matter. Dail Question No: 196 To ask the Minister for Transport the amount of capital allocation his Department has been allocated under the National Development Plan; the amount that has not yet been spent; and if he will make a statement on the matter. Answer The information requested by the Deputy is available in the attached table. As Minister for Transport, I have responsibility for policy and overall funding across the Department's remit. I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding capital national road projects under the National Development Plan. Noting the above position, I have referred the Deputy's question to TII for a direct reply I have responsibility for policy and overall funding of public transport. The National Transport Authority (NTA) has responsibility for the planning and development of public transport infrastructure. Noting the NTA's responsibility in this matter, I have referred the Deputy's question to the NTA for direct reply. The operation, maintenance and renewal of the rail network and stations on the network is a matter for Iarnród Éireann in the first instance. In view of Iarnród Éireann's responsibility in this matter, I have referred the Deputy's question to the company for direct reply. The National Development Plan (NDP) significantly invests in active travel, allocating €360 million annually to support walking and cycling infrastructure. This funding, primarily managed by the National Transport Authority (NTA) through the Department of Transport, aims to create safer and more accessible routes for pedestrians and cyclists.			Please see attached document which sets out details of the current status and the expenditures incurred on the national road improvement schemes that were included in the National Development Plan (NDP). €1.1bn was allocated under the NDP for new national roads for the period 2021 - 2025. Expenditure incurred over the period 2021 to May 2025 on the new national roads identified in the NDP was €1.15bn. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [attachment]

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																				
		Active Travel funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area. The NTA operates a multi-annual Active Travel Investment Programme to fund and support the development of walking and cycling infrastructure across the country. Please contact my private office if you do not receive a reply from the agencies involved within 10 working days. <table><thead><tr><th>Capital Project Name under NDP</th><th>Capital Allocation in €</th><th>Capital Allocation Remaining €</th><th>Expected Delivery Date</th><th>Progress to Date</th></tr></thead><tbody><tr><td>Dublin Port Masterplan 2040</td><td>N/A</td><td>N/A</td><td>Q4 2040</td><td>Approximately 25% of the DPC Masterplan 2040 has been completed. The Alexandra Basin Redevelopment, the first Strategic Infrastructure Development project, is substantively complete. Works are also ongoing on the MP2 Project. DPC is also progressing the third and final Masterplan project, the 3PM project. DPC lodged their planning permission application with An Bord Pleanála on Monday 22 July 2024.</td></tr><tr><td>SEAI Purchase Grant Scheme</td><td>45m</td><td>21,641,000</td><td>31/12/2025</td><td>As of end April, 6,553 paid, 39.4% increase from last year</td></tr><tr><td>SEAI Home Charger Grant 5m</td><td></td><td>7,426,000</td><td>31/12/2025</td><td>As of end April, 3,957 applications approved</td></tr></tbody></table>	Capital Project Name under NDP	Capital Allocation in €	Capital Allocation Remaining €	Expected Delivery Date	Progress to Date	Dublin Port Masterplan 2040	N/A	N/A	Q4 2040	Approximately 25% of the DPC Masterplan 2040 has been completed. The Alexandra Basin Redevelopment, the first Strategic Infrastructure Development project, is substantively complete. Works are also ongoing on the MP2 Project. DPC is also progressing the third and final Masterplan project, the 3PM project. DPC lodged their planning permission application with An Bord Pleanála on Monday 22 July 2024.	SEAI Purchase Grant Scheme	45m	21,641,000	31/12/2025	As of end April, 6,553 paid, 39.4% increase from last year	SEAI Home Charger Grant 5m		7,426,000	31/12/2025	As of end April, 3,957 applications approved			
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26/06/2025	32208/25	Dail Question No: 217 To ask the Minister for Transport if he intends to provide funding along the planned Tallaght to Hollywood Cross upgrade of the N81 in Wicklow; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. The current NDP was published in 2021, and the N81 Tallaght to Hollywood was not included among those projects identified in the Plan. As such, the advancement of the proposed scheme cannot be accommodated in the National Roads Programme at this point in time.	Improvement measures on the N81	John Brady T.D.	Dear Deputy Brady, I refer to your recent parliamentary question, Ref. No. 32208/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The proposed N81 Tallaght to Hollywood Cross scheme is not included amongst the projects that are identified in the National Development Plan (NDP) 2021 - 2030, and the advancement of the proposed scheme cannot, therefore, be accommodated in the national roads programme at present. A review of the NDP is underway, and a revised or reviewed NDP is anticipated in the coming months. Following this review, TII will continue to prioritise those schemes that are identified in any revision of the Plan. The following works are currently in the planning or delivery phases for the N81 national secondary road: <u>N81 Whitestown Lower, Hangman's Bend and Tuckmill Project</u> This is a minor scheme investigating realignment options at these locations to address road safety, provide safe overtaking opportunities and improve junction visibility. This scheme is currently at the Options Selection stage of design development. <u>N81 Hollywood Cross Rural Traffic Calming Road Safety Improvement Scheme</u> This safety scheme is to improve the area at the bus stop and provide traffic calming measures to the N81 adjacent to Hollywood Village. Wicklow County Council has advanced a tender competition for the works. Works are anticipated to commence in the coming months following the appointment of a contractor. <u>N81 Blessington South Road Safety Improvement Scheme</u>																				

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Noting the above position, I have referred your question to TII for a direct reply updating you as to other improvement measures on the N81. Please advise my private office if you do not receive a reply within 10 working days.			The purpose of this scheme is to address road safety issues identified on the southern approach to Blessington. Wicklow County Council is currently preparing a feasibility report. <u>N81 Baltinglass Southern Approach Road Safety Improvement Scheme</u> The purpose of this scheme is to address road safety issues identified on the southern approach to Baltinglass. Wicklow County Council is currently preparing a feasibility report. <u>Pavement Renewal</u> Wicklow County Council is procuring contractors to undertake localised resurfacing of sections of the N81 to address poor road surfaces or areas of substandard skidding resistance. I hope this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
26/06/2025	31884/25	Dail Question No: 196 To ask the Minister for Transport his Department's timeline for building the new motorway from Corsk to Limerick. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the N20 Cork to Limerick project. The project design team is currently engaged in the Design and Environmental Evaluation Phase. It is anticipated that this will be completed in early 2026, after which a Preliminary Business Case will be submitted to my Department. TII allocated €4.5 million to this project for 2025. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	N20 M20 timeline for the new motorway from Cork to Limerick	Alan Kelly T.D.	Dear Deputy Kelly, I refer to your recent parliamentary question, Ref. No. 31884/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Limerick City and County Council, as lead local authority or Sponsoring Agency, is progressing the development of the N/M20 Cork to Limerick Project, on behalf of Cork County Council and Cork City Council. The Project is currently in Phase 3: 'Design and Environmental Evaluation', of the TII's 'Project Management Guidelines'. A project update recently issued, to inform the public and stakeholders of the developing design. Further information from this update is available on the Project website. It is anticipated that the Phase 3 deliverables, including the Preliminary Business Case, will be completed this year, to be followed by the External Assurance Process and Major Projects Advisory Group review. On this basis, it is anticipated that an application would be made to An Coimisiún Pleanála in 2026. If the Project receives approval to proceed to planning, it is not possible to predict how long the statutory process will take, as this will depend on a number of factors, including the potential for an oral hearing and/or judicial review(s). Should the Project successfully obtain planning approval, it would be subject to funding and other approvals, before proceeding through Phase 5: 'Enabling and Procurement', in advance of the construction stage. The timeline for construction of the Project will be informed by a procurement strategy to be prepared in Phase 5. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																																														
					Head of Regulatory and Administration Transport Infrastructure Ireland																																														
26/06/2025	31728/25	Dail Question No: 274 To ask the Minister for Transport the efforts made to progress the N2 upgrade; the amount of funding allocated in each of the years 2020 to 2025, by year to progress this project, in tabular form. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. There are a number of projects on the N2 which are included in the current NDP, including the N2 Ardee to South of Castleblaney, N2 Clontibret to the Border, N2 Slane Bypass and the N2 Rath Roundabout to Kilmoon. In 2025, the N2 Clontibret to the Northern Irish Border project received an allocation of €3 million and the Slane Bypass and Public Realm Enhancement Scheme was allocated €0.65 million for 2025. The N2 Ardee to South of Castleblaney and N2 Rath Roundabout to Kilmoon projects did not received funding for 2025. The delivery programme for these projects will be kept under review in the coming years and considered in terms of the overall funding envelope available to TII. The total funding allocated to each of these projects from 2020 to 2023 is set out in the allocations booklets for those years, which are published on TII's website here: https://www.tii.ie/en/tii-library/reports-accounts/. Allocations for 2024 are available here: https://websitecms.tii.ie/media/vllac0mr/tii_local-authorities_2024-grant-allocations_final.pdf Noting the above position, I have referred your question to TII for a direct update regarding the projects on the N2. Please advise my private office if you do not receive a reply within 10 working days.	N2 upgrade _ funding allocated in each of the years 2020 to 2025	Pa Daly T.D.	Dear Deputy Daly, I refer to your recent parliamentary question, Ref. No. 31728/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The status of the various N2 schemes is as follows: <u>N2 Rath Roundabout to Kilmoon Cross Scheme</u> The N2 Rath Roundabout to Kilmoon Cross Scheme is in ‘Phase 3 Design and Environmental Evaluation’ phase of Transport Infrastructure Ireland’s (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 7 & page 16) for details of road scheme phases). Due to existing funding constraints, funding to progress this scheme was not available in 2025. <u>N2 Ardee to Castleblaney</u> The N2 Ardee to Castleblaney Road is currently in ‘Phase 3 Design and Environmental Evaluation’. No allocation was made to progress this project in 2024 (save for a payment of €184,754 in respect of work previously undertaken) or in 2025. <u>N2 Clontibret to Border Road</u> The N2 Clontibret to Border Road project is currently in ‘Phase 3 Design and Environmental Evaluation’. An allocation of €3,000,000 was made to this project in 2025. The earliest potential construction start date for the scheme is 2031 with potential completion is 2033. These projected dates are of course subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and the associated funding provision. <u>N2 Slane Bypass and Public Realm Enhancement scheme</u> The N2 Slane Bypass and Public Realm Enhancement scheme is currently at ‘Phase 4: Statutory Processes’. An application for statutory consent was submitted to An Bord Pleanála in December 2023, and a date for an Oral Hearing is awaited. TII made an annual allocation of €650,000 available to Meath County Council for the progression of this scheme in 2025. <u>N2 Schemes Funding</u> The table below provides details of the payments made to the respective local authorities for the above mentioned schemes for the years 2020 to 2024 along with the 2025 funding allocation, where applicable. <table><tr><th>Local Authority</th><th>Name</th><th>Year 2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025 Current Allocation</th></tr><tr><td rowspan="3">Meath County Council</td><td>N2 Slane Bypass and Public Realm Enhancement Scheme</td><td>508,809</td><td>820,549</td><td>720,542</td><td>754,326</td><td>555,515</td><td>650,000</td></tr><tr><td>NDP - N2 Rath Roundabout to Kilmoon Cross</td><td>390,201</td><td>310,478</td><td>356,068</td><td>476,210</td><td>495,058</td><td>-</td></tr><tr><td>NDP - N2 Ardee to South of Castleblaney Bypass</td><td>731,188</td><td>2,700,805</td><td>836,727</td><td>661,706</td><td>184,754</td><td>-</td></tr><tr><td>Monaghan County Council</td><td>NDP - N2 Clontibret to the NI Border</td><td>719,222</td><td>838,136</td><td>193,684</td><td>153,560</td><td>1,438,310</td><td>3,000,000</td></tr><tr><td colspan="2">Total</td><td>2,349,420</td><td>4,669,968</td><td>2,107,021</td><td>2,045,802</td><td>2,673,637</td><td>3,650,000</td></tr></table> I hope that this information is of assistance to you.	Local Authority	Name	Year 2020	2021	2022	2023	2024	2025 Current Allocation	Meath County Council	N2 Slane Bypass and Public Realm Enhancement Scheme	508,809	820,549	720,542	754,326	555,515	650,000	NDP - N2 Rath Roundabout to Kilmoon Cross	390,201	310,478	356,068	476,210	495,058	-	NDP - N2 Ardee to South of Castleblaney Bypass	731,188	2,700,805	836,727	661,706	184,754	-	Monaghan County Council	NDP - N2 Clontibret to the NI Border	719,222	838,136	193,684	153,560	1,438,310	3,000,000	Total		2,349,420	4,669,968	2,107,021	2,045,802	2,673,637	3,650,000
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
27/06/2025	32220/25	Dail Question No: 221 To ask the Minister for Transport if TII will give consideration to provide streetlighting at the junction of the N59 and L1321 at Moycullen, Galway; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on this matter. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Streetlighting junction of the N59 and L1321 at Moycullen, Galway	John Connolly T.D.	Dear Deputy Connolly, I refer to your recent parliamentary question, Ref. No. 32220/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Proposals in relation to the provision of traffic route lighting at appropriate locations on national roads are matters in the first instance for the relevant road authority, in this case Galway County Council. Any such proposals that are submitted to Transport Infrastructure Ireland (TII) are carefully considered having regard, of course, to the level of funding available for national roads generally and the many competing demands for these resources. Policy in relation to the provision of traffic route lighting on the national road network is set out in the Transport Infrastructure Ireland (TII) standard “DN-LHT-03038 - Design of Road Lighting for the National Road Network”, which is available on the TII publications website. In accordance with the standard, lighting is not normally provided on single carriageway rural sections of the network. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
27/06/2025	25534/25 25535/25 25536/25 25546/25	Dail Question No: 295 To ask the Minister for Transport the toll revenue collected by Transport Infrastructure Ireland from the M50 in 2019, 2020, 2021, 2022, 2023 and 2024. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private	M50 Toll Revenue - 2019 - 2024	Pa Daly T.D.	Dear Deputy Daly, I refer to your recent Parliamentary Questions, No. 25534/25, 25535/25 No.s 296, 298, 300, 25536/25 No.s 297, 299 to 306 and 25546/25 No. 307 and your separate correspondence to this office regarding tolls collected and scheme costs. At the outset, I wish to apologise for the delay in responding. The position in relation to your enquiry is as follows. Please see attached overview note on toll revenues and scheme construction and maintenance costs. I hope this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [Attachment]

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question to TII for a direct reply regarding the toll revenue collected at the M50 toll. Please advise my private office if you do not receive a reply within 10 working days. PQ 25535/25 has been referred to Transport Infrastructure Ireland Dail Question No: 296 To ask the Minister for Transport the cost of repairs and maintenance of the M50 in 2019, 2020, 2021, 2022, 2023 and 2024. Dail Question No: 298 To ask the Minister for Transport the cost of repairs and maintenance of the Dublin Port Tunnel in 2019, 2020, 2021, 2022, 2023 and 2024. Dail Question No: 300 To ask the Minister for Transport the cost of repairs and maintenance of Irish National Roads in 2019, 2020, 2021, 2022, 2023 and 2024. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the projects you have outlined. Noting the above position, I have referred your question to TII for a direct reply regarding the maintenance costs of these roads. Please advise my private office if you do not receive a reply within 10 working days. PQ 25536/25 has been referred to Transport Infrastructure Ireland by Eileen Twomey (Transport) (Eileen.Twomey@transport.gov.ie).			

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Dail Question No: 297 To ask the Minister for Transport the toll revenue collected by Transport Infrastructure Ireland from the Dublin Port Tunnel in 2019, 2020, 2021, 2022, 2023 and 2024. Dail Question No: 299 To ask the Minister for Transport the toll revenue collected by Transport Infrastructure Ireland from Irish National Roads in 2019, 2020, 2021, 2022, 2023 and 2024. Dail Question No: 301 To ask the Minister for Transport the toll revenue from the M1 and the cost of maintenance-repair of the M1 in each year since the period of concession began. Dail Question No: 302 To ask the Minister for Transport the toll revenue from the M3 and the cost of maintenance-repair of the M3 in each year since the period of concession began. Dail Question No: 303 To ask the Minister for Transport the toll revenue from the M4 and the cost of maintenance/repair of the M4 in each year since the period of concession began. Dail Question No: 304 To ask the Minister for Transport the toll revenue from the N6 and the cost of maintenance/repair of the N6 in each year since the period of concession began. Dail Question No: 305 To ask the Minister for Transport the toll revenue from the M7/M8 and the cost of maintenance/repair of the M7/M8 in each year since the period of concession began. Dail Question No: 306 To ask the Minister for Transport the toll revenue from the Limerick Tunnel; and the cost of maintenance-repair of the Limerick Tunnel in each year since the period of concession began. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland			

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		(TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred this question regarding the Dublin Tunnel to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days. PQ 25546/25 has been referred to Transport Infrastructure Ireland by Eileen Twomey (Transport) (Eileen.Twomey@transport.gov.ie). Dail Question No: 307 To ask the Minister for Transport the cost of construction of each of the following road projects and periods of concession when a public-private partnership was the used as the means of delivering the projects: M1, M50, M3, M4, N6, M7/M8, Limerick Tunnel, Dublin Tunnel. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including roads involving public-private partnership are within the remit of TII. More specifically, the statutory power to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Noting the above position, I have referred your question to TII for a detailed reply regarding these projects. Please advise my private office if you do not receive a reply within 10 working days.			