

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
02/10/2025	49035/25	<p>Dail Question No: 254</p> <p>To ask the Minister for Transport his plans to address traffic congestion at the merge of the M50 with the M11, including the introduction of additional driving lanes; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Traffic congestion at the merge of the M50 with the M11	Malcolm Byrne T.D.	<p>Dear Deputy Byrne,</p> <p>I refer to your recent parliamentary question, Ref. No. PQ 49035/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) can advise that the planning and design of the N11/M11 Junction 4 to Junction 14 Improvement Scheme is currently suspended. You will, however, be aware that the National Development Plan Review 2025 was published by Government on 22 July 2025. The plan sets out capital ceilings for transport to 2030. The Department of Transport will now progress the sectoral plan for the 2026 to 2030 period, which will be published later this year and which will inform national road scheme priorities in the coming years.</p> <p>The N11/M11 Bus Priority Interim Scheme, currently at Phase 3: Design and Environmental Evaluation, proposes upgrading the hard shoulder of the M11 to permit its use by buses during peak-hour congested traffic periods. This scheme supports the transition from private car use to sustainable public transport, reducing congestion as well as traffic-based emissions in line with climate action policies and goals. Further information on this scheme is available from: https://n11m11.ie/</p> <p>In addition, TII has been implementing measures on the M50, collectively referred to as the 'enhancing Motorway Operation Services (eMOS) programme', part of which involves the phased introduction of variable speed limits and lane control signalling (Red X) on the M50. The eMOS initiative allows motorway control room operators to set the speed limits most appropriate to the prevailing traffic conditions, using illuminated speed limit signs displayed on gantries over each traffic lane. The speed limits indicated on the signs are cautionary. These variable speed limits support traffic management by optimising the movement/speed of traffic on the M50, including the M11/M50 merge, with regard to the prevailing traffic conditions, and assist in reducing the number of incidents occurring daily, which can impact M11/M50 journey times.</p> <p>In addition, the National Transport Authority (NTA) is, in addition to a wide range of public transport measures, also examining a demand management scheme for the Greater Dublin Area, the basis for which is set out in the NTA's Greater Dublin Area Transport Strategy, 2022-2042. The strategy calls for additional demand management measures to be introduced in order to meet the 2030 carbon emissions reduction target set for the transport sector.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
02/10/2025	49034/25	<p>Dail Question No: 253</p> <p>To ask the Minister for Transport if any consideration has been given to a bypass or traffic alleviation measures for Bunclody, County Wexford on the N80; and if he will make a statement on the matter.</p>	Bypass or traffic alleviation measures for N80 Bunclody	Malcolm Byrne T.D.	<p>Dear Deputy Byrne,</p> <p>I refer to your recent parliamentary question Ref. No. 49034/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, as set out in the National Development Plan (NDP), the National Planning Framework, the National Investment</p>

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		<p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation, management, planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>Framework for Transport in Ireland and the Climate Action Plan. A proposed N80 bypass of Bunclody was not included amongst the national road projects identified for development during the period of the NDP.</p> <p>You will, however, be aware that the NDP review was published by the Government on 22 July 2025. The plan sets out capital ceilings for transport to 2030. The Department of Transport will now progress the sectoral plan for the 2026 to 2030 period, which will be published later this year and which will inform national road scheme priorities in the coming years.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland</p>
02/10/2025	48179/25	<p>Dail Question No: 216</p> <p>To ask the Minister for Transport the position regarding the Mallow relief road and the Government's commitment to the project as of September 2025; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €700,000 has been allocated for the Mallow Relief Road scheme in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my</p>	Status of the N72/N73 Mallow Relief Road	Eoghan Kenny T.D.	<p>Dear Deputy Kenny,</p> <p>I refer to your recent parliamentary question, Ref. No. 48179/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>A Preliminary Business Case (PBC) for the N72/N73 Mallow Relief Road will be submitted by Cork County Council in the first quarter of 2026 as part of Approval Gate 1, seeking approval to submit a planning application to An Coimisiún Pleanála (ACP). Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme lifecycle phases and decision gates.</p> <p>Subject to the granting of planning permission for the scheme by ACP, and in the absence of a judicial review, and with continuity of funding, Transport Infrastructure Ireland would expect detailed design and advance works on site (fencing, archaeology, site clearance, etc.) to commence in 2027, with a main construction contract being awarded in 2029 with an approximate 2-year construction period to completion.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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					private office if you do not receive a reply within 10 working days.
02/10/2025	50778/25	<p>Dail Question No: 21 To ask the Minister for Transport to urgently address the dangerous junction on the N22 Killarney-Cork road at the turn-off for Kilgarvan at Loo Bridge, County Kerry; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to N22 Killarney-Cork road. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	N22 Killarney-Cork road junction to Kilgarvan at Loo Bridge	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. No. 50778/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland provided funding for remedial measures at the N22 / Loo Bridge junction. The effects of these remedial measures are being monitored to establish the impact they have had on road safety at this location.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
03/10/2025	45367/25	<p>Dail Question No: 314 To ask the Minister for Transport the progress on development of greenways; the breakdown of progress for each greenway in development; whether they were delivered on time, are in progress or face delays, in tabular form; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. In this context, TII is best placed to advise you on the status of Greenway projects under it's remit. Please</p>	Greenways Updates	Pa Daly T.D.	<p>Dear Deputy Daly,</p> <p>I refer to your recent parliamentary question, Ref. No. 45367/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Please see attached spreadsheet which provides details of the progress/current position on the development of greenway schemes.</p> <p>I trust that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p> <p>[Attachment]</p>

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					advise my private office if you do not receive a reply within 10 working days.
03/10/2025	48386/25	<p>Dail Question No: 228 To ask the Minister for Transport if he will commit to delivering the full upgrade of the Cork to Limerick N20 as a motorway by 2030, given its designation as a strategic priority in Project Ireland 2040.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Upgrade of the Cork to Limerick N20 as a motorway by 2030	Ken O'Flynn T.D.	<p>Dear Deputy O'Flynn,</p> <p>I refer to your recent parliamentary question, Ref. No. 48386/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The proposed N/M20 Cork to Limerick Project is being developed by Limerick City and County Council, in partnership with Cork County Council, Cork City Council and Transport Infrastructure Ireland (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).</p> <p>The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report. A planning application for the N/M20 Cork to Limerick Project is programmed to be submitted to An Coimisiún Pleanála next year, subject to approval of the project's Business Case, which will be presented to Government later this year.</p> <p>Subject to planning consent being granted, and the availability of funding, it is proposed to construct the project in phases, with traffic flow gains being achieved through the construction of by-passes of Charleville, Buttevant and Mallow initially. It is estimated that the project will take approximately seven years to fully complete.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
03/10/2025	51069/25	<p>Dail Question No: 225 To ask the Minister for Transport to expedite the Adare bypass; for a detailed up-to-date progress report on this major infrastructural scheme for Kerry, Limerick and Ireland; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This</p>	Update on the Adare Bypass	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question, Ref. No. 51069, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The construction works on the Adare Bypass are progressing well with significant progress made on the bulk earthworks operations in 2025 to date. Works are also underway on a number of the structures across the scheme. The target date for the completion of the Adare Bypass is the 30 June 2027 and works are currently on schedule to achieve this ambitious target date.</p> <p>Further details on the Adare Bypass scheme are available from the project website www.adarebypass.ie.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

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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 status of this project. I can confirm that €69,000,000 has been allocated for the N21/69 Foynes Limerick (including Adare Bypass) scheme in 2025. As with all national roads projects in the NDP, 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 progress of construction on the Adare Bypass. Please advise my private office if you do not receive a reply within 10 working days.			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/10/2025	47693/25	Dail Question No: 197 To ask the Minister for Transport if he will provide an update on the N53 project in county Louth and any possible interim plans to ensure safety at the Crossmaglen turnoff on the road; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In 2025, the N53 Hackballscross to Rassinree project received an allocation of €2 million. In addition, €35,000 was allocated for pavement works on the N53 at Rathmore. Noting the above position, I have referred the question to TII for a direct reply regarding the Crossmaglen turnoff and ongoing works on the N53. Please advise my private office if you do not receive a reply within 10 working days.	N53 County Louth - Safety at the Crossmaglen turnoff	Ruairi O'Murchu T.D.	Dear Deputy Ó Murchú, I refer to your recent parliamentary question, Ref. No. 47693/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The N53 / Crossmaglen junction raised in your correspondence is proposed to be realigned as part of the N53 Hackballscross to Rassinree scheme. The scheme is currently at Phase 5 (Enabling & Procurement) of the Transport Infrastructure Ireland (TII) Project Management Guidelines. Further details of road scheme lifecycle phases and decision gates are outlined in TII's Major Roads and Greenways Projects Active List (pages 7 and 16). In 2025, TII provided an allocation of €2,000,000 to Louth County Council to progress the N53 Hackballscross to Rassinree Scheme, and TII has recently issued approval to Louth County Council to proceed to tender for the scheme. Should circumstances arise where the N53 Hackballscross to Rassinree scheme is delayed, then Louth County Council may prepare a Feasibility and Options Report to seek funding from TII for a Road Safety Scheme at this junction. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/10/2025	49500/25 50408/25 51976/25	Dail Question No: 195 To ask the Minister for Transport when construction will commence and be completed on the Mallow relief road; the current status of planning, funding and delivery; and the way in which the Government will ensure that the approved 469 home	Status of N72/N73 Mallow relief road - Active Travel Links	Ken O'Flynn T.D.	Dear Deputy O'Flynn, I refer to your recent parliamentary questions, Ref. Nos. 49500/25, 50408/25, and 51976/25, to the Minister for Transport. The position in relation to your enquiry is as follows.

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					<p>development (details supplied) is supported by necessary road infrastructure, public transport and active travel links. <i>Identical Question(s): Transport & Housing</i></p> <p>Details Supplied: Castlepark development</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project. I can confirm that €700,000 has been allocated for the Mallow Relief Road scheme in 2025. As with all national roads projects in the NDP, 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. Any active travel links on the Mallow Relief Road will likely be completed under TII's Active Travel programme. Noting the above positions, 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 public transport, as the Deputy may be aware, the Cork Area Commuter Rail Programme is a key project in the National Development Plan 2021-2030 and the Cork Metropolitan Area Transport Strategy 2040. The Programme is being delivered on a phased basis and will provide a more efficient and decarbonised transport service for the area to help facilitate population and economic growth over the coming decades. Phase 1 of the Programme consists of a signalling upgrade, construction of a through-platform at Kent Station which launched in April, and double-tracking from Glounthaune to Middleton. This phase has received EU Funding under the National Recovery</p>		<p>A total cost estimate for the N72/N73 Mallow Relief Road is not available at this time as design work and pricing of same are still ongoing. It is anticipated that a Preliminary Business Case (PBC) will be submitted in Q1 2026 as part of Approval Gate 1, seeking approval to submit a planning application to An Coimisiún Pleanála (ACP). The PBC will contain a total cost estimate (see Major Roads & Greenways Projects Active List (page 7 & 16) for details of scheme lifecycle phases).</p> <p>With regard to the timeframe for commencement and completion, this is dependent on the time taken by ACP to consider and rule on the planning application, and also on whether there are any subsequent legal challenges, in the event of planning approval. Subject to the granting of planning permission for the scheme by ACP, and in the absence of a judicial review, and with continuity of funding, Transport Infrastructure Ireland would expect detailed design and advance works on site (fencing, archaeology, site clearance, etc.) to commence in 2027, with a main construction contract being awarded in 2029 with an approximate 2-year construction period to completion.</p> <p>With regard to infrastructure measures and housing development, this is a matter for the local authority, as the Road and Planning Authority for the County. In the circumstances, you may wish to contact Cork County Council, in relation to this aspect of your question.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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		and Resilience Plan and is expected to be completed by the end of 2026. Phase 2 of the programme plans for the electrification of the Cork commuter rail network and the delivery of up to eight new stations including Blarney/Stoneview and upgrades to existing stations including Mallow. In 2024, Iarnród Éireann (IÉ) awarded a contract to TYPISA and Roughan O'Donovan, appointing them as multi-disciplinary consultants for the design of Phase 2 of the Programme. A public consultation was for Phase 2 of the Programme was completed in July. Subject to securing funding and achieving the relevant approvals, Phase 2 of the Programme will progress after Phase 1 works have been completed.			
09/10/2025	49671/25	<p>Dail Question No: 151 To ask the Minister for Transport the number of motorway service stations on motorways across the country; if the ownership of each station can be set out, in tabular form; and if he will make a statement on the matter.</p> <p>Dail Question No: 152 To ask the Minister for Transport to set out the process whereby motorway station services are granted permission for planning; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, construction and operation 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 motorway service stations on motorways across the country. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Motorway Services on the network - planning permission	Barry Ward T.D.	<p>Dear Deputy Ward,</p> <p>I refer to your recent parliamentary question, Ref. No. 49671/25 No.s 151 & 152, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) has provided for Online Service Areas, procured via design, construction, operation and financing contracts, at six locations on the national road network i.e., on the M1 (Lusk), M1 (Castlebellingham), M4 (Enfield), M6 (Athlone), M9 (Kilcullen) and M11 (north of Gorey).</p> <p>In addition, there are currently fourteen Offline Service Area locations in private ownership, which currently meet the requirements outlined in the TII Service Area Policy, published in December 2023. These Offline Service Areas are located adjacent to the mainline carriageway but accessed via a junction on the motorway.</p> <p>The twenty Service Area locations which are currently operating on the motorways of the National Road Network are listed in the table below. A map of the Motorway Service Area locations is available via this link. This map excludes the recently opened private Service Area off Junction 6 on the M3 at Dunshaughlin and an additional private Offline Service Area which is currently under construction off Junction 12 on the M18 at Ennis and is expected to open to the public before the end of 2025.</p> <p>Section 3 of the TII Service Policy differentiates between on-line Motorway service areas developed by TII and offline services developed by the private sector. The provision of offline service areas is subject to local development plan policies and the requirements of national planning policy stated in the Spatial Planning and National Roads Guidelines January 2012.</p>

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09/10/2025	49915/25	Dail Question No: 173 To ask the Minister for Transport for a progress report regarding the South Kerry Greenway; to open the first completed section prior to the end of 2025; and if he will make a statement on the matter.	South Kerry Greenway	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. No. 49915/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>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.</p> <p>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 million in funding for the section from Glenbeigh to Cahersiveen and €200,000 for the section from Cahersiveen to Reenard Point.</p> <p>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</p>																																																																																																																																																			

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		reply. Please advise my private office if you do not receive a reply within 10 working days.			<p>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 early 2026, delivering a valuable facility for cyclists and pedestrians.</p> <p>Kerry County Council and TII are also examining a three-kilometre section, starting at Kells and heading west along the route to Gortnagree, which could be opened ,subject to third-party access agreements, in December 2025. Further sections are likely to open in 2027 and 2028, subject to funding.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
09/10/2025	51161/25	<p>Dail Question No: 168</p> <p>To ask the Minister for Transport if an assessment has been conducted on whether traffic flow can be improved within existing constraints on the N2 between Kilmoon Cross and Rath roundabout, as an alternative to waiting years for a motorway extension to be built; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N2 between Kilmoon Cross and Rath Roundabout. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	N2 Kilmoon Cross to Rath roundabout	Darren O'Rourke	<p>Dear Deputy O'Rourke,</p> <p>I refer to your recent parliamentary question, Ref. No. 51161/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>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.</p> <p>Separately, Meath County Council is examining potential road safety improvements over this section of the N2 as a standalone project with a view toward enhancing its operational safety. TII will give consideration to any such proposals that are submitted by Meath County Council.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
09/10/2025	50981/25	<p>Dail Question No: 128</p> <p>To ask the Minister for Transport if he will set out the strategic importance of the N24 upgrade in connecting the west and southeast, supporting</p>	Status of N24 Upgrade Schemes	Michael Murphy T.D.	<p>Dear Deputy Murphy,</p> <p>I refer to your recent parliamentary question, Ref. No. 50981/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>balanced regional development under Project Ireland 2040; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €80,000 has been allocated for the N24 Waterford to Cahir scheme and €2,500,000 has been allocated for the N24 Cahir to Limerick Junction scheme in 2025. As with all national roads projects in the NDP, 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. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, as set out in the National Development Plan (NDP), the National Planning Framework, the National Investment Framework for Transport in Ireland and the Climate Action Plan. The level of funding for new road schemes has not been sufficient to facilitate the simultaneous progression of all new road projects outlined in the NDP through planning and design and accordingly, the progression of projects must be phased in line with available funding.</p> <p>The N24 Waterford to Cahir project is currently on hold arising from funding constraints. The N24 Cahir to Limerick Junction and Oola Transport Project is currently progressing through Phase 3 (Design and Environmental Evaluation) and updates are available on the project website. TII's Major Roads and Greenways Projects Active List provides details of road scheme phases (page 7 & page 16) and the report also includes an overview of the projects.</p> <p>You will be aware that the NDP review was published by the Government on 22 July 2025. The plan sets out transport capital ceilings to 2030. The Department of Transport will now progress the sectoral plan for the 2026 to 2030 period, which will be published later this year, and which will inform national road scheme priorities in the coming years. TII is not in a position to support the re-commencement of the N24 Waterford to Cahir project until such time as the sectoral plan is published and subject to the priorities identified in the plan.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
09/10/2025	50980/25	<p>Dail Question No: 182 To ask the Minister for Transport for an update on progress of the N24 Cahir to Waterford scheme, including timelines for planning, detailed design and delivery; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII</p>	Status of N24 Cahir to Waterford scheme	Michael Murphy T.D.	<p>Dear Deputy Murphy,</p> <p>I refer to your recent parliamentary question, Ref. No. 50980/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The N24 Waterford to Cahir project is currently on hold arising from funding constraints. The project received an allocation of €80,000 in 2025 to allow the completion of Phase 2 (Options Selection) of Transport Infrastructure Ireland's (TII) Project Management Guidelines. Kilkenny County Council, as the lead Authority for the Project, is making final preparations for the publication of the Route Selection Report. The report will be available from the project website once published via this link. The 2025 funding allocation was, however, insufficient to provide for the advancement of the planning phase of the Project to progress to Phase 3 (Design & Environmental Evaluation). Please see TII's Major Roads and Greenways Projects Active List which provides details of road scheme phases (page 7 & page 16).</p> <p>You will be aware that the National Development Plan review was published by the Government on 22 July 2025. The plan sets out transport capital funding ceilings to 2030. The Department of Transport will now progress the sectoral plan for the 2026 to 2030 period, which will be published later this year, and which will inform national road scheme priorities in the coming years. TII is not in a position to support the re-</p>

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					<p>is best placed to advise you on the status of this project.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p> <p>commencement of the N24 Waterford to Cahir project until such time as the sectoral plan is published and subject to the priorities identified in the plan.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
09/10/2025	51389/25	<p>Dail Question No: 175</p> <p>To ask the Minister for Transport to provide an update on national roads upgrade funding for Waterford city and county.</p> <p>Answer</p> <p>As Minister for Transport I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>In 2025, Waterford City and County Council received an allocation €8,455,131. This consisted of €8,121,500 for capital investment in protection and renewal of the national road network, and €333,631 for current maintenance of the national road network. Following the review of the NDP that was published in July, my Department is currently developing sectoral plans of the capital projects and programmes to be prioritised over the next five years. Alignment with the National Planning Framework will be considered in developing these plans.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding investment in the national road network in Waterford city and county. Please advise my private office if you do not receive a reply within 10 working days.</p>	Funding for national road upgrades - Waterford City and County	David Cullinane T.D.	<p>Dear Deputy Cullinane,</p> <p>I refer to your recent parliamentary question, Ref. No. 51389/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>In 2025, Waterford City and County Council received national road grant allocations totalling €8,455,131. Allocations were provided to fund pavement renewal schemes, road safety improvement schemes and maintenance activities. Further details of the 2025 national road grant allocations to Waterford City and County Council are available from 2025 Grant Allocations to Local Authorities for National Roads.</p> <p>The National Development Plan review was published by the Government on 22 July 2025. The plan sets out capital ceilings for transport to 2030. The Department of Transport is progressing the sectoral plan for the 2026 to 2030 period, which will be published later this year, and will inform national road scheme priorities in the coming years.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
09/10/2025	51673/25	<p>Dail Question No: 162</p>	N22 Farranfore to Killarney	Pa Daly T.D.	<p>Dear Deputy Daly,</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>To ask the Minister for Transport to provide an update on the Killarney bypass; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €1 million has been allocated for the N22 Farranfore to Killarney (including the Killarney Bypass) scheme in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>You will be aware that the National Development Plan review was published by the Government on 22 July 2025 and which sets out capital funding ceilings for transport to 2030. The Department of Transport is currently progressing the sectoral plan for the 2026 to 2030 period, which will be published later this year, and which will inform the national road scheme priorities in the coming years.</p> <p>TII cannot advise at this time as to the availability of funding to progress the N22 Farranfore to Killarney pending confirmation from the Department of Transport of the 2026 national road funding allocations.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Transport Infrastructure Ireland</p>
09/10/2025	51672/25	<p>Dail Question No: 189 To ask the Minister for Transport for an update on the Cork northern ring road and the northern distributor road; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme and for Public Transport.</p> <p>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 Cork</p>	Cork City Northern Transport Project	Padraig O'Sullivan T.D.	<p>Dear Deputy O'Sullivan,</p> <p>I refer to your recent parliamentary question, Ref. No. 51672/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The Cork City Northern Transport Project (CCNTP), formerly known as the Cork Northern Ring Road, aims to develop a new national road to the north of Cork City, to connect the N22, N20 and M8. Transport Infrastructure Ireland (TII) is the Approving Authority for this project. This is distinct from the Cork Northern Distributor Road (NDR) Project, which is an urban route providing orbital movement within the north side of the City for bus, pedestrian, cycle and private vehicles and for which the National Transport Authority (NTA) is the Approving Authority.</p> <p>Prior to 2023, an engineering team working for Cork City Council on advancing the CCNTP completed Phase 1 'Concept & Feasibility', identifying a number of strategic options. The next phase in the Project's development is for these Strategic Options to be assessed in Phase 2 'Options Selection'. This would be followed by design and environmental assessment of the preferred option, prior to an application for planning permission. TII's Major Roads and Greenways Projects Active List provides details of road scheme phases (see pages 7 & page 16).</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		City Northern Transport Project (formerly the Northern Ring Road) in Cork. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days. The NTA has responsibility for the planning and development of public transport infrastructure, including the Cork Northern Distributor Road project. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.			Funding provided to TII for the Project in 2023 was conditioned under Section 24 of the Roads Act, so that a sum of €100,000 was provided and could not be increased. This funding was not sufficient to allow the Project to advance. As no funding was provided for the Project in 2024 and 2025 it has not been possible to progress the Project. TII cannot advise at this time if the Project will recommence in 2026 pending confirmation from the Department of Transport of the 2026 national road funding allocations. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/10/2025	51724/25	Dail Question No: 190 To ask the Minister for Transport the estimated timeline for delivery of the northern distributor road and the northern ring road in Cork. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme and for Public Transport. 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 Cork City Northern Transport Project (formerly the Northern Ring Road) in Cork. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days. The NTA has responsibility for the planning and development of public transport infrastructure, including the Cork Northern Distributor Road project. Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.	Cork City Northern Transport Project	Thomas Gould T.D.	Dear Deputy Gould, I refer to your recent parliamentary question, Ref. No. 51724/25, 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. Transport Infrastructure Ireland (TII) is the Approving Authority for this project. This project is distinct from the Cork Northern Distributor Road (NDR) Project, which is an urban route providing orbital movement within the north side of the City for bus, pedestrian, cycle and private vehicles and for which the National Transport Authority (NTA) is the Approving Authority. Prior to 2023, an engineering team working for Cork City Council on advancing the CCNTP completed Phase 1 'Concept & Feasibility', identifying a number of strategic options. The next phase in the Project's development is for these Strategic Options to be assessed in Phase 2 'Options Selection'. This would be followed by design and environmental assessment of the preferred option, prior to an application for planning permission. TII's Major Roads and Greenways Projects Active List provides details of road scheme phases (see pages 7 & page 16). Funding provided to TII for the Project in 2023 was conditioned under Section 24 of the Roads Act, so that a sum of €100,000 was provided and could not be increased. This funding was not sufficient to allow the Project to advance. As no funding was provided for the Project in 2024 and 2025 it has not been possible to progress the Project. TII cannot advise at this time if the Project will recommence in 2026 pending confirmation from the Department of Transport of the 2026 national road funding allocations. 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
09/10/2025	51710/25	<p>Dail Question No: 124</p> <p>To ask the Minister for Transport when funding will be made available to progress the long-awaited relief road for Mountmellick town; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>In 2022 Laois County Council concluded the preliminary appraisal of options process in relation to a bypass of Mountmellick. However, this is not included amongst the projects that are identified for development during the current NDP and therefore it was not possible to advance the proposed project at that time.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding a bypass for Mountmellick. Please advise my private office if you do not receive a reply within 10 working days.</p>	Relief road for Mountmellick town	William Aird T.D.	<p>Dear Deputy Aird,</p> <p>I refer to your recent parliamentary question, Ref. No. 51710/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, as set out in the National Development Plan (NDP), the National Planning Framework, the National Investment Framework for Transport in Ireland and the Climate Action Plan. A proposed bypass of Mountmellick was not included in the projects identified for development during the period of the NDP and, accordingly, there has been no advancement of the proposed Scheme.</p> <p>You will be aware that the NDP review was published by the Government on 22 July 2025 and sets out capital funding ceilings for transport to 2030. The Department of Transport is currently progressing the sectoral plan for the 2026 to 2030 period, which will be published later this year, and this will inform national road scheme priorities in the coming years.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
09/10/2025	51686/25	<p>Dail Question No: 164</p> <p>To ask the Minister for Transport to provide an update as to the latest status of the N17 Knock to Collooney project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p>	N17 Knock to Collooney project	Eamon Scanlon T.D.	<p>Dear Deputy Scanlon,</p> <p>I refer to your recent parliamentary question, Ref. No. 51686/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The N17 Knock to Collooney Project is being progressed by the Sligo Regional Design Office, on behalf of Mayo County Council and Sligo County Council, the road authorities for their respective counties. The Project is currently in Phase 3: 'Design and Environmental Evaluation'. Please see TII's Major Roads and Greenways Projects Active List which provides details of road scheme phases (page 7 & page 16). Further details in relation to the N17 Knock to Collooney Project are available from the project website: https://n17knockcollooney.ie/. The Project was allocated funding of €1 million in 2025.</p> <p>You will be aware that the National Development Plan review was published by the Government on 22 July 2025 and sets out capital funding ceilings for transport to 2030. The Department of Transport is progressing the sectoral plan for the 2026 to 2030 period, which will be published later this year, and will inform national road scheme priorities in the coming years.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		I can confirm that €1 million has been allocated for the N17 Knock to Collooney scheme in 2025. As with all national roads projects in the NDP, 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. Please advise my private office if you do not receive a reply within 10 working days.			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/10/2025	51264/25	Dail Question No: 251 To ask the Minister for Transport his plans to improve the N68 in County Clare to make it fit for purpose; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N68. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Improvements to the N68 in County Clare	Donna McGettigan T.D.	Dear Deputy McGettigan, I refer to your recent parliamentary question, Ref. No. 51264/25, to the Minister for Transport. The position in relation to your enquiry is as follows. At the outset, Transport Infrastructure Ireland (TII) advises that it provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance 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. With reference to the N68 in Co. Clare, TII has not received a request for funding for road improvement works on this road. For this to be considered further, Clare County Council would need to carry out an initial assessment, providing details on the rationale for any proposed road improvement works on the N68 in Co. Clare and, if appropriate, submit a request to TII for the provision of funds. Once this has been received, TII will consider the proposal, having regard to the level of funding available to TII for national roads generally and the many competing demands for these resources. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/10/2025	51167/25	Dail Question No: 241 To ask the Minister for Transport the timeline for delivery of the Dunkettle interchange completion and the North Ring road; and if funding has been ringfenced in 2025. 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	Dunkettle interchange - Cork City Northern Transport Project	Ken O'Flynn T.D.	Dear Deputy O'Flynn, I refer to your recent parliamentary question, Ref. No. 51167/25, 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. Transport Infrastructure Ireland (TII) is the Approving Authority for this project. This is distinct from the Cork Northern Distributor Road (NDR) Project, which is an urban route providing orbital movement within the north side of the City for bus, pedestrian, cycle and private vehicles and for which the National Transport Authority (NTA) is the Approving Authority.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		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), and any developments in relation to the upgraded Dunkettle Interchange (which opened in February 2024). Please advise my private office if you do not receive a reply within 10 working days.			<p>Prior to 2023, an engineering team working for Cork City Council on advancing the CCNTP completed Phase 1 'Concept & Feasibility', identifying a number of strategic options. The next phase in the Project's development is for these Strategic Options to be assessed in Phase 2 'Options Selection'. This would be followed by design and environmental assessment of the preferred option, prior to an application for planning permission.</p> <p>Funding provided to TII for the Project in 2023 was conditioned under Section 24 of the Roads Act, so that a sum of €100,000 was provided and could not be increased. This was not sufficient to allow the Project to advance. As no funding was provided for the Project in 2024 and 2025 it has not been possible to progress the Project. TII cannot advise at this time if the Project will recommence in 2026, as TII has not as yet been notified by the Department of Transport of the 2026 national road funding allocations.</p> <p>With regard to the Dunkettle Interchange, this project was completed in early 2024, with all links opened to traffic. Certain post project works are continuing onsite, such as minor snagging works, and the commissioning of variable message signs and cameras.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
10/10/2025	48452/25	<p>Dail Question No: 232</p> <p>To ask the Minister for Transport if he will consider introducing a reduced toll rate or commuter discount scheme for regular users of the M4 motorway (details supplied) similar to the arrangements in place on the M50, given the significant financial burden on daily commuters travelling to Dublin; and if he will make a statement on the matter.</p> <p>Details Supplied: in view of the current cost-of-living pressures and the fact that many workers are required to live outside Dublin due to housing affordability</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned.</p>	M4 Toll - reduced commuter rate	Micheál Carrigy T.D.	<p>Dear Deputy Carrigy,</p> <p>I refer to your recent parliamentary question, Ref. No. 48452/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>There are ten toll roads on the national road network, eight of which are operated under a Public Private Partnership (PPP) model, including the M4 Eurolink Ltd. concession. The basis for the PPP toll road contracts, such as the M4, arose from a Government policy initiative which identified PPPs as an essential component in contributing to the financing and delivery of national road improvements. Private finance was raised by the PPP companies and used to fund the construction, operation and maintenance of these PPP road projects. The toll revenues collected accrue to the PPP Company and contributes to the repayment of company loans and the ongoing operation and maintenance of the PPP schemes.</p> <p>Two toll locations are operated directly on behalf of Transport Infrastructure Ireland (TII), i.e., the M50 and Dublin Tunnel and the tolls are collected directly for TII. These public toll revenues are reinvested by TII in the operation and maintenance of the national road network. In relation to the M50 eflow toll, the M50 Byelaws provided for different charges for different account options such as a Tag Account, Video Account, and finally Unregistered Vehicle Accounts. These alternative account options were provided for given the barrier-free tolling arrangements introduced on the M50. Further information on the M50 toll account options / toll charges can be found here.</p> <p>The level of tolls charged at toll locations on the national road network are regulated through an inflation adjustment mechanism as set out in the Toll Byelaws. The Byelaws, which are grounded in the Roads Act</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>1993-2025, outline the method of calculation of the toll rates for each vehicle class. The PPP Companies, including the M4 Kilcock to Kinnegad PPP Company, are obliged to apply the terms of the Byelaws. Further information on Toll Byelaws is on the TII website at: https://www.tii.ie/roads-tolling/tolling-information/statutory-notice/. The M4 Kilcock to Kinnegad Bye-Laws, similar to the other PPP concession schemes, do not provide for differential charges by payment type.</p> <p>I would note that Regulation 17 of the M4 Kilcock to Kinnegad Byelaws state that 'Where a user of the Toll Road pre-pays for 20 journeys or more, a discount of not less than 10% of the Appropriate Toll shall apply to each prepaid journey'. The M4 toll operator can be contacted on esm4@eurolink-m4.ie in relation to the pre-paid discount arrangements.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
10/10/2025	51824/25 50223/25	<p>Dail Question No: 118 To ask the Minister for Transport if he will expedite the delivery of a new roadway and footpaths through Cahersiveen town on the N70 Ring of Kerry road; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding the N70 in Cahersiveen. Please advise my private office if you do not receive a reply within 10 working days.</p>	Upgrade of N70 Cahersiveen town	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary questions Ref. No. 51823/25 & 50223/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The 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.</p> <p>TII road pavement surveys have identified the need for pavement improvements at Cahersiveen. Kerry County Council proposes to undertake the required road pavement works and associated footpath works in tandem with a large Urban Regeneration and Development Fund (URDF) scheme that is planned for Cahersiveen town. TII has previously been advised that the Cahersiveen regeneration URDF project is due to commence this year. In the circumstances, you may wish to contact Kerry County Council, who will be able to confirm the current status of the application the Council submitted for URDF scheme funding and the timeline for the works.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
10/10/2025	50222/25 51823/25	<p>Dail Question No: 195 To ask the Minister for Transport to expedite major improvement works to the main road in and out of Dingle and West Kerry, the N86, a critical national secondary road that is in a suboptimal condition; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N86. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	N86 improvement works	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary questions Ref. No. 50222/25 and 51823/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) allocated funding of €250,000 to Kerry County Council in 2025 to finalise the tender documents for the N86 Ballynasare Lower to Ballinclare & Doonore South to Ballygarret sections of the N86 Tralee to An Daingean Scheme. These sections of the scheme will progress to construction once sufficient funding becomes available. I can advise that TII also allocated €1,250,000 to the N86 Tralee to An Daingean Scheme this year to progress planning and design works for the remaining sections of the scheme. Full details of the 2025 National Roads grant allocations to Kerry County Council, are available on TII's website.</p> <p>Grant funding in relation to road projects for 2026 is currently under review. TII will consider the funding of national secondary improvement schemes throughout the country, including the N86 in Co. Kerry, taking cognisance of the limited funding available to TII generally and the many competing demands for such funding.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
10/10/2025	51820/25	<p>Dail Question No: 153 To ask the Minister for Transport if he will outline the earliest estimated completion date of the N2 Ardee to Castleblayney road project.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Estimated completion date of the N2 Ardee to Castleblayney	Matt Carthy T.D.	<p>Dear Deputy Carthy,</p> <p>I refer to your recent parliamentary question, Ref. No. 51820/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>The N2 Ardee to Castleblayney Road 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 along with indicative phase timelines). No allocation was made to this project in 2025, and the planning and design of the project is currently suspended.</p> <p>You will be aware that the National Development Plan review was published by the Government on 22 July 2025. The plan sets out capital funding ceilings for transport to 2030. The Department of Transport will now progress the sectoral plan for the 2026 to 2030 period, which will be published later this year, and which will inform national road scheme priorities in the coming years.</p> <p>The timeline for upgrading of this project is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and availability of funding.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
10/10/2025	51816/25	<p>Dail Question No: 169 To ask the Minister for Transport if he will outline the earliest estimated completion date of the N2-Clontibret to the Border road project; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project. I can confirm that €3 million has been allocated for the N2 Clontibret to the Border scheme in 2025. As with all national roads projects in the NDP, 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. Please advise my private office if you do not receive a reply within 10 working days.</p>	Estimated completion date of the N2-Clontibret to the Border	Cathy Bennet T.D.	<p>Dear Deputy Bennett,</p> <p>I refer to your parliamentary question, Ref. No. 51816/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The N2 Clontibret to Border Road project is currently in 'Phase 3 Design and Environmental Evaluation' phase of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 7 & page 16) for details of road scheme phases and indicative timelines). An allocation of €3,000,000 was made to this project in 2025.</p> <p>You will be aware that the National Development Plan review was published by the Government on 22 July 2025. The plan sets out capital funding ceilings for transport to 2030. The Department of Transport will now progress the sectoral plan for the 2026 to 2030 period, which will be published later this year, and which will inform national road scheme priorities in the coming years.</p> <p>The timeline for the N2 Clontibret to Border Road project is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and availability of funding.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
10/10/2025	52622/25	<p>Dail Question No: 36 To ask the Minister for Transport if he will ensure a substantial financial allocation under the 2026 road works programme is provided for the further planning and design of a route (details supplied) in view of its strategic importance for the Border region and the need to upgrade this road; and if he will make a statement on the matter.</p> <p>Details Supplied: Development of the East West Route with particular reference to the Cootehill/Shercock/Carrickmacross/Dundalk Road</p> <p>Answer</p>	East West Route - N53 between Dundalk and Carrickmacross	Brendan Smith T.D.	<p>Dear Deputy Smith,</p> <p>I refer to your recent parliamentary question, Ref. No. 52622/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, as set out in the National Development Plan (NDP), the National Planning Framework, the National Investment Framework for Transport in Ireland and the Climate Action Plan. A proposed East-West national road link from Dundalk to Cavan was not included in the projects identified for development during the period of the NDP and, accordingly, there has been no advancement of an East-West national road scheme.</p> <p>You will be aware that the NDP review was published by the Government on 22 July 2025 and sets out capital funding ceilings for transport to 2030. The Department of Transport is currently progressing the sectoral plan</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>My department has been working with Cavan and Louth County Councils in relation to funding projects associated with the proposed upgraded East West Link Road. As the Deputy is aware the proposed scheme would run on regional routes from Dundalk to Cavan and national routes from Cavan to Sligo.</p> <p>Going back some time there was a proposal for a substantial upgrade of the regional road part of the route; my department provided over €2 million to Cavan County Council, acting as lead authority with Monaghan and Louth County Councils, to progress the regional road element of the project to preliminary design stage.</p> <p>However, more recent appraisal work has indicated a very substantial cost if the road scheme was fully implemented. As such, my department engaged Cavan County Council to carry out a risk-based analysis for the route between Dundalk and Cavan. This analysis explored the possibility of a series of interventions which could be implemented over time, and which could improve safety, journey times, and bring consistency to the travel speed along the route. From this risk analysis individual local authorities examined if, and how, projects identified could be brought forward, while taking into account their own priorities and available resources.</p> <p>My department allocated funding to both Cavan and Louth County Councils to carry out initial assessments of two possible schemes along the R178 Cavan to Dundalk Strategic Regional Route. Subsequently, both Louth and Cavan County Councils submitted Strategic Assessment Reports for these two schemes. These submissions have been reviewed and approval has been provided to advance both schemes.</p> <p>The department has provided further funding in 2025 to both Cavan County Council and Louth County Council to advance these schemes through to the end of Phase 2 "Route Selection". This process is underway by the local authorities and following completion, a further review of both schemes will be examined by my department before approval to the next phase.</p>			<p>for the 2026 to 2030 period, which will be published later this year, and this will inform national road scheme priorities in the coming years.</p> <p>The N53, which links Dundalk to Castleblayney, is scheduled for improvement along a 3.3-kilometre section between Hackballscross and Rassin. Louth County Council has issued the tender documentation (584057-2025 - Competition - TED - European Union) for the construction phase of the scheme. Progression to the award of the main construction contract remains contingent upon the availability of funding and the requisite approvals.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>The 2026 regional and local road grant allocations will be finalised following the publication of the Revised Estimates Volume and will take into account the expenditure outturn on projects and programmes in the preceding year. Within the budget available, the objective is to allocate funding to eligible local authorities on as equitable a basis as possible taking the length of the road network into account. The main focus of the grants continues to be the protection and renewal of the regional and local road network.</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>In 2025, the N53 Hackballscross to Rassan project received an allocation of €2 million. In addition, €35,000 was allocated for pavement works on the N53 at Rathmore.</p> <p>Noting the above position, I have referred the question to TII for a direct reply regarding ongoing works on the N53 between Dundalk and Carrickmacross. Please advise my private office if you do not receive a reply within 10 working days.</p>			
13/10/2025	50740/25	<p>Dail Question No: 19</p> <p>To ask the Minister for Transport to provide an update on the approval by TII of the funding for all of the proposed interim works required on the N24/25; and the details of the communications between his Department, the TII and Kilkenny County Council on the project.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the 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</p>	Proposed interim works required on the N24/25 - Comms	John McGuinness T.D.	<p>Dear Deputy McGuinness,</p> <p>I refer to your recent parliamentary question, Ref. No. 50704/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland has confirmed the following allocations to Kilkenny County Council to provide for interim safety measures in relation to the N24 and N25.</p> <p>Tower Road € 365,000 Glenmore Rural Bus Stop RSIS* € 27,000 Fixed Site Safety Camera TII/AGS Pilot € 31,500 Luffany Roundabout and Ballynamona RSIS* € 150,000</p> <p>*Road Safety Improvement Scheme</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>the necessary statutory approvals. In this context, TII is best placed to advise you in relation to works required on the N24/25.</p> <p>I can confirm that I met with representatives of the N25 Safety Group on July 16th, at this meeting a number of interim measures with regard to the N25 between Luffany Roundabout and Glenmore were discussed. My officials, TII and Kilkenny County Council are continuing to engage in order to address the matters raised at this meeting.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to any safety works on the N24 or N25. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
13/10/2025	51606/25	<p>Dail Question No: 165</p> <p>To ask the Minister for Transport the current status of road projects in Cork county (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: N25 Midleton to Youghal scheme, R624 Cobh to Fota road, M20/N20 Cork to Limerick, Northern Relief Road (Cork City).</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>I can confirm that €700,000 has been allocated for the N25 Midleton to Youghal scheme and €4,500,000 has been allocated for the M20/N20 Cork to Limerick scheme in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred the question to TII for a direct reply updating you as to the latest status of the above named projects and the Cork City Northern Transport Project (formally the Cork Northern Ring Road). Please advise my private</p>	Status of road projects in Cork county	James O'Connor T.D.	<p>Dear Deputy O'Connor,</p> <p>I refer to your recent parliamentary question, Ref. No. 51606/25, to the Minister for Transport. Transport Infrastructure Ireland's (TII's) position in relation to your enquiry is as follows.</p> <p><u>N25 Midleton to Youghal Bypass Scheme</u> Following completion of Phase 0, 'Scope and Strategic Assessment', and Phase 1, 'Concept and Feasibility', of the N25 Midleton to Youghal Bypass Scheme, Cork County Council held a tender competition for the appointment of technical advisors to take the Scheme through the remaining Planning and Design Phases (2, 3, and 4). Tenders were returned on 10 September and are currently being evaluated, with the intention of awarding the commission this month (see <u>Major Roads & Greenways Projects Active List</u> (page 7 & 16) for details of scheme lifecycle phases).</p> <p><u>M/N20 Cork to Limerick Project</u> Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick project on behalf of Cork County Council and Cork City Council. The project is currently in Phase 3 (Design and Environmental Evaluation) of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see <u>Major Roads and Greenways Projects Active List</u> (page 6 & 7) for general details of project lifecycles and timelines). A project update to inform the public and stakeholders on the developing design was provided in June 2025. Further information from this update is available on the project <u>website</u>.</p> <p>The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report. The key project appraisal deliverable required for this phase is the Preliminary Business Case. Upon completion of the Phase 3 deliverables, the project will be submitted to the Department of Transport to undergo an External Assurance Process and Major Projects Advisory Group review and this is expected to be undertaken in 2026. Subject to receipt of the requisite approvals and subject to funding, the project would then be submitted to An Coimisiún Pleanála.</p> <p>If the project receives approval to proceed to planning, it is not possible to predict how long the statutory process will take and this will depend on a number of factors, including potential for oral hearing and judicial review. Should the project successfully obtain planning approval, the project would, subject to funding and further Approving Authority approvals, proceed through Phase 5 (Enabling and Procurement) before entering the construction stage. The timeline for construction of the project will be informed by a procurement strategy to be prepared in Phase 5.</p>

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			<p>office if you do not receive a reply within 10 working days.</p> <p>In accordance with the provisions of Section 13 of the Roads Act 1993, each local authority has statutory responsibility for the improvement and maintenance of their regional and local roads. Works on those roads are funded from local authorities' own resources and are supplemented by State Road grants. Of these grants, the vast majority (approximately 90%) are targeted at the maintenance and renewal of the network with c. 10% of the remaining funding invested in new roads/bridges or for road realignments.</p> <p>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.</p> <p>In this regard, Cork County Council submitted an initial project appraisal to the Department in 2019 regarding the upgrade of the R624 Cobh Road. The project, as submitted, includes upgrading the existing N25-R624 interchange, the provision of a dual carriageway from the interchange to Marino Point, widening of Slatty Bridge, the provision of a new bridge crossing to Great Island at Belvelly and upgrading the existing R624 from Marino Point to Cobh.</p> <p>The estimated cost of this scheme was more than €100 million, with possible staged implementation. In line with Government requirements Cork County Council also produced a Strategic Assessment Report (SAR) for the Great Island Connectivity Scheme and a draft was forwarded to the Department in November 2022.</p> <p>Since then, both the Public Spending Code and the Department's Transport Appraisal Framework (TAF) guidance have been updated - the Department liaised with the Council regarding new requirements under the new infrastructure Guidelines and the TAF including the preparation of a Project Outline</p>		<p><u>Cork City Northern Transport Project (CCNTP)</u></p> <p>The Cork City Northern Transport Project (CCNTP), formerly known as the Cork Northern Ring Road, aims to develop a new national road to the north of Cork City, to connect the N22, N20 and M8. TII is the Approving Authority for this project. This is distinct from the Cork Northern Distributor Road (NDR) Project, which is an urban route providing orbital movement within the north side of the City for bus, pedestrian, cycle and private vehicles and for which the National Transport Authority (NTA) are the Approving Authority.</p> <p>Prior to 2023, an engineering team working for Cork City Council on advancing the CCNTP completed Phase 1 'Concept & Feasibility', identifying a number of strategic options. The next phase in the Project's development is for these Strategic Options to be assessed in Phase 2 'Options Selection'. This would be followed by design and environmental assessment of the preferred option, prior to an application for planning permission.</p> <p>Funding provided to TII for the Project in 2023 was conditioned under Section 24 of the Roads Act, so that a sum of €100,000 was provided and could not be increased. As no funding was provided for the Project in 2024 and 2025 it has not been possible to progress the Project. TII cannot advise at this time if the Project will recommence in 2026 as this is subject to the 2026 national road funding allocations which have yet to be confirmed by the Department of Transport</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Document (POD) and business case incorporating the work already undertaken at the SAR stage. The Council submitted the POD to the Department in March 2024. Following the submission of the POD, the Council commenced work on developing a brief for the appointment of consultants to deliver the scheme through options assessment, design and planning, starting with the commencement of a Preliminary Business Case. The Council submitted the brief for appointment of consultants in December 2024 to the Department for review. The Council hopes to appoint a consultant in 2025 once the brief has been finalised. An allocation of €350,000 was made to Cork County Council as part of the 2025 Regional and Local Roads Grants to assist in the development of the Preliminary Business Case.			
13/10/2025	51709/25	<p>Dail Question No: 172</p> <p>To ask the Minister for Transport to provide an update on progress in advancing the N/M20 Cork-Limerick motorway; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €4.5 million has been allocated for the N/M20 Cork-Limerick motorway scheme in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	N/M20 Cork-Limerick motorway	Aindrias Moynihan T.D.	<p>Dear Deputy Moynihan,</p> <p>I refer to your recent parliamentary question, Ref. No. 51709/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick project on behalf of Cork County Council and Cork City Council. The project is currently in Phase 3 (Design and Environmental Evaluation) of the TII Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 6 & 7) for general details of project lifecycles). A project update to inform the public and stakeholders on the developing design, was provided in June 2025. Further information from this update is available on the project website.</p> <p>The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report. The key project appraisal deliverable required for this phase is the Preliminary Business Case. Upon completion of the Phase 3 deliverables, the project will be submitted to the Department of Transport to undergo an External Assurance Process and Major Projects Advisory Group review and this is expected to be undertaken in 2026. Subject to receipt of the requisite approvals and subject to funding, the project would be submitted to An Coimisiún Pleanála.</p> <p>If the project receives approval to proceed to planning, it is not possible to predict how long the statutory process will take. Should the project successfully obtain planning approval, the project would, subject to funding and further Approving Authority approvals, proceed through Phase 5 (Enabling and Procurement) before entering the construction stage. The timeline for construction of the project will be informed by a procurement strategy to be prepared in Phase 5.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
13/10/2025	51153/25	<p>Dail Question No: 240 To ask the Minister for Transport the expected timeline for completion of the N/M20 Cork-Limerick motorway project; the projected total cost; and the extent of EU funding secured to date.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €4.5 million has been allocated for the N/M20 Cork-Limerick motorway project in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	N/M20 Cork-Limerick motorway project - funding	Ken O'Flynn T.D.	<p>Dear Deputy O'Flynn,</p> <p>I refer to your recent parliamentary question, Ref. No. 51153/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick project on behalf of Cork County Council and Cork City Council. The project is currently in Phase 3 (Design and Environmental Evaluation) of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 6 & 7) for general details of project lifecycles and timelines). A project update to inform the public and stakeholders on the developing design, was provided in June 2025. Further information from this update is available on the project website.</p> <p>The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report. The key project appraisal deliverable required for this phase is the Preliminary Business Case. Upon completion of the Phase 3 deliverables, the project will be submitted to the Department of Transport to undergo an External Assurance Process and Major Projects Advisory Group review and this is expected to be undertaken in 2026. Subject to receipt of the requisite approvals and subject to funding, the project would then be submitted to An Coimisiún Pleanála.</p> <p>If the project receives approval to proceed to planning, it is not possible to predict how long the statutory process will take and this will depend on a number of factors, including potential for oral hearing and judicial review.</p> <p>Should the project successfully obtain planning approval, the project would, subject to funding and further Approving Authority approvals, proceed through Phase 5 (Enabling and Procurement) before entering the construction stage. The timeline for construction of the project will be informed by a procurement strategy to be prepared in Phase 5.</p> <p>In relation to costs and funding, it is not possible at this stage to inform of a target cost, until further work has been undertaken in Phase 3, as outlined above. I can also confirm that the project has not received EU funding.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
15/10/2025	52233/25	<p>Dail Question No: 22 To ask the Minister for Transport the number of days the Jack Lynch Tunnel has been closed in 2025 to date; the nature of the closures; and if he will make a statement on the matter.</p> <p>Dail Question No: 23 To ask the Minister for Transport the number of scheduled tunnel closures for the Jack Lynch Tunnel for the years 2020 to 2024 and to date in 2025; the reason for the closures; the cost of maintenance over</p>	Jack Lynch Tunnel closures	Padraig O'Sullivan T.D.	<p>Dear Deputy O'Sullivan,</p> <p>I refer to your recent parliamentary question, Ref. No. 52233/25, No.s 23 & 23 to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>Jack Lynch Tunnel closures are scheduled only where necessary to facilitate works that are essential for the continued safe availability and regulatory compliance of the infrastructure. No closures are elective or discretionary in nature and works can only be done during closures, which are mainly scheduled during nighttime hours.</p>

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					<p>that period; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the Jack Lynch Tunnel.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p> <p>International Norms and Best Practice Transport Infrastructure Ireland (TII) operates Ireland’s national road tunnels in accordance with the EU Tunnel Safety Directive (2004/54/EC), which sets out minimum safety requirements for tunnels on the trans-European road network. This Directive mandates regular inspections, and the implementation of safety systems, to ensure the protection of tunnel users and infrastructure. Ireland’s compliance with the directive is reflected in a structured programme of tunnel closures, which facilitates:</p> <ul style="list-style-type: none"> • Routine and corrective maintenance • Safety system testing • Infrastructure upgrades • Emergency preparedness exercises <p>Scheduled Tunnel Closures (2020–2025) The number of scheduled overnight closures of the Jack Lynch Tunnel for the years 2020 to 2024 and 2025 (YTD) are listed in the table below.</p> <table border="1"> <thead> <tr> <th></th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>2025</th> </tr> </thead> <tbody> <tr> <td>Jack Lynch Tunnel (JLT)</td> <td>9</td> <td>60</td> <td>35</td> <td>39</td> <td>82</td> <td>17</td> </tr> </tbody> </table> <p>COVID-19 Context In 2021 the COVID-19 pandemic significantly affected tunnel operations. Social distancing requirements and health protocols made project works and maintenance activities more complex and resource intensive. However, the impact of these closures on road users was mitigated by reduced traffic volumes, due to national travel restrictions in place during those periods.</p> <p>Closure Reasons Scheduled closures of the Jack Lynch Tunnel have supported a range of essential activities, including:</p> <ul style="list-style-type: none"> • Routine and corrective maintenance • Emergency preparedness exercises • Repairs following incidents or asset damage for any reason, including large debris removal • Mandatory replacement of end-of-life complex electronic infrastructure and control systems • Coordination with major infrastructure projects, such as the Dunkettle Interchange Upgrade Project <p>I can also confirm that TII seeks to sequence works to maximise efficiency and minimise disruption, particularly in cases where multiple workstreams can be delivered within a single closure window. Following the completion of substantial upgrade works in the Tunnel towards the end of Q1 2025, the number of closures has now reduced significantly, reflecting the transition from intensive renewal activity to routine maintenance.</p> <p>Cost of Works Facilitated by Closures The Jack Lynch Tunnel is operated under a long-term publicly tendered contract. The original contract for the Jack Lynch Tunnel was awarded in 2014 on a lump-sum basis, meaning that costs for individual works carried out during closures are not separately itemised. A successor contract, covering both the Dublin Tunnel and</p>		2020	2021	2022	2023	2024	2025	Jack Lynch Tunnel (JLT)	9	60	35	39	82	17
	2020	2021	2022	2023	2024	2025													
Jack Lynch Tunnel (JLT)	9	60	35	39	82	17													

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>the Jack Lynch Tunnel and the Motorway Operations Control Centre (MOCC), was awarded in 2025 and details of this contract award are available on TII's website, at the following link.</p> <p>Conclusion TII is satisfied that the frequency and nature of closures in the Jack Lynch Tunnel is consistent with international norms for tunnels of similar age, traffic volume, and complexity. TII continues to prioritise safety and operational reliability, while seeking to minimise disruption through overnight scheduling and coordination with stakeholders. As mentioned above, a significant cycle of renewable and upgrade works has been completed in the Tunnel and there will be a significant reduction in closures of the Tunnel for the foreseeable future.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
15/10/2025	53874/25	<p>Dail Question No: 122 To ask the Minister for Transport if he will carry out a review of the physical payment options currently available to pay the M50 toll since road users, who avail of the port tunnel, have very limited options to source a psychical payment point having passed through the tunnel.</p> <p>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.</p> <p>Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll by-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding payment options for tolls to TII for</p>	Physical payment options available to pay the M50 eFlow toll	Robert Troy T.D.	<p>Dear Minister,</p> <p>I refer to your recent parliamentary question, Ref. No. 53874/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The M50 motorway around Dublin is the only motorway in Ireland that has an electronic free-flow tolling system in place. Between Junctions 6 and 7, the overhead cameras record trips by photographing a vehicle's licence plate number. The M50 free-flow system, also known as eFlow, has been in operation on the M50 since August 2008.</p> <p>Under the M50 barrier-free tolling arrangements, road users who pass the toll are required to make a payment before 8pm the following day.</p> <p>There are several options for motorists to pay their M50 tolls including:</p> <ul style="list-style-type: none"> • Card payment online at www.eflow.ie, • Payment in 'Payzone' branded outlets nationwide, by cash or card. Please check www.payzone.ie for locations, • By calling LoCall 0818 50 10 50 from the Republic of Ireland, or +353 1 461 0122 from any other country and paying by card to the customer service representative, • It is also possible to pay M50 tolls in advance. For more information, please check the eFlow website here. <p>Another option for drivers is registering for a toll tag or a video account. Tags enable motorists to travel on all Irish toll roads without needing to stop and pay. Video accounts only work for the M50.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			<p>I hope the above is of assistance to you.</p> <p>Yours sincerely,</p> <p>Lorcan O'Connor Chief Executive Office Transport Infrastructure Ireland</p>
17/10/2025	51004/25 51033/25 to 51036/25 51038/25 to 51040/25 51042/25 to 51048/25 54452/25	<p><u>51048/25</u> Dail Question No: 224 To ask the Minister for Transport to request Transport Infrastructure Ireland to give favourable consideration to introducing a sustainability payment for all landowners/farmers affected by greenways passing through their lands in County Kerry; and if he will make a statement on the matter.</p> <p><u>51047/25</u> Dail Question No: 223 To ask the Minister for Transport to expedite all greenways across County Kerry; to provide landowners and farmers with all necessary accommodation works and fair compensation; and if he will make a statement on the matter.</p> <p><u>51046/25</u> Dail Question No: 222 To ask the Minister for Transport to request Transport Infrastructure Ireland to give favourable consideration to extending the South Kerry Greenway onto Castleisland; and if he will make a statement on the matter.</p> <p><u>51045/25</u> Dail Question No: 221 To ask the Minister for Transport to request Transport Infrastructure Ireland to consider extending the South Kerry greenway around the entire Ring of Kerry; and if he will make a statement on the matter.</p> <p><u>51044/25</u> Dail Question No: 220 To ask the Minister for Transport to request Transport Infrastructure Ireland to consider extending the South Kerry greenway to Kenmare; and if he will make a statement on the matter.</p> <p><u>51043/25</u> Dail Question No: 219 To ask the Minister for Transport to request Transport Infrastructure Ireland to consider extending the</p>	Kerry Greenway Schemes	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary questions Ref. No. 51004/25, 51033/25 to 51036/25, 51038/25 to 51040/25, 51042/25 to 51048/25, 54452/25 to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>At the outset, I can advise that Transport Infrastructure Ireland (TII) has not received any request for an allocation from Kerry County Council to extend the South Kerry Greenway to the locations mentioned in your respective parliamentary questions. Should requests for funding allocations be received by TII for additional Greenway Projects, TII would consider such requests having regard to the overall Greenway Programme and taking cognisance of the limited funding available to TII generally and the competing demands for such funding. TII's report, Major Roads & Greenways Projects Active List, includes details of the current Greenway Programme.</p> <p>Funding for the Greenways programme is reviewed on an annual basis by the Department of Transport and in 2025, TII allocated €8.25 million of funding for Greenway and Active Travel projects in County Kerry.</p> <p><u>South Kerry Greenway</u> The South Kerry Greenway is approximately 31 km long and is divided into two projects. The section currently underway is 27km in length and runs from Glenbeigh to Cahersiveen. A further 4km section from Cahersiveen to Reenard Point was refused planning permission by An Bord Pleanála and will be subject to a separate planning application. In 2025, Kerry County Council received €7,000,000 in funding for the section from Glenbeigh to Cahersiveen and €200,000 for the section from Cahersiveen to Reenard Point.</p> <p>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 early 2026, delivering a valuable facility for cyclists and pedestrians. Kerry County Council and TII are also examining a three-kilometre section, starting at Kells and heading west along the route to Gortnagree, which could be opened subject to third-party access agreements in December 2025. Further sections of the South Kerry Greenway are likely to open in 2027 and 2028, subject to funding.</p> <p><u>Tralee to Listowel Greenway</u> Regarding the Tralee to Listowel Greenway, in 2023, Kerry County Council appointed technical advisors to</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>South Kerry greenway to Killarney; and if he will make a statement on the matter.</p> <p><u>51042/25</u> Dail Question No: 218 To ask the Minister for Transport to request Transport Infrastructure Ireland to consider extending the South Kerry greenway to Farranfore; and if he will make a statement on the matter.</p> <p><u>51040/25</u> Dail Question No: 217 To ask the Minister for Transport to request Transport Infrastructure Ireland to consider extending the South Kerry greenway to Dingle and West Kerry; and if he will make a statement on the matter.</p> <p><u>51039/25</u> Dail Question No: 216 To ask the Minister for Transport to request Transport Infrastructure Ireland to consider extending the South Kerry greenway to Tralee; and if he will make a statement on the matter.</p> <p><u>51038/25</u> Dail Question No: 215 To ask the Minister for Transport to request Transport Infrastructure Ireland to consider extending the South Kerry greenway to Killorglin town; and if he will make a statement on the matter.</p> <p><u>51036/25</u> Dail Question No: 213 To ask the Minister for Transport to request Transport Infrastructure Ireland (TII) to consider connecting Tarbert with the Tralee to Listowel Greenway in view of the fact that when completed this will be a significant boost to businesses and jobs throughout North Kerry; and if he will make a statement on the matter.</p> <p><u>51035/25</u> Dail Question No: 212 To ask the Minister for Transport to request Transport Infrastructure Ireland to consider connecting Ardfert to the Tralee to Listowel Greenway; and if he will make a statement on the matter.</p> <p><u>51034/25</u> Dail Question No: 211 To ask the Minister for Transport to expedite the Tralee to Listowel Greenway; to provide landowners and farmers with all necessary accommodation works and compensation; and if he will make a statement on the matter.</p>		<p>progress the scheme through the Option Selection, Design and Environmental Evaluation and Statutory Consent phases. A Public Consultation for the Project was undertaken in December 2023 regarding the study area for the scheme. Submissions received from members of the public have been used in the identification of route options. A second Public Consultation was undertaken in mid-September 2024. A number of route options under consideration were displayed, and feedback was received from the public to facilitate further assessment.</p> <p>In 2025, TII allocated €400,000 of funding to continue the progression of these planning and design activities. The emerging preferred route corridor was displayed at a further Public Consultation in July 2025. On completion of this phase, approval will be sought to commence the Design and Environmental Evaluation phase. Kerry County Council currently intend to commence the Statutory Consent process for the Tralee to Listowel Greenway in Q2/Q3 of 2026. Advancement to the construction stage is dependent upon the granting of planning consent and the associated timelines, which are at present unknown.</p> <p><u>Code of Best Practice for Greenways</u> TII can confirm that all greenways across County Kerry are being delivered in accordance with the Code of Best Practice for Greenways which deals with land acquisition, accommodation works and compensation matters.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>	

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>51033/25 Dail Question No: 210 To ask the Minister for Transport for a progress report regarding the Tralee to Listowel Greenway; and if he will make a statement on the matter.</p> <p>51004/25 Dail Question No: 209 To ask the Minister for Transport to expedite the opening of the first completed section of the South Kerry Greenway; to ensure that it is opened in Q4 2025 as previously stated; and if he will make a statement on the matter.</p> <p>54452/25 Dail Question No: 110 To ask the Minister for Transport if there are Government plans to extend the South Kerry Greenway (details supplied); and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. The planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. In relation to new greenway proposals, it would be for the relevant local authority to conduct an initial assessment on the proposal and, if appropriate, submit a request to TII for funding consideration. This would then be assessed for feasibility and prioritisation against all other applications. Noting their responsibilities in this matter, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			
17/10/2025	52908/25	<p>Dail Question No: 260 To ask the Minister for Transport to provide an update on the completion of the M11 motorway to Rosslare.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads</p>	N11/N25 Oilgate to Rosslare	Malcolm Byrne T.D.	<p>Dear Deputy Byrne,</p> <p>I refer to your recent parliamentary question Ref. No. 52908/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The proposed N11/N25 Oilgate to Rosslare Harbour scheme is being developed by Wexford County Council, in partnership with Transport Infrastructure Ireland (TII). This scheme proposes to develop an approximately 30km section of high-quality road which will link Rosslare Europort/Wexford with both Dublin via the M11 and Cork/Waterford via the N25. The project is currently in Phase 3 (Design and Environmental Evaluation) of</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>the TII Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 6 & 7) for general details of project lifecycle phases and timelines).</p> <p>The current phase includes the development of the project design, identifying the land take required, and the preparation of an Environmental Impact Assessment Report. The key project appraisal deliverable required for this phase is the Preliminary Business Case. The Phase 3 deliverables are expected to be completed towards the end of 2026, after which the project will be submitted to the Department of Transport to undergo an External Assurance Process and Major Projects Advisory Group review. Subject to receipt of the requisite approvals and subject to funding, the project would be submitted to An Coimisiún Pleanála.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland</p>
17/10/2025	54511/25	<p>Dail Question No: 131</p> <p>To ask the Minister for Transport the progress to date in advancing a project (details supplied); when this project will proceed to the next stage; and if he will make a statement on the matter.</p> <p>Details Supplied: The proposed Virginia Bypass, Co Cavan on the N3</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €1,200,000 has been allocated for the N3 Virginia Bypass scheme in 2025. As with all national roads projects in the NDP, 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</p>	N3 Virginia Bypass, Co Cavan	Brendan Smith T.D.	<p>Dear Deputy Smith,</p> <p>I refer to your recent parliamentary question Ref. No. 54511/25 to the Minister for Transport. Transport Infrastructure Ireland's (TII's) position in relation to your enquiry is as follows.</p> <p>The Planning and Design of the proposed N3 Virginia Bypass Scheme is currently advancing through Phase 3: 'Design and Environmental Evaluation', in accordance with TII's Project Management Guidelines. Please see TII's Major Roads & Greenways Projects Active List (pages 7 & 16), for details of road scheme phases and indicative timelines.</p> <p>You will be aware that the National Development Plan review was published by the Government on 22 July 2025. The plan sets out transport capital funding ceilings to 2030. The Department of Transport will now progress the sectoral plan for the 2026 to 2030 period, which will be published later this year, and which will inform national road project priorities in the coming years.</p> <p>The timeline for progressing the N3 Virginia Bypass Scheme is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals, and the availability of funding. An allocation of €1,200,000 was provided to progress the Scheme during 2025.</p> <p>Further information about the scheme is available on the Scheme website: www.n3virginiabypass.ie.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail 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.
17/10/2025	55293/25	<p>Dail Question No: 297 To ask the Minister for Transport the current status of the N/M20 Cork to Limerick project, including the project phase now underway; the key upcoming milestones; the indicative timelines to statutory planning, procurement and construction; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €4,500,000 has been allocated for the N/M20 Cork to Limerick scheme in 2025. The scheme is currently in the Design and Environmental Evaluation Phase, and as with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply providing a detailed update on this project. Please advise my private office if you do not receive a reply within 10 working days.</p>	Status of the N/M20 Cork to Limerick project	John Paul O'Shea T.D.	<p>Dear Deputy O'Shea,</p> <p>I refer to your recent parliamentary question, Ref. No. 55293/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick project on behalf of Cork County Council and Cork City Council. The project is currently in Phase 3 (Design and Environmental Evaluation) of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 6 & 7) for general details of project lifecycle phases and timelines). A project update to inform the public and stakeholders on the developing design was provided in June 2025. Further information from this update is available on the project website.</p> <p>The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report. The key project appraisal deliverable required for this phase is the Preliminary Business Case. Upon completion of the Phase 3 deliverables, the project will be submitted to the Department of Transport to undergo an External Assurance Process and Major Projects Advisory Group review and this is expected to be undertaken in 2026. Subject to receipt of the requisite approvals and subject to funding, the project would then be submitted to An Coimisiún Pleanála.</p> <p>If the project receives approval to proceed to planning, it is not possible to predict how long the statutory process will take and this will depend on a number of factors, including potential for oral hearing and judicial review. Should the project successfully obtain planning approval, the project would, subject to funding and further Approving Authority approvals, proceed through Phase 5 (Enabling and Procurement) before entering the construction stage. The timeline for construction of the project will be informed by a procurement strategy to be prepared in Phase 5.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
22/10/2025	53621/25	<p>Dail Question No: 106 To ask the Minister for Transport the number of WTE qualified structural engineers employed by Transport Infrastructure Ireland in the years of 2023, 2024 and to date in 2025, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p>	Qualified structural engineers employed by TII	Charles Ward T.D.	<p>Dear Deputy Ward,</p> <p>I refer to your recent parliamentary question, Ref. No. 53621/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The table below provides the number of WTE Structural Engineer positions held in Transport Infrastructure Ireland for the years 2023 – 2025.</p>

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. Therefore, matters relating to the day-to-day operations regarding national roads, including the number of WTE qualified structural engineers employed by TII are within the remit of 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.			<table border="1"> <thead> <tr> <th>2023</th> <th>2024</th> <th>2025</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>5</td> <td>5</td> </tr> </tbody> </table> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>	2023	2024	2025	5	5	5																						
2023	2024	2025																															
5	5	5																															
22/10/2025	49439/25	<p>Dail Question No: 194</p> <p>To ask the Minister for Transport the number of scheduled tunnel closures for the Jack Lynch tunnel (N40), the Dublin tunnel (M50) and the Limerick tunnel (N18), by tunnel, for each of the years 2020 to 2024 and to date in 2025; the total cost of the associated maintenance and other works facilitated by the closures over that period; the main reasons for the scheduled tunnel closures; if the TII is satisfied the number of closures is in line with international norms and best practice; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the Jack Lynch Tunnel (N40), the Dublin Tunnel (M50) and the Limerick Tunnel (N18).</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Tunnel Closures - JLT, DPT, LK Tunnel - Maintenance Costs	Seamus McGrath T.D.	<p>Dear Deputy McGrath,</p> <p>I refer to your recent parliamentary question, Ref. No. 49439/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) operates Ireland’s national road tunnels in accordance with the EU Tunnel Safety Directive (2004/54/EC), which sets out minimum safety requirements for tunnels on the trans-European road network. This Directive mandates regular inspections, and the implementation of safety systems, to ensure the protection of tunnel users and infrastructure. Tunnel closures are scheduled only where necessary, to facilitate works that are essential for the continued safe availability and regulatory compliance of these critical transport assets. No closures are elective or discretionary in nature and works can only be done during closures which are mainly at night.</p> <p>Scheduled Tunnel Closures (2020–2025):</p> <p>The table below sets out the number of scheduled overnight closures for the Dublin Tunnel, Jack Lynch Tunnel and Limerick Tunnel for the years 2020 to 2025.</p> <table border="1"> <thead> <tr> <th>YEAR</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>2025</th> </tr> </thead> <tbody> <tr> <td>Dublin Tunnel¹</td> <td>116</td> <td>111</td> <td>49</td> <td>59</td> <td>181</td> <td>67</td> </tr> <tr> <td>Jack Lynch Tunnel</td> <td>9</td> <td>60</td> <td>35</td> <td>39</td> <td>82</td> <td>17</td> </tr> <tr> <td>Limerick Tunnel²</td> <td>5</td> <td>6</td> <td>6</td> <td>9</td> <td>7</td> <td>22</td> </tr> </tbody> </table> <p>Notes:</p> <p>1) A significant number of DT closures relate to a single bore only</p> <p>2) Four scheduled maintenance closures have been included in the table above which facilitate routine inspection and maintenance works. These are carried out under contraflow arrangements, with one lane in each direction accommodated within the open bore.</p> <p>In 2020 and 2021, the COVID-19 pandemic significantly affected tunnel operations. Social distancing requirements and health protocols made project works and maintenance activities more complex and</p>	YEAR	2020	2021	2022	2023	2024	2025	Dublin Tunnel¹	116	111	49	59	181	67	Jack Lynch Tunnel	9	60	35	39	82	17	Limerick Tunnel²	5	6	6	9	7	22
YEAR	2020	2021	2022	2023	2024	2025																											
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					<p>resource-intensive. However, the impact of these closures on road users was mitigated by reduced traffic volumes due to national travel restrictions in place during those periods.</p> <p><u>Tunnel Safety Directive</u> As noted above, the Tunnel Safety Directive mandates regular inspections, and the implementation of safety systems, to ensure the protection of tunnel users and infrastructure. Ireland's compliance with the directive is reflected in a structured programme of tunnel closures, which facilitates:</p> <ul style="list-style-type: none"> • Routine and corrective maintenance • Emergency preparedness exercises • Repairs following incidents or asset damage for any reason including large debris removal. • Mandatory replacement of end-of-life complex electronic infrastructure and control systems. • Coordination with major infrastructure projects, such as the Dunkettle Interchange Upgrade in Cork <p>Where feasible, TII sought to align and sequence works to maximise efficiency and minimise disruption, particularly in cases where multiple workstreams could be delivered within a single closure window. Following the completion of substantial upgrade works on both the Dublin Tunnel and Jack Lynch Tunnel earlier this year, the number of closures has now reduced significantly, reflecting the transition from intensive renewal activity to routine maintenance.</p> <p>The Dublin and Jack Lynch Tunnels are operated under long-term publicly tendered contracts awarded to Egis Road & Tunnel Operations (ERTO). The original contract for the Jack Lynch Tunnel was awarded in 2014 on a lump-sum basis, meaning that costs for individual works carried out during closures are not separately itemised. A successor contract covering both tunnels and the Motorway Operations Control Centre (MOCC) was awarded in 2025. The contract value and scope are publicly available via TII's website at the following link.</p> <p>In the case of the Limerick Tunnel, which operates under a Public Private Partnership (PPP) arrangement, the PPP Company does not capture or itemise the individual costs associated with each tunnel closure. These works are managed within the broader framework of the PPP's annual maintenance programme.</p> <p>TII is satisfied that the frequency and nature of closures in the Dublin Tunnel, Jack Lynch Tunnel and Limerick Tunnel are consistent with international norms for tunnels of similar age, traffic volume, and complexity. TII continues to prioritise safety and operational reliability while seeking to minimise disruption through overnight scheduling and coordination with stakeholders. As mentioned above, a significant cycle of renewable and upgrade works have been completed on both the Dublin Tunnel and Jack Lynch Tunnel and there will be a significant reduction of closures of both those tunnels for the foreseeable future.</p> <p>In the case of the Limerick Tunnel, the PPP Company is currently undertaking renewal works to key tunnel systems. This has resulted in an increased number of closures during 2025.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

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					Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
22/10/2025	53255/25	<p>Dail Question No: 85</p> <p>To ask the Minister for Transport if his Department have conducted health and safety analysis following junction narrowing works, to assess the safety of pedestrians, cyclists and motorists.</p> <p>Answer</p> <p>The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State grants. Regarding the four Dublin Councils, arising from the arrangements in place in relation to Local Property Tax receipts, the four Dublin Councils are largely self-funding for works on regional and local roads since 2015 and my Department no longer provides grants to these Councils under the main regional and local road grant categories. It is therefore the responsibility of the local authority to ensure that junction improvements are applied, as appropriate, in the design of all urban road schemes.</p> <p>The layout and geometry of priority junctions in urban areas can have a significant impact on the safety and comfort of people using the junction, particularly those using active travel modes of transport including walking, wheeling and cycling. Historically, most priority junctions in urban areas were designed to standards more applicable to rural roads which prioritised the movement of vehicular traffic, often at the expense of other road users. Large junctions with wide corner radii encourage high vehicle turning speeds, unofficial two lane exits and poor pedestrian crossing facilities, all of which pose a threat to the safety of those walking, wheeling and cycling. Moreover, large junctions negatively impact the most vulnerable in our society. This includes the disabled and elderly people who may struggle to traverse large junctions where vehicles travel at high speeds, thus risking both their safety and mental well-being as they attempt to navigate their way through the urban environment. Junctions are often critical links on any pedestrian route and can</p>	Safety analysis following junction narrowing works	Maeva O'Connell T.D.	<p>Dear Deputy O'Connell,</p> <p>I refer to your recent parliamentary question Ref. No. 53255/25 to the Minister for Transport. Transport Infrastructure Ireland's (TII's) position in relation to your enquiry is as follows.</p> <p>Unfortunately, it is not possible from the information provided to identify the precise location to which your enquiry relates. Notwithstanding the foregoing, I can confirm that TII's requirements provide that road safety audits are carried in accordance with GE-STY-01024 Road Safety Audit, which requires audits to be carried out both prior to construction and after construction works are completed.</p> <p>I hope this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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		<p>represent an area of potential conflict between pedestrians and vehicular traffic. It is therefore important that the layout and geometry of junctions facilitate and prioritise the safe passage of pedestrians in accordance with the national sustainable transport policy.</p> <p>The Design Manual for Urban Roads and Streets (DMURS) was first launched in 2013 by the then Ministers for Transport, Tourism and Sport and Housing, Planning and Local Government. The goal of DMURS is to address street designs within urban areas and ensure that the street design considers the type of place in which the street is located while balancing the needs of all users. DMURS aims to put well designed streets at the heart of sustainable communities in order to create connected physical, social and transport networks that promote alternatives to car journeys. As such, DMURS should also be considered in line with other guidelines such as the Cycle Design Manual.</p> <p>DMURS recommends that road safety audits be undertaken on the design of all roads and streets, where applicable. The purpose of these audits is to demonstrate that appropriate consideration has been given to all the relevant aspects of the design, including visual quality, how the street may be used by the community, road safety, access, walking, cycling, non-motorised users and community street and place checks. It is important to note that the Local Authority as sponsoring agency is responsible for ensuring that all the required audits are undertaken and remedial measures which may be required are put in place.</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to junction tightening on the National Road network.</p> <p>I also have responsibility for policy and overall</p>			

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>funding in relation to Active Travel. Funding is administered through the National Transport Authority (NTA), who, in partnership with local authorities, have responsibility for the selection and development of specific projects in each local authority area.</p> <p>Noting the roles of TII and the NTA in the matter, I have referred your question to these agencies for a more detailed answer. Please advise my private office if you do not receive a reply within 10 working days.</p>			
22/10/2025	54454/25	<p>Dail Question No: 127 To ask the Minister for Transport to provide a significant increase in funding for the Ring of Kerry N70 road, given its importance to Ireland's and Kerry's tourism industry as 70% of this national secondary road is substandard; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Funding for the Ring of Kerry N70	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. No. 54454/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The funding provided by TII to each local authority is allocated having regard to the level of funding made available to TII by the Department of Transport for roads generally and the many competing demands for these resources.</p> <p>The planning, operation, and prioritisation of maintenance activities 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. TII provided Kerry County Council funding as outlined below in 2025 to progress new/upgrade schemes on the N70:</p> <ul style="list-style-type: none"> • N70 Blackwater Bridge to Sneem - €500,000 • N70 Creamery Cross - €300,000 • N70 Waterville to Ballybrack - €100,000 <p>Grant funding in relation to road projects for 2026 is currently being reviewed and will be notified to local authorities when confirmed. TII will give consideration to the funding of national secondary improvement schemes throughout the country, including the N70 in Co. Kerry, taking cognisance of the limited funding available to TII generally and the many competing demands for such funding.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
22/10/2025	55475/25	<p>Dail Question No: 318 To ask the Minister for Transport if upgrades to the N24 and Tipperary town bypass have been included</p>	Upgrades to the N24 and	Mattie McGrath T.D.	Dear Deputy McGrath,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>in the funding allocation from Budget 2026; if not, the reason the project has been excluded; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. I can confirm that €2,500,000 has been allocated for the N24 Cahir to Limerick Junction scheme (which includes a bypass of Tipperary town) in 2025. As with all national roads projects in the NDP, 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. The process of determining allocations for 2026 will commence in the coming weeks. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Tipperary town bypass		<p>I refer to your recent parliamentary question, Ref. No. 55475/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) made available an allocation of €2,500,000 to Tipperary County Council to enable progression of the N24 Cahir to Limerick Junction and Oola Transport Project, which is currently at Phase 3, 'Design and Environmental Evaluation', of TII's Project Management Guidelines. Updates regarding this project are available on the project Website. TII's publication, Major Roads and Greenways Projects Active List provides details of road scheme phases and indicative timelines (page 7 & page 16).</p> <p>The N24 Waterford to Cahir project received an allocation of €80,000 in 2025 to allow the completion of Phase 2 (Options Selection) of TII's Project Management Guidelines. Kilkenny County Council, as the lead Authority for the Project, is making final preparations for the publication of the Route Selection Report. The report will be available from the project website once published via this link. The 2025 funding allocation was, however, insufficient to provide for the advancement of the planning phase of the Project to progress to Phase 3 (Design & Environmental Evaluation).</p> <p>You will be aware that the National Development Plan review was published by the Government on 22 July 2025. The plan sets out transport capital funding ceilings to 2030. The Department of Transport will now publish the sectoral plan for the 2026 to 2030 period and which will inform national road project priorities in the coming years.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
22/10/2025	56304/25	<p>Dail Question No: 187 To ask the Minister for Transport to urgently provide funding to upgrade one of Ireland's premier tourist routes, the Tralee to Dingle road in County Kerry; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N86.</p>	N86 Tralee to Dingle road	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. No. 56304/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) allocated funding of €250,000 to Kerry County Council in 2025 to finalise the tender documents for the N86 Ballynasare Lower to Ballinclare & Doonore South to Ballygarret sections of the N86 Tralee to An Daingean Scheme. These sections of the scheme will progress to construction once sufficient funding becomes available. I can advise that TII also allocated €1,250,000 to the N86 Tralee to An Daingean Scheme this year to progress planning and design works for the remaining sections of the scheme. Full details of the 2025 National Roads grant allocations to Kerry County Council, are available on TII's website.</p> <p>Grant funding in relation to road projects for 2026 is currently under review. TII will consider the funding of national secondary improvement schemes throughout the country, including the N86 in Co. Kerry, taking cognisance of the limited funding available to TII generally and the many competing demands for such funding.</p> <p>I hope that this information is of assistance to you.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
22/10/2025	55558/25 57310/25	<p>Dail Question No: 67 To ask the Minister for Transport for an update on the Cork-Limerick N/20 motorway project; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €4,500,000 has been allocated for the N/M20 scheme in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Update on the Cork-Limerick N/20 motorway project	Eoghan Kenny T.D.	<p>Dear Deputy Kenny,</p> <p>I refer to your recent parliamentary questions, Ref. No. 55558/25 and 57310/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick Project on behalf of Cork County Council and Cork City Council. The Project is currently in Phase 3 (Design and Environmental Evaluation) of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 6 & 7) for details of project lifecycle phases and indicative phase timelines). A project update to inform the public and stakeholders on the developing design was provided in June 2025. Further information from this update is available on the project website.</p> <p>The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report. The key project appraisal deliverable required for this phase is the Preliminary Business Case. Upon completion of the Phase 3 deliverables, the Project will be submitted to the Department of Transport to undergo an External Assurance Process and Major Projects Advisory Group review and this is expected to be undertaken in 2026. Subject to receipt of the requisite approvals and subject to funding, the Project would then be submitted to An Coimisiún Pleanála.</p> <p>If the Project receives approval to proceed to planning, it is not possible to predict how long the statutory process will take and this will depend on a number of factors, including the potential for an oral hearing and judicial review. Should the Project successfully obtain planning approval, the Project would, subject to funding and further Approving Authority approvals, proceed through Phase 5 (Enabling and Procurement) before entering the construction stage. The timeline for construction of the Project will be informed by a procurement strategy to be prepared in Phase 5.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
23/10/2025	52057/25	<p>Dail Question No: 308 To ask the Minister for Transport the estimated annual, first year and full-year costs of deferring toll charge increases.</p> <p>Dail Question No: 309</p>	Costs of deferring toll charge increases	Pa Daly T.D.	<p>Dear Deputy Daly,</p> <p>I refer to your recent parliamentary question, Ref. No 52057/25 No.s 308 & 309, to the Minister for Transport. The position in relation to your enquiry is as follows.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>To ask the Minister for Transport to provide a 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.</p> <p>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.</p> <p>Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll by-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned.</p> <p>Noting the above position, I have referred the question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>The August 2025 Consumer Price Index has been published by the Central Statistics Office and details of the 2026 Maximum Toll Charges will be brought to Transport Infrastructure Ireland's (TII) October Board Meeting. Details of the 2026 Maximum Toll Charges will be available shortly after the Board's meeting.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
23/10/2025	51912/25	<p>Dail Question No: 305</p> <p>To ask the Minister for Transport if he will review with TII Ireland the case for a road development (details supplied) in County Kerry; and if he will make a statement on the matter.</p> <p>Details Supplied: Details forwarded to Dept. 13:29 24/09/2025 HG</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and</p>	2+1 lane roads in rural County Kerry	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. No. 51912/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) is aware of the concept of a 2+1 road and has constructed a few such roads in Monaghan, Cork and Kilkenny in the past. In more recent years, TII has also developed schemes using the 2+2 cross section and is currently in the process of reviewing international research papers/studies on the efficacy of divided roads in general. TII is also examining the constraints/opportunities in the provision of divided roads in the rural Irish context i.e., taking cognisance of the volume of farm and residential accesses on to the existing national secondary road network.</p> <p>Subject to the outcome of the above research/findings, TII intends to publish a new/revised standard, which will provide more guidance on the use of alternative road cross sections in Ireland in 2026.</p> <p>The updated standards will be available to designers for consideration from the date of publication in the new standards document.</p> <p>I hope that this information is of assistance to you.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>the necessary statutory approvals. In this context, TII is best placed to advise you.</p> <p>It is important to point out that it is for the local authority, in the first instance, to engage with TII regarding the progression of any proposed national road project. All projects, including those listed in the NDP or any revision to the NDP, require statutory approval and compliance with the Infrastructure Guidelines.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding the development of 2+1 road projects in Kerry. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
24/10/2025	51553/25	<p>Dail Question No: 115</p> <p>To ask the Minister for Transport for an update on additional safety measures and traffic management measures being considered on the N25 between Carrigtwohill and Midleton and the Lakeview Roundabout in east Cork; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you.</p> <p>The N25 Carrigtwohill to Midleton scheme is among those projects listed for development in the NDP. Having regard to the available funding, it was not possible to provide an allocation to this project in 2025. However, €700,000 was provided for the N25 Midleton to Youghal Scheme which would include bypasses of the villages of Castlemartyr and Killeagh. Noting the above position, I have referred your question to TII for a direct reply in relation to the N25 between Carrigtwohill and Midleton and the Lakeview Roundabout. Please advise my private office if you do not receive a reply within 10 working days.</p>	N25 Carrigtwohill to Midleton_Safety and traffic management	Noel McCarthy T.D.	<p>Dear Deputy McCarthy,</p> <p>I refer to your recent parliamentary question Ref. No. 51553/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Each year, Transport Infrastructure Ireland (TII) carries out a collision analysis of the entire national road network, in compliance with the EU Road Infrastructure Safety Management Directive. The purpose of this exercise is to identify locations that have high concentrations of collisions. It does not, however, include the subsequent process to devise proposals to identify road safety interventions, which is the responsibility of the relevant local authority in the first instance, as the road authority for their area.</p> <p>This section of the N25, Carrigtwohill to Midleton, was identified in the recent collision analysis as having an above average collision rate. In order for TII to consider proposals relating to funding proposed interventions on this section of the N25, the road authority, in this instance Cork County Council, 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. Once this proposal 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.</p> <p>Notwithstanding the above, TII has provided funding to Cork County Council to identify a number of lower cost, localised interventions that could be delivered in the interim. The most advanced of these is a proposed intervention at Milebush, that would remove a number of direct accesses onto the road. The Council is in the process of seeking enforcement of a court order to allow this intervention to be progressed.</p> <p>With regard to the Lakeview Roundabout, this location has been identified as a 'High Collision Location'. The accident rate has been attributed to a capacity issue with a junction upgrade required to address the matter. The roundabout is included in the Study Area for the N25 Midleton to Youghal Scheme for which tenders have been received by Cork County Council for Technical Advisors to progress this scheme through Phase 2 'Option Selection', Phase 3 'Design and Environmental Evaluation' and Phase 4 'Statutory Processes'. The appointment of the Technical Advisors is subject to the levels of funding allocated by the Department of Transport to TII for national road schemes for 2026.</p>

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					<p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
24/10/2025	51553/25	<p>Dail Question No: 115</p> <p>To ask the Minister for Transport for an update on additional safety measures and traffic management measures being considered on the N25 between Carrigtwohill and Midleton and the Lakeview Roundabout in east Cork; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you.</p> <p>The N25 Carrigtwohill to Midleton scheme is among those projects listed for development in the NDP. Having regard to the available funding, it was not possible to provide an allocation to this project in 2025. However, €700,000 was provided for the N25 Midleton to Youghal Scheme which would included bypasses of the villages of Castlemartyr and Killeagh. Noting the above position, I have referred your question to TII for a direct reply in relation to the N25 between Carrigtwohill and Midleton and the Lakeview Roundabout. Please advise my private office if you do not receive a reply within 10 working days.</p>	N25 Carrigtwohill to Midleton_Safety and traffic management	Noel McCarthy T.D.	<p>Dear Deputy McCarthy,</p> <p>I refer to your recent parliamentary question Ref. No. 51553/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Each year, Transport Infrastructure Ireland (TII) carries out a collision analysis of the entire national road network, in compliance with the EU Road Infrastructure Safety Management Directive. The purpose of this exercise is to identify locations that have high concentrations of collisions. It does not, however, include the subsequent process to devise proposals to identify road safety interventions, which is the responsibility of the relevant local authority in the first instance, as the road authority for their area.</p> <p>This section of the N25, Carrigtwohill to Midleton, was identified in the recent collision analysis as having an above average collision rate. In order for TII to consider proposals relating to funding proposed interventions on this section of the N25, the road authority, in this instance Cork County Council, 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. Once this proposal 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.</p> <p>Notwithstanding the above, TII has provided funding to Cork County Council to identify a number of lower cost, localised interventions that could be delivered in the interim. The most advanced of these is a proposed intervention at Milebush, that would remove a number of direct accesses onto the road. The Council is in the process of seeking enforcement of a court order to allow this intervention to be progressed.</p> <p>With regard to the Lakeview Roundabout, this location has been identified as a 'High Collision Location'. The accident rate has been attributed to a capacity issue with a junction upgrade required to address the matter. The roundabout is included in the Study Area for the N25 Midleton to Youghal Scheme for which tenders have been received by Cork County Council for Technical Advisors to progress this scheme through Phase 2 'Option Selection', Phase 3 'Design and Environmental Evaluation' and Phase 4 'Statutory Processes'. The appointment of the Technical Advisors is subject to the levels of funding allocated by the Department of Transport to TII for national road schemes for 2026.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
24/10/2025	55294/25	Dail Question No: 298 To ask the Minister for Transport for an update on the Mallow relief road project; the current status of the project; the progress made to date; when it is expected to proceed to the planning stage; to address the ongoing issue regarding the gas pipeline in the proposed route corridor, and whether this matter has caused any delay to the advancement of the project; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project. I can confirm that €700,000 has been allocated for the N72 Mallow Relief Road scheme in 2025. As with all national roads projects in the NDP, 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. Please advise my private office if you do not receive a reply within 10 working days.	N72 N73 Mallow relief road project	John Paul O'Shea T.D.	Dear Deputy O'Shea, I refer to your recent parliamentary question, Ref. No. 55294/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council (CCC), as the Sponsoring Agency for the N72/N73 Mallow Relief Road Project, is currently progressing the Project through Phase 3, 'Design and Environmental Evaluation'. A Preliminary Business Case (PBC) for the N72/N73 Mallow Relief Road Project will be submitted by CCC in the first quarter of 2026, as part of Approval Gate 1, seeking approval to submit a planning application to An Coimisiún Pleanála (ACP). Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme lifecycle phases and indicative phase timelines as well as the applicable decision gates. With regard to the timeframe for commencement and completion, this is dependent on the time taken by ACP to consider and rule on the planning application, and also on whether there are any subsequent legal challenges, in the event of planning approval. Subject to the granting of planning permission for the Project by ACP, and in the absence of a judicial review, and with continuity of funding, TII would anticipate detailed design and advance works on site (fencing, archaeology, site clearance, etc.) to commence in 2027, with a main construction contract being awarded in 2029, and an approximate 2-year construction period to completion. With regard to the Gas transmission mains crossing the proposed route of the new road, the Project was progressing on the basis that the gas main would be diverted by Gas Networks Ireland (GNI) to remove the conflict with the road, ahead of construction. However, once cost estimates for the diversion became available, CCC identified a more cost-effective solution, whereby the alignment of the western portion of the scheme was moved slightly to the north, thus allowing enough cover to the gas main to avoid the need for a diversion. This solution necessitated some further design and environmental evaluation work on the revised alignment. The outcome of the additional design work and environmental evaluation work is required in order to finalise the PBC and the Environmental Impact Assessment Report. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
28/10/2025	53030/25	Dail Question No: 76 To ask the Minister for Transport to consider introducing a proportional tolling system where payment reflects the actual length of motorway travelled on the M50, rather than a flat fee regardless of distance; and if he will make a statement on the matter.	M50 toll revenue - distance tolling	Emer Currie T.D.	Dear Deputy Currie, I refer to your recent parliamentary question, Ref. No. 53030/25 (No.s 76, 77 & 79), to the Minister for Transport. The position in relation to your enquiry is as follows. The origin of the single M50 toll point was to fund the construction of the Westlink Liffey Bridge and the associated section of the M50 in 1990 under an early form Public Private Partnership (PPP) contract. The Irish

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																		
		<p>Dail Question No: 77 To ask the Minister for Transport the estimated cost of abolishing the M50 tolls; and if he will make a statement on the matter.</p> <p>Dail Question No: 79 To ask the Minister for Transport the total revenue raised by the M50 through toll payments between 2018 to date in 2025, by year; and if he will make a statement on the matter.</p> <p>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.</p> <p>Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll by-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned.</p> <p>Noting the above position, I have referred the questions to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>State bought back the Westlink Bridge concession in 2008 and converted the Toll Plaza to a ‘free flow’ barrier-free tolling arrangement. On the matter of a distance based tolling system, in 2014, Transport Infrastructure Ireland (TII) published an M50 demand management report which identified various measures that would be required to protect the M50 from congestion and preserve its key strategic function as an orbital route around Dublin connected to the national arterial motorway network. The report identified several measures, including the potential implementation of multi-point distance-based tolling to replace the single point toll with a system comprising five toll points. However, future changes to tolling arrangements on the M50 are subject to government instruction.</p> <p>In this regard, I would note that in 2024, the Department of Transport (DoT) published a draft national demand management strategy for public consultation - Public Consultation: Moving Together: A Strategic Approach to the Improved Efficiency of the Transport System in Ireland. This strategy requires that measures be brought forward to the Government by the DoT and the Department of Finance to further integrate a ‘User & Polluter’ pays approach into taxation on transport. This approach is a more holistic and equitable taxation and road user charging system that accurately captures the costs and externalities of private car use. Aligned with the ‘Moving Together’ strategy, the National Transport Authority (NTA) has responsibility for the preparation of a Greater Dublin Area (GDA) demand management strategy as required under the GDA Transport Strategy 2022-2042. The primary objective of this scheme will be the realisation of the 50% CO2 emissions reduction target for the GDA.</p> <p>The M50 toll revenue is reinvested into the maintenance and development of Ireland’s national road network. In terms of M50 maintenance costs, TII has entered into a Public-Private Partnership (PPP) contract with M50 Concession Limited who is responsible for ongoing operation, maintenance, and lifecycle works of the mainline of the M50 motorway from the M1/M50 (Turnapin) interchange to the Sandyford interchange until expiry of the contract in 2042. The extent of the operations and maintenance works include inspections, surveys and assessments, asset management, pavement management, structures, landscape and roadworks, and liaison with third parties. Under the terms of the PPP contract, M50 Concession Limited provides a 24/7 emergency response, winter maintenance, gritting, traffic management, routine maintenance of carriageways, street lighting, safety barriers and fences, as well as grass cutting, landscaping, litter picking, drainage cleaning, sweeping and cleaning. The PPP company is also responsible for various major interventions as required, for example, road pavement resurfacing works. In addition, the PPP is also contracted to hand back the road in an appropriate condition at the end of the contract period, in 2042. TII makes payments to the M50 PPP Co, i.e., Availability Payments, and which relate to all the elements of the PPP’s responsibilities i.e., repayment of loans and associated funding costs (borrowed by the PPP Co to finance M50 upgrade construction works) and to fund the ongoing operations, repairs and maintenance activities. In addition, the 7 km section of the M50 from Junction 14 to Junction 17, along with all M50 Junctions, is maintained under a separate TII contracted service provider (Motorway Maintenance and Renewals Contract (MMaRC)).</p> <p>The table below provides M50 eFlow revenue for the years 2018 to 2024 and for the period January - August 2025.</p> <table border="1"> <thead> <tr> <th>YEAR</th> <th>2018</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>YTD August 2025</th> </tr> </thead> <tbody> <tr> <td>M50 eFlow Revenue (€m)</td> <td>154.6</td> <td>160.8</td> <td>123.8</td> <td>140</td> <td>171.6</td> <td>190</td> <td>212</td> <td>143.8</td> </tr> </tbody> </table> <p>Note: The Toll income for the M50 (as stated in TII’s financial statements) represents tolls levied after deduction of certain charges, including interoperability service fees, bank charges and other fees. It also includes service fees and penalty (default toll income). It does not include bad debts written off.</p>	YEAR	2018	2019	2020	2021	2022	2023	2024	YTD August 2025	M50 eFlow Revenue (€m)	154.6	160.8	123.8	140	171.6	190	212	143.8
YEAR	2018	2019	2020	2021	2022	2023	2024	YTD August 2025															
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
28/10/2025	53582/25	<p>Dail Question No: 98</p> <p>To ask the Minister for Transport his Departments plans to tackle traffic congestion on the M1 and M50 respectively; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to plans to tackle traffic congestion on the M1 and M50. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Plans to tackle traffic congestion on the M1 and M50	Duncan Smith T.D.	<p>Dear Deputy Smith,</p> <p>I refer to your recent parliamentary question, Ref. No. 53582/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The M50 is Ireland’s busiest motorway, and during peak travel times, it operates at full capacity, with traffic volumes in excess of 150,000 vehicles per day along various sections of the M50. New housing, business parks, retail, and transit hubs developments around the M50 are adding additional traffic and trips, placing further stress on the motorway. Transport Infrastructure Ireland (TII) acknowledges that the current traffic volumes continue to pose operational challenges on the M50. TII monitors traffic demand on the M50 and across the national roads network through a comprehensive traffic counting programme. The traffic counters provide information on traffic volumes by vehicle class, by hour of day and day of week which is available from TII’s website: trafficdata.tii.ie. In addition, TII publishes annually a national road network performance report. The most recent report, Network-Indicators-2024, provides M50 performance information, which includes the M50 and Dublin radial routes’ service levels by hour of day for a typical weekday.</p> <p>The current levels of traffic congestion were foreseen in a report commissioned by TII in 2013 (M50 Demand Management Study), which detailed the measures necessary to manage traffic demand on the M50. The study identified that the continuing growth in traffic volumes on the M50 would give rise to congestion issues within 10 years. The report identified the various measures necessary to enable the M50 to operate uncongested, which included fiscal measures, Intelligent Transport Systems/Traffic Control, and real-time traffic information.</p> <p>TII has implemented the Enhanced Motorway Operation Services (eMOS) system on the M50. This system has added almost 100 overhead gantries equipped with 380 lane-control signals and variable-message signs (VMS). These allow for real-time traffic information when incidents occur or during bad weather, thereby managing traffic dynamically and minimising delays during incidents. There has also been significant investment in CCTV infrastructure, which has facilitated almost full CCTV coverage of the M50 network, which is monitored 24/7/365. This continuous surveillance enables rapid detection of incidents and direct communication with our Incident Support Units (ISUs), ensuring timely response and resolution in collaboration with our incident response and vehicle recovery services. This incident response and vehicle recovery service helps to significantly reduce the duration of lane closures and preserves traffic flow as efficiently as possible. TII has also made additional enhancements to lane approaches, including the lengthening of acceleration and deceleration lanes to reduce queuing. These measures were strategically designed to increase capacity and reduce congestion, particularly during peak times, and have improved traffic flow by focusing on intelligent traffic management.</p> <p>In terms of fiscal measures, the M50 Demand Management Study concluded that the current single-point tolling system should be replaced with a distance-based system comprising approximately 4 or 5 toll points.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>However, future changes to tolling arrangements on the M50 are subject to government instruction. The National Transport Agency (NTA), which is responsible for transport strategy across the Greater Dublin Area (GDA), has been examining a Demand Management Scheme for the GDA Area. The basis for this scheme is detailed in the NTA's Greater Dublin Area Transport Strategy, 2022-2042, which calls for additional demand management measures to be introduced in order to meet the 2030 carbon emissions reduction target set for the transport sector.</p> <p>In addition, the Department of Transport established a steering group to examine the potential for a National Demand Management Strategy (further information is available from the Department's website). The strategy is a key part of the government's Climate Action Plan, which seeks to reduce vehicle kilometres travelled by 20%, and includes a move to develop alternative transport options, implement local charging, reallocation of road space for public and active transport, and ensuring that any measures are equitable and support a "just transition". In addition, the Department also undertook a public consultation Moving Together: A Strategic Approach to Improving the Efficiency of Ireland's Transport System which was undertaken to examine the potential to make the transport system more efficient and to alleviate the impacts of car-dependency and congestion on the economy, the environment and the health of our society.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
28/10/2025	54822/25	<p>Dail Question No: 256</p> <p>To ask the Minister for Transport if the N17 Collooney to Knock road project is included in the National Development Plan 2026-2035; if phases 3 and 4 of the project will be completed by the end of 2027; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>The National Development Plan Review 2025 has been published by Government. This sets out capital ceilings for transport to 2030. My department will</p>	N17 Collooney to Knock road project	Eamon Scanlon T.D.	<p>Dear Deputy Scanlon,</p> <p>I refer to your recent parliamentary question, Ref. No. 54822/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The N17 Knock to Collooney Project is being progressed by the Sligo Regional Design Office, on behalf of Mayo County Council and Sligo County Council, the road authorities for their respective counties. The Project is currently in Phase 3: 'Design and Environmental Evaluation'. Please see TII's Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme lifecycle phases and indicative phase timelines as well as the applicable decision gates. Further details in relation to the N17 Knock to Collooney Project are available from the project website: https://n17knockcollooney.ie/.</p> <p>You will be aware that the National Development Plan review was published by the Government on 22 July 2025 and sets out capital funding ceilings for transport to 2030. The Department of Transport is progressing the sectoral plan for the 2026 to 2030 period, which will be published later this year, and will inform national road scheme priorities in the coming years. The completion of Phases 3 and 4 of the N17 Knock to Collooney Project is subject to the Project being included in the sectoral plan priorities and thereafter funding availability and Departmental and planning approval timelines.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>now progress the sectoral plan for the 2026 to 2030 period, which will be published later this year and which will inform national road scheme priorities in the coming years.</p> <p>I can confirm that €1,000,000 has been allocated for the N17 Collooney to Knock scheme in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the progression of this project. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
28/10/2025	57264/25	<p>Dail Question No: 279</p> <p>To ask the Minister for Transport the financial allocation in Budget 2026 for the advancement of the N2 Ardee to Castleblayney road scheme; when the next phase of this project will commence; the estimated final completion date for this project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>With regard to allocations for national roads in 2026, it is important to point out that the allocations process has not yet taken place. Allocations for individual projects in 2026 will be announced in the coming months.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of this project. Please advise my private office if you do not receive a reply within 10 working days.</p>	N2 Ardee to Castleblayney road scheme	Matt Carthy T.D.	<p>Dear Deputy Carthy,</p> <p>I refer to your recent parliamentary question, Ref. No. 57264/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>The N2 Ardee to Castleblayney Road 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 along with indicative phase timelines). No allocation was made to this project in 2025, and the planning and design of the project is currently suspended.</p> <p>You will be aware that the National Development Plan review was published by the Government on 22 July 2025. The plan sets out capital funding ceilings for transport to 2030. The Department of Transport will now progress the sectoral plan for the 2026 to 2030 period, which will be published later this year, and which will inform national road scheme priorities in the coming years.</p> <p>The timeline for upgrading of N2 Ardee to Castleblayney Road project is subject to the Project being included in the sectoral plan priorities and thereafter funding availability and Departmental and planning approval timelines.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
30/10/2025	57120/25	<p>Dail Question No: 273 To ask the Minister for Transport the details of the vacant buildings owned by his Department or by agencies under the remit of his Department in Dublin 2, 4, 6, and 6W, including, the address and size in square meters; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i></p> <p>Answer Deputy, All office and other accommodation occupied by the Department of Transport is owned or leased by the Office of Public Works (OPW). The Department does not own any vacant buildings in Dublin 2, 4, 6, and 6W. I have referred your question to the agencies under the aegis of my Department for direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>	Vacant Buildings	Eoin Hayes T.D.	<p>Dear Deputy Hayes,</p> <p>I refer to your recent parliamentary question, Ref. No 57120/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland does not own any vacant buildings in Dublin 2, 4, 6, and 6W.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
06/11/2025	55298/25	<p>Dail Question No: 300 To ask the Minister for Transport the estimated cost of making the M50 toll barrier free; and if he will make a statement on the matter.</p> <p>Dail Question No: 301 To ask the Minister for Transport his plans to make any further motorways across Ireland barrier free; and if he will make a statement on the matter.</p> <p>Dail Question No: 302 To ask the Minister for Transport the merits of introducing barrier free tolling on motorways wherever possible; and if he will make a statement on the matter.</p> <p>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 by-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended).</p>	Barrier-free tolling - costs	Barry Ward T.D.	<p>Dear Deputy Ward,</p> <p>I refer to your recent parliamentary questions, Ref. No. 55298/25 (No.s 300, 301, 302), to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>M50 eFlow Barrier-free tolling commenced on 30th August 2008 and was implemented at a cost of €18 million. These costs provided for the overhead gantries, which span each side of the motorway, beacons installed on the gantries which capture each vehicle that has an electronic tag (on board unit – OBU), cameras (video imaging technology) installed on each gantry which read vehicle number plates, and a central operating system to process all of the transactions captured by the cameras and beacons.</p> <p>The rationale for introducing barrier-free tolling on the M50 was primarily based on the fact that a barrier-free system had the potential to unlock significant benefits for road users and the environment than would otherwise have been the case with a conventional barrier tolling arrangement. The Environmental Impact Statement (EIS) prepared for the M50 Upgrade Scheme identified the West-Link toll facility as a contributing factor to delays experienced by road users on the M50. The West-Link toll plaza had 14 toll lanes, 7 per direction with no scope for providing additional toll lanes at the existing plaza location. Having regard to existing traffic volumes and forecast traffic growth on the M50, the West-Link plaza was sub-optimal in size (i.e. number of toll lanes). Furthermore, the location of the plaza in respect of its proximity to the N3 and the N4 junctions, with the consequent merging / diverging vehicle movements along with M50 on-ramp and off-ramp queues was impacting traffic both on the M50 mainline as well as radial routes crossing the M50.</p> <p>There are currently no plans to convert other toll roads to barrier-free tolling.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
06/11/2025	55297/25	<p>Dail Question No: 299 To ask the Minister for Transport his justification for the â,-1 plus VAT fee applied to a product (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: E-Flow tag.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads and the establishment of a system of tolls, 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). Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Vat on eflow tag account	Barry Ward T.D.	<p>Dear Deputy Ward,</p> <p>I refer to your recent parliamentary question, Ref. No. 55297/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The eToll website provides details of the various electronic toll tag providers operating in the Irish market: https://etoll.ie/irish-tag-companies/. The electronic toll tag business is an open and competitive market in which the eFlow tag is one of a number of tag offerings.</p> <p>The monthly administration fee applied by tag providers, including the eFlow tag, is a fee for the commercial service provided by the tag issuer.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
06/11/2025	55094/25	<p>Dail Question No: 275 To ask the Minister for Transport to approve urgent funding for Transport Infrastructure Ireland and Sligo County Council to implement essential traffic calming measures in the village of Ballinacarrow, County Sligo; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter</p>	Funding for traffic calming in Ballinacarrow County Sligo	Eamon Scanlon T.D.	<p>Dear Deputy Scanlon,</p> <p>I refer to your recent parliamentary question, Ref. No. 55094/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) funded safety improvement works on the N17 at Ballinacarrow in Co. Sligo, which were completed in 2024. The works implemented by Sligo County Council consisted of a pedestrian crossing and narrowing of the approach lanes which has resulted in a reduction in vehicle speeds in the area.</p> <p>TII has not received any further funding requests from Sligo County Council for traffic calming measures on the N17 Ballinacarrow. 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</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding traffic calming measures on the N17 at Ballinacarrow. With regard to the N17, I can confirm that €1,000,000 has been allocated for the Knock to Collooney scheme in 2025. As with all national roads projects in the NDP, 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. Please advise my private office if you do not receive a reply within 10 working days.			<p>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.</p> <p>TII will forward your correspondence to Sligo County Council for their consideration.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
11/11/2025	58466/25	<p>Dail Question No: 305</p> <p>To ask the Minister for Transport if his Department and bodies under his aegis have made tax settlements with the Revenue Commissioners in the past five years to date; and if so, the amount in each case.</p> <p>Answer</p> <p>I wish to advise the Deputy that no tax settlements have been made by the Department with the Revenue Commissioners in the past five years to date.</p> <p>As this question also relates to agencies under the remit of the Department of Transport, I have referred the Deputy's question to these agencies to reply to him directly. If the Deputy does not receive a response within ten working days, please contact my Private Office.</p>	Tax settlements with the Revenue Commissioners	Aidan Farrelly T.D.	<p>Dear Deputy Farrelly,</p> <p>I refer to your recent parliamentary question, Ref. No. 58466/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>I can confirm no tax settlements have been made by Transport Infrastructure Ireland (TII) with the Revenue Commissioners in the past five years to date.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
11/11/2025	57088/25	<p>Dail Question No: 267</p> <p>To ask the Minister for Transport to provide a progress report on the provision of traffic calming measures in the vicinity of a school (details supplied); and if he will make a statement on the matter.</p> <p>Dail Question No: 268</p> <p>To ask the Minister for Transport to provide a progress report on the provision of traffic calming measures in Glenbeigh village, County Kerry; and if he will make a statement on the matter.</p> <p>Dail Question No: 269</p> <p>To ask the Minister for Transport to provide a progress report in regards to the provision of traffic</p>	Traffic calming measures at 4 locations	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. 57088/25, No.s 267 – 270 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>In relation to your queries about traffic calming measures at Foilmore National School, Glenbeigh Village, Sneem Village, and Cahersiveen town, County Kerry, I can advise that 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.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>calming measures in Sneem village, County Kerry; and if he will make a statement on the matter.</p> <p>Dail Question No: 270</p> <p>To ask the Minister for Transport to provide a progress report on the provision of traffic calming measures in Cahersiveen town, County Kerry, including new road and footpaths, car parking, etc.;; and if he will make a statement on the matter.</p> <p>Details Supplied: Foilmore National School, Cahersiveen, County Kerry.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>The locations listed above have not been identified as High Collision Locations under the TII Road Safety Programme. Notwithstanding the foregoing, the absence of sites 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 on the network. For example, there may be additional information available to the road authority that TII is unaware of.</p> <p>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.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
11/11/2025	59055/25 59056/25 59057/25 59058/25 59182/25 59183/25	<p>59183/25 Dail Question No: 380</p> <p>To ask the Minister for Transport if consideration will be given to the closure of a number of businesses in towns and villages across County Kerry by expediting works to all Greenways; and if he will make a statement on the matter.</p> <p>59182/25 Dail Question No: 379</p> <p>To ask the Minister for Transport to expedite all outstanding accommodation works and compensation agreements with all landowners/farmers along the South Kerry Greenway; and if he will make a statement on the matter.</p> <p>59058/25 Dail Question No: 360</p>	Greenways Co. Kerry	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary questions Ref. Nos. 59055/25, 59056/25, 59057/25, 59058/25, 59182/25 & 59183/25 to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>At the outset, I can advise that funding for the Greenways programme is reviewed on an annual basis by the Department of Transport and in 2025, Transport Infrastructure Ireland (TII) allocated €8.25 million of funding for Greenway and Active Travel projects in County Kerry.</p> <p><u>South Kerry Greenway</u></p> <p>The South Kerry Greenway is approximately 31 km long and is divided into two projects. The section currently underway is 27km in length and runs from Glenbeigh to Cahersiveen. A further 4km section from Cahersiveen to Reenard Point was refused planning permission by An Bord Pleanála and will be subject to a separate planning application. In 2025, Kerry County Council received €7,000,000 in funding for the section from Glenbeigh to Cahersiveen and €200,000 for the section from Cahersiveen to Reenard Point.</p> <p>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</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>To ask the Minister for Transport to provide an up-to-date report on the Tralee to Listowel Greenway; and if he will make a statement on the matter.</p> <p><u>59057/25</u> Dail Question No: 359</p> <p>To ask the Minister for Transport to expedite payments to all farmers and landowners adjacent to the South Kerry Greenway; the number which have been paid to-date; the number which are in the process of being paid; the number which are outstanding; and if he will make a statement on the matter.</p> <p><u>59056/25</u> Dail Question No: 358</p> <p>To ask the Minister for Transport to ensure the first completed section of the South Kerry Greenway is opened in 2025; and if he will make a statement on the matter.</p> <p><u>59055/25</u> Dail Question No: 357</p> <p>To ask the Minister for Transport to provide a progress report in regard to the South Kerry Greenway; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. I note that there has been significant investment in Greenway schemes in County Kerry, with €8,250,000 allocated in 2025 alone. Under the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. The <i>Code of Best Practice for National and Regional Greenways</i> outlines the compensation arrangement in place for landowners in relation to the acquisition of land for use within a greenway route, this document is maintained by TII. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>		<p>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 early 2026, delivering a valuable facility for cyclists and pedestrians. Kerry County Council and TII are also examining a three-kilometre section, starting at Kells and heading west along the route to Gortnagree, which could be opened, subject to third-party access agreements, in December 2025. Further sections of the South Kerry Greenway are likely to open in 2027 and 2028, subject to funding.</p> <p><u>Tralee to Listowel Greenway</u></p> <p>Regarding the Tralee to Listowel Greenway, in 2023, Kerry County Council appointed technical advisors to progress the scheme through the Option Selection, Design and Environmental Evaluation and Statutory Consent phases. A Public Consultation for the Project was undertaken in December 2023 regarding the study area for the scheme. Submissions received from members of the public have been used in the identification of route options. A second Public Consultation was undertaken in mid-September 2024. A number of route options under consideration were displayed, and feedback was received from the public to facilitate further assessment.</p> <p>In 2025, TII allocated €400,000 of funding to continue the progression of these planning and design activities. The emerging preferred route corridor was displayed at a further Public Consultation in July 2025. On completion of this phase, approval will be sought to commence the Design and Environmental Evaluation phase. Kerry County Council currently intend to commence the Statutory Consent process for the Tralee to Listowel Greenway in Q2/Q3 of 2026. Advancement to the construction stage is dependent upon the granting of planning consent and the associated timelines, which are at present unknown.</p> <p><u>Code of Best Practice for Greenways</u></p> <p>TII can confirm that all greenways across County Kerry are being delivered in accordance with the Code of Best Practice for Greenways which deals with land acquisition, accommodation works and compensation matters.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>	

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
11/11/2025	57837/25	<p>Dail Question No: 254 To ask the Minister for Transport to explore the possibility of implementing a system of charging a toll on the M50 based on the entry and exit of a person's journey.</p> <p>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.</p> <p>Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned.</p> <p>Noting the above position, I have referred the question regarding distance-based tolling on the M50 to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	M50 toll based on the entry and exit	Ruth Coppinger T.D.	<p>Dear Deputy Coppinger,</p> <p>I refer to your recent parliamentary question, Ref. No. 57837/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>In 2014, Transport Infrastructure Ireland (TII) published an M50 demand management report commissioned to protect the M50 from congestion and preserve its key strategic function as an orbital route around Dublin connected to the national arterial motorway network. The report identified several measures, including the potential implementation of multi-point distance-based tolling to replace the single point toll by a system comprising five toll points. However, Government policy has not, to date, provided for alternative M50 tolling arrangements to be considered.</p> <p>More recently, the Department of Transport (DoT) published a draft national demand management strategy for public consultation in 2024 - Public Consultation: Moving Together: A Strategic Approach to the Improved Efficiency of the Transport System in Ireland. This strategy requires that measures be brought forward to the Government by the DoT and the Department of Finance to further integrate a 'User & Polluter' pays approach into taxation on transport. This approach is exploring a more holistic and equitable taxation and road user charging system that accurately captures the costs and externalities of private car use. Aligned with the 'Moving Together' strategy, the National Transport Authority (NTA) is commencing the preparation of a Greater Dublin Area (GDA) demand management strategy as required under the GDA Transport Strategy 2022-2042. The primary objective of this scheme will be the realisation of the 50% CO2 emissions reduction target in full for the GDA. TII is supporting the DoT and NTA in relation to demand management on national roads and, in particular, the M50 and its arterial motorway network in the GDA.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
14/11/2025	58808/25	<p>Dail Question No: 323 To ask the Minister for Transport when the national guidelines for a speed limit review will be provided to Waterford City and County Council in respect of a specific section of a national road (details supplied); and if he will make a statement on the matter.</p> <p>Dail Question No: 324 To ask the Minister for Transport if he will raise the need for a speed limit review on a section of a road (details supplied) with Transport Infrastructure Ireland; and if he will make a statement on the matter.</p> <p>Details Supplied: N25 coming in and out of</p>	Guidelines for a speed limit review - N25 Dungarvan	Conor D McGuinness T.D.	<p>Dear Deputy McGuinness,</p> <p>I refer to your recent parliamentary question, Ref. No. 58808/25 (No.s 324 & 325), to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>At the outset, I can advise that the setting of speed limits is a matter for local authorities. As such, proposals in relation to the revision of speed limits are matters for consideration in the first instance by the relevant road authority, in this case Waterford City and County Council, in accordance with the Road Traffic Act, 2004. Where the Council proposes to make amendments to speed limits the Council is required to notify An Garda Síochána of such proposed changes and, in the case of national roads, proposed changes are subject to the consent of Transport Infrastructure Ireland (TII).</p> <p>The Department of Transport has instructed a review of speed limits in urban locations, and revised guidelines were issued by the Department of Transport to all local authorities on 16 October 2025. The local authorities will now commence their urban reviews including holding public consultations. Any submissions</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Dungarvan on the Waterford side; stretch of road in question is the stretch between Gordon's Garage, Burgery, Dungarvan and the beginning of the 60 km/h zone. This stretch of road between The Burgery and Tars Bridge is 100km/h. Residents are asking that the 60km/h zone be extended to this stretch of 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. Speed limits on national roads are ultimately a matter for TII and the local authority concerned, in this case Waterford City and County Council. Noting the above position, I have referred your question to TII for a direct reply regarding the N25. Please advise my private office if you do not receive a reply within 10 working days.			in relation to proposed revisions to speed limits should be directed to the relevant local authority. Further details on the current review of existing speed limits on roads in built-up and urban areas are available here . I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
14/11/2025	58256/25	Dail Question No: 288 To ask the Minister for Transport the steps being taken to upgrade Ireland's the Ring of Kerry road, that is currently 70% substandard; and if he will make a statement on the matter. Dail Question No: 290 To ask the Minister for Transport the steps being taken to upgrade Ireland's Premier Tourist route, the Ring of Kerry road, that is currently 70% substandard; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70.	Upgrade N70 Ring of Kerry road	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 58256/25 (No.s 288 & 290) 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. TII provided Kerry County Council funding as outlined below in 2025 to progress new/upgrade schemes on the N70: <ul style="list-style-type: none"> • N70 Blackwater Bridge to Sneem - €500,000 • N70 Creamery Cross - €300,000 • N70 Waterville to Ballybrack - €100,000 Grant funding in relation to road projects for 2026 is currently being reviewed and will be notified to local authorities when confirmed. TII will give consideration to the funding of national secondary improvement

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>schemes throughout the country, including the N70 in Co. Kerry, taking cognisance of the limited funding available to TII generally and the many competing demands for such funding.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
14/11/2025	59811/25	<p>Dail Question No: 422</p> <p>To ask the Minister for Transport for an update on the progression of the Cork to Limerick motorway (M20); and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €4,500,000 has been allocated for the M20 Cork to Limerick scheme in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	N/M20 Cork to Limerick motorway	Ken O'Flynn T.D.	<p>Dear Deputy O'Flynn,</p> <p>I refer to your parliamentary question Ref. No. 59811/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick Project on behalf of Cork County Council and Cork City Council. The Project is currently in Phase 3 (Design and Environmental Evaluation) of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 6 & 7) for details of project lifecycle phases and indicative phase timelines). A project update to inform the public and stakeholders on the developing design was provided in June 2025. Further information from this update is available on the Project Website.</p> <p>The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report. The key project appraisal deliverable required for this phase is the Preliminary Business Case. Upon completion of the Phase 3 deliverables, the Project will be submitted to the Department of Transport to undergo an External Assurance Process and Major Projects Advisory Group review, which is expected to be undertaken in 2026. Subject to receipt of the requisite approvals and subject to funding, the Project would then be submitted to An Coimisiún Pleanála.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
14/11/2025	59064/25	<p>Dail Question No: 364</p> <p>To ask the Minister for Transport if his Department will examine a roadway (details supplied) to establish if a reason for a recent uptick in collisions along the stretch can be determined, and measures taken to improve safety; and if he will make a statement on the matter.</p>	M18/N18 Ennis to Cratloe, County Clare - Accident Rate	Cathal Crowe T.D.	<p>Dear Deputy Crowe,</p> <p>I refer to your parliamentary question Ref. No. 59064/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The section of the M18/N18 between Ennis to Cratloe is maintained by the Motorway Maintenance and Renewal Contractor (MMaRC), Colas JV. The MMaRC operator has confirmed that there has been a recent increase in collisions, with a total of 16 recorded in September and 9 in October. The reported number of</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>Details Supplied: Additional information: This PQ relates to the M18/N18 stretch of road, specifically between Ennis town and Cratloe, in County Clare. In recent weeks and months, there has been a noticeable increase in the number of collisions along the road, which – outside of the obvious concerns over safety – is causing serious disruption for commuters travelling to and from the Limerick area and Ennis/Galway.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the M18/N18 between Ennis and Cratloe. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>accidents in September was significantly higher than the monthly rate for the period between January and August 2025.</p> <p>Data relating to the recent collisions will be reviewed to see if there is any common factor contributing to them and if so, any measures that should be considered.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
14/11/2025	58259/25 59054/25 61166/25	<p><u>58259/25</u></p> <p>Dail Question No: 291 To ask the Minister for Transport the steps which are being taken to provide the urgently needed Bypass for Killarney town which is choked with traffic on a daily basis; and if he will make a statement on the matter.</p> <p><u>59054/25</u></p> <p>Dail Question No: 356 To ask the Minister for Transport to give a detailed progress report on the Killarney to Farranfore Bypass; if he will ensure this critical project is delivered for County Kerry in the speediest possible timeframe and take into consideration that Killarney town is choked with traffic almost on a daily basis; and if he will make a statement on the matter.</p>	Progress report on the Killarney to Farranfore Bypass	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary questions Ref. Nos. 58259/25, 59054/25 & 61166/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Phase 2 (Options Selection) of the N22 Farranfore to Killarney project was completed in May 2025, and Phase 3 (Design and Environmental Evaluation) has now commenced. Further details on the N22 Farranfore to Killarney project and on road scheme lifecycle phases and approval decision gates are outlined in Transport Infrastructure Ireland's (TII) Major Roads and Greenways Projects Active List (see pages 7, 16 and 24).</p> <p>Transport Infrastructure Ireland (TII) provided funding of €1 million to Kerry County Council in 2025 to progress the N22 Farranfore to Killarney project. Grant funding in relation to road projects for 2026 is currently under review. You will also be aware that the National Development Plan review was published by the Government on 22 July 2025 and sets out capital funding ceilings for transport to 2030. The Department of Transport is currently progressing the sectoral plan for the 2026 to 2030 period which will be published in the coming weeks. The sectoral plan will inform national road scheme priorities in the coming years.</p> <p>I hope that this information is of assistance to you.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p><u>6166/25</u></p> <p>Dail Question No: 287 To ask the Minister for Transport the plans for the long overdue Killarney town bypass in County Kerry to address the chronic situation faced by local businesses, residents and visitors to the town on almost a daily basis whereby the town is choked with traffic; when work will physically commence on the ground; the length of time this critical project will take to be delivered; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project. Noting the above position, I have referred your question to TII for a direct reply regarding the N22 Farranfore to Killarney scheme. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
14/11/2025	58441/25 59053/25	<p><u>58441/25</u></p> <p>Dail Question No: 304 To ask the Minister for Transport the measures being taken to address the accident blackspot at Poulgorm Bridge at the turn-off to Kenmare from the main Killarney to Cork road; and if he will make a statement on the matter.</p> <p><u>59053/25</u></p> <p>Dail Question No: 355 To ask the Minister for Transport to implement emergency measures to address the lethal accident</p>	N22 Poulgorm Bridge, County Kerry - Junction Safety	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary questions Ref. Nos. 59053/25 & 58441/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Kerry County Council will be undertaking works to improve safety on the N22 at the junction at Poulgorm Bridge, County Kerry. When these works have been completed the junction will be monitored to assess the impact of the works.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

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		<p>blackspot at Poulgorm Bridge, County Kerry at the turn-off to Kenmare from the main Killarney to Cork road; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N22 Killarney to Cork Road.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
14/11/2025	59016/25	<p>Dail Question No: 351 To ask the Minister for Transport if the N20 Cork Limerick project will include a rail alternative as part of the appraisal process; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>In 2025, €4,500,000 has been allocated for the N20 Cork to Limerick scheme. As with all national roads projects in the NDP, 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. As part of the options selection process, rail-based alternatives were considered.</p>	N20 Cork Limerick project - rail alternative - appraisal process	Kenny Eoghan T.D.	<p>Dear Deputy Kenny,</p> <p>I refer to your parliamentary question Ref. No. 59016/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick Project on behalf of Cork County Council and Cork City Council, in accordance with the Transport Infrastructure Ireland (TII) Project Management Guidelines.</p> <p>As part of the assessment of alternative options, two rail-based scenarios were identified in Phase 1, 'Concept and Feasibility', one providing improved service frequency, with through services at Limerick Junction on the existing line, the other providing a new direct line between Charleville and Limerick, which would connect with the existing Cork to Charleville rail line. These two rail-based scenarios were taken forward to Phase 2, 'Options Selection', for further development and appraisal. In Phase 2, the Project Team developed road-based and rail-based options in the broad N20 corridor identified in Phase 1, however the rail-based option was discounted and does not form part of the preferred option. Please see the Public Display of Preferred Option brochure for more information.</p> <p>The N/M20 Cork to Limerick Project is currently in Phase 3, 'Design and Environmental Evaluation', and this includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report. A project update to inform the public and stakeholders on the developing design was provided in June 2025. Further information from this update is available on the Project website.</p> <p>I hope that this information is of assistance to you.</p>

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		Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			<p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
14/11/2025	58260/25	<p>Dail Question No: 292</p> <p>To ask the Minister for Transport the steps which are being taken to carryout long overdue upgrade works to the N86 road from Tralee to Dingle; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €1,250,000 has been allocated for the N86 Tralee to An Daingean scheme in 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Upgrade works to the N86 road from Tralee to Dingle	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. 58260/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) allocated funding of €250,000 to Kerry County Council in 2025 to finalise the tender documents for the N86 Ballynasare Lower to Ballinclare & Doonore South to Ballygarret sections of the N86 Tralee to An Daingean Scheme. These sections of the scheme will progress to construction once sufficient funding becomes available. TII also allocated €1,250,000 to the N86 Tralee to An Daingean Scheme this year to progress planning and design works for the remaining sections of the scheme. Full details of the 2025 National Roads grant allocations to Kerry County Council, are available on TII's website.</p> <p>Grant funding in relation to road projects for 2026 is currently under review. TII will consider the funding of national secondary improvement schemes throughout the country, including the N86 in Co. Kerry, taking cognisance of the limited funding available to TII generally and the many competing demands for such funding.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
14/11/2025	58257/25	<p>Dail Question No: 289</p> <p>To ask the Minister for Transport the steps being taken to upgrade the road and footpaths in Cahersiveen, County Kerry that are in a dangerous and shocking condition; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in</p>	Upgrade the road and footpaths in Cahersiveen, County Kerry	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. No. 58257/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The 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.</p> <p>TII road pavement surveys have identified the need for pavement improvements at Cahersiveen. Kerry County Council proposes to undertake the required road pavement works and associated footpath works in tandem with a large Urban Regeneration and Development Fund (URDF) scheme that is planned for</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70 in Cahersiveen.</p> <p>Noting the above position, I have referred your question regarding the N70 to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p> <p>With regard to the footpaths in Cahersiveen, 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.</p>			<p>Cahersiveen town. TII has previously been advised that the Cahersiveen regeneration URDF project is due to commence this year. In the circumstances, you may wish to contact Kerry County Council, who will be able to confirm the current status of the application the Council submitted for URDF scheme funding and the timeline for the works.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
14/11/2025	59008/25	<p>Dail Question No: 343</p> <p>To ask the Minister for Transport if funding has been allocated to improve safety and active travel infrastructure on the N20 between Mallow and Cork; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>I can confirm that €4,500,000 has been allocated for the N/M20 Limerick to Cork (via Mallow) scheme in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to any measures planned for the existing N20 between Mallow and Cork. Please advise my private office if you do not receive a reply within 10 working days.</p>	N80 Mountmellick Bypass	Sean Fleming T.D.	<p>Dear Deputy Kenny,</p> <p>I refer to your recent parliamentary question, Ref. No. 59008/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) periodically carries out a collision analysis of the entire National Road Network, as required by the TII Standard 'Network Safety Analysis', as well as pro-active safety inspections set out in the TII Standard 'Road Safety Inspection'. The purpose of this combined process is to identify both locations that have high concentrations of collisions and/or potential collisions. It does not however include the subsequent process to devise proposals to identify road safety interventions, which is the responsibility of the relevant local authority for the area in the first instance. TII had identified a high collision location along this route and Cork County Council, as the Road Authority, has been notified.</p> <p>In order for TII to provide funding for safety improvement schemes, a road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme (as set out in TII Standard 'Road Safety Improvement Scheme Approval Procedure') and prioritise the scheme in relation to other works being proposed by a road authority. Once this has been received from a 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.</p> <p>With regard to Active Travel, an Active Travel route is included over the full length of the proposed N/M20 Cork to Limerick Project. Part of the proposed Active Travel route will run parallel to, but segregated from, the new motorway while it is proposed that other sections will be accommodated on the 'old N20', through the reallocation of road space.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
14/11/2025	60343/25	<p>Dail Question No: 84</p>	Measures to address	Malcolm Byrne T.D.	<p>Dear Deputy Byrne,</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>To ask the Minister for Transport the measures in place to address dangerous bends on country roads; if a particular scheme will be developed - Malcolm Byrne.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to measure in place to address dangerous bends on country roads. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p> <p>The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority.</p> <p>On 14th February 2025 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. 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 Programme. Applications are sought each year from local authorities under this programme for consideration for funding in the subsequent year.</p> <p>Local authorities are responsible for maintaining and improving regional and local roads, it is therefore the Council's responsibility to determine its priorities and work programme while taking account of the funding provided from grant allocations and from the</p>	dangerous bends on country roads		<p>I refer to your recent parliamentary question Ref. No. 60343/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Each year, Transport Infrastructure Ireland (TII) conducts a collision analysis of the entire national road network in accordance with the EU Road Infrastructure Safety Management Directive. The purpose of this exercise is to identify locations that have high concentrations of collisions. It does not, however, include the subsequent process to devise proposals to identify road safety interventions, which is the responsibility of the relevant local authority in the first instance, as the road authority for their area.</p> <p>Over the last 15 years, TII has more than halved the number of high collision locations on the national road network with the majority of the so-called 'dangerous bends' having been addressed. In addition, TII also carries out a periodic safety assessment on the national road network, which involves road safety auditors visually inspecting the national road network, as required by the TII Standard: Road Safety Inspection (TII, 2023). This analysis is done every three to four years, and any aspects of the road that should be improved for safety are identified and reported to the local authority, as Road Safety Inspection (RSI) items.</p> <p>Notwithstanding the foregoing, please be advised, proposals regarding safety improvement works are matters that 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 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. 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.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland</p>

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14/11/2025	60263/25	<p>Dail Question No: 79</p> <p>To ask the Minister for Transport the amount raised via road tolls in the years 2015 to date; where such income was allocated to and for what purpose, by year and by road; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned.</p> <p>Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll by-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned.</p> <p>Noting the above position, I have referred the question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Toll Income and Uses	Cathy Bennett T.D.	<p>Dear Deputy Bennett,</p> <p>I refer to your recent Parliamentary Question, No. 60263/25, and your separate correspondence to this office regarding the above. The position in relation to your enquiry is as follows.</p> <p>Tolling on National Roads:</p> <p><u>M50 and Dublin Tunnel:</u> Of the ten toll roads on the national network, two can be described as ‘public’ tolls, i.e., M50 eFlow and Dublin Tunnel, as the toll revenues are collected directly for Transport Infrastructure Ireland (TII) as a public authority (by operating companies under contract to TII). The toll revenues received by TII contribute to the funding of tolling operations, Tunnel Operations and renewals and essential services on the national primary and secondary road network, including general day-to-day maintenance and operation of the network.</p> <p><u>Public Private Partnership (PPP) toll concession roads:</u> There are 8 toll roads across the national road network, which are Public Private Partnership (PPP) toll concession roads. These schemes were constructed and are operated and maintained under long-term contracts. Further details on the 8 PPP toll concession schemes is available from https://www.tii.ie/en/roads-tolling/projects-and-improvements/ppp/ and https://www.tii.ie/roads-tolling/tolling-information. The toll revenues collected on the PPP toll roads are collected by the respective PPP companies for the benefit of the PPP company and are used to fund the ongoing operations, repairs and maintenance and lifecycle activities, along with the repayment of loans and associated funding costs (borrowed to finance the construction of the road).</p> <p>Tolling Revenue: Please see below the toll revenue collected from 2015 to August 2025:</p> <p>M50 & Dublin Tunnel Toll Revenues:</p> <table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="11">Toll Revenues (€m)</th> </tr> <tr> <th colspan="2">M50 eFlow</th> <th>2015</th> <th>2016</th> <th>2017</th> <th>2018</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>YTD Aug 2025</th> </tr> </thead> <tbody> <tr> <td colspan="2">M50 eFlow</td> <td>111.2</td> <td>118.4</td> <td>145.2</td> <td>154.6</td> <td>160.8</td> <td>123.8</td> <td>140</td> <td>171.6</td> <td>190</td> <td>212</td> <td>143.8</td> </tr> <tr> <td colspan="13"> <small>Notes: - Up to 31 March 2017, VAT was applicable on tolls on the M50. 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18/11/2025	53032/25	<p>Dail Question No: 78</p> <p>To ask the Minister for Transport the total operation and management cost of the M50 between 2018 to date in 2025, by year; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the total operation and management cost of the M50 between 2018 to date in 2025.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Operation and management cost of the M50 2018 to 2025	Emer Currie T.D.	<p>Dear Deputy Currie,</p> <p>I refer to your parliamentary question, Ref. No. 53032/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>M50 Maintenance Costs - M50 PPP Contract</p> <p>M50 Concession Limited is responsible for ongoing operation, maintenance and lifecycle works of the mainline of the M50 motorway from the M1/M50 (Turnapin) interchange to the Sandyford interchange (junction 3 to junction 14) until expiry of the Public-Private Partnership (PPP) contract in 2042. The extent of the operations and maintenance works includes inspections, surveys and assessments, asset management, pavement management, structures, landscape and roadworks, and liaison with third parties. Under the terms of the PPP contract, M50 Concession Limited provides a 24/7 emergency response, winter maintenance, gritting, traffic management, routine maintenance of carriageways, street lighting, safety barriers and fences, as well as grass cutting, landscaping, litter picking, drainage cleaning, sweeping and cleaning. The PPP Company is also responsible for various major interventions as required, for example, road pavement resurfacing works. In addition, the PPP is also contracted to hand back the road in an appropriate condition at the end of the contract period, in 2042.</p> <p>Transport Infrastructure Ireland (TII) makes payments to the M50 PPP Co, i.e., Availability Payments, which relate to all the elements of the PPP's responsibilities i.e., repayment of loans and associated funding costs (borrowed to finance construction of the road) and to fund the ongoing operations, repairs and maintenance activities. The annual Availability Payment amount is adjusted by reference to indexation each year. The table below provides the Availability Payments and operational variation payments made to the M50 PPP company for the years 2018 to 2025 YTD.</p>																																																																																																																							

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																		
					<p>M50 Payments to PPP Co. (ex VAT)*</p> <table border="1"> <thead> <tr> <th>TII Payments (€m)</th> <th>2018</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>2025 YTD</th> </tr> </thead> <tbody> <tr> <td>M50 PPP Co Payments</td> <td>25.7</td> <td>27.0</td> <td>28.3</td> <td>25.6</td> <td>26.8</td> <td>26.8</td> <td>26.0</td> <td>20.7</td> </tr> </tbody> </table> <p><i>*Payments are shown on a cashflow basis.</i></p> <p>Note: While the M50 is tolled between Junction 6 and 7, this is unrelated to the M50 PPP contract. TII has procured a toll service provider to operate the M50 toll collection on TII's behalf.</p> <p>M50 Maintenance - Motorway Maintenance and Renewals Contract</p> <p>The 7 km section of the M50 from Junction 14 to Junction 17, along with all M50 Junctions, is maintained under a Motorway Maintenance and Renewals Contract (MMaRC). This contract is currently held by Globalvia Jons, under which they are responsible for the operation and maintenance of approximately 173 km of national motorway and high-speed dual carriageway in eastern Ireland. In addition to the aforementioned parts of the M50, this MMaRC contract includes sections of the M1, N/M2, N/M3, N/M4, N/M7 and N/M11. The contract also provides for safety barrier repairs on additional sections of the network. Under the contract, the MMaRC receives an annual payment for standard maintenance works, including winter service (salting, etc.), incident response, grass cutting, and repairs.</p> <p>In addition to the routine maintenance costs on the MMaRC-managed section of the M50, TII incurs costs on lifecycle renewal works, such as wearing course pavement replacement, where elements of the M50 road asset have reached the end of life. The MMaRC contract payments to Globalvia Jons relate to a road network comprising 173 km and do not provide a breakdown of costs by each route.</p> <p>Since the commencement of the Motorway Maintenance and Renewals contract in 2013, additional signage has been erected at junctions 13 and 14 and a diverge lane at junction14 has been extended.</p> <p>Vehicle Recovery Service</p> <p>In addition to the above, TII also funds a vehicle recovery service for the entire M50 (PPP & MMaRC managed areas), as well as the radial routes approaching the M50 (M1, M2, M3, M4, N7, M11), to provide for a rapid response and management of incidents on these busiest sections of the National Road Network.</p> <p>Motorway Operations Control Centre (MOCC)</p> <p>There has also been significant capital investment in upgrading the Motorway Operations Control Centre (MOCC) at Dublin Tunnel which has a national role in motorway management along with the development of a Variable Speed Limit Project, specifically dealing with the M50.</p> <p>The MOCC monitors approximately 1,200km of motorway, liaising with various service providers to ensure optimum response to incidents. In locations such as the M50, where there is near full camera coverage, the contracted service provider, Egis, is tasked with incident detection and coordination of response, traffic monitoring and control and direct coordination with maintenance contractors and emergency services during incidents.</p> <p>The MOCC services are provided under a contract which includes the operation of the Dublin Tunnel and the Jack Lynch Tunnel and details of this contract award are available on TII's website, at the following link. The contract payments do not isolate the service costs relating to M50 MOCC operations.</p>	TII Payments (€m)	2018	2019	2020	2021	2022	2023	2024	2025 YTD	M50 PPP Co Payments	25.7	27.0	28.3	25.6	26.8	26.8	26.0	20.7
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
20/11/2025	55085/25	<p>Dail Question No: 274</p> <p>To ask the Minister for Transport if all contracting authorities under the aegis of his Department are in full compliance with Circular 05/2023, in particular the mandatory requirement to publish contract award notices for all contracts above €25,000; and if he will provide details of the monitoring or enforcement arrangements in place to ensure this requirement is met.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Answer</p> <p>Contracting authorities under the aegis of my Department are advised that Circular 05/2023 Initiatives to assist SMEs in Public Procurement applies to them.</p> <p>The specific information sought in the Deputy's Question relates to the operational practices of each State body and is not required to be held centrally by the Department. I have referred the Deputy's question to the relevant State Bodies for direct reply. Please do not hesitate to contact my private office if you have not received a response within 10 working days.</p>	Publish contract award notices for all contracts above €25,000	Albert Dolan T.D.	<p>Dear Deputy Dolan,</p> <p>I refer to your recent parliamentary question, Ref. No. 55085/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>I can confirm Transport Infrastructure Ireland publishes contract award notices for procurements in excess of €25,000 in accordance with Circular 05/2023.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
20/11/2025	56459/25	<p>Dail Question No: 189</p> <p>To ask the Minister for Transport the EU funding opportunities that will be open for application for schemes under his Department and at agencies under his aegis in the next six months and in the next 12 months; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p> <p>The Department of Transport and its agencies seek to leverage appropriate EU funding opportunities, to</p>	EU funding opportunities	Pearse Doherty T.D.	<p>Dear Deputy Doherty,</p> <p>I refer to your parliamentary question, Ref. No. 56459/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) has made submissions pursuant to a recent EU call to submit proposals under the Connecting Europe Facility (CEF) 2025 Technical Assistance to Member States in the field of road safety.</p> <p>I can also advise that the following national road projects are in receipt of EU funding:</p> <ul style="list-style-type: none"> • N2 Clontibret to the Border • N11 Oilgate to Roslare

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>complement exchequer funds and to help ensure that we deliver a significant investment in public transport in the years and decades to come. The Irish Ports of National Significance are our key international maritime gateways, handling approximately 90% of all tonnage. As an island nation, we recognise that we must be capable of delivering additional ports capacity and the importance of ports in connecting Ireland to the rest of the world in terms of trade and transport. The Connecting Europe Facility (CEF) is a key driving factor in supporting Irish Ports to deliver on their capital investment projects in order to facilitate this development and expansion. In July 2024 two Irish port projects were selected to receive more than €112m in funding from the CEF Funding for Transport fund- Dublin Port MP2 Project and Port of Cork Expansion Project. In addition, it was announced in July 2025 that Rosslare Europort has been selected to receive €19.2 million towards their Green Drift project.</p> <p>The Department continues to monitor and engage with the ports regarding their future plans and will remain proactive in exploring any funding opportunities that may become available to them. Details of such plans can be provided directly by the ports.</p> <p>The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure, including in relation to rail, together with Iarnród Éireann (IÉ). The operation, maintenance and renewal of the rail network is a matter for IÉ in the first instance. Noting the NTA and IÉ's responsibility in this matter, as well as TII's responsibility in relation to wider transport infrastructure projects, I have referred the Deputy's question to the NTA, to TII and to IÉ for a more direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>			<ul style="list-style-type: none"> N13 Bridgend <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
20/11/2025	59050/25	<p>Dail Question No: 354</p> <p>To ask the Minister for Transport if he will consider ending toll charges on the M3 between Navan and Kells for a 3 month trial period to see the benefits it has on traffic congestion in Navan (details supplied).</p> <p>Details Supplied: Currently many drivers are dodging this toll to save €1000 a year and driving through Navan to join the M3 closer to Dublin</p>	Toll charge avoidance on the M3 between Navan and Kells	Peadar Tóibín T.D.	<p>Dear Deputy Tóibín,</p> <p>I refer to your recent parliamentary question, Ref. No. 59050/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Under the terms of the Public-Private Partnership (PPP) contract entered into with Transport Infrastructure Ireland (TII), the PPP company has a contractual entitlement to collect tolls, which are calculated by reference to the Bye-Laws for the toll road. Tolls collected by the PPP Company fund:</p>

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		<p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned.</p> <p>Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll by-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding tolls on the M3 to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<ul style="list-style-type: none"> • Repayment of debt/financing costs incurred in the design and construction of the road; • Maintaining the road pavement, structures, landscaping, signs, lining, lighting, safety barriers, fencing and all other aspects of the road; • Providing for comprehensive winter maintenance including patrols, precautionary salting, and snow clearance; • Management of the road in terms of safety, traffic management, debris/oil spillage, accidents, and • Prior to handback to the public sector at the end of the concession, ensuring the required asset residual life handback requirements are met. <p>Were the tolls applicable on the M3 to be suspended, this would result in the Exchequer having to compensate the PPP Company for their loss of toll income.</p> <p>I trust that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>																																																																																																																																																																																																																																																																																																																
21/11/2025	58520/25	<p>Dail Question No: 309</p> <p>To ask the Minister for Transport the number of employees in each of the agencies under his Department's remit; the number employed per year each year since 2015, by grade, in tabular form; and if he will make a statement on the matter.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Answer</p> <p>The number of employees in each of the agencies under my Department's remit are outlined below in tabular form.</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Commission for Aviation Regulation</th> <th>Medical Services for Road Safety</th> <th>Transport Infrastructure Ireland</th> <th>Commission for Railway Regulation</th> <th>Road Safety Authority</th> <th>National Transport Authority</th> </tr> </thead> <tbody> <tr><td>2015</td><td>24.00</td><td>248.00</td><td>11.00</td><td>122.00</td><td>70.00</td><td>20.00</td></tr> <tr><td>2016</td><td>23.00</td><td>233.00</td><td>14.00</td><td>122.00</td><td>61.70</td><td>20.00</td></tr> <tr><td>2017</td><td>22.00</td><td>221.00</td><td>15.00</td><td>120.17</td><td>61.20</td><td>20.00</td></tr> <tr><td>2018</td><td>21.00</td><td>210.00</td><td>14.00</td><td>117.00</td><td>60.40</td><td>20.00</td></tr> <tr><td>2019</td><td>20.00</td><td>200.00</td><td>13.00</td><td>107.24</td><td>125.70</td><td>20.00</td></tr> <tr><td>2020</td><td>19.00</td><td>179.00</td><td>13.00</td><td>100.00</td><td>104.00</td><td>20.00</td></tr> <tr><td>2021</td><td>18.00</td><td>171.00</td><td>15.00</td><td>116.52</td><td>108.20</td><td>20.00</td></tr> <tr><td>2022</td><td>17.00</td><td>168.00</td><td>16.00</td><td>106.70</td><td>108.20</td><td>20.00</td></tr> <tr><td>2023</td><td>16.00</td><td>163.00</td><td>15.00</td><td>106.00</td><td>106.00</td><td>20.00</td></tr> <tr><td>2024</td><td>15.00</td><td>160.00</td><td>14.00</td><td>106.00</td><td>106.00</td><td>20.00</td></tr> <tr><td>2025</td><td>14.00</td><td>145.00</td><td>14.00</td><td>105.00</td><td>103.00</td><td>20.00</td></tr> </tbody> </table> <p>The Commission for Aviation Regulation was dissolved in 2023.</p> <p>I have asked the Agencies under my aegis to provide the grade information directly to the Deputy. If you do not hear back from the Agencies within 10 working days please contact my office.</p>	Year	Commission for Aviation Regulation	Medical Services for Road Safety	Transport Infrastructure Ireland	Commission for Railway Regulation	Road Safety Authority	National Transport Authority	2015	24.00	248.00	11.00	122.00	70.00	20.00	2016	23.00	233.00	14.00	122.00	61.70	20.00	2017	22.00	221.00	15.00	120.17	61.20	20.00	2018	21.00	210.00	14.00	117.00	60.40	20.00	2019	20.00	200.00	13.00	107.24	125.70	20.00	2020	19.00	179.00	13.00	100.00	104.00	20.00	2021	18.00	171.00	15.00	116.52	108.20	20.00	2022	17.00	168.00	16.00	106.70	108.20	20.00	2023	16.00	163.00	15.00	106.00	106.00	20.00	2024	15.00	160.00	14.00	106.00	106.00	20.00	2025	14.00	145.00	14.00	105.00	103.00	20.00	Number of employees by grade	Barry Ward T.D.	<p>Dear Deputy Ward,</p> <p>I refer to your recent parliamentary question, Ref. No. 58520/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) was established on 01 August, 2015 through a merger of the National Roads Authority (NRA) and the Railway Procurement Agency (RPA). The attached table provides details of the number of staff, by grade, employed by TII for each year since 2016.</p> <p>TII Staff Grades (2016-2025)</p> <table border="1"> <thead> <tr> <th>Year</th> <th>CEO</th> <th>Assistant Secretary</th> <th>Principal Advisor (H)</th> <th>Principal Officer</th> <th>Senior Advisor L1</th> <th>Assistant Principal (H)</th> <th>Assistant Principal</th> <th>Grade 1</th> <th>Grade 2</th> <th>Grade 3</th> <th>Technical Grades</th> <th>HEO (H)</th> <th>EO</th> <th>CO</th> <th>Project Director</th> <th>Tech2</th> <th>Tech 3</th> <th>Tech4</th> <th>Total*</th> </tr> </thead> <tbody> <tr><td>2016</td><td>1</td><td>4</td><td>7.4</td><td>6.9</td><td>30.6</td><td>14.6</td><td>-</td><td>40.6</td><td>44.8</td><td>36.4</td><td>23.6</td><td>17</td><td>21</td><td>8</td><td>-</td><td>-</td><td>-</td><td>-</td><td>255.9</td></tr> <tr><td>2017</td><td>1</td><td>4</td><td>7</td><td>6.9</td><td>30.6</td><td>13.8</td><td>-</td><td>43</td><td>46.4</td><td>34.2</td><td>24</td><td>14.5</td><td>19.2</td><td>7.3</td><td>-</td><td>-</td><td>-</td><td>-</td><td>251.9</td></tr> <tr><td>2018</td><td>1</td><td>4</td><td>7</td><td>6.3</td><td>30</td><td>15.4</td><td>-</td><td>44.4</td><td>45</td><td>31</td><td>20</td><td>17</td><td>17</td><td>7.3</td><td>-</td><td>-</td><td>-</td><td>-</td><td>245.4</td></tr> <tr><td>2019</td><td>1</td><td>5</td><td>7</td><td>7</td><td>30.6</td><td>15.8</td><td>-</td><td>49.6</td><td>47.8</td><td>33</td><td>21</td><td>16.5</td><td>18</td><td>8</td><td>-</td><td>-</td><td>-</td><td>-</td><td>265.3</td></tr> <tr><td>2020</td><td>1</td><td>4</td><td>7</td><td>7</td><td>29.6</td><td>17.8</td><td>-</td><td>55.7</td><td>54.6</td><td>29.5</td><td>21</td><td>16.5</td><td>18.3</td><td>8</td><td>-</td><td>-</td><td>-</td><td>-</td><td>270</td></tr> <tr><td>2021</td><td>1</td><td>4</td><td>7.8</td><td>6</td><td>35</td><td>18.8</td><td>-</td><td>54.8</td><td>56.3</td><td>28.7</td><td>20</td><td>15.5</td><td>20.4</td><td>8</td><td>-</td><td>-</td><td>-</td><td>-</td><td>276.3</td></tr> <tr><td>2022</td><td>1</td><td>4</td><td>7.4</td><td>6</td><td>33</td><td>8</td><td>8.7</td><td>66.8</td><td>61.7</td><td>28.8</td><td>-</td><td>14.9</td><td>22.1</td><td>9</td><td>-</td><td>4</td><td>9</td><td>5</td><td>289.4</td></tr> <tr><td>2023</td><td>1</td><td>4</td><td>9</td><td>6</td><td>37</td><td>7</td><td>10.3</td><td>67.9</td><td>59.4</td><td>26.8</td><td>-</td><td>15.4</td><td>22.1</td><td>9</td><td>-</td><td>5</td><td>9</td><td>5</td><td>293.9</td></tr> <tr><td>2024</td><td>1</td><td>4</td><td>8</td><td>7.5</td><td>31</td><td>7</td><td>11.3</td><td>75.9</td><td>61.5</td><td>27.8</td><td>-</td><td>17.7</td><td>20.1</td><td>8</td><td>1</td><td>6</td><td>8</td><td>5</td><td>300.8</td></tr> <tr><td>2025</td><td>1</td><td>4</td><td>10</td><td>11.5</td><td>39</td><td>3</td><td>10.4</td><td>96</td><td>65.6</td><td>30.3</td><td>-</td><td>19.9</td><td>23.2</td><td>9</td><td>1</td><td>6</td><td>8</td><td>4</td><td>341.9</td></tr> </tbody> </table> <p>Notes:</p> <p>CO = Clerical Officer, EO = Executive Officer, HEO (H) = Higher Executive Officer (Including HEO Higher)</p> <p>Some years (2016-2021) use slightly different grade naming conventions than later years (2022 onward).</p> <p>I hope that this information is of assistance to you.</p>	Year	CEO	Assistant Secretary	Principal Advisor (H)	Principal Officer	Senior Advisor L1	Assistant Principal (H)	Assistant Principal	Grade 1	Grade 2	Grade 3	Technical Grades	HEO (H)	EO	CO	Project Director	Tech2	Tech 3	Tech4	Total*	2016	1	4	7.4	6.9	30.6	14.6	-	40.6	44.8	36.4	23.6	17	21	8	-	-	-	-	255.9	2017	1	4	7	6.9	30.6	13.8	-	43	46.4	34.2	24	14.5	19.2	7.3	-	-	-	-	251.9	2018	1	4	7	6.3	30	15.4	-	44.4	45	31	20	17	17	7.3	-	-	-	-	245.4	2019	1	5	7	7	30.6	15.8	-	49.6	47.8	33	21	16.5	18	8	-	-	-	-	265.3	2020	1	4	7	7	29.6	17.8	-	55.7	54.6	29.5	21	16.5	18.3	8	-	-	-	-	270	2021	1	4	7.8	6	35	18.8	-	54.8	56.3	28.7	20	15.5	20.4	8	-	-	-	-	276.3	2022	1	4	7.4	6	33	8	8.7	66.8	61.7	28.8	-	14.9	22.1	9	-	4	9	5	289.4	2023	1	4	9	6	37	7	10.3	67.9	59.4	26.8	-	15.4	22.1	9	-	5	9	5	293.9	2024	1	4	8	7.5	31	7	11.3	75.9	61.5	27.8	-	17.7	20.1	8	1	6	8	5	300.8	2025	1	4	10	11.5	39	3	10.4	96	65.6	30.3	-	19.9	23.2	9	1	6	8	4	341.9
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
21/11/2025	59805/25	<p>Dail Question No: 418 To ask the Minister for Transport the justification for the increase in tolls that has been announced for 1 January 2026 for a number of motorways in the national road network and the port tunnel; and if he will make a statement on the matter.</p> <p>Dail Question No: 419 To ask the Minister for Transport the position regarding the level of tolls collected in each year since 2022 on tolled motorways in the national road network and the port tunnel, broken down by toll location and year; and if he will make a statement on the matter.</p> <p>Dail Question No: 420 To ask the Minister for Transport the position regarding the level of toll increases on tolled motorways in the national road network and the port tunnel, broken down by each increase, toll location and the time when it was introduced, in tabular form; and if he will make a statement on the matter.</p> <p>Dail Question No: 421 To ask the Minister for Transport the position regarding the process whereby a toll increase on any on tolled motorways in the national road network or the port tunnel is approved; and if he will make a statement on the matter.</p> <p>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</p>	Toll charges 2026	Barry Ward T.D.	<p>Dear Deputy Ward,</p> <p>I refer to your recent parliamentary questions, Ref. No. 59805/25 (No. 418 - 421) to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Section 59 of the Roads Act 1993 – 2024 (Roads Acts) sets out the basis by which the National Roads Authority (operating as Transport Infrastructure Ireland (TII)) can make a Toll Scheme. The Roads Acts set out the process under which Bye-Laws made by TII can be established for the purposes of operation and management of a toll road.</p> <p>The Bye-Laws provide for toll charges to be reviewed annually in line with the Consumer Price Index (CPI) for August of each year, and for the Base Toll set out in the relevant Bye-Laws to be adjusted in line with inflation. Each year, following publication of the August CPI Index, the CPI adjusted toll calculations are notified to TII’s Board. It falls to TII’s Board to approve the Dublin Port Tunnel and the M50 Tolls. The TII Board also confirms the tolls applicable on the PPP Toll Concession schemes in line with the provisions set out in the relevant Bye-Laws. The attached document includes details of toll charges for the period 2020 – 2025.</p> <p>In considering the toll rate for Dublin Port Tunnel, consideration is given to the effectiveness of the current pricing regime to support the primary purpose of Dublin Port Tunnel which is to provide a high-quality access route to Dublin Port for heavy goods vehicles while ensuring that the volume of non-HGV traffic does not interfere with the capacity of the tunnel to meet this objective.</p> <p>Tolls collected on the M50 and Dublin Port Tunnel play an important role from a budgetary perspective in funding the increased costs being experienced by TII in the operation and maintenance of the national road network. Tolls collected on the eight PPP toll road concessions on the National Road Network is primarily for the benefit of the PPP companies who constructed the roads and the toll revenues are used by the companies to repay their loans (borrowed to design and construct the respective roads), as well as to fund the operations, maintenance and asset management activities for the term of the PPP contracts.</p> <p>The tables below provide details of the toll revenue collected in 2022, 2023 and 2024 and for the period January to August 2025.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																																																																																
			roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll by-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. With regard to toll price increases, tolls are reviewed each year. In line with the CPI inflation figure from August 2024 to August 2025 of 2%, certain toll rates chargeable across the eight PPP and two TII toll roads will increase from January 2026. Revenue raised by tolls is used for the maintenance and improvement of the roads in question and the wider national road network. Noting the above position, I have referred the question regarding toll price increases to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.		<p>PPP Toll Revenues:</p> <table border="1"> <thead> <tr> <th colspan="5">Toll Revenues (€m)</th> </tr> <tr> <th>PPP Schemes</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>YTD Aug 2025</th> </tr> </thead> <tbody> <tr> <td>M1 Dundalk Bypass</td> <td>32.3</td> <td>36.3</td> <td>40.7</td> <td>28.3</td> </tr> <tr> <td>M3 Clonee Kells</td> <td>18.4</td> <td>20.5</td> <td>22.6</td> <td>15.6</td> </tr> <tr> <td>M4 Kilcock-Kinnegad</td> <td>31.8</td> <td>35.4</td> <td>38.1</td> <td>26.7</td> </tr> <tr> <td>N6 Galway-Ballinasloe</td> <td>9.7</td> <td>10.8</td> <td>12.1</td> <td>8.5</td> </tr> <tr> <td>M7/M8 Portlaoise</td> <td>18.9</td> <td>20.8</td> <td>23.0</td> <td>15.8</td> </tr> <tr> <td>M8 Fermoy Bypass</td> <td>14.9</td> <td>16.8</td> <td>18.9</td> <td>13.2</td> </tr> <tr> <td>Limerick Tunnel</td> <td>17.8</td> <td>21.1</td> <td>23.9</td> <td>16.4</td> </tr> <tr> <td>N25 Waterford Bypass</td> <td>8.6</td> <td>10.2</td> <td>11.4</td> <td>8.0</td> </tr> </tbody> </table> <p>Notes: * Toll Revenue figures presented are exclusive of VAT. VAT is applicable on PPP Tolls @ 23%. * Figures presented for 2023 include Toll Top-up payments made to PPP Cos arising from a Ministerial Direction to suspend 2023 Toll increases between 1 Jan-30Jun 2023.</p> <p>M50 & Dublin Tunnel Toll Revenues:</p> <table border="1"> <thead> <tr> <th colspan="5">Toll Revenues (€m)</th> </tr> <tr> <th>M50 eFlow</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>YTD Aug 2025</th> </tr> </thead> <tbody> <tr> <td>M50 eFlow</td> <td>171.6</td> <td>190</td> <td>212</td> <td>143.8</td> </tr> </tbody> </table> <p>Notes: * VAT is not applicable on M50 toll charges. * Toll income for the M50 (as stated in TII's financial statements) represents tolls levied after deduction of certain charges, including interoperability service fees, bank charges and other fees. It also includes service fee and penalty (default toll income). It does not include bad debts written off. Please note, 2025 figures have not been finalised and are subject to change.</p> <table border="1"> <thead> <tr> <th colspan="5">Toll Revenues (€m)</th> </tr> <tr> <th>Dublin Tunnel</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>YTD Aug 2025</th> </tr> </thead> <tbody> <tr> <td>Dublin Tunnel</td> <td>22.3</td> <td>27</td> <td>32</td> <td>23.0</td> </tr> </tbody> </table> <p>Notes: * VAT is not applicable on M50 toll charges. * Toll income for the Dublin Tunnel (as stated in TII's financial statements) represents tolls levied after deduction of certain charges, including interoperability service fees, bank charges and other fees. It also includes service fee and penalty (default toll income). It does not include bad debts written off. Please note, 2025 figures have not been finalised and are subject to change.</p> <p>Additional information regarding the Toll increases effective 1 January 2026 can be found here.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>	Toll Revenues (€m)					PPP Schemes	2022	2023	2024	YTD Aug 2025	M1 Dundalk Bypass	32.3	36.3	40.7	28.3	M3 Clonee Kells	18.4	20.5	22.6	15.6	M4 Kilcock-Kinnegad	31.8	35.4	38.1	26.7	N6 Galway-Ballinasloe	9.7	10.8	12.1	8.5	M7/M8 Portlaoise	18.9	20.8	23.0	15.8	M8 Fermoy Bypass	14.9	16.8	18.9	13.2	Limerick Tunnel	17.8	21.1	23.9	16.4	N25 Waterford Bypass	8.6	10.2	11.4	8.0	Toll Revenues (€m)					M50 eFlow	2022	2023	2024	YTD Aug 2025	M50 eFlow	171.6	190	212	143.8	Toll Revenues (€m)					Dublin Tunnel	2022	2023	2024	YTD Aug 2025	Dublin Tunnel	22.3	27	32	23.0
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p> <p>[Attachment]</p>
21/11/2025	60448/25	<p>Dail Question No: 85 To ask the Minister for Transport the status of a project in County Cork (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: N25 Midleton to Youghal scheme</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €700,000 has been allocated for the N25 Midleton to Youghal scheme in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Status of N25 Midleton to Youghal scheme	James O'Connor T.D.	<p>Dear Deputy O'Connor,</p> <p>I refer to your parliamentary question Ref. No. 60448/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Following completion of Phase 0 (Scope and Strategic Assessment) and Phase 1 (Concept and Feasibility) of the N25 Midleton to Youghal Bypass Scheme, Cork County Council has held a tender competition for the appointment of Technical Advisors to take the scheme through Phase 2 (Options Selection), Phase 3 (Design & Environmental Evaluation), and Phase 4 (Statutory Processes).</p> <p>Tenders were returned on 10 September 2025, and evaluation is approaching completion. TII understands that Cork County Council expect to award the contract in November. Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme lifecycle phases and decision gates.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
21/11/2025	61794/25	<p>Dail Question No: 336 To ask the Minister for Transport if he will address the serious concerns raised in correspondence (details supplied) regarding the increased number of road accidents/incidents on the R448; and if he will make a statement on the matter.</p> <p>Details Supplied: Dear Representative and KCC Officials, You are cordially invited to attend a meeting with ourselves on Next Tuesday the 11th of November at the Piers Café in Moone at 8PM. The purpose of the meeting is to discuss the Number of Accidents/Incidents occurring on the R448 as a Result</p>	M7 and N7 traffic congestion	Sean Ó'Fearghail T.D.	<p>Dear Deputy O'Fearghail,</p> <p>I refer to your recent parliamentary question, Ref. No. 61794/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The National Cycle Network (NCN) Moone to Timolin route, is a pilot project on the R448 being delivered by Kildare County Council, as the Road Authority, and is funded by Transport Infrastructure Ireland (TII), as central delivery agency for the National Cycle Network.</p> <p>As this project is being implemented by Kildare County Council, and TII have no direct role in the delivery of this project, TII has raised this matter with Kildare County Council. TII understands that while Kildare County Council are aware of a number of incidents, they are not aware of the number quoted in your Dáil question.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>of the recent NCN Pilot Scheme and to seek a Resolve to the issues happening. We have recorded approximately 40 Incidents on the Roadway since works began resulting in major Vehicle Damage and two Hospitalisations. We feel these issue need to be urgently addressed and feel you will have a major input into the resolution of these issues. Best Regards, Mark Hilliard, Chairman of the Moone and Timolin Positive action Group.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Cycle Network (NCN), while Transport Infrastructure Ireland (TII) are responsible for the delivery of NCN projects. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>Notwithstanding the above, this location is an active construction site at present, and it is subject to temporary speed limits and traffic management. TII can also confirm that the Scheme was subject to Road Safety Audit at the Design Stage, and that it will be subject to a further Road Safety Audit once completed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
21/11/2025	62150/25	<p>Dail Question No: 360 To ask the Minister for Transport to prioritise a Bypass for Killorglin town In County Kerry; if consideration will be given to the fact that Laune Bridge is the gateway to the Iveragh Peninsula and 14,000 vehicles pass through the town on a daily basis; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to a bypass of Killorglin. It is important to point out that it is for the local authority, in the first instance, to engage with TII regarding the progression of any proposed national road project. All projects, including those listed in the NDP or any revision to the NDP, require statutory</p>	N70 Bypass for Killorglin town In County Kerry	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. No. 62150/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>You will also be aware that the National Development Plan review was published by the Government on 22 July 2025 and sets out capital funding ceilings for transport to 2030. The Department of Transport is currently progressing the sectoral plan for the 2026 to 2030 period which will be published shortly. The sectoral plan will inform national road scheme priorities in the coming years.</p> <p>The progression of a bypass scheme for Killorglin town is subject to the outcome of the Department's sectoral plan and subject to the level of funding received by Transport Infrastructure Ireland from the Department of Transport. Grant funding in relation to road projects for 2026 is currently being reviewed and will be notified to local authorities when confirmed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		approval and compliance with the Infrastructure Guidelines. 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.			
21/11/2025	62549/25	<p>Dail Question No: 209 To ask the Minister for Transport if funding will be made available to progress the N81 Tallaght to Hollywood Cross upgrade scheme; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N81 Tallaght to Hollywood Cross. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Funding of Tallaght to Hollywood Cross upgrade scheme	John Brady T.D.	<p>Dear Deputy Brady,</p> <p>I refer to your recent parliamentary question, Ref. No. 62549/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, as set out in the National Development Plan (NDP), the National Planning Framework, the National Investment Framework for Transport in Ireland, and the Climate Action Plan. The N81 Tallaght to Hollywood Cross scheme was not included amongst the projects that were identified in the National Development Plan (NDP) 2021 – 2030.</p> <p>You will be aware that the NDP Review 2025 was published by the Government on 22 July 2025. The plan sets out capital ceilings for transport to 2030. The Department of Transport will now progress the sectoral plan for the 2026-2030 period, which will be published shortly and will inform national road scheme priorities in the coming years.</p> <p>The progression of the N81 Tallaght to Hollywood Cross scheme is subject to the outcome of the Department's sectoral plan and subject to the level of funding allocated by the Department to TII. Grant funding in relation to road projects for 2026 will be notified to local authorities when confirmed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
21/11/2025	62543/25	<p>Dail Question No: 203 To ask the Minister for Transport if funding for the upgrade of the N11 will be made available; when works will commence; and if he will make a statement on the matter.</p> <p>Dail Question No: 204 To ask the Minister for Transport to provide details of the N11 bus priority scheme; if funding is currently available for the scheme; the phases and timeframe; and if he will make a statement on the matter.</p>	N11 Upgrade - N11 bus priority scheme	John Brady T.D.	<p>Dear Deputy Brady,</p> <p>I refer to your recent parliamentary question, Ref. No. 62543/25 (Nos. 203 & 204) to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The N11 M11 Junction 4 to Junction 14 scheme is listed for progression in the current National Development Plan (NDP). However, since 2022 when Option Selection Report for the Scheme was published, funding for this project has been suspended. You will be aware that the NDP Review was published by the Government on 22 July 2025 and sets out capital funding ceilings for transport to 2030. In addition, the Department of Transport is currently progressing the sectoral plan for the 2026 to 2030 period which will be published shortly, and which will inform national road scheme priorities in the coming years. The progression of the N11 M11 Junction 4 to Junction 14 scheme is subject to the outcome of the Department's sectoral plan and</p>

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		<p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of these projects.</p> <p>I can confirm that €1,450,000 has been allocated for the N11/M11 Bus Priority Interim scheme and €4,000,000 has been allocated for the N11/N25 Oilgate to Rosslare scheme in 2025. As with all national roads projects in the NDP, the delivery programme for these projects 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 regarding projects on the N11. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>subject to the level of funding allocated by the Department to Transport Infrastructure Ireland (TII). Grant funding in relation to road projects for 2026 will be notified to local authorities when confirmed.</p> <p>In relation to the N11 M11 Bus Priority Interim Scheme, Wicklow County Council has received approval to progress to Phase 3: Design and Environmental Evaluation of the TII Project Management Guidelines. Following the publication of the Options Selection Report and submissions received objecting to elements of the proposals, Wicklow County Council has committed to retaining the direct access of the Herbert Road to the N11. The project team will consider the implications of this decision on the scheme design and its impact on the scheme objectives. Wicklow County Council has also concluded a tender competition for the provision of technical advisor services for the next phases of the project. This contract is expected to be awarded shortly.</p> <p>Please see TII's Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme lifecycle phases and decision gates.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
21/11/2025	62537/25	<p>Dail Question No: 199</p> <p>To ask the Minister for Transport to urgently address drainage issues on the N70 Ring of Kerry at a location (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: National Secondary road, between Curraheen NS and Reenalagane Cross, Glenbeigh, County Kerry</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70.</p>	Drainage issues on the N70 Ring of Kerry	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. No. 62537/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Under the Roads Acts 1993 to 2015, local authorities are the road and planning authorities for national, regional, and local roads within their respective administrative boundaries. Transport Infrastructure Ireland (TII) provides funding to local authorities to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned.</p> <p>The query to which you refer is, accordingly, a matter for Kerry County Council, which is the road authority for the area. In the circumstances, you may wish to contact Kerry County Council via email at info@kerrycoco.ie in relation to the matter.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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21/11/2025	62530/25	<p>Dail Question No: 196</p> <p>To ask the Minister for Transport for an update on the approved enhancement works for the N59 Road between Bunakill and Claremount, County Galway; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N59. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	N59 scheme between Bunakill and Claremount, Galway	John Connolly T.D.	<p>Dear Deputy Connolly,</p> <p>I refer to your recent parliamentary question, Ref. No. 62530/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Galway County Council, with the written support of the National Parks and Wildlife Service and Inland Fisheries Ireland, submitted a section 146(b) application to An Coimisiún Pleanála on 30 October 2025, requesting a change to planning conditions, in order to resolve the approvals process issue, which has caused delays in the delivery of the Scheme.</p> <p>Subject to An Coimisiún Pleanála's approval of this application, it is intended that Galway County Council will proceed with the procurement of Phase 5 advance works contracts, such as Ground Investigation and Archaeology, in 2026.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>																																								
22/11/2025	58609/25	<p>Dail Question No: 313</p> <p>To ask the Minister for Transport the number of road safety audits completed for new road infrastructure projects in County Kildare for each year from 2022 to 2025, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in respect of road safety audits completed for new road infrastructure projects in County Kildare.</p>	Road safety audits - County Kildare	Naoise Ó'Ceairúil T.D.	<p>Dear Deputy Ó'Ceairúil,</p> <p>I refer to your recent parliamentary question, Ref. No. 58609/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The table below provides details of the road safety audits completed on national roads in Co. Kildare and approved on Transport Infrastructure Ireland's Road Safety Section for the period January 2022 to October 2025.</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Route</th> <th>Audit Report Title</th> <th>Audit Report Date</th> <th>RSA Audit Stage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>N7/M7</td> <td>Proposed Extension to Shop/Services Building at Circle K South N7 Kill</td> <td>May-22</td> <td>1&2</td> </tr> <tr> <td>2</td> <td>N7/M7</td> <td>Proposed Extension to Shop/Services Building at Circle K North N7 Kill</td> <td>May-22</td> <td>1&2</td> </tr> <tr> <td>3</td> <td>N7/M7</td> <td>M7 and L7055 Terminal Replacement</td> <td>Sept-22</td> <td>1&2</td> </tr> <tr> <td>4</td> <td>N7/M7</td> <td>N7 Rolling Crown - Marker Post 17.5</td> <td>May-23</td> <td>1&2</td> </tr> <tr> <td>5</td> <td>N7/M7</td> <td>N7 Rolling Crown - Marker Post 17.5</td> <td>Nov-23</td> <td>3</td> </tr> <tr> <td>6</td> <td>N/M7</td> <td>Proposed Public Lighting Upgrades Junctions 13, 14 & 17 M7 Motorway</td> <td>Jul-24</td> <td>1&2</td> </tr> <tr> <td>7</td> <td>N4</td> <td>L1018 & Kew Park Merge to N4</td> <td>May-25</td> <td>1&2</td> </tr> </tbody> </table> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>	Item	Route	Audit Report Title	Audit Report Date	RSA Audit Stage	1	N7/M7	Proposed Extension to Shop/Services Building at Circle K South N7 Kill	May-22	1&2	2	N7/M7	Proposed Extension to Shop/Services Building at Circle K North N7 Kill	May-22	1&2	3	N7/M7	M7 and L7055 Terminal Replacement	Sept-22	1&2	4	N7/M7	N7 Rolling Crown - Marker Post 17.5	May-23	1&2	5	N7/M7	N7 Rolling Crown - Marker Post 17.5	Nov-23	3	6	N/M7	Proposed Public Lighting Upgrades Junctions 13, 14 & 17 M7 Motorway	Jul-24	1&2	7	N4	L1018 & Kew Park Merge to N4	May-25	1&2
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		<p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p> <p>The 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. Road safety audits are therefore a matter for the local authority.</p>			
25/11/2025	59012/25	<p>Dail Question No: 347</p> <p>To ask the Minister for Transport when safety improvement works will be carried out on the N20 corridor through Mallow town; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>Noting the above position, I have referred your question regarding the N20 in Mallow to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Safety improvement works - N20 Mallow town	Eoghan Kenny T.D.	<p>Dear Deputy Kenny,</p> <p>I refer to your recent parliamentary question, Ref. No. 59012/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) periodically carries out a collision analysis of the entire national road network, as required by the TII Standard 'Network Safety Analysis', as well as pro-active safety inspections set out in the TII Standard 'Road Safety Inspection'. The purpose of this combined process is to identify both locations that have high concentrations of collisions and/or potential collisions. The N20 through Mallow has not been identified as a High Collision Location under the TII Road Safety Programme.</p> <p>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 'Road Safety Improvement Scheme Approval Procedure', for safety improvement works on the Network. For example, there may be additional information available to a road authority or there may be unreported collisions at a location that TII is unaware of, or other considerations such as public transport stop/pick up points, school traffic movements etc.</p> <p>In order for TII to provide funding for safety improvement schemes, a road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme (as set out in TII Standard 'Road Safety Improvement Scheme Approval Procedure') and prioritise the scheme in relation to other works being proposed by a 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.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
25/11/2025	59008/25	<p>Dail Question No: 343</p> <p>To ask the Minister for Transport if funding has been allocated to improve safety and active travel</p>	Safety and active travel_N20	Eoghan Kenny T.D.	<p>Dear Deputy Kenny,</p>

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		<p>infrastructure on the N20 between Mallow and Cork; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. I can confirm that €4,500,000 has been allocated for the N/M20 Limerick to Cork (via Mallow) scheme in 2025. As with all national roads projects in the NDP, 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 any measures planned for the existing N20 between Mallow and Cork. Please advise my private office if you do not receive a reply within 10 working days.</p>	between Mallow and Cork		<p>I refer to your recent parliamentary question, Ref. No. 59008/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) periodically carries out a collision analysis of the entire National Road Network, as required by the TII Standard 'Network Safety Analysis', as well as pro-active safety inspections set out in the TII Standard 'Road Safety Inspection'. The purpose of this combined process is to identify both locations that have high concentrations of collisions and/or potential collisions. It does not however include the subsequent process to devise proposals to identify road safety interventions, which is the responsibility of the relevant local authority for the area in the first instance. TII had identified a high collision location along this route and Cork County Council, as the Road Authority, has been notified.</p> <p>In order for TII to provide funding for safety improvement schemes, a road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost the scheme (as set out in TII Standard 'Road Safety Improvement Scheme Approval Procedure') and prioritise the scheme in relation to other works being proposed by a road authority. Once this has been received from a 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.</p> <p>With regard to Active Travel, an Active Travel route is included over the full length of the proposed N/M20 Cork to Limerick Project. Part of the proposed Active Travel route will run parallel to, but segregated from, the new motorway while it is proposed that other sections will be accommodated on the 'old N20', through the reallocation of road space.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>																																																																																																																																																																																																																								
25/11/2025	62416/25	<p>Dail Question No: 192 To ask the Minister for Transport to provide a breakdown of the amount paid to PPP toll operators in each of the years since the inception of their contract, in tabular form; and if he will make a statement on the matter.</p> <p>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</p>	Amount paid to PPP toll operators	Pa Daly T.D.	<p>Dear Deputy Daly,</p> <p>I refer to your recent parliamentary question, Ref. No. 62416/25, to the Minister for Transport as well as your separate correspondence to this office regarding the above. The position in relation to your enquiry is as follows.</p> <p>The table below provides the payments made on each of the Public-Private Partnership (PPP) toll concession schemes from the inception of the contracts to end 2024. Further information on the respective scheme lengths that were constructed and are operated and maintained by the PPP Companies is available on Transport Infrastructure Ireland's website.</p> <p>Payments made by TII to PPP Cos under PPP Concession Contracts from inception to 31 Dec 2024 (€m inc. VAT)</p> <table border="1"> <thead> <tr> <th>PPP Schemes</th> <th>2003</th> <th>2004</th> <th>2005</th> <th>2006</th> <th>2007</th> <th>2008</th> <th>2009</th> <th>2010</th> <th>2011</th> <th>2012</th> <th>2013</th> <th>2014</th> <th>2015</th> <th>2016</th> <th>2017</th> <th>2018</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>M3 Dundalk Western Bypass</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>0.15</td> <td>2.01</td> <td>0.25</td> <td>0.24</td> <td>0.18</td> <td>0.16</td> <td>0.22</td> <td>0.20</td> <td>0.45</td> <td>0.17</td> <td>0.18</td> <td>0.33</td> <td>0.28</td> <td>0.25</td> <td>0.36</td> <td>0.25</td> <td>0.67</td> <td>6.35</td> </tr> <tr> <td>M3 Clonee-Kells</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>111.18</td> <td>124.13</td> <td>79.81</td> <td>23.03</td> <td>29.13</td> <td>18.44</td> <td>17.70</td> <td>18.27</td> <td>17.94</td> <td>15.98</td> <td>18.22</td> <td>18.94</td> <td>23.08</td> <td>21.94</td> <td>20.16</td> <td>20.71</td> <td>-</td> <td>578.64</td> </tr> <tr> <td>M4 Killock-Kinnegad</td> <td>45.00</td> <td>75.00</td> <td>41.71</td> <td>-</td> <td>4.62</td> <td>3.95</td> <td>0.90</td> <td>-</td> <td>0.85</td> <td>0.43</td> <td>0.32</td> <td>0.32</td> <td>0.53</td> <td>0.32</td> <td>0.32</td> <td>0.32</td> <td>0.33</td> <td>0.42</td> <td>0.33</td> <td>0.36</td> <td>0.51</td> <td>0.39</td> <td>176.90</td> </tr> <tr> <td>N6 Galway-Ballinasloe</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>6.98</td> <td>11.49</td> <td>25.28</td> <td>28.47</td> <td>111.21</td> <td>55.61</td> <td>20.10</td> <td>20.13</td> <td>20.46</td> <td>20.21</td> <td>20.35</td> <td>1.92</td> <td>2.95</td> <td>3.31</td> <td>1.87</td> <td>3.02</td> <td>2.44</td> <td>0.90</td> <td>356.69</td> </tr> <tr> <td>M7/M8 Portlaoise-Cullahill</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>15.00</td> <td>12.90</td> <td>18.74</td> <td>6.53</td> <td>6.63</td> <td>6.07</td> <td>4.81</td> <td>3.93</td> <td>3.40</td> <td>1.97</td> <td>0.87</td> <td>0.74</td> <td>1.35</td> <td>1.33</td> <td>1.36</td> <td>0.02</td> <td>0.19</td> <td>85.84</td> </tr> <tr> <td>M8 Rathcormac-Fermoy</td> <td>-</td> <td>29.59</td> <td>44.59</td> <td>13.19</td> <td>-</td> <td>5.16</td> <td>7.03</td> <td>5.58</td> <td>5.85</td> <td>5.69</td> <td>5.62</td> <td>5.39</td> <td>4.82</td> <td>3.52</td> <td>3.05</td> <td>2.93</td> <td>2.50</td> <td>2.49</td> <td>2.06</td> <td>2.38</td> <td>0.93</td> <td>0.42</td> <td>152.79</td> </tr> <tr> <td>N18-Limerick Tunnel</td> <td>-</td> <td>-</td> <td>-</td> <td>13.44</td> <td>51.13</td> <td>51.04</td> <td>44.87</td> <td>25.00</td> <td>12.28</td> <td>13.30</td> <td>8.75</td> <td>10.06</td> <td>8.92</td> <td>10.01</td> <td>8.21</td> <td>6.26</td> <td>6.04</td> <td>8.89</td> <td>19.95</td> <td>7.91</td> <td>6.99</td> <td>6.76</td> <td>319.80</td> </tr> <tr> <td>N25 Waterford City Bypass</td> <td>-</td> <td>-</td> <td>-</td> <td>32.79</td> <td>32.92</td> <td>28.76</td> <td>12.54</td> <td>3.95</td> <td>7.85</td> <td>9.56</td> <td>7.91</td> <td>7.35</td> <td>7.06</td> <td>6.84</td> <td>6.98</td> <td>6.49</td> <td>6.00</td> <td>5.54</td> <td>3.99</td> <td>2.85</td> <td>1.95</td> <td>1.37</td> <td>192.71</td> </tr> </tbody> </table>	PPP Schemes	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	M3 Dundalk Western Bypass	-	-	-	-	-	0.15	2.01	0.25	0.24	0.18	0.16	0.22	0.20	0.45	0.17	0.18	0.33	0.28	0.25	0.36	0.25	0.67	6.35	M3 Clonee-Kells	-	-	-	-	-	111.18	124.13	79.81	23.03	29.13	18.44	17.70	18.27	17.94	15.98	18.22	18.94	23.08	21.94	20.16	20.71	-	578.64	M4 Killock-Kinnegad	45.00	75.00	41.71	-	4.62	3.95	0.90	-	0.85	0.43	0.32	0.32	0.53	0.32	0.32	0.32	0.33	0.42	0.33	0.36	0.51	0.39	176.90	N6 Galway-Ballinasloe	-	-	-	-	6.98	11.49	25.28	28.47	111.21	55.61	20.10	20.13	20.46	20.21	20.35	1.92	2.95	3.31	1.87	3.02	2.44	0.90	356.69	M7/M8 Portlaoise-Cullahill	-	-	-	-	-	15.00	12.90	18.74	6.53	6.63	6.07	4.81	3.93	3.40	1.97	0.87	0.74	1.35	1.33	1.36	0.02	0.19	85.84	M8 Rathcormac-Fermoy	-	29.59	44.59	13.19	-	5.16	7.03	5.58	5.85	5.69	5.62	5.39	4.82	3.52	3.05	2.93	2.50	2.49	2.06	2.38	0.93	0.42	152.79	N18-Limerick Tunnel	-	-	-	13.44	51.13	51.04	44.87	25.00	12.28	13.30	8.75	10.06	8.92	10.01	8.21	6.26	6.04	8.89	19.95	7.91	6.99	6.76	319.80	N25 Waterford City Bypass	-	-	-	32.79	32.92	28.76	12.54	3.95	7.85	9.56	7.91	7.35	7.06	6.84	6.98	6.49	6.00	5.54	3.99	2.85	1.95	1.37	192.71
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M3 Clonee-Kells	-	-	-	-	-	111.18	124.13	79.81	23.03	29.13	18.44	17.70	18.27	17.94	15.98	18.22	18.94	23.08	21.94	20.16	20.71	-	578.64																																																																																																																																																																																																						
M4 Killock-Kinnegad	45.00	75.00	41.71	-	4.62	3.95	0.90	-	0.85	0.43	0.32	0.32	0.53	0.32	0.32	0.32	0.33	0.42	0.33	0.36	0.51	0.39	176.90																																																																																																																																																																																																						
N6 Galway-Ballinasloe	-	-	-	-	6.98	11.49	25.28	28.47	111.21	55.61	20.10	20.13	20.46	20.21	20.35	1.92	2.95	3.31	1.87	3.02	2.44	0.90	356.69																																																																																																																																																																																																						
M7/M8 Portlaoise-Cullahill	-	-	-	-	-	15.00	12.90	18.74	6.53	6.63	6.07	4.81	3.93	3.40	1.97	0.87	0.74	1.35	1.33	1.36	0.02	0.19	85.84																																																																																																																																																																																																						
M8 Rathcormac-Fermoy	-	29.59	44.59	13.19	-	5.16	7.03	5.58	5.85	5.69	5.62	5.39	4.82	3.52	3.05	2.93	2.50	2.49	2.06	2.38	0.93	0.42	152.79																																																																																																																																																																																																						
N18-Limerick Tunnel	-	-	-	13.44	51.13	51.04	44.87	25.00	12.28	13.30	8.75	10.06	8.92	10.01	8.21	6.26	6.04	8.89	19.95	7.91	6.99	6.76	319.80																																																																																																																																																																																																						
N25 Waterford City Bypass	-	-	-	32.79	32.92	28.76	12.54	3.95	7.85	9.56	7.91	7.35	7.06	6.84	6.98	6.49	6.00	5.54	3.99	2.85	1.95	1.37	192.71																																																																																																																																																																																																						

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll by-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 to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			<p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
27/11/2025	57807/25	<p>Dail Question No: 252</p> <p>To ask the Minister for Transport the total cost of the realignment of the road from the Golden Nugget, Fossa, Killarney to the Gap Cross which has been completed recently, including cost of engineers, designs and all other costs involved for these works; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the cost of these works on the N72.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Cost of N72 Fossa, Killarney realignment works	Danny Healy-Rae T.D.	<p>Dear Deputy Healy-Rae,</p> <p>I refer to your recent parliamentary question, Ref. No. 57807/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The N72 Fossa Village Road Safety and Pavement Improvement Scheme commences west of the N72/R563 junction at the Golden Nugget Bar and Restaurant and extends 1.574km westwards to N72/L4040 Gap Cross junction. The works include pavement and drainage improvements, and improvements to active travel facilities for cyclists and pedestrians on both sides of the carriageway. Extension of public lighting, new kerb lines, ironworks, road markings, provision of landscape features, significant drainage upgrade works and construction of a Public Realm area within the centre of the Fossa village are also included in the works.</p> <p>The total expenditure to date on the scheme is €4.88 million inclusive of VAT, which is made up of the following elements of the works:</p> <ul style="list-style-type: none"> • Planning, Engineering and Development Costs - €258,672 • Pavements and Drainage Works - €2,557,159 • Safety Improvements - €1,137,563 • Active Travel - €493,538 • Public Realm - €433,204 <p>The final outturn costs of the scheme will be confirmed by Kerry County Council once the final account has been agreed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
27/11/2025	61791/25	<p>Dail Question No: 335</p> <p>To ask the Minister for Transport if he will address the serious concerns regarding traffic congestion and the spate of road traffic collisions on the M7 and N7, raised in correspondence (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: Dear Deputy, I hope this message finds you well. I am writing to express my growing concern about the worsening traffic conditions and frequent accidents on the M7 motorway and N7 national road, particularly in County Kildare and West Dublin. Over the past several months, the level of congestion has become unbearable, particularly during morning commuting hours. For example, when my partner leaves our house at 6:10 a.m., it now takes her approximately two and a half hours to travel just 64 kilometres to Harold's Cross from Rathangan. Public transport is not convenient. This is not only exhausting and inefficient but also has a significant impact on productivity, personal time, and overall quality of life. In addition, there appears to be an alarming increase in the number of accidents along this stretch of road, which only worsens delays and raises serious safety concerns for all road users. The combination of heavy traffic, long commute times, and accident frequency suggests that urgent action is needed. I often worry about my partner travelling on the busy roads. I respectfully urge your office to investigate this matter and to push for effective measures—such as improved traffic management, increased enforcement of speed and lane discipline, or investment in road infrastructure—to alleviate these issues. Thank you for your attention to this important matter. I would greatly appreciate a response outlining any planned initiatives or steps being taken to address the current situation.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and</p>	M7 and N7 traffic congestion	Sean Ó'Fearghail T.D.	<p>Dear Deputy Ó Fearghail,</p> <p>I refer to your recent parliamentary question, Ref. No. 61791/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Analysis of motorway/high speed dual carriageway traffic data in the Greater Dublin Area for the month of September 2025, shows that there has been 2% growth in traffic on the radial approaches to the M50 compared to September 2024, with a similar rate of traffic growth on the M50. Since 2019, traffic levels on the M50 have grown by approximately 11%, which equates to approximately 50,000 additional trips per day. These increased levels of traffic are contributing to both congestion and increased collisions on these routes, which can impact journey times for those using the network.</p> <p>Transport Infrastructure Ireland (TII) provides a peak hour vehicle recovery service on the entire M50, and on sections of the radial routes that connect to it, through its contractor under a Motorway Maintenance & Renewals Contract (MMaRC). All incident response, and necessary vehicle recovery, is coordinated through the Motorway Operations Control Centre (MOCC), which operates on a 24/7, all year round, basis. In addition, the MOCC disseminates traffic information to road users through roadside variable message signs and TII's dedicated website, traffic.tii.ie.</p> <p>With regard to the N7/M7 route specifically, the average daily traffic (ADT) on this route has reached levels of 116,000 vehicles this year between Junction 1A and the M50 Junction 9, making it the second highest ADT route in Ireland, after the M50. On the N7/M7 corridor, a peak hour vehicle recovery service is provided to Junction 4 Rathcoole and, beyond Junction 4, TII's contractor operates a 24/7, all year round, incident response service. In addition, where the Emergency Services are required to attend collisions, TII's contractor supports them through the provision of any required traffic management, diversion routes implementation, clean-up etc.</p> <p>Further information on traffic growth and road network performance is available from TII's most recent network indicators report, TII National Road & Greenway Network Indicators 2024. This report provides performance information such as service levels by hour for a typical weekday, for both the M50 and Dublin radial routes.</p> <p>With regard to the enforcement of speed limits and lane discipline, safety concerns of this nature are, in the first instance, the responsibility of An Garda Síochána.</p> <p>It is also noted that the National Transport Agency (NTA) is currently examining a Demand Management Scheme for the Greater Dublin Area (GDA) Area, the basis for which is set out in the NTA's Greater Dublin Area Transport Strategy, 2022-2042, which calls for additional demand management measures to be introduced in order to meet the 2030 carbon emissions reduction target set for the transport sector.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the M7 and N7. 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.			
27/11/2025	62487/25	<p>Dail Question No: 194 To ask the Minister for Transport for an update on the new road realignment and footpath from Laune Bridge, Killorglin, County Kerry to a hub (details supplied) on the Killarney road; and if he will make a statement on the matter.</p> <p>Details Supplied: FEXCO IRD Hub</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	N70 road footpath from Laune Bridge, Killorglin, County Kerry	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. No. 62487/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>At the outset, I can advise that funding for the Greenways programme is reviewed on an annual basis by the Department of Transport, and in 2025, Transport Infrastructure Ireland (TII) allocated €8.25 million of funding for Greenway and Active Travel projects in County Kerry. With regard to the N72 Killorglin Approaches (Anglont) Active Travel Scheme, I can advise that this scheme is currently at Phase 3 of the TII Project Management Guidelines. Please see TII's Major Roads and Greenways Projects Active List (page 7) for details of project lifecycle phases.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
27/11/2025	62486/25	<p>Dail Question No: 193 To ask the Minister for Transport if he will reconsider increasing the M50 toll in 2026; and if he will make a statement on the matter.</p> <p>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</p>	Review decision to increase M50 eFlow toll in 2026	Ruth Coppinger T.D.	<p>Dear Deputy Coppinger,</p> <p>I refer to your recent parliamentary question, Ref. No. 62486/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The Roads Act sets out the process by which Bye-Laws made by Transport Infrastructure Ireland (TII) can be established for the purposes of operating and managing a toll road. The level of tolls charged on the National Road Network is regulated through the Toll Bye-laws and provide for an annual inflation adjustment mechanism by reference to the Consumer Price Index. Tolling income collected by TII on the M50 and Dublin Tunnel is combined with Exchequer grant funding to fund TII's annual protection and renewal expenditures on national roads.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll by-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. With regard to the toll on the M50, it is important to point out that revenues generated by this toll are invested by TII in the operation and maintenance of both the M50 and the wider national road network. Noting the above position, I have referred the question regarding changes to the tolls on the M50 to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
27/11/2025	63563/25	<p>Dail Question No: 297</p> <p>To ask the Minister for Transport if his Department and Transport Infrastructure Ireland will conduct an examination of an area (details supplied) to determine if the area will be considered an accident blackspot and resultingly if traffic calming measures can be implemented in the interest of road safety; and if he will make a statement on the matter.</p> <p>Details Supplied: This question relates to the stretch of the N68 at Darragh, County Clare. There have been a number of serious accidents, including a fatality, in the area in recent years and residents advise that they see near misses along the route every day. The road has a speed limit of 100kph but has a number of roads joining it in quick succession, as well as a shop, beauticians, car garage and a bus stop; all merging with the 100kph road. An indicative Eircode for this is V95 P49H. I would greatly appreciate if a review could be conducted of the site to determine if it is a blackspot and subsequently if a reduction of the speed limit can be considered in the interest of safety.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter</p>	N68 at Darragh, County Clare - Safety	Cathal Crowe T.D.	<p>Dear Deputy Crowe,</p> <p>I refer to your recent parliamentary question, Ref. No. 63563/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) periodically carries out a collision analysis of the entire National Road Network, in compliance with the EU Road Infrastructure Safety Management Directive, as well as pro-active safety inspections, in accordance with the TII Standard: 'Road Safety Inspection'. The purpose of this combined process is to identify both locations that have high concentrations of collisions and/or potential collisions. The N68 at Darragh, County Clare section of the National Road Network has not been identified as a High Collision Location under the TII Road Safety Programme.</p> <p>Notwithstanding the foregoing, the absence of sites from the locations identified under TII's Road Safety Programme, does not preclude a road authority from submitting a feasibility and options report, in accordance with the TII Standard: 'Road Safety Improvement Scheme Approval Procedure', for safety improvement works on a national road. For example, there may be additional information available to a road authority, or there may be unreported collisions at a location that TII is unaware of, or other safety considerations, for example relating to public transport, schools etc.</p> <p>In order for TII to provide funding for a safety improvement scheme, a road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal/fully cost a scheme and prioritise that scheme in relation to other works being proposed by a road authority.</p> <p>Notwithstanding the above, the concerns raised in your correspondence will be passed to the Relevant Road Safety Engineer for this section of the National Road Network, who will discuss it with Clare County Council.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
27/11/2025	62688/25	<p>Dail Question No: 127 To ask the Minister for Transport to include as a priority, the Portlaoise Northern Orbital Route and the Mountmellick By-Pass in the revised National Development Plan; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, construction and design of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the Portlaoise Northern Orbital Route and the Mountmellick Bypass. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Portlaoise Northern Orbital Route - N80 Mountmellick By-Pass	Willaim Aird T.D.	<p>Dear Deputy Aird,</p> <p>I refer to your recent parliamentary question, Ref. No. 62688/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, as set out in the National Development Plan (NDP) as updated by the NDP review (Sectoral Investment Plan) which was published by Government on the 26 November 2025, the National Planning Framework, the National Investment Framework for Transport in Ireland and the Climate Action Plan.</p> <p>A bypass of Mountmellick or a Portlaoise Northern Orbital Route were not included amongst the projects identified for development during the period of the NDP or in the recently published Sectoral Investment Plan. National road grant funding made available to TII is directed to projects identified in the NDP/ Sectoral Investment Plan.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
28/11/2025	59440/25 59441/25	<p>59440/25</p> <p>Dail Question No: 397 To ask the Minister for Transport the total profit earned through an operator (details supplied) broken down by year from 2018 to date in 2025, in tabular form; and if he will make a statement on the matter.</p> <p>59441/25</p> <p>Dail Question No: 398</p>	M50 eFlow toll revenue - Allocated to national road network schemes	Emer Currie T.D.	<p>Dear Deputy Currie,</p> <p>I refer to your parliamentary questions, Ref. Nos. 59440/25 & 59441/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>Please see below annual toll revenue from the M50 from 2018 to 2024 and for 2025 (January to September).</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																																																			
					<p>To ask the Minister for Transport the total sum of revenue by an operator (details supplied) which is reinvested into the maintenance and development of Ireland's national road network, by year from 2018 to date in 2025, in tabular form; and if he will make a statement on the matter.</p> <p>Details Supplied: M50 toll</p> <p>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 by-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding unpaid tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>																																																			
					<table border="1"> <thead> <tr> <th colspan="9">Toll Revenue (€m)</th> </tr> <tr> <th>M50 eFlow</th> <th>2018</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>YTD Sept 2025</th> </tr> </thead> <tbody> <tr> <td>M50 eFlow</td> <td>154.6</td> <td>160.8</td> <td>123.8</td> <td>140</td> <td>171.6</td> <td>190</td> <td>212</td> <td>163</td> </tr> </tbody> </table> <p>Notes: * VAT is not applicable on M50 toll charges.</p> <p>* Toll income for the M50 (as stated in TII's financial statements) represents tolls levied after deduction of certain charges, including interoperability service fees, bank charges and other fees. It also includes service fees and penalty (default toll income). It does not include bad debts written off. Please note YTD 2025 figures have not been finalised and are subject to change.</p> <p>The table below identifies the available toll revenue for funding operation and renewal of the network after payment of M50 Toll Operations Costs and M50 Availability Payments (payments to the M50 PPP Co for the ongoing operation, maintenance and lifecycle works of the mainline of the M50 motorway from the M1/M50 (Turnapin) interchange to the Sandyford interchange). In this regard it should be noted that TII also incurs costs relating to the operation and maintenance of the M50 through the Motorway Maintenance and Renewals Contract and the Motorway Operations Control Centre contract. Both of these contracts provide services relating to the M50 along with other sections of the national road network. As these contracts do not distinguish costs by national routes the costs have not been allowed for in the table below.</p> <table border="1"> <thead> <tr> <th colspan="8">Funding Available to Road Network (€m)</th> </tr> <tr> <th></th> <th>2018</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>2024</th> </tr> </thead> <tbody> <tr> <td>Funding for Network</td> <td>66</td> <td>74</td> <td>33</td> <td>54</td> <td>86</td> <td>106</td> <td>130</td> </tr> </tbody> </table> <p>As noted above, the costs relating to the Motorway Maintenance and Renewals Contract and the Motorway Operations Control Centre are not provided for in the above table given that the coverage of the services performed under these contracts extend beyond the M50. Further detail on both of these contracts is set out below.</p> <p>M50 Maintenance - Motorway Maintenance and Renewals Contract</p> <p>The 7 km section of the M50 from Junction 14 to Junction 17, along with all M50 Junctions, is operated and maintained under a Motorway Maintenance and Renewals Contract (MMaRC). This contract is currently held by Globalvia Jons, under which they are responsible for the operation and maintenance of approximately 173 km of national motorway and high-speed dual carriageway in eastern Ireland. In addition to the aforementioned parts of the M50, this MMaRC contract also includes sections of the M1, N/M2, N/M3, N/M4, N/M7 and N/M11 and also provides for safety barrier repairs on additional sections of the national road network.</p> <p>In addition to the routine maintenance costs on the MMaRC-managed section of the M50, TII incurs costs on lifecycle renewal works, such as wearing course pavement replacement, where elements of the M50 road asset have reached the end of life.</p> <p>Motorway Operations Control Centre (MOCC)</p> <p>There has also been significant capital investment in upgrading the Motorway Operations Control Centre (MOCC) at Dublin Tunnel which has a national role in motorway management along with the development of a Variable Speed Limit Project, specifically dealing with the M50. The MOCC monitors approximately 1,200km of motorway, liaising with various service providers to ensure optimum response to incidents. In locations</p>	Toll Revenue (€m)									M50 eFlow	2018	2019	2020	2021	2022	2023	2024	YTD Sept 2025	M50 eFlow	154.6	160.8	123.8	140	171.6	190	212	163	Funding Available to Road Network (€m)									2018	2019	2020	2021	2022	2023	2024	Funding for Network	66	74	33	54	86	106	130
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					<p>such as the M50, where there is near full camera coverage, the contracted service provider, Egis, is tasked with incident detection and coordination of response, traffic monitoring and control and direct coordination with maintenance contractors and emergency services during incidents.</p> <p>The MOCC services are provided under a contract which includes the operation of the Dublin Tunnel and the Jack Lynch Tunnel and details of this contract award are available on TII's website, at the following link. The contract payments do not isolate the service costs relating to M50 MOCC operations.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
28/11/2025	61596/25	<p>Dail Question No: 325</p> <p>To ask the Minister for Transport when the M4 hard shoulder bus lane will be completed.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project on the M4.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	M4 hard shoulder bus lane	Robert Troy T.D.	<p>Dear Minister,</p> <p>I refer to your recent parliamentary question, Ref. No. 61596/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The civil works on the eastbound M4 Bus Priority Measures pilot scheme between Junction 6 Celbridge and Junction 5 Leixlip including the laying of stone mastic asphalt (SMA), is now complete. Work on the installation of Intelligent transport system equipment is currently ongoing and is expected to be completed in Q1 of 2026.</p> <p>To enable the commencement of operation of the scheme, the need for secondary legislation has been identified. TII has prepared draft regulations, and these have been submitted to the Department of Transport for their consideration and action.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Lorcan O'Connor Chief Executive Officer</p>
28/11/2025	64009/25	<p>Dail Question No: 336</p> <p>To ask the Minister for Transport if he will provide an update on current and planned investment in transport infrastructure in the Cork Northwest constituency, including improvements to regional and local roads; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The recently concluded review of the National Development Plan has confirmed the Department of</p>	Planned investment in infrastructure - Cork Northwest	John Paul O'Shea T.D.	<p>Dear Deputy O'Shea,</p> <p>I refer to your parliamentary question Ref. No. 64009/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick Project on behalf of Cork County Council and Cork City Council, in accordance with the Transport Infrastructure Ireland (TII) Project Management Guidelines. The N/M20 Cork to Limerick Project is currently in Phase 3, 'Design and Environmental Evaluation', and this includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report. A</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>Transport's annual capital allocations from 2026 to 2030.</p> <p>The Department is currently reviewing key programmes and projects in the transport sector in the context of that capital funding envelope, including plans for investment in public transport projects, and a decision on a programme of delivery within the available funding will be made in the coming months.</p> <p>My department will now progress the sectoral plan for the 2026 to 2030 period, which will be published later this year and which will inform road scheme priorities in the coming years.</p> <p>Public Transport</p> <p>As the Deputy may be aware, the Cork Area Commuter Rail Programme is a key project in the National Development Plan 2021-2030 and the Cork Metropolitan Area Transport Strategy 2040. The Programme is being delivered on a phased basis and will provide a more efficient and decarbonised transport service for the area to help facilitate population and economic growth over the coming decades.</p> <p>Phase 1 of the Programme consists of a signalling upgrade, construction of a through-platform at Kent Station, which opened in April, and double-tracking from Glounthaune to Midleton. This phase has received EU Funding under the National Recovery and Resilience Plan and is expected to be completed by the end of 2026.</p> <p>Phase 2 of the programme plans for the electrification of the Cork commuter rail network and the delivery of up to eight new stations in the following locations: Tivoli, Dunkettle, Water Rock, Carrigtwohill West, Ballynoe, Blackpool / Kilbarry, Monard and Blarney/Stoneview, as well as the upgrade of existing stations including Mallow.</p> <p>In 2024, Iarnród Éireann (IÉ) awarded a contract to TYPISA and Roughan O'Donovan appointing them as multi-disciplinary consultants for the design of Phase 2 of the Programme. This Phase provides for the new stations among other works.</p> <p>The first public consultation on Phase 2 of the Programme concluded in July. Phase 2 will be progressed following the completion of Phase 1, subject to funding and relevant approvals.</p> <p>Noting the NTA's responsibility in this matter and the specific issues raised by the Deputy, I have referred</p>			<p>project update to inform the public and stakeholders on the developing design was provided in June 2025. Further information from this update is available on the Project website.</p> <p>With regard to the repair and renewal of surfacing on national roads in the Cork Northwest Constituency, subject to the availability of funding, it is proposed to complete the N72 Meenskeha Phase 2 Project and to fund the N72 Cloonbannin Scheme. Further pavement works in the area are subject to the availability of funding.</p> <p>With regard to national road safety interventions, TII is providing funding for Cork County Council to design pedestrian crossing schemes in Buttevant, and safety measures at the Castlemore Junction on the N22.</p> <p>TII is also currently providing funding to the following Active Travel and Greenway projects that are located wholly, or partially, in the Cork Northwest constituency:</p> <ol style="list-style-type: none"> 1. N22 Baile Bhuirne Macroom Active Travel. This project is currently at Options Selection Phase, with the scope encompassing Active Travel facilities in the urban centres of Macroom and Baile Bhuirne, as well as an Active Travel route to link the two locations. 1. The West Cork Greenway project is also at the Options Selection Phase and two rounds of non-statutory public consultations have taken place. The proposed section between Bandon and Crossbarry, potentially being an extension of the Claire O'Leary walk in Bandon, falls within the constituency. 2. The Cork to Kinsale Greenway project is slightly further advanced with the emerging preferred route corridor having been published and a third round of public consultation held. A portion of the route extending east from Crossbarry lies within the constituency. <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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		<p>the Deputy's questions to the NTA for a more detailed reply. Please contact my private office if you do not receive a reply within 10 days.</p> <p>National Roads As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to this. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p> <p>Regional and Local Roads In accordance with the provisions of Section 13 of the Roads Act 1993, each local authority has statutory responsibility for the improvement and maintenance of their regional and local roads. Works on those roads are funded from local authorities' own resources and are supplemented by State Road grants. Of these grants, the vast majority (approximately 90%) are targeted at the maintenance and renewal of the network with c. 10% of the remaining funding invested in new roads/bridges or for road realignments.</p> <p>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.</p> <p>In 2025, Cork County Council was allocated €82,838,900 for the maintenance and improvement of its regional and local roads network of which over €79m was allocated to road protection and renewal. The planning and implementation of the annual</p>			

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			<p>roadworks programme is the responsibility of Cork County Council.</p> <p>ZEVI</p> <p>The Government is fully committed to supporting a significant expansion and modernisation of the electric vehicle (EV) charging network over the coming years.</p> <p>Cork City has developed their EV Infrastructure Strategy and are currently developing site selection and implementation plans to meet user needs and EU/National targets. It is expected that EV users in Cork City along with other Local Authorities will benefit from significant EV Infrastructure roll out over the coming years with support from schemes such as:</p> <ul style="list-style-type: none"> • the Shared Island Sports Scheme, which currently includes 14 eligible sites in county Cork. • LDV1, LDV2, LDV3 in 2025 and 2026 that will provide en-route charging across the TEN-T network. • the delivery of destination and neighbourhood charging under the Regional and Local EV Charging Network Plan from 2027 to 2030. <p>These schemes will be carried out in tandem with private schemes which are being delivered across the country at town centres, hotels and petrol stations.</p> <p>Active Travel</p> <p>Over €290 million has been allocated by the Department of Transport to the National Transport Authority (NTA) in 2025 for Active Travel measures around the country. The NTA disperses this funding to all local authorities, works with them to identify walking and cycling projects and oversees their delivery.</p> <p>Of the total 2025 funding, €19 Million was allocated to Cork County Council to progress the following Active Travel Projects:</p>		

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01/12/2025	60190/25	<p>Dail Question No: 436 To ask the Minister for Transport if he will review correspondence regarding toll fee increases (details supplied); if he will address concerns raised; and if he will make a statement on the matter.</p> <p>Details Supplied: I just wanted to highlight my complete dismay that the government are allowing the tolls to increase. I travel from Virginia Co Cavan to Dublin for work, 6 tolls a day. A 10-cent increase seems small but over the course of a year it adds up. It's extraordinary that these increases are allowed to happen with the cost of living out of control. I'd kindly ask you to use your influence in Government to reverse this decision and give working families a break.</p> <p>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. As Minister, I have no formal consultative role when it comes to tolls, it is a matter for TII. With regard to toll price increases, tolls are reviewed each year. In line with the CPI inflation figure from August 2024 to August 2025 of 2%, certain toll rates chargeable across the eight PPP and two TII toll roads will increase from January 2026. Revenue raised by tolls is used for the maintenance and improvement of the roads in question and the wider national road network Noting the above position, I have referred the question regarding toll price increases to TII for a</p>	Toll Increases - Cost of Living	Niamh Smyth T.D.	<p>Dear Minister,</p> <p>I refer to your parliamentary question Ref. No. 60190/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) operates and maintains the National Road Network. There are ten toll roads on the National Road Network. Eight are operated under a "Public Private Partnership" (PPP) model and two are operated directly on behalf of TII, which are the M50 and Dublin Port Tunnel.</p> <p>In accordance with the contracts entered into with the respective PPP companies, the PPP companies are entitled to charge the toll rates as provided for under the respective toll bye laws. The level of tolls charged on the National Road Network is regulated through an inflation adjustment mechanism as set out in each of the Toll Byelaws. The Bye Laws outline the calculation method for toll rates and contain provisions to prevent toll operators from charging toll rates that are higher than a specific level, which is defined as a 'maximum toll' for each vehicle class. Further information on Toll Bye Laws is on the TII website. The toll bye laws provide that adjustments to toll rates, where applicable, take effect from 1 January of each year.</p> <p>Tolls collected by the PPP Companies funds:</p> <ul style="list-style-type: none"> • Repayment of debt/financing costs incurred in the design and construction of the road; • Maintaining the road pavement, structures, landscaping, signs, lining, lighting, safety barriers, fencing and all other aspects of the road; • Providing for comprehensive winter maintenance including patrols, precautionary salting, and snow clearance. • Management of the road in terms of safety, traffic management, debris/oil spillage, accidents; and • Prior to handback to the public sector at the end of the concession, the upgrade all the facilities as necessary (e.g. road re-surfacing, re-lining etc.) in order to provide the required residual life for the road. <p>The tolling income collected by TII on the M50 and Dublin Tunnel is combined with Exchequer funding to pay for TII's annual protection and renewal of national roads. These tolls also provide an important demand management function on the M50 and Dublin Port Tunnel, protecting the strategic function of the motorway network.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Lorcan O'Connor Chief Executive Officer</p>

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					direct reply. Please advise my private office if you do not receive a reply within 10 working days.
01/12/2025	58071/25	<p>Dail Question No: 274</p> <p>To ask the Minister for Transport if any research has been carried out into the merits of requiring the speed limit to be painted on the roadway on all national roads; if any international comparisons have been considered in this regard; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the merits of this particular proposal.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Speed limit road markings	Barry Ward T.D.	<p>Dear Deputy Ward,</p> <p>I refer to your parliamentary question, Ref. No. 58071/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Signage and Delineation on Irish roads is designed and installed in accordance with the Traffic Signs Manual, published by the Department of Transport, which is the standard for signing and road marking. The Traffic Signs Manual can be found at https://www.trafficsigns.ie/tsm-cur.</p> <p>Transport Infrastructure Ireland (TII) is not aware of any research that highlights the merits of requiring speed limits to be applied on the road pavement. Road markings are applied using thermoplastic material. The frictional characteristics (skid-resistance) of thermoplastic materials is poor, especially in wet conditions. Hence the use of textual thermoplastic markings on road surfaces is kept to a minimum to avoid safety problems. This is particularly the case near junctions or other high-risk locations where hard braking may be required. The use of thermoplastic material in traffic lanes can also be problematic for motorbikes/cyclists and lead to skidding or instability events.</p> <p>Furthermore, static signs have greater visibility and have a lifespan of +20 years before renewal is required, compared to road markings, which may need to be renewed every 4-8 years, depending on traffic volumes and extreme weather events.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
01/12/2025	63559/25	<p>Dail Question No: 294</p> <p>To ask the Minister for Transport if there are provisions to address the requirement for individuals with additional accessibility needs, such as wheelchair users, to have to ring a minimum of one hour in advance and up to a maximum of 12 hours in advance to use Irish Rail and Luas services (details supplied).</p> <p>Details Supplied: As you can imagine this can seriously impede on an individual's ability to use transport and live spontaneously.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport.</p>	Accessibility needs - wheelchair users - Luas	Paul Donnelly T.D.	<p>Dear Deputy Donnelly,</p> <p>I refer to your recent parliamentary question Ref. No. 63559/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>There is no requirement for individuals with additional accessibility needs, such as wheelchair users, to contact Transport Infrastructure Ireland (TII) or Transdev Dublin Light Rail in advance to use Luas services. Luas is 100% wheelchair accessible, with no additional provisions required.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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		<p>From a policy perspective, I met with members of the disability sector on 29 September 2025 for a constructive dialogue around our shared ambition to ensure 100% transport accessibility in Ireland. The Government launched the National Human Rights Strategy for Disabled People on 3rd September 2025. In line with the United Nation Convention on the Rights of Persons with Disabilities, the strategy puts great importance on engagement with disabled people. Pillar 5 of the strategy, 'Transport and Mobility' contains a number of transport priority actions. I really welcomed the opportunity to hear views on transport accessibility and the new strategy's actions. It was a valuable and rewarding exchange with Disabled Person Organisations, service providers, Disability User Groups, and board representatives from transport operators. Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for promoting the development of integrated, accessible public transport networks and infrastructure. The NTA works with the relevant public transport operators, for example Irish Rail, who have responsibility for day to day operational issues, to progressively make public transport more accessible.</p> <p>In light of Irish Rail and Transport Infrastructure Ireland (TII) having responsibilities for rail and light rail (Luas) services respectively, I have referred your question to the both companies for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p>			
01/12/2025	63702/25	<p>Dail Question No: 309</p> <p>To ask the Minister for Transport if he will review congestion on the M3 approaching the Clonee/Damastown sections given it affects the 109X Cavan-Dublin Bus Eireann service (details supplied); if he will examine the feasibility of providing a dedicated bus lane on this approach to improve journey times and service reliability; and if he will make a statement on the matter.</p> <p>Details Supplied: I have been a regular user of the 109X Cavan to Dublin Bus Éireann service for the past few years. I (and many other commuters to Dublin) have noticed in recent weeks a serious increase in traffic congestion on the M3 approaching the Clonee/Damastown sections of the motorway. This is</p>	M3 approaching the Clonee/Damastown - Dedicated bus lane	Niamh Smyth T.D.	<p>Dear Minister,</p> <p>I refer to your parliamentary question Ref. No. 63702/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Fingal County Council is progressing the development of the N3 Clonee to M50 Bus Priority and Active Travel Project with Meath County Council, Transport Infrastructure Ireland (TII) and the Department of Transport. The aim of the project is to assess the needs of the N3 mainline corridor and junctions in this area to cater for bus priority and traffic movements from a safety and operational efficiency perspective.</p> <p>The project team is finalising Phase 2: Options Selection of TII's Project Management Guidelines. The preferred option public consultation for the N3 Clonee to M50 Bus Priority and Active Travel Project will be available in Qtr. 1 2026.</p> <p>I hope that this information is of assistance to you.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>a significant pinchpoint for traffic and there currently is no bus lane approaching this section. Can I ask that you investigate the possibility of a dedicated bus lane commencing on the M3 before the Clonee slip road, otherwise I will be forced back into my car to seek alternative routes to work in Dublin. Despite leaving Virginia at 6.25am it now takes me and my fellow Virginians approximately 2 hours 50 minutes on the bus from Virginia to central Dublin due to the increased congestion and the lack of a dedicated bus lane on the approach to Clonee.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the M3 at Clonee.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p> <p>The National Transport Authority (NTA) Transport Strategy for the Greater Dublin Area 2022 – 2042 identified various zones of intervention along corridors on approach to Dublin City, including along the M3, for the development of Park and Ride facilities served by bus, heavy rail and light rail services.</p> <p>The NTA is responsible for the planning and development of Park and Ride facilities.</p> <p>Noting the NTA's responsibility in the matter, I have referred the Deputy's question to the NTA for a direct reply. Please contact my private office if you do not receive a reply within 10 days.</p>			<p>Yours sincerely,</p> <p>Lorcan O'Connor Chief Executive Officer</p>
01/12/2025	63069/25	<p>Dail Question No: 145 To ask the Minister for Transport the status of the Clontibret to the Border road project; and the estimated time to completion.</p>	N2 Clontibret to the Border road project	Cathy Bennet T.D.	<p>Dear Deputy Bennett,</p> <p>I refer to your parliamentary question, Ref. No. 63069/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>The N2 Clontibret to Border Road project is currently in 'Phase 3 Design and Environmental Evaluation' phase of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 7 & page 16) for details of road scheme phases and indicative timelines). Further information about the scheme is available on the scheme website: https://n2monaghanlouth.ie. The project received an allocation of €3 million in 2025.</p> <p>You will be aware that National Development Plan review (Sectoral Investment Plan) was published by Government on the 26 November 2025. The Sectoral Investment Plan sets out capital ceilings for transport to 2030. The N2 Clontibret to Border Road projects has been identified in the Sectoral Investment Plan as scheduled to commence construction / procurement by 2030.</p> <p>The timeline for the N2 Clontibret to Border Road project is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and availability of funding. Grant funding in relation to road projects for 2026 will be notified to local authorities when confirmed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
01/12/2025	63066/25	<p>Dail Question No: 148</p> <p>To ask the Minister for Transport the earliest estimated construction start and end dates for the N2 Clontibret to the Border and N2 Ardee to Castleblayney road projects.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of these projects.</p> <p>I can confirm that €3,000,000 has been allocated for the N2 Clontibret to the Border scheme in 2025. While the N2 Ardee to Castleblaney did not receive funding for 2025, it remains part of the NDP and the delivery programme for this project will be kept</p>	N2 Clontibret to the Border and N2 Ardee to Castleblayney	Matt Carthy T.D.	<p>Dear Deputy Carthy,</p> <p>I refer to your parliamentary question, Ref. No. 63066/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The N2 Ardee to Castleblayney and N2 Clontibret to Border Road projects are 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 and indicative timelines).</p> <p>An allocation of €3,000,000 was made to N2 Clontibret to Border Road project in 2025. No allocation was made to N2 Ardee to Castleblayney Road project in 2025.</p> <p>You will be aware that National Development Plan review (Sectoral Investment Plan) was published by Government on the 26 November 2025. The Sectoral Investment Plan sets out capital ceilings for transport to 2030. Both the N2 Ardee to Castleblayney and N2 Clontibret to Border Road projects have been identified in the Sectoral Investment Plan as scheduled to commence construction / procurement by 2030. The timeline for these road projects is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and availability of funding. Grant funding in relation to road projects for 2026 will be notified to local authorities when confirmed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

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					<p>under review in the coming years 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.</p>
04/12/2025	62508/25 66341/25 68364/25	<p><u>62508/25</u></p> <p>Dail Question No: 195</p> <p>To ask the Minister for Transport to urgently address the extremely dangerous condition of footpaths and streets in Cahersiveen town, County Kerry; if he will accept that this is by far the most dangerous section of roadway and footpath passing through any town throughout the entire country; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70 in Cahersiveen.</p> <p>Noting the above position, I have referred your question regarding the N70 to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p> <p>With regard to the footpaths in Cahersiveen, 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.</p> <p><u>66341/25</u></p> <p>Dail Question No: 269</p> <p>To ask the Minister for Transport if Transport Infrastructure Ireland can be urgently requested to address the extremely dangerous section of the Killorglin to Milltown road, County Kerry at Tinnahalla (details supplied); if he will request the Road Safety</p>	Upgrade works N70 Cahersiveen	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary questions, Ref. No. 62508/25, 66341/25 & 68364/25 to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The 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.</p> <p>TII road pavement surveys have identified the need for pavement improvements at Cahersiveen. Kerry County Council proposes to undertake the required road pavement works and associated footpath works in tandem with a large Rural Regeneration and Development Fund (RRDF) scheme that is planned for Cahersiveen town. In the circumstances, you may wish to contact Kerry County Council, who will be able to confirm the current status of the application the Council submitted for RRDF scheme funding and the timeline for the works.</p> <p>TII has engaged with Kerry County Council on the road pavement in Cahersiveen and, subject to any progression of the RRDF scheme, it is planned to do some targeted interventions at Cahersiveen in 2026 if funding permits. Grant funding in relation to road projects for 2026 will be notified to local authorities when confirmed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>Authority to carry out a safety audit on this road; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70 at Tinnahalla, Co. Kerry.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p> <p><u>68364/25</u></p> <p>Dail Question No: 99 To ask the Minister for Transport if the road and footpaths in Cahersiveen town, County Kerry can be upgraded urgently as they are a major health and safety issue; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70 road at Cahersiveen, Co. Kerry.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
04/12/2025	63350/25	<p>Dail Question No: 287</p> <p>To ask the Minister for Transport for an update on safety measures and upgrades planned for the N25 in Waterford and Kilkenny.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on in relation to 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.</p>	Safety measures upgrades N25 in Waterford and Kilkenny	Conor D McGuinness T.D.	<p>Dear Deputy McGuinness,</p> <p>I refer to your recent parliamentary question, Ref. No. 63350/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The National Development Plan review was published by the Government on 22 July 2025. The plan sets out capital ceilings for transport to 2030. The Department of Transport published the sectoral plan on 26 November 2025. The N25 Waterford to Glenmore scheme is identified in Appendix A - Road projects to be advanced for future construction.</p> <p>The focus of Transport Infrastructure Ireland's (TII's) national road activities over the coming years will be directed towards the national road improvement schemes that are included in the NDP/Sectoral Plan. Progression of those projects identified in the Plan will be subject to the availability of funding. Grant funding in relation to road projects for 2026 will be notified to local authorities when confirmed.</p> <p>During 2025, Kilkenny County Council, in conjunction with TII, undertook safety and pavement improvement works on the N25 in the townlands of Glenmore. The works comprised:</p> <ul style="list-style-type: none"> • Introduction of speed limit reduction from 100km/h to 80 km/h. • Recalibration of the static speed camera by An Garda Síochána and its agents. • Hedge cutting between roadside boundaries. • Installation of drainage along the carriageway edge. • Pavement resurfacing. <p>In addition, an Engineering Consultant has been procured to prepare safety improvement proposals at five junctions and improve forward visibility at six locations in the immediate area. I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
04/12/2025	63681/25	<p>Dail Question No: 305</p> <p>To ask the Minister for Transport the progress of the N20-M20 Cork Limerick motorway project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and</p>	N20-M20 Cork Limerick motorway project	Padraig O'Sullivan T.D.	<p>Dear Deputy O'Sullivan,</p> <p>I refer to your parliamentary question Ref. No. 63681/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Limerick City and County Council, as lead Local Authority, is progressing the development of the N/M20 Cork to Limerick Project on behalf of Cork County Council and Cork City Council. The Project is currently in 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 6 & 7) for details of project lifecycle phases and indicative phase timelines). A project update to inform the public and stakeholders on the developing design was provided in June 2025. Further information from this update is available on the Project Website.</p> <p>The current phase includes the development of the project design, identifying the land take required and the preparation of an Environmental Impact Assessment Report. The key project appraisal deliverable required</p>

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		<p>the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €4,500,000 has been allocated for the N/M20 Limerick to Cork scheme in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>for this phase is the Preliminary Business Case. Upon completion of the Phase 3 deliverables, the Project will be submitted to the Department of Transport to undergo an External Assurance Process and Major Projects Advisory Group review, and this is expected to be undertaken in 2026. Subject to receipt of the requisite approvals and subject to funding, the Project would then be submitted to An Coimisiún Pleanála.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
04/12/2025	62393/25	<p>Dail Question No: 149</p> <p>To ask the Minister for Transport his plans to improve safety on the N7/M7 road from Kildare to Dublin in view of frequent crashes; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to safety on the N7/M7.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	N7/M7 road from Kildare to Dublin - incidents	Shónagh Ní Raghallaigh T.D.	<p>Dear Deputy Ní Raghallaigh,</p> <p>I refer to your parliamentary question Ref. No. 62393/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) periodically carries out a collision analysis of the entire national road network, as required by the TII Standard 'Network Safety Analysis', as well as pro-active safety inspections set out in the TII Standard 'Road Safety Inspection'. The purpose of this combined process is to identify both locations that have high concentrations of collisions and/or potential collisions. It does not however include the subsequent process to devise proposals to identify road safety interventions, which is the responsibility of the relevant local authority for the area in the first instance.</p> <p>I can advise that consultants were engaged to review traffic movements at the M7/M9 junction and then to prepare a Feasibility and Options Report (F&O) as per TII Standard GE-STY-01037. The M7/M9 junction report is currently being finalised and will be reviewed by TII when received.</p> <p>More generally, I would note that the average daily traffic (ADT) volumes on the N7/M7 route, between Junction 1A and the M50 Junction 9, are at a level that make it the second highest ADT route in Ireland, after the M50. These high traffic volumes are contributing to both congestion and increased collisions on the N7/M7. Further information on traffic growth and network performance is available from TII's most recent network indicators report, TII National Road & Greenway Network Indicators 2024, which provides performance information such as service levels by hour for a typical weekday, for both the N/M7, the M50 and other Dublin radial routes.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
04/12/2025	63266/25	<p>Dail Question No: 117</p> <p>To ask the Minister for Transport the action his Department is taking to dealing with the increasing</p>	Traffic congestion on the M11/N11	Malcolm Byrne T.D.	<p>Dear Deputy Byrne,</p> <p>I refer to your recent parliamentary question Ref. No. 63266/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>levels of traffic congestion on the M11/N11; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the M11/N11.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>The N11/M11 Junction 4 to Junction 14 Improvement Scheme is aimed at alleviating congestion, improving safety and optimising the efficiency and function of the N11/M11 as a transport corridor. Arising from funding constraints, the planning and design of the scheme has been suspended since 2022 when the scheme was at the Option Selection Report stage (please see Transport Infrastructure Ireland's (TII) Major Roads & Greenways Projects Active List (pages 7 & 16), for details of road scheme phases and indicative timelines). The National Development Plan review (Sectoral Investment Plan) published by Government on the 26 November 2025 included the N11/M11 Junction 4 to Junction 14 Improvement Scheme in the listing of 'Road projects to be advanced for future construction'. Progression of those projects identified in the Plan will be subject to the availability of funding.</p> <p>The N11/M11 Bus Priority Interim Scheme has received approval to progress with Phase 3: Design and Environmental Evaluation of TII's Project management Guidelines. Following the publication of the Option Selection Report and submissions received objecting to elements of the proposals, Wicklow County Council has committed to retaining the direct access of the Herbert Road to the N11. The project team will consider the implications of this constraint on the design and how it potentially impacts the feasibility of providing a safe and cost-effective solution that achieves the scheme objectives. Wicklow County Council is undertaking a tender for the provision of Technical Advisor Services for the next phases of this project.</p> <p>Further information on both of the above projects is available at the following location: https://n11m11.ie/</p> <p>Finally, I would note that TII, through its contractors, currently provides a peak-hour vehicle recovery service on the section of the N/M11 from the M50/M11 merge to M11 Junction 7 (Bray South). Beyond M11 Junction 7, a 24/7/365 incident response service is provided.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland</p>
04/12/2025	63447/25	<p>Dail Question No: 98 To ask the Minister for Transport for urgent improvement and safety works to be carried out on the N22 road section east of Macroom to Ballincollig; if the high road incident figures on this stretch of road will be considered on advancing urgent improvement and safety works for this road; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and</p>	N22 road section east of Macroom to Ballincollig - Safety	Aindrias Moynihan T.D.	<p>Dear Deputy Moynihan,</p> <p>I refer to your recent parliamentary question, Ref. No. 63447/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>A Feasibility and Options Report for a Safety Improvement Scheme to the N22 Castlemore / R585 Junction was submitted to Transport Infrastructure Ireland (TII) by Cork County Council, on 13 October 2025. TII approved the proposal on 30 October 2025, and confirmed that it should proceed to the next phase, in accordance with the programme submitted by the Council.</p> <p>In addition to this, because the proposal is for a roundabout that may take a number of years to progress through planning, design and construction, TII has also agreed to fund interim safety measures at this location that the Council is currently considering.</p> <p>I hope that this information is of assistance to you.</p>

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 in relation to the N22 Macroom to Ballincollig. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			<p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
04/12/2025	63475/25	<p>Dail Question No: 154</p> <p>To ask the Minister for Transport if he will ensure that a project (details supplied) will be included in his Department's sectoral plan for the 2026 to 2030 period; and if he will make a statement on the matter.</p> <p>Details Supplied: The proposed N3 Virginia Bypass, Co Cavan.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €1,200,000 has been allocated for the N3 Virginia Bypass scheme in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	N3 Virginia Bypass, Co Cavan.	Brendan Smith T.D.	<p>Dear Deputy Smith,</p> <p>I refer to your parliamentary question Ref. No. 63475/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The National Development Plan review (Sectoral Investment Plan) was published by Government on the 26 November 2025. The N3 Virginia Bypass Scheme has been identified in the Sectoral Investment Plan as scheduled to commence construction / procurement by 2030.</p> <p>In relation to the current status of the scheme, the Planning and Design of the proposed N3 Virginia Bypass Scheme is currently advancing through Phase 3: 'Design and Environmental Evaluation', in accordance with TII's Project Management Guidelines. Please see TII's Major Roads & Greenways Projects Active List (pages 7 & 16), for details of road scheme phases and indicative timelines. Further information about the scheme is available on the Scheme website www.n3virginiabypass.ie.</p> <p>The timeline for the progression of the N3 Virginia Bypass Scheme is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and the availability of funding. Grant funding in relation to road projects for 2026 will be notified to local authorities when confirmed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
04/12/2025	63476/25	<p>Dail Question No: 153</p> <p>To ask the Minister for Transport if he will ensure that a project (details supplied) will be included in his Department's sectoral plan for the 2026 to 2030</p>	N53 between Dundalk and Carrickmacross	Brendan Smith	<p>Dear Deputy Smith,</p> <p>I refer to your parliamentary question Ref. No. 63476/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
			<p>period; and if he will make a statement on the matter.</p> <p>Details Supplied: upgrading of the East -West Route via Cavan/Cootehill/Shercock/Carrickmacross/Dundalk</p> <p>Answer My department has been working with Cavan and Louth County Councils in relation to funding projects associated with the proposed upgraded East West Link Road. As the Deputy is aware the proposed scheme would run on regional routes from Dundalk to Cavan and national routes from Cavan to Sligo.</p> <p>Going back some time there was a proposal for a substantial upgrade of the regional road part of the route; my department provided over €2 million to Cavan County Council, acting as lead authority with Monaghan and Louth County Councils, to progress the regional road element of the project to preliminary design stage.</p> <p>However, more recent appraisal work has indicated a very substantial cost if the road scheme was fully implemented. As such, my department engaged Cavan County Council to carry out a risk-based analysis for the route between Dundalk and Cavan. This analysis explored the possibility of a series of interventions which could be implemented over time, and which could improve safety, journey times, and bring consistency to the travel speed along the route. From this risk analysis individual local authorities examined if, and how, projects identified could be brought forward, while taking into account their own priorities and available resources.</p> <p>My department allocated funding to both Cavan and Louth County Councils to carry out initial assessments of two possible schemes along the R178 Cavan to Dundalk Strategic Regional Route. Subsequently, both Louth and Cavan County Councils submitted Strategic Assessment Reports for these two schemes. These submissions have been reviewed and approval has been provided to advance both schemes.</p> <p>The department has provided further funding in 2025 to both Cavan County Council and Louth County</p>		<p>The N53, which links Dundalk to Castleblayney, is scheduled for improvement along a 3.3-kilometre section between Hackballscross and Rissan. Louth County Council has issued the tender documentation (584057 2025 - Competition - TED - European Union) for the construction phase of the scheme. Progression to the award of the main construction contract remains contingent upon the availability of funding and the requisite approvals.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>Council to advance these schemes through to the end of Phase 2 "Route Selection". This process is underway by the local authorities and following completion, a further review of both schemes will be examined by my department before approval to the next phase.</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>In 2025, the N53 Hackballscross to Rissan project received an allocation of €2 million. In addition, €35,000 was allocated for pavement works on the N53 at Rathmore.</p> <p>Noting the above position, I have referred the question to TII for a direct reply regarding ongoing works on the N53 between Dundalk and Carrickmacross. Please advise my private office if you do not receive a reply within 10 working days. The National Development Plan Review 2025 has been published by Government. This sets out capital ceilings for transport to 2030. My department will now progress the sectoral plan for the 2026 to 2030 period, which will be published later this year and which will inform road scheme priorities in the coming years.</p>			
04/12/2025	63034/25	<p>Dail Question No: 271 To ask the Minister for Transport the number of vacancies which arose at principal officer level for the years 2022, 2023, 2024 and to date in 2025 in his Department and agencies under the aegis of his Department; the number of these vacancies filled between internal and external methods; the number of vacancies each year at principal officer level filled by mobility; the number of internal competitions for principal officer grade run by his Department since 2010; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i></p>	Vacancies at Principal Officer level in 2022, 2023, 2024	George Lawlor T.D.	<p>Dear Deputy Lawlor,</p> <p>I refer to your recent parliamentary question, reference No. 63034/25 to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>The number of Principal Officer level vacancies that arose in Transport Infrastructure Ireland (TII), the numbers filled between internal and external methods and the number of vacancies each year at Principal Officer level filled by mobility are outlined in the table below:</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																																								
		<p>Answer</p> <p>The number of Principal Officer level vacancies including Principal Officer equivalent posts that arose in my department, the numbers filled between internal and external methods; the number of vacancies each year at principal officer level filled by mobility are outlined in the table below:</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Number of Vacancies</th> <th>Filled</th> </tr> </thead> <tbody> <tr> <td>2022</td> <td>8</td> <td>1</td> </tr> <tr> <td>2023</td> <td>10</td> <td>4</td> </tr> <tr> <td>2024</td> <td>6</td> <td>2</td> </tr> <tr> <td>2025 to date</td> <td>8</td> <td>5</td> </tr> </tbody> </table> <p>My department ran direct competitions in 2024 and 2025 for Principal Officer, Head of Internal Audit and Principal Officer, Head of Finance vacancies. My department has run 5 internal Principal Officer competitions since 2010 in 2015, 2017, 2019, 2021 and 2024.</p> <p>I have asked the Agencies under my aegis to provide the information directly to the Deputy. If you do not hear back from the Agencies within 10 working days please contact my office.</p>	Year	Number of Vacancies	Filled	2022	8	1	2023	10	4	2024	6	2	2025 to date	8	5			<table border="1"> <thead> <tr> <th>Year</th> <th>Number of Vacancies</th> <th>Filled using internal competitions</th> <th>Filled using external competitions</th> <th>Filled by Mobility</th> </tr> </thead> <tbody> <tr> <td>2022</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>2023</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>2024</td> <td>4</td> <td>1</td> <td>3</td> <td>0</td> </tr> <tr> <td>2025 to date</td> <td>6</td> <td>0</td> <td>6</td> <td>0</td> </tr> </tbody> </table> <p>The total number of internal competitions for Principal Officer roles run by TII in the period 2016 (TII's first full year of existence) and 2024 was one.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>	Year	Number of Vacancies	Filled using internal competitions	Filled using external competitions	Filled by Mobility	2022	0	0	0	0	2023	0	0	0	0	2024	4	1	3	0	2025 to date	6	0	6	0
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2024	4	1	3	0																																									
2025 to date	6	0	6	0																																									
08/12/2025	63175/25	<p>Dail Question No: 125</p> <p>To ask the Minister for Transport if his Department will consider providing funding for the upgrade of the N25 route between Carrigtwohill, Midleton and Youghal in Cork east; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N25.</p> <p>I can confirm that €700,000 has been allocated for the Midleton to Youghal Bypass scheme in 2025. While the N25 Carrigtwohill to Midleton project did not receive an allocation for 2025, it remains part of</p>	N25 Carrigtwohill, Midleton and Youghal in Cork east	Noel McCarthy T.D.	<p>Dear Deputy McCarthy</p> <p>I refer to your parliamentary question Ref. No. 63175/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Development of the N25 Carrigtwohill to Midleton Scheme was advanced by Cork County Council and funded by Transport Infrastructure Ireland (TII) until 2022, at which point it had reached the 'Options Selection' Phase. Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme lifecycle phases, decision gates and indicative phase timelines. It has not been possible to progress the scheme since 2022 given the funding allocation for national road schemes made available by the Department of Transport to TII. The N25 Carrigtwohill to Midleton Scheme is, however, included in the Sectoral Investment Plan for Transport, published on 26 November 2025, as one of the projects to be advanced for future construction.</p> <p>In relation to the N25 Midleton to Youghal Bypass Scheme, following completion of Phase 0 (Scope and Strategic Assessment) and Phase 1 (Concept and Feasibility), Cork County Council has held a tender competition for the appointment of Technical Advisors to take the Scheme through Phase 2 (Options Selection), Phase 3 (Design & Environmental Evaluation), and Phase 4 (Statutory Processes). Tenders were returned on 10 September 2025 and have been evaluated. TII understands that a formal appointment will be made in the coming weeks. This scheme has been identified in the Sectoral Investment Plan among the 'Major National Roads Projects (>€200m) Scheduled to Commence Construction / Procurement by 2030'.</p>																																								

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>the NDP and the delivery of this project will be kept under review in the coming years 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 the projects on the N25 in east Cork. Please advise my private office if you do not receive a reply within 10 working days.</p> <p>The timeline for the progression of the above projects is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and the availability of funding. Grant funding in relation to road projects for 2026 will be notified to local authorities when confirmed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
08/12/2025	63290/25	<p>Dail Question No: 115</p> <p>To ask the Minister for Transport for an update on works on N24/N25, and on State investment in the project.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of these projects.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding the N25 Waterford to Glenmore project and the projects on the N24. Please advise my private office if you do not receive a reply within 10 working days.</p>	Update on works on N24/N25	Peter 'Chap' Cleere T.D.	<p>Dear Deputy Cleere,</p> <p>I refer to your recent parliamentary question, Ref. No. 63290/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The Preferred Option for the N25 Waterford to Glenmore Scheme was selected in Quarter 2 2021. The Scheme then progressed to the end of Phase 2: 'Options Selection', of Transport Infrastructure Ireland's (TII's) Project Management Guidelines. However, the Scheme has not received 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 (page 7 & page 16) for details of scheme phases and indicative phase timelines. The N25 Waterford to Glenmore scheme is included in Appendix A of the Sectoral Investment Plan among the 'Road projects to be advanced for future construction'.</p> <p>The N24 Waterford to Cahir Scheme is currently nearing the end of Phase 2: 'Options Selection' with the Preferred Transport Solution for this Scheme having been identified in 2024. The Scheme was given an allocation of €80,000 in 2025 in order to conclude Phase 2. Progression of the N24 Waterford to Cahir Scheme to Phase 3: 'Design and Environmental Evaluation', is subject to the availability of funding. The N24 Waterford to Cahir Scheme is included in Appendix A of the Sectoral Investment Plan - Road projects to be advanced for future construction.</p> <p>TII made available an allocation of €2,500,000 this year to Tipperary County Council to enable progression of the N24 Cahir to Limerick Junction and Oola Transport Project, which is currently at Phase 3, 'Design and Environmental Evaluation'. Updates regarding this project are available on the Project Website. This scheme has been identified in the Sectoral Investment Plan among the 'Major National Roads Projects (>€200m) Scheduled to Commence Construction / Procurement by 2030'.</p> <p>The timeline for the progression of the above projects is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and the availability of funding. Grant funding in relation to road projects for 2026 will be notified to local authorities when confirmed.</p> <p>I would also note that during 2025, Kilkenny County Council, in conjunction with TII, undertook safety and pavement improvement works on the N25 in the townlands of Glenmore. The works comprised:</p> <ul style="list-style-type: none"> • Introduction of speed limit reduction from 100km/h to 80 km/h. • Hedge cutting between roadside boundaries. • Installation of drainage along the carriageway edge.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<ul style="list-style-type: none"> • Pavement resurfacing. <p>In addition, an Engineering Consultant has been procured to prepare safety improvement proposals at five junctions and improve forward visibility at six locations in the immediate area. I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
08/12/2025	63387/25	<p>Dail Question No: 102 To ask the Minister for Transport the current position regarding the development of the N52 Link Road in County Offaly; the way in which the project will improve connectivity and safety in the midlands region; and if he will make a statement on the matter.</p> <p>Dail Question No: 124 To ask the Minister for Transport the current status of the proposed N52 Link Road project in County Offaly; the stage the project is at within the Transport Infrastructure Ireland delivery pipeline; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of the N52 Tullamore to Kilbeggan project. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	N52 Road in County Offaly - Tullamore to Kilbeggan project.	Tony McCormack T.D.	<p>Dear Deputy McCormack,</p> <p>I refer to your recent parliamentary question, Ref. No. 63387/25 (No.s 102 and 124) to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The proposed N52 Tullamore to Kilbeggan project is currently at the Emerging Preferred Option stage - Phase 2 of Transport Infrastructure Ireland's (TII's) Project Management Guidelines - see Major Roads and Greenways Projects Active List (page 7) for details of scheme lifecycle phases and indicative phase timelines. It was not possible to progress the N52 Tullamore to Kilbeggan project in 2025 given the funding allocation made available by the Department of Transport to TII. The scheme is, however, included in the Sectoral Investment Plan for Transport, published on 26 November 2025, as one of the projects to be advanced for future construction.</p> <p>The timeline for the progression of the N52 Tullamore to Kilbeggan project is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and the availability of funding. Grant funding in relation to road projects for 2026 will be notified to local authorities when confirmed.</p> <p>With respect to the N52 junction at Durrow, Offaly County Council is currently developing a Feasibility & Options Report with the intention to establish a preferred option.</p> <p>I trust that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
08/12/2025	63495/25	<p>Dail Question No: 100 To ask the Minister for Transport the status of the appointment of a design consultant for the N25 Midleton to Youghal scheme; the timeline for the appointment if not already appointed; if his Department has outlined the importance of this project to the southern region for persons who travel</p>	Design consultant - N25 Midleton to Youghal scheme	James O'Connor T.D.	<p>Dear Deputy O'Connor,</p> <p>I refer to your recent parliamentary question, Ref. No. 63495/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Cork County Council has concluded a competition for the procurement of Technical Advisors for the N25 Midleton to Youghal Scheme. Transport Infrastructure Ireland understands that a formal appointment will be</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>from Rosslare to Cork each day; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €700,000 has been allocated for the Midleton to Youghal scheme in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of this project. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>made in the coming weeks. The appointed Technical Advisors will take the Scheme through Phase 2 (Options Selection), Phase 3 (Design & Environmental Evaluation), and Phase 4 (Statutory Processes). Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme lifecycle phases, decision gates and indicative phase timelines.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
08/12/2025	64942/25	<p>Dail Question No: 229 To ask the Minister for Transport the basis on which Transport Infrastructure Ireland have raised charges on the M50 from 1 January 2026; and if he will make a statement on the matter.</p> <p>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.</p> <p>Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for</p>	Toll charge increases	Roderic O’Gorman T.D.	<p>Dear Deputy O’Gorman,</p> <p>I refer to your recent parliamentary question, Ref. No. 64942/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Section 59 of the Roads Act 1993 – 2024 (Roads Acts) sets out the basis by which the National Roads Authority (operating as Transport Infrastructure Ireland (TII)) can make a Toll Scheme and the process under which Bye-Laws made by TII can be established for the purposes of operation and management of a toll road.</p> <p>The Bye-Laws provide for toll charges to be reviewed annually in line with the Consumer Price Index (CPI) for August of each year. It falls to TII’s Board to approve the M50 Tolls each year. Tolls collected on the M50 play an important role from a budgetary perspective in funding the increased costs being experienced by TII in the operation and maintenance of the national road network. Additional information regarding the Toll increases effective 1 January 2026 can be found here.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland
08/12/2025	64728/25	<p>Dail Question No: 224</p> <p>To ask the Minister for Transport his plans to support motorists who will be affected by recently announced road toll charge increases; whether there are plans to support employer reimbursement schemes for employees who regularly use tolls to commute to and from work (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: We were contacted by a person who works at Dublin Airport and who uses the M50 to get to and from work. He outlined that toll charge increases will cause significant financial costs to him and I want to understand if the Department is undertaking any actions to assist commuters like this man and whether the Department is undertaking any work to incentive employer reimbursement schemes.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned.</p> <p>Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Toll charge increases	Louis O'Hara T.D.	<p>Dear Deputy O'Hara,</p> <p>I refer to your recent parliamentary question, Ref. No. 64728/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) operates and maintains the National Road Network. There are ten toll roads on the National Road Network, eight of which are operated under a "Public Private Partnership" (PPP) model and two are operated directly on behalf of TII, i.e., the M50 and Dublin Port Tunnel.</p> <p>In accordance with the contracts entered into with the respective PPP companies, the PPP companies are entitled to charge the toll rates as provided for under the respective toll bye laws. The level of tolls charged is regulated through an inflation adjustment mechanism as set out in each of the Toll Byelaws. Further information on Toll Bye Laws is available from TII's website. The toll bye laws provide that adjustments to toll rates, where applicable, take effect from 1 January of each year.</p> <p>Tolls collected by the PPP Companies funds:</p> <ul style="list-style-type: none"> • Repayment of debt/financing costs incurred in the design and construction of the road; • Maintaining the road pavement, structures, landscaping, signs, lining, lighting, safety barriers, fencing and all other aspects of the road; • Providing for comprehensive winter maintenance including patrols, precautionary salting, and snow clearance. • Management of the road in terms of safety, traffic management, debris/oil spillage, accidents; and • Prior to handback to the public sector at the end of the concession, the upgrade all the facilities as necessary (e.g. road re-surfacing, re-lining etc.) in order to provide the required residual life for the road. <p>Similar to the PPP schemes, the M50 and Dublin Port Tunnel toll bye-laws provide for an annual adjustment of the toll charge in line with inflation. The tolling income collected by TII on the M50 and Dublin Tunnel is combined with Exchequer funding to pay for TII's annual protection and renewal of national roads. These tolls also provide an important demand management function on the M50 and Dublin Port Tunnel, protecting the strategic function of the motorway network.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		My Department is not undertaking any work regarding employer reimbursement schemes in relation to tolls.			
09/12/2025	62629/25	<p>Dail Question No: 216</p> <p>To ask the Minister for Transport the actions being taken to improve road safety, reduce fatalities, and ensure adequate maintenance of national and regional roads, particularly in light of recent accident statistics; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority.</p> <p>On 14th February 2025 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.</p> <p>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 Programme. Applications are sought each year from local authorities under this programme for consideration for funding in the subsequent year. 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.</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and</p>	Road Maintenance Funding - Road Safety	William Aird T.D.	<p>Dear Deputy Aird,</p> <p>I refer to your parliamentary question, Ref. No. 62629/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Road Safety</p> <p>There are two collision risk analysis mechanisms used by Transport Infrastructure Ireland (TII) for the purpose of collision risk classification, i.e., reactive and proactive analyses.</p> <p>Reactive</p> <p>A reactive collision analysis is carried out by TII along the entire national road network, as required by TII Standard Network Safety Analysis, and the EU Road Safety Infrastructure Management Directive. The purpose of this exercise is to identify locations that have above average concentrations of collisions that result in injury.</p> <p>The above process does not include the subsequent work needed to devise proposals and identify road safety interventions, which is the responsibility of the relevant local authority, as the road authority for its area. In order for TII to provide funding for safety improvement schemes, the road authority is required to design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal and fully cost the scheme. The local authority will then prioritise the scheme in relation to other works.</p> <p>Proactive</p> <p>A proactive safety inspection, as detailed in TII Standard Road Safety Inspection, is a safety assessment of the National Road Network. This work involves experienced road safety engineers visually inspecting the National Road Network every three to four years. Any aspects of the road that should be improved for safety are identified, rated for risk and reported to the relevant road authority, as Road Safety Inspection (RSI) items. As with the reactive process, for TII to provide funding for safety improvement work identified through RSIs, the road authority is required to design an appropriate scheme.</p> <p>Network-Wide Road Safety Assessment</p> <p>In addition to the above, TII recently published the results of its first ever Network-Wide Road Safety Assessment which was undertaken in accordance with the European Directive on Road Infrastructure Safety Management. This safety rating system evaluates approximately 2500km of national primary road network by combining both historical collision data and data from current proactive infrastructure inspections. This initiative not only meets with European legislative requirements but also supports Ireland's Road Safety Strategy 2021–2030, reinforcing TII's commitment to building a safer road transport network. Further details on the Network-Wide Road Safety Assessment are available from TII's website.</p> <p>Road Maintenance Funding</p> <p>TII provides funding for national road maintenance (relating to routine and cyclical maintenance) to local authorities. In the case of pavement improvement schemes, priorities are set in consultation between the respective local authorities and TII, with schemes prioritised having regard to an annual National Roads pavement condition survey and the overall level of funding made available to TII. In addition to the maintenance funding provided to local authorities, TII has entered into contracts with Motorway</p>

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 in relation to maintenance of national roads. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Maintenance and Renewal Contractors (MMaRCs) to provide for operation and maintenance of the motorway network, along with certain dual carriageway sections. Further information in relation to the MMaRC arrangements can be found at this link . TII is currently awaiting confirmation of the level of grant funding that is to be provided by the Department of Transport to TII for national roads in 2026. When the grant funding is confirmed, TII will notify local authorities of the grant allocations available for road safety and road maintenance works for 2026. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/12/2025	66088/25	Dail Question No: 247 To ask the Minister for Transport the amount his Department and any body under his aegis have spent on the services of a company (details supplied), by year and organisation in the years 2020 to 1 November 2025, in tabular form. <i>Identical Question(s): to all Depts.</i> Dail Question No: 248 To ask the Minister for Transport the amount his Department and any body under his aegis have spent on the services of a company (details supplied), by year and organisation in the years 2020 to 1 November 2025, in tabular form. Details Supplied: Association of Translators and Interpreters Ireland. Answer I wish to advise the Deputy that my Department has not used the services of either company listed (Association of Translators and Interpreters Ireland & Translations.ie). With regard to the agencies under my aegis, this is a matter for the agencies themselves. I have referred these questions to those agencies for further reply. If the Deputy has not received a reply within ten working days please contact my private office.	Association of Translators and Interpreters Ireland	Alan Kelly T.D.	Dear Deputy Kelly, I refer to your parliamentary question Ref. No. 66088/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland has not engaged the services of the Association of Translators and Interpreters Ireland in the years 2020 to 1 November 2025. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/12/2025	62766/25	Dail Question No: 242 To ask the Minister for Transport if TII plans to conduct a safety assessment on the M3 motorway (Navan to Dublin) before the toll bridge at Dunboyne, taking into account frequent incidents occurring on	Safety assessment on the M3 motorway	Darren O'Rourke T.D.	Dear Deputy O'Rourke, I refer to your recent parliamentary question, Ref. No. 62766/25 (No.s 242 & 243), to the Minister for Transport. The position in relation to your enquiry is as follows.

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		<p>this section of the road which can cause significant safety issues and delays for commuters.</p> <p>Dail Question No: 243</p> <p>To ask the Minister for Transport the measures available for him to take to improve safety and reduce the volume of incidents before the toll bridge at Dunboyne on the M3, taking into account that there have been several incidents affecting commuters on this section of road in recent times.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the M3. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	(Navan to Dublin)		<p>The Public-Private Partnership (PPP) Company, Eurolink-M3, manages the section of the M3 from north of the Clonee By-Pass to North of Kells where it connects with the N3 and the N52. As part of the PPP contract, Eurolink-M3 is obligated to undertake routine inspections and assessments of this section of M3 motorway at regular intervals. These inspections primarily focus on the safety of the road user and include Road Safety Audits. Several Road Safety Audits have been undertaken along this route since the M3 PPP Motorway Scheme was officially opened in June 2010. The Road Safety Audits include a study of collisions which have occurred on the scheme since the previous audit, identify any collision and incident hot spots on the network and suggest possible measures that could contribute to a reduction of collisions and incidents.</p> <p>The latest Road Safety Audit is currently being finalised and is to be submitted to Transport Infrastructure Ireland in the coming weeks. In the event that the Audit identifies any matters of concern, the PPP Co will be required to remedy such matters.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
09/12/2025	63790/25	<p>Dail Question No: 239</p> <p>To ask the Minister for Transport the steps his Department is taking to reduce the economic burden being experienced by people who commute long distances to work; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport. However, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has responsibility for the regulation of fares charged to passengers in respect of public transport services provided under public service obligation (PSO) contracts.</p> <p>I wish to reassure the Deputy that improving the accessibility, reliability, and affordability of public transport, while ensuring the system remains well-funded and responsive to passenger needs, is a core priority under the Programme for Government. The</p>	Tolling Costs	Peadar Tóibín T.D.	<p>Dear Deputy Tóibín,</p> <p>I refer to your recent parliamentary question, Ref. No. 63790/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII), in partnership with local authorities, operates and maintains the National Road Network. There are ten toll roads on the National Road Network, eight of which are operated under a “Public Private Partnership” (PPP) model while two are operated directly on behalf of TII, i.e., the M50 and Dublin Port Tunnel.</p> <p>In accordance with the contracts entered into with the respective PPP companies, the PPP companies are entitled to charge the toll rates as provided for under the respective toll bye-laws. The level of tolls charged is regulated through an inflation adjustment mechanism as set out in each of the toll bye-laws. Further information on the toll bye-laws is available from TII’s website. The toll bye-laws provide that adjustments to toll rates, where applicable, take effect from 1 January of each year.</p> <p>Tolls collected by the PPP Companies funds:</p> <ul style="list-style-type: none"> • Repayment of debt/financing costs incurred in the design and construction of the road; • Maintaining the road pavement, structures, landscaping, signs, lining, lighting, safety barriers, fencing and all other aspects of the road;

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		<p>NTA, as fare regulator, plays a central role in achieving this.</p> <p>You will be aware that since last year there has been a significant change to the zonal structure used in the Greater Dublin Area for public transport. The old Short Hop Zone has been replaced by a new zonal structure comprising a Dublin City Zone and then three further zones. These zones have been developed based on distances from the city centre, reflecting the rationale generally underpinning the move toward a much fairer fares system, which is based on distance.</p> <p>The Dublin City Zone extends to approximately 23km from the city centre with Zone 3 representing a distance of around 50km from the city centre. This change has brought a number of benefits to commuters as compared to the previous zonal structure. Commuters in the relevant zones are now enjoying significantly reduced fares for travelling to Dublin.</p> <p>Regarding tolls on the national road network, I have responsibility for overall policy and funding for 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. The statutory power to levy tolls, make toll bye-laws, and enter agreements with private investors rests with 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. The setting of tolls is a statutory function of TII, and in line with that the TII Board proposed a limited number of toll increases for 2026 on the M50 and Dublin Tunnel, along with changes to toll rates on the 8 PPP routes. This is largely driven by inflation calculations based on the Consumer Price Index and set out in the Bye Laws for each toll scheme.</p> <p>Revenues collected from tolls on the M50 and Dublin Tunnel are invested by TII in the operation and maintenance of the road network, whereas revenue collected from the 8 PPP roads are used by the PPP companies to fund ongoing operations and maintenance activities, as well as to repay loans arising from the construction of the road.</p>			<ul style="list-style-type: none"> • Providing for comprehensive winter maintenance including patrols, precautionary salting, and snow clearance. • Management of the road in terms of safety, traffic management, debris/oil spillage, accidents; and • Prior to handback to the public sector at the end of the concession period, the upgrade of all the facilities as necessary (e.g. road re-surfacing, re-lining etc.) in order to provide the required residual life for the road. <p>Similar to the PPP schemes, the M50 and Dublin Port Tunnel toll bye-laws provide for an annual adjustment of the toll charge in line with inflation. In considering the toll rate for the Dublin Port Tunnel, consideration is given to the effectiveness of the current pricing regime to support the primary purpose of Dublin Port Tunnel which is to provide a high-quality access route to Dublin Port for heavy goods vehicles while ensuring that the volume of non-HGV traffic does not interfere with the capacity of the tunnel to meet this objective.</p> <p>Tolls collected on the M50 and Dublin Port Tunnel play an important role from a budgetary perspective in funding the increased costs being experienced by TII in the operation and maintenance of the national road network.</p> <p>I trust that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>In relation to the Dublin Tunnel, the tolling arrangements also serve an important demand management function, to ensure that non-HGV traffic does not impede the transit of heavy goods vehicles to Dublin Port. To ensure that the Tunnel can continue to fulfil it's core purpose, a €1 increase in the toll that applies to southbound traffic in the morning was deemed appropriate. Tolls on the tunnel at other times remain unchanged.</p> <p>If tolling revenue did not exist, it would be necessary to use additional exchequer funding to ensure that the national road network is maintained to a high standard. It is important to point out that with regard to private cars, tolls on six of the eight PPP schemes will not change in 2026, with the exceptions being on the M3 and M4.</p> <p>Noting the above position, I have referred the question to the NTA for a direct reply with information in relation to public transport fares and to TII for a direct reply regarding tolls. Please advise my private office if you do not receive a reply within 10 working days.</p>			
09/12/2025	65101/25	<p>Dail Question No: 244</p> <p>To ask the Minister for Transport how the Eirspan bridge management system is currently used to assess the suitability of bridges and structures for abnormal and exceptional abnormal load movements; if promoters and hauliers can access or obtain relevant capacity data to inform route selection in advance of applications; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the Eirspan bridge management system.</p>	Eirspan bridge management system - Abnormal loads	Cormac Devlin T.D.	<p>Dear Deputy Devlin,</p> <p>I refer to your recent parliamentary question, Ref. No. 65101/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>There is approximately 100,000km of public road network in Ireland of which 5,300km, equivalent to 5 percent, is classified as national roads. Transport Infrastructure Ireland's (TII) statutory remit in relation to roads, is to oversee the development and operation of Ireland's national road network. The national road network has numerous bridges that cross over live national, regional and local roads, as well as railway lines, rivers and land accesses to name but a few. These crossings are provided through approximately 3,500 structures that vary in age and type, from more than 300-year-old stone arch bridges to modern cable stayed bridges. Vehicle weight limits in Ireland are in place to protect pavements and bridges from excessive wear and damage.</p> <p>Principal inspections, routine maintenance and rehabilitation of these structures are the core activities underpinning TII's bridge asset management programme. All bridge structures are inspected according to a planned programme coordinated through the EIRSPAN Bridge Management System (BMS). The integrity and resilience of these structures is essential in ensuring the reliability of the national road network.</p> <p>The EIRSPAN BMS is used to ensure the suitability of bridges and structures on the national road network to carry vehicles complying with The Road Traffic (Construction & Use of Vehicles) Regulations, 2003. Vehicles complying with these Regulations includes cars, light goods vehicles, buses and rigid and articulated heavy goods vehicles up to a gross weight of 46 tonnes and having a maximum of 6-axles. These vehicles are not</p>

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		Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			<p>subject to permit and notification requirements. This group covers the vast majority of vehicles using the road network (approximately 98% of all vehicles).</p> <p>Vehicles not complying with the Road Traffic (Construction & Use of Vehicles) Regulations, includes vehicles such as those used for carrying or drawing abnormal indivisible loads. These 'Abnormal Vehicles' transport extremely heavy indivisible loads, far more than the everyday normal traffic loading experienced by pavements and bridges on Irish roads. The EIRSPAN BMS is not used to assess the suitability of bridges and structures to carry 'Abnormal Loads'.</p> <p>Any operator who wants to transport an extremely heavy vehicle or long load that falls outside the limits of the Regulations must obtain a permit for its movement. An Garda Síochána operate a scheme for the movement of vehicles that do not exceed 27.4m in length, 4.3m in width, 4.65m in height and with a weight not exceeding that stated in the Construction & Use of Vehicles Regulations. Each local authority operates a permit system for all roads, vehicles and loads not covered under the An Garda Síochána permit scheme. Local authorities, as the relevant road authorities for all roads in their respective jurisdictions, need to satisfy themselves prior to approving any load permits that the proposed loads can be transported along their assets in a manner which (a) is safe for all road users and (b) will not cause any unacceptable risk or damage to their assets.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland</p>
09/12/2025	66493/25	<p>Dail Question No: 119</p> <p>To ask the Minister for Transport the number of road safety improvement schemes funded in Dublin Bay north, each year from 2023 to 2025, in tabular form; and if he will make a statement on the matter.</p> <p>Answer</p> <p>The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants, where applicable.</p> <p>Arising from the arrangements in place in relation to Local Property Tax receipts, the four Dublin Councils are largely self-funding for works on regional and local roads since 2015 and the Department no longer provides grants to these Councils under the main regional and local road grant categories.</p>	Road safety improvement schemes - Dublin Bay north	Barry Heneghan T.D.	<p>Dear Deputy Heneghan,</p> <p>I refer to your recent parliamentary question Ref. No. 66493/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>At the outset, I should advise that Transport Infrastructure Ireland's remit is limited to the national roads network, that is, roads with an 'N' or 'M' designation. There is only a short section of the national road network within the locus of Dublin Bay North, approximately 6km in total in all directions.</p> <p>Please see the list below of works completed within the area in the years 2023 to 2025.</p> <ul style="list-style-type: none"> • M1 Northbound to Junction 2 - Clear zone vegetation clearance • Airport link road and through M50 Junction 3 - Road markings refresh • M1 Southbound Junction 3 – Junction 2 - Clearance of vegetation within the clear zone • M50 Junction 3 - Line marking refresh <p>Although no safety specific schemes are identified, these works would have a safety benefit to the road user. This list is in addition to the routine maintenance such as sweeping, sign cleaning, drainage maintenance, incident response etc. undertaken by the Motorway Maintenance and Renewal Contractor (MMaRC).</p> <p>I hope that this information is of assistance to you.</p>

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		As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the M1 and Dublin Port Tunnel. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/12/2025	67210/25	Dail Question No: 217 To ask the Minister for Transport to engage with the Minister for Transport to create a traffic lights system for the junction on entry to a hospital (details supplied); and if he will make a statement on the matter. Details Supplied: Mallow General Hospital onto N20 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 regarding the N20 at Mallow General Hospital. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Traffic Lights at Mallow Hospital onto N20 Road	Eoghan Kenny T.D.	Dear Deputy Kenny, I refer to your parliamentary question Ref. No. 67210/25 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 Project, is currently progressing the Project through Phase 3, 'Design and Environmental Evaluation'. A Preliminary Business Case for the N72/N73 Mallow Relief Road Project will be submitted by the Council in the first quarter of 2026, as part of Approval Gate 1, seeking approval to submit a planning application to An Coimisiún Pleanála (ACP). It is proposed, as part of the N72/N73 Mallow Relief Road Scheme, to consolidate the Mallow Hospital Junction, and the Lis Carroll/Lisgriffin Junction into one junction, with accompanying traffic calming measures on the N20 to improve safety. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
09/12/2025	56701/25	Dail Question No: 250 To ask the Minister for Transport the amount that has been spent by his Department to conduct tendering processes for public infrastructure projects in 2020,	Spend on tendering processes_infrastructure	Eoghan Kenny T.D.	Dear Deputy Kenny, I refer to your parliamentary question, Ref. No. 56701/25, to the Minister for Transport. The position in relation to your enquiry is as follows.

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		2021, 2022, 2023 and 2024; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i> Answer My Department does not conduct the tendering process for public infrastructure projects. Rather, this is a matter for the relevant state body/agency under the aegis of my Department. I have referred the Deputy's question to the state bodies concerned. Please notify my office if you have not received a response within 10 working days.	projects 2020 - 2024		In the case of National Road and Greenway projects, Transport Infrastructure Ireland (TII) is the Approving Authority (as defined in the Infrastructure Guidelines) 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. For light railways and the MetroLink project, the National Transport Authority (NTA) is the Approving Authority and TII is the Sponsoring Agency. TII has an internal procurement department which is responsible for conducting tendering processes for public infrastructure projects where TII is the delivery / sponsoring agency. As such, TII does not spend money externally to conduct tendering processes for public infrastructure projects for this purpose. It should be noted that most public infrastructure projects involve the use of third parties to provide engineering and design support through the project phases. Whilst these organisations also support the tendering processes through input such as designs, specifications, technical requirements, it is not a core responsibility of their appointment, which is generally to provide this information for the design/construction of the project amongst other tasks. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
10/12/2025	63067/25	Dail Question No: 158 To ask the Minister for Transport if he will be providing additional funding Cavan and Monaghan County Councils for road resurfacing in 2025; and the total allocations to each council in 2026. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority and Exchequer funding is intended to supplement local authorities' own resources. On 14th February 2025 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. In 2025, Cavan County Council received an allocation of €19,193,150 which is an increase of €1,752,840 on their 2024 allocation and Monaghan County Council received an allocation of €18,008,350 which is an increase of €1,751,255. All 2025 grant funding available to the Department for regional and local roads has now been allocated. As regards 2026, regional and local road grant allocations will be finalised following the publication	Funding (Cavan and Monaghan) for road resurfacing	Matt Carthy T.D.	Dear Deputy Carthy, I refer to your parliamentary question, Ref. No. 63067/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) is not in a position to provide additional funding for road resurfacing schemes to Cavan County Council and Monaghan County Council at this time. The grant funding made available by the Department of Transport to TII for road projects for 2026 will be notified to Local Authorities when confirmed and details of the 2026 National Roads grant allocations to Local Authorities will also be published 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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		<p>of the Revised Estimates Volume and will take into account the expenditure outturn on projects and programmes in the preceding year. Within the budget available, the objective is to allocate funding to eligible local authorities on as equitable a basis as possible taking the length of the road network into account.</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to this.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			
10/12/2025	65411/25 65413/25	<p><u>65411/25</u></p> <p>Dail Question No: 203 To ask the Minister for Transport the amount spent on the South Kerry greenway project to date; and if he will make a statement on the matter.</p> <p><u>65413/25</u></p> <p>Dail Question No: 204 To ask the Minister for Transport the number of landowners impacted by the South Kerry greenway project, and the amount that has been paid to these landowners; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. I note that there has been significant investment in Greenway schemes in County Kerry, with €8,250,000 allocated in 2025 alone. Under the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. The <i>Code of</i></p>	No. of landowners impacted - payments South Kerry greenway	Danny Healy-Rae T.D.	<p>Dear Deputy Healy-Rae,</p> <p>I refer to your recent parliamentary questions, Ref. No. 65411/25 & 65413/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>Transport Infrastructure Ireland (TII) can confirm that it has provided Kerry County Council with funding in the amount of €17.6 million for the South Kerry Greenway as of 27 November, 2025 with the Council having incurred costs of €16.2m on planning and design and scheme construction works.</p> <p>TII has been advised by Kerry County Council that land has been acquired for the South Kerry Greenway from 138 landowners. To date, 52 landowners have agreed compensation and are at various stages of the conveyancing process. 28 of these 52 cases have been fully settled financially by Kerry County Council, with a total cost by financial year end of €1,342,190. Kerry County Council is seeking to engage with all affected landowners to progress all of the outstanding land acquisition matters / landowner payments.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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		<p><i>Best Practice for National and Regional Greenways</i> outlines the compensation arrangement in place for landowners in relation to the acquisition of land for use within a greenway route, this document is maintained by TII.</p> <p>Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			
10/12/2025	60449/25	<p>Dail Question No: 86 To ask the Minister for Transport the status of a project in County Cork (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: completion of Midleton to Youghal Greenway including Trailhead</p> <p>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 in the Midleton to Youghal Greenway to date by my Department with an investment in excess of €20,000,000.</p> <p>In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals.</p> <p>Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Completion of Midleton Youghal Greenway including Trailhead	James O'Connor T.D.	<p>Dear Deputy O'Connor,</p> <p>I refer to your parliamentary question Ref. No. 60449/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The 23km Midleton to Youghal Greenway route was opened to the public in December 2024, with ancillary works and the provision of access links continuing in 2025. Cork County Council received funding to provide carparking facilities at Youghal, and at four other locations along the route, in order to facilitate access to the Greenway.</p> <p>Transport Infrastructure Ireland (TII) advised the Council that funding could be made available to support the delivery of a connection from Tides Car Park to a future Active Travel Scheme in Youghal. TII has received cost estimates from the Council in relation to this proposal and TII will consider providing an allocation for these works in the 2026 Grant Allocations.</p> <p>The 2026 Grant Allocations to Local Authorities for Greenways and Active Travel are expected to be confirmed in January.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
10/12/2025	66450/25	<p>Dail Question No: 113 To ask the Minister for Transport to address a long-standing issue (details supplied) and provide an update with regard to funding for same; and if he will make a statement on the matter.</p> <p>Details Supplied: Subject: Section of unfinished road on Cahersiveen side of Gleesk bridge Kells Kerry I would ask you to make representations about an application for funding for the section of the N70</p>	N70 road west of Gleensk Viaduct	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. No. 66450/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) received a number of applications for emergency works from Kerry County Council in May 2025, including for the N70 Gleensk scheme. Due to funding constraints, TII was only able to provide funding for one of the schemes identified by the Council, i.e., the N71 Muckcross Road, Killarney Town Centre.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>road west of Gleensk Viaduct which was submitted to the TII earlier in 2025 however to date no funding commitment has been received. I believe that most of you have connections in the present Government and perhaps you could canvass the FF or independent government ministers to escalate this long standing issue along with the West end of Main street Caherciveen. Again its most obvious that South West Kerry (Kells to Castlcove) seems to be the poor person when it comes to having any public road works undertaken and finished with in a decent timeframe. I await a reply when you have some positive and pro- active updates.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>TII is currently awaiting confirmation of the level of grant funding that is to be provided by the Department of Transport to TII for national roads in 2026. Subject to the level of funding available to TII, consideration will be given to funding works on the N70 Gleensk scheme in 2026.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
10/12/2025	66411/25	<p>Dail Question No: 111 To ask the Minister for Transport if consideration is being given to upgrading the junction of N11/Clonkeen Road to improve pedestrian safety; if his attention has been drawn to safety concerns at this location; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This</p>	Pedestrian Safety N11 Clonkeen Road junction	Barry Ward T.D.	<p>Dear Deputy Ward,</p> <p>I refer to your parliamentary question, Ref. No. 66411/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) periodically carries out a collision analysis of the entire national road network (Network Safety Analysis), as well as Road Safety Inspections. The purpose of this combined process is to identify both locations that have high concentrations of collisions and/or potential collisions. Arising from these analyses, Dun Laoghaire Rathdown County Council has prepared and submitted a Feasibility and Options report for a safety scheme to enhance road safety, and in particular pedestrian safety, at the N11 Clonkeen Road Junction.</p> <p>TII approved the Feasibility and Options report and Dun Laoghaire Rathdown County Council will now progress the Design and Environmental Evaluation Stage of the scheme.</p> <p>I hope that this information is of assistance to you.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N11 junction at Clonkeen Road.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>
10/12/2025	68061/25 68062/25	<p>68061/25</p> <p>Dail Question No: 144 To ask the Minister for Transport the funding allocation in 2026 for the N2 Ardee to Castleblayney road scheme; the estimated date for completion of this scheme; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of the N2 Ardee to Castleblayney Project. Please advise my private office if you do not receive a reply within 10 working days.</p> <p>68062/25</p> <p>Dail Question No: 145 To ask the Minister for Transport the funding allocation in 2026 for the N2 Clontibret to the Border road scheme; the estimated date for completion of this scheme; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to</p>	N2 Clontibret to the Border road scheme & N2 Ardee to Castleblayney road scheme	Matt Carthy T.D.	<p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p> <p>Dear Deputy Carthy,</p> <p>I refer to your parliamentary questions, Ref. No. 68061/25 & 68062/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>The N2 Ardee to South of Castleblayney and N2 Clontibret to Border Road projects are both 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 and indicative timelines).</p> <p>You will be aware that the Sectoral Investment Plan for Transport was published by Government on the 26 November 2025. Both the N2 Ardee to South of Castleblayney and the N2 Clontibret to Border Road projects have been identified in the Sectoral Investment Plan as scheduled to commence construction / procurement by 2030. The timeline for these road projects is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and availability of funding. Grant funding for road projects for 2026 will be notified to local authorities when confirmed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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		<p>the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>I can confirm that €3,000,000 has been allocated for the N2 Clontibret to the Border scheme in 2025. As with all national roads projects in the NDP, 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.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			
11/12/2025	68033/25	<p>Dail Question No: 143</p> <p>To ask the Minister for Transport to confirm that funding is being made available to progress the N52 Tullamore to Kilbeggan road project; to provide a timeline for the completion of the project; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	N52 Tullamore to Kilbeggan	Carol Nolan	<p>Dear Deputy Nolan,</p> <p>I refer to your recent parliamentary question, Ref No. 68033/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The National Development Plan (NDP) and its review have been developed by the Government to underpin the implementation of the National Planning Framework and provide the strategic framework for Transport Infrastructure Ireland's (TII's) national roads programme for the period 2021 to 2030. The proposed N52 Tullamore to Kilbeggan project is included amongst a number of national road schemes that have been identified for consideration during the period of the plan. The NDP Review 2025 Sectoral Investment Plan for Transport, which was published on 26 November 2025, identifies the N52 Tullamore to Kilbeggan project as one of the projects that is to be advanced for future construction.</p> <p>The scheme is currently at the Emerging Preferred Option Stage - Phase 2 of TII's Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 7) for details of scheme lifecycle phases and indicative phase timelines). The timeline for the N52 Tullamore to Kilbeggan project is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and availability of funding. Grant funding for road projects for 2026 will be notified to local authorities when confirmed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
11/12/2025	67968/25	<p>Dail Question No: 141</p> <p>To ask the Minister for Transport to expedite the Killarney Bypass project due to the fact the town is choked with traffic on a daily basis; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding the N22 Farranfore to Killarney project. Please advise my private office if you do not receive a reply within 10 working days.</p>	N22 Farranfore to Killarney project	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. No. 67968/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Phase 2 (Options Selection) of the N22 Farranfore to Killarney project was completed in May 2025, and Phase 3 (Design and Environmental Evaluation) has now commenced. Further details on the N22 Farranfore to Killarney project and m on road scheme lifecycle phases and approval decision gates are outlined in Transport Infrastructure Ireland's (TII) Major Roads and Greenways Projects Active List (see pages 7, 16 and 24).</p> <p>The NDP Review 2025 Sectoral Investment Plan for Transport, which was published on 26 November 2025, identifies the N22 Farranfore to Killarney project as one of the projects 'Scheduled to Commence Construction / Procurement by 2030'. The timeline for the project is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and availability of funding. Grant funding for road projects for 2026 will be notified to local authorities when confirmed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
11/12/2025	67955/25	<p>Dail Question No: 136</p> <p>To ask the Minister for Transport the average number of cars using the M50 per day; and the way in which these figures compare with previous years.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to details regarding the average number of cars using the M50 per day.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	M50 traffic volumes by year	Peadar Tóibín T.D.	<p>Dear Deputy Tóibín,</p> <p>I refer to your recent parliamentary question, Ref. No. 67955/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland collects traffic volume data on the M50 and across the national roads network through a comprehensive traffic counting programme. The traffic counters provide information on traffic volumes by vehicle class, by hour of day and day of week and is available from TII's website: trafficdata.tii.ie. The attached spreadsheet provides details of M50 traffic volumes for each section for the years 2021 to 2025.</p> <p>In addition, TII publishes annually a national road network performance report. This report provides an overview of the M50 along with other key routes' service levels by hour of day for a typical weekday. The most recent report is available at the following link: Network-Indicators-2024.</p> <p>I trust that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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11/12/2025	67952/25	<p>Dail Question No: 135</p> <p>To ask the Minister for Transport the total number of cars to pass through each toll bridge in the country in each of the past ten years and to date in 2025, in tabular form.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned.</p> <p>Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll by-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned.</p> <p>Noting the above position, I have referred the question regarding traffic volumes on toll bridges to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Car Toll Volumes per year per toll location	Peadar Tóibín T.D.	<p>Dear Deputy Tóibín,</p> <p>I refer to your recent parliamentary question, Ref. No. 67952/25, to the Minister for Transport regarding the above. The position in relation to your enquiry is as follows.</p> <p>The table below provides the number of cars that passed through each toll road per year.</p> <p>Total number of Cars passing through Toll Plazas (2015-YTD Oct 2025)</p> <table border="1"> <thead> <tr> <th></th> <th colspan="10">Total number of Cars passing through Toll Plazas</th> </tr> <tr> <th></th> <th>2015</th> <th>2016</th> <th>2017</th> <th>2018</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>YTD Oct 2025</th> </tr> </thead> <tbody> <tr> <td>M50</td> <td>35,562,489</td> <td>37,870,218</td> <td>39,342,010</td> <td>39,886,577</td> <td>40,971,142</td> <td>26,960,110</td> <td>30,586,978</td> <td>38,555,904</td> <td>40,819,501</td> <td>41,536,297</td> <td>35,413,488</td> </tr> <tr> <td>Dublin Tunnel</td> <td>3,670,716</td> <td>4,083,139</td> <td>4,367,829</td> <td>4,607,552</td> <td>4,886,250</td> <td>2,595,376</td> <td>2,942,651</td> <td>4,878,460</td> <td>5,787,841</td> <td>5,523,600</td> <td>4,503,073</td> </tr> <tr> <td>M1 Dundalk Bypass</td> <td>9,730,917</td> <td>10,428,284</td> <td>10,961,717</td> <td>11,051,119</td> <td>11,410,301</td> <td>7,188,091</td> <td>8,259,779</td> <td>10,905,528</td> <td>11,689,858</td> <td>11,998,203</td> <td>10,343,539</td> </tr> <tr> <td>M3 Clonee-Kells</td> <td>7,924,290</td> <td>8,475,866</td> <td>9,043,494</td> <td>9,436,426</td> <td>9,853,035</td> <td>6,450,358</td> <td>7,457,046</td> <td>9,417,604</td> <td>9,914,076</td> <td>9,997,365</td> <td>8,541,788</td> </tr> <tr> <td>M4 Kilcock-Kinnegad</td> <td>7,443,948</td> <td>7,897,558</td> <td>8,281,232</td> <td>8,574,055</td> <td>8,896,386</td> <td>5,225,970</td> <td>6,300,588</td> <td>8,163,682</td> <td>8,562,077</td> <td>8,661,273</td> <td>7,346,946</td> </tr> <tr> <td>N6 Galway-Ballinasloe</td> <td>3,098,572</td> <td>3,313,122</td> <td>3,485,545</td> <td>3,946,031</td> <td>4,120,560</td> <td>2,442,956</td> <td>2,969,561</td> <td>3,751,003</td> <td>3,944,022</td> <td>4,052,616</td> <td>3,509,578</td> </tr> <tr> <td>M7/M8 Portlaoise-Cullahill</td> <td>6,147,939</td> <td>6,475,406</td> <td>6,704,827</td> <td>6,603,590</td> <td>6,626,033</td> <td>3,824,849</td> <td>4,790,067</td> <td>6,206,927</td> <td>6,470,779</td> <td>6,587,726</td> <td>5,555,026</td> </tr> <tr> <td>M8 Fermoy Bypass</td> <td>4,968,859</td> <td>5,336,894</td> <td>5,566,237</td> <td>5,641,864</td> <td>5,756,226</td> <td>3,522,853</td> <td>4,090,915</td> <td>5,200,636</td> <td>5,606,235</td> <td>5,768,301</td> <td>5,056,781</td> </tr> <tr> <td>N18-Limerick Tunnel</td> <td>6,021,145</td> <td>6,592,036</td> <td>7,000,764</td> <td>7,410,937</td> <td>7,737,624</td> <td>4,893,990</td> <td>5,759,941</td> <td>7,608,919</td> <td>8,478,259</td> <td>8,726,914</td> <td>7,570,409</td> </tr> <tr> <td>N25 Waterford Bypass</td> <td>1,942,868</td> <td>2,134,131</td> <td>2,377,866</td> <td>2,493,364</td> <td>2,643,650</td> <td>1,861,223</td> <td>2,233,711</td> <td>2,870,499</td> <td>3,274,078</td> <td>3,404,345</td> <td>2,939,128</td> </tr> </tbody> </table> <p>Note: The M3 Clonee-Kells scheme is tolled between junction 5 and 6 and junctions 9 and 10. The data in the table represents the total of the two toll points.</p> <p>Transport Infrastructure Ireland has no remit over the East-Link Toll Bridge (Tom Clarke Bridge), which is located on a section of non-national road. The relevant authority for this toll facility is Dublin City Council.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>		Total number of Cars passing through Toll Plazas											2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	YTD Oct 2025	M50	35,562,489	37,870,218	39,342,010	39,886,577	40,971,142	26,960,110	30,586,978	38,555,904	40,819,501	41,536,297	35,413,488	Dublin Tunnel	3,670,716	4,083,139	4,367,829	4,607,552	4,886,250	2,595,376	2,942,651	4,878,460	5,787,841	5,523,600	4,503,073	M1 Dundalk Bypass	9,730,917	10,428,284	10,961,717	11,051,119	11,410,301	7,188,091	8,259,779	10,905,528	11,689,858	11,998,203	10,343,539	M3 Clonee-Kells	7,924,290	8,475,866	9,043,494	9,436,426	9,853,035	6,450,358	7,457,046	9,417,604	9,914,076	9,997,365	8,541,788	M4 Kilcock-Kinnegad	7,443,948	7,897,558	8,281,232	8,574,055	8,896,386	5,225,970	6,300,588	8,163,682	8,562,077	8,661,273	7,346,946	N6 Galway-Ballinasloe	3,098,572	3,313,122	3,485,545	3,946,031	4,120,560	2,442,956	2,969,561	3,751,003	3,944,022	4,052,616	3,509,578	M7/M8 Portlaoise-Cullahill	6,147,939	6,475,406	6,704,827	6,603,590	6,626,033	3,824,849	4,790,067	6,206,927	6,470,779	6,587,726	5,555,026	M8 Fermoy Bypass	4,968,859	5,336,894	5,566,237	5,641,864	5,756,226	3,522,853	4,090,915	5,200,636	5,606,235	5,768,301	5,056,781	N18-Limerick Tunnel	6,021,145	6,592,036	7,000,764	7,410,937	7,737,624	4,893,990	5,759,941	7,608,919	8,478,259	8,726,914	7,570,409	N25 Waterford Bypass	1,942,868	2,134,131	2,377,866	2,493,364	2,643,650	1,861,223	2,233,711	2,870,499	3,274,078	3,404,345	2,939,128
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N18-Limerick Tunnel	6,021,145	6,592,036	7,000,764	7,410,937	7,737,624	4,893,990	5,759,941	7,608,919	8,478,259	8,726,914	7,570,409																																																																																																																																									
N25 Waterford Bypass	1,942,868	2,134,131	2,377,866	2,493,364	2,643,650	1,861,223	2,233,711	2,870,499	3,274,078	3,404,345	2,939,128																																																																																																																																									
11/12/2025	67617/25	<p>Dail Question No: 110</p> <p>To ask the Minister for Transport for an update on the current status of the Mallow relief road; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the status of this project.</p>	N72/N73 Mallow relief road	Padraig O'Sullivan T.D.	<p>Dear Deputy O'Sullivan,</p> <p>I refer to your parliamentary question Ref. No. 67617/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road Project, is currently progressing the Project through Phase 3, 'Design and Environmental Evaluation'. A Preliminary Business Case for the N72/N73 Mallow Relief Road Project will be submitted by the Council in the first quarter of 2026, as part of Approval Gate 1, seeking approval to submit a planning application to An Coimisiún Pleanála (ACP). Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme lifecycle phases and indicative phase timelines, as well as the applicable decision gates.</p> <p>With regard to the timeframe for commencement and completion, this is dependent on the time taken by ACP to consider and rule on the planning application, and also on whether there are any subsequent legal challenges, in the event of planning approval. Subject to the granting of planning permission for the Project by ACP, and in the absence of a judicial review, and with continuity of funding, TII would anticipate detailed design and advance works commencing on site (fencing, archaeology, site clearance, etc.) in 2027, with a</p>																																																																																																																																															

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response			
		I can confirm that €700,000 has been allocated for the N72 Mallow Relief Road scheme in 2025. As with all national roads projects in the NDP, 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. Please advise my private office if you do not receive a reply within 10 working days.			main construction contract being awarded in 2029, and an approximate 2-year construction period to completion. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland			
12/12/2025	63521/25	Dail Question No: 116 To ask the Minister for Transport the total number of toll bridges in the State; and if he will outline when each was built; and the cost to the State. 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 by-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Toll bridges - When built and the cost to the State	Peadar Tóibín T.D.	Dear Deputy Tóibín, I refer to your recent parliamentary question, Ref. No. 63521/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Please see attached overview note on national road toll facilities. I trust that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [Attachment]			
18/12/2025	68122/25	Dail Question No: 152 To ask the Minister for Transport the number of road traffic accidents recorded on the N25 between Waterford and Cork for the years 2022 to 2024, and to date in 2025, to include the number of road fatalities on that part of the N25 for these years. Dail Question No: 153 To ask the Minister for Transport the number of road traffic accidents recorded on the N25 between the	N25 Road Accidents	Liam Quaide T.D.	Dear Deputy Quaide, I refer to your recent parliamentary question, Ref. No. 68122/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The table below lists the number of Road Traffic Accident's (RTA) recorded on the N25, between Waterford and Cork for the years 2022 to 2024 and from January 2025 to September 2025. <table border="1" data-bbox="1182 1385 1899 1412"> <tr> <td>Years</td> <td>2022 - 2024</td> <td>Jan – Sept 2025</td> </tr> </table>	Years	2022 - 2024	Jan – Sept 2025
Years	2022 - 2024	Jan – Sept 2025						

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																					
		<p>Rincrew roundabout, North Youghal and Cork city for the years 2022 to 2024, and to date in 2025, and to include the number of road fatalities on that part of the N25 for those years.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<table border="1"> <tr> <td>Fatal</td> <td>8</td> <td>2</td> </tr> <tr> <td>Serious Injury</td> <td>23</td> <td>8</td> </tr> <tr> <td>Minor Injury</td> <td>72</td> <td>15</td> </tr> </table> <p>RTAs recorded on the N25 between the Rincrew roundabout, North Youghal, and Cork city for the years 2022 to 2024 and from January 2025 to September 2025 are provided in the table below.</p> <table border="1"> <thead> <tr> <th>Year</th> <th>2022 - 2024</th> <th>Jan – Sept 2025</th> </tr> </thead> <tbody> <tr> <td>Fatal</td> <td>3</td> <td>1</td> </tr> <tr> <td>Serious Injury</td> <td>12</td> <td>4</td> </tr> <tr> <td>Minor Injury</td> <td>36</td> <td>6</td> </tr> </tbody> </table> <p>The information provided references the number of reported collisions known at this time. The classification of such information is subject to review and is therefore provisional only. I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>	Fatal	8	2	Serious Injury	23	8	Minor Injury	72	15	Year	2022 - 2024	Jan – Sept 2025	Fatal	3	1	Serious Injury	12	4	Minor Injury	36	6
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19/12/2025	65066/25	<p>Dail Question No: 231 To ask the Minister for Transport if he will reconsider the current tolling structure on the M50, given increased numbers of workers returning to office-based employment and rising toll costs are significantly adding to the financial burden of daily commuting; and if he will make a statement on the matter.</p> <p>Dail Question No: 232 To ask the Minister for Transport if he will examine reducing or removing M50 toll charges for hauliers, particularly as the M50 is State-owned, in order to alleviate rising operational costs in the haulage sector and support the movement of goods nationally; and if he will make a statement on the matter.</p> <p>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.</p>	M50 Toll	Paula Butterly T.D.	<p>Dear Deputy Butterly,</p> <p>I refer to your recent parliamentary questions, Ref. No. 65066/25 (No.s 231 & 232), to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>M50 toll revenue is reinvested into the maintenance and development of Ireland’s national road network. In terms of M50 maintenance costs, Transport Infrastructure Ireland (TII) has entered into a Public-Private Partnership (PPP) contract with M50 Concession Limited. The PPP Co is responsible for ongoing operation, maintenance, and lifecycle works of the mainline of the M50 motorway from the M1/M50 (Turnapin) interchange to the Sandyford interchange until expiry of the contract in 2042.</p> <p>The extent of the operations and maintenance works include inspections, surveys and assessments, and asset management of pavement, structures, landscaping etc. Under the terms of the PPP contract, M50 Concession Limited provides a 24/7 emergency response, winter maintenance, gritting, traffic management, routine maintenance of carriageways, street lighting, safety barriers and fences, as well as grass cutting, landscaping, litter picking, drainage cleaning, sweeping and cleaning. The PPP company is also responsible for various major interventions as required, for example, road pavement resurfacing works. In addition, the PPP is also contracted to hand back the road in an appropriate condition at the end of the contract period, in 2042. TII makes payments to the M50 PPP Co, i.e., Availability Payments, and which relate to all the elements of the PPP’s responsibilities i.e., repayment of loans and associated funding costs (borrowed by the PPP Co to finance M50 upgrade construction works) and to fund the ongoing operations, repairs and maintenance activities.</p> <p>In addition, the 7 km section of the M50 from Junction 14 to Junction 17, along with all M50 Junctions, is maintained under a separate TII contracted service provider (Motorway Maintenance and Renewals Contract</p>																					

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 by-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. Noting the above position, I have referred the question regarding tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			<p>(MMaRC)). In addition to the routine maintenance costs on the MMaRC-managed section of the M50, TII incurs costs on lifecycle renewal works, such as wearing course pavement replacement, where elements of the M50 road asset have reached the end of life.</p> <p>Motorway Operations Control Centre (MOCC)</p> <p>There has also been significant capital investment in upgrading the Motorway Operations Control Centre (MOCC) at Dublin Tunnel which has a national role in motorway management along with the development of a Variable Speed Limit Project, specifically dealing with the M50. The MOCC monitors approximately 1,200km of motorway, liaising with various service providers to ensure optimum response to incidents. In locations such as the M50, where there is near full camera coverage, the contracted service provider, Egis, is tasked with incident detection and coordination of response, traffic monitoring and control and direct coordination with maintenance contractors and emergency services during incidents.</p> <p>The MOCC services are provided under a contract which includes the operation of the Dublin Tunnel and the Jack Lynch Tunnel and details of this contract award are available on TII's website, at the following link.</p> <p>All these works have been supported through the toll revenue collected on the M50 and the tolls collected on the M50 play an important role from a budgetary perspective in funding the increased costs being experienced by TII in the operation and maintenance of the national road network. Heavy goods vehicles (HGVs) cause significant wear on roads due to their weight, with road damage increasing exponentially with axle weight. HGVs also contribute significantly to air and noise pollution as well as CO2 emissions from the combustion of diesel fuel. The EU 'User and polluter pay principle' is fundamental in the context of the funding and demand management driving efficient transport and logistics. TII has not received any indication of an intention on the part of the government to pursue a policy of seeking to remove the tolls applicable for heavy goods vehicles on the M50.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
19/12/2025	67647/25	<p>Dail Question No: 113</p> <p>To ask the Minister for Transport the cost of renting a temporary stop-go lighting system as a result of the delayed repair of the N65 road between Killimor and Portumna, County Galway (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: The temporary lights have been in place for over a year now following from an incident in 2024. In my enquiries regarding the issue, I was made aware that the cost of renting the light system was being recouped by Galway County Council from Transport Infrastructure Ireland. I submit this</p>	N65 Killimor to Portumna - stop-go lighting system cost	Louis O'Hara T.D.	<p>Dear Deputy O'Hara,</p> <p>I refer to your parliamentary question, Ref. No. 67647/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The costs incurred by Galway County Council to rent the traffic light system on the N65 between Killimor to Portumna was €7,254 for 2024 and €23,552 in 2025, to date.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>question to ask if the cost of renting this stop-go system could be provided.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to this. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
19/12/2025	69600/25	<p>Dail Question No: 228 To ask the Minister for Transport if he will recommend funding to Transport Infrastructure Ireland and Kerry County Council to initiate a feasibility study on the economic, social and environmental suitability of constructing a traffic bypass for Killorglin town, which is the gateway to south Kerry / Iveragh on the N22 Ring of Kerry and one of the busiest rural roads in all of Ireland; and if he will make a statement on the matter.</p> <p>Identical Question(s): Climate</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to a bypass of Killorglin.</p> <p>It is important to point out that it is for the local authority, in the first instance, to engage with TII regarding the progression of any proposed national road project. All projects, including those listed in the</p>	N70 / N72 Feasibility study on bypass for Killorglin town	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. No. 69600/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) delivers on Government policy relating to national roads, as set out in the National Development Plan (NDP) as updated by the NDP review (Sectoral Investment Plan) which was published by Government on the 26 November 2025, the National Planning Framework, the National Investment Framework for Transport in Ireland and the Climate Action Plan. A bypass of Killorglin was not included amongst the projects identified for development during the period of the NDP or in the recently published Sectoral Investment Plan.</p> <p>I would also note that grant funding in relation to national road projects for 2026 is yet to be confirmed by the Department of Transport. The funding allocations will be notified to local authorities when confirmed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		NDP or any revision to the NDP, require statutory approval and compliance with the Infrastructure Guidelines. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			
19/12/2025	69951/25	Dail Question No: 262 To ask the Minister for Transport his plans to revisit proposals for a Leinster outer orbital route in light of increasing congestion 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 exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. The National Transport Authority's (NTA) Greater Dublin Area Strategy does not envisage the progression of a Leinster Orbital Route in it's original form. However, it proposed the provision of offline improvements in the existing road network to cater for orbital demand. It is important to point out that it is for the relevant local authorities, in the first instance, to engage with TII regarding the progression of any proposed national road project. All projects, including those listed in the NDP or any revision to the NDP, require statutory approval and compliance with the Infrastructure Guidelines. Noting the above position, I have referred your question to TII for a direct reply regarding the development of improvements to the national road network which may facilitate orbital traffic. Please advise my private office if you do not receive a reply within 10 working days.	Leinster outer orbital route in light of M50 congestion	Darren O'Rourke T.D.	Dear Deputy O'Rourke, I refer to your recent parliamentary question, Ref. No. 69951/25 to the Minister for Transport. The position in relation to your enquiry is as follows. The Transport Strategy for the Greater Dublin Area (GDA), 2022-2042, is prepared by the National Transport Authority (NTA) and defines the future transport strategy for the GDA region. The report is available at this link . The Leinster Outer Orbital project is not included in the current GDA Transport Strategy and nor is it included in the Department of Transport's recently published Transport Sectoral Plan. Accordingly, there are no improvements to the national road network under consideration at this time to facilitate orbital traffic I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
19/12/2025	63630/25	Dail Question No: 303 To ask the Minister for Transport the total legal costs in defending judicial reviews of planning decisions involving his Department and/or agencies within the aegis of his Department for each of the years 2020 to	Legal costs defending judicial reviews_plan	Malcolm Byrne T.D.	Dear Deputy Byrne, I refer to your recent parliamentary question Ref. No. 63630/25 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																																												
		2024 and to date in 2025; and if he will make a statement on the matter. Answer The Chief State Solicitors Office (CSSO) are responsible for legal costs in defending judicial reviews of planning decisions. My Department avails of their service as per other central government Departments, direct costs are borne by the CSSO whilst claims are borne by the State Claims Agency. My Department does not track specific costs such as stenographer services, signing of affidavits relating to these cases. With regards the agencies under the Department's remit this is a matter for them I have forwarded your question to them for reply, please contact my Office if you do not receive such a reply within 10 working days.	ning decisions		<p>Transport Infrastructure Ireland (TII) has not directly incurred legal costs in defending judicial reviews of planning decisions in the years 2020 to 2024 nor to date in 2025.</p> <p>With regard to National Road and Greenway projects, 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. As such, 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 / procurement of projects. TII provides the grant funding to local authorities to deliver national road / greenway projects. The table below details legal costs, in the amount of €2.4 million incurred by County Councils, arising from Judicial Reviews on TII funded national roads and greenway projects for the years 2020 to 2025.</p> <table border="1"> <thead> <tr> <th>Local Authority</th> <th>Scheme</th> <th>Year</th> <th>Costs</th> </tr> </thead> <tbody> <tr> <td>Cork County Council</td> <td>M28 Ringaskiddy</td> <td>2018 to 2021</td> <td>€232,716</td> </tr> <tr> <td>Limerick City & County Council</td> <td>N21/N69 Foynes Limerick</td> <td>2022 to date</td> <td>€957,198</td> </tr> <tr> <td>Limerick City & County Council</td> <td>N20 O'Rourke's Cross</td> <td>2022 to date</td> <td>€88,302</td> </tr> <tr> <td>Clare County Council</td> <td>N67 / N85 Blakes Corner</td> <td>2022 to date</td> <td>€161,292</td> </tr> <tr> <td>Kerry County Council</td> <td>South Kerry Greenway</td> <td>2022 to date</td> <td>€827,851</td> </tr> <tr> <td>Louth County Council</td> <td>N52 Ardee Bypass</td> <td>2023 to date</td> <td>€32,130</td> </tr> <tr> <td>Roscommon County Council</td> <td>N61 Tulsk to Clashaganny</td> <td>2023 to date</td> <td>€76,758</td> </tr> <tr> <td>Kilkenny County Council</td> <td>N24 Carrick Road Improvement</td> <td>2024 to date</td> <td>€21,566</td> </tr> <tr> <td>Meath County Council</td> <td>N2 Slane Bypass & Public Realm Enhancement Scheme*</td> <td>2025 -</td> <td>-</td> </tr> <tr> <td>Galway County Council</td> <td>Connemara Greenway - Clifden to Recess*</td> <td>2025 -</td> <td>-</td> </tr> </tbody> </table> <p>*Legal teams engaged but no invoices submitted to Local Authority to date.</p> <p>TII would note that in addition to the above there are other indirect costs associated with the impact of delays to schemes which are difficult to quantify and not readily available, i.e., costs associated with technical advisors' demobilisation and subsequent remobilisation, deferred scheme benefit realisation costs and costs associated with inflation.</p> <p>In the case of Luas projects and the MetroLink project, 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 for Luas projects and the MetroLink project. While no costs have been incurred by TII in defending judicial reviews of planning decisions for such projects in the period 2020 to 2025, you will be aware that an application was recently made to the High Court for permission to institute judicial review proceedings in respect of An Coimisiún Pleanála's decision to grant a Railway Order for MetroLink. TII is a notice party to these proceedings.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland</p>	Local Authority	Scheme	Year	Costs	Cork County Council	M28 Ringaskiddy	2018 to 2021	€232,716	Limerick City & County Council	N21/N69 Foynes Limerick	2022 to date	€957,198	Limerick City & County Council	N20 O'Rourke's Cross	2022 to date	€88,302	Clare County Council	N67 / N85 Blakes Corner	2022 to date	€161,292	Kerry County Council	South Kerry Greenway	2022 to date	€827,851	Louth County Council	N52 Ardee Bypass	2023 to date	€32,130	Roscommon County Council	N61 Tulsk to Clashaganny	2023 to date	€76,758	Kilkenny County Council	N24 Carrick Road Improvement	2024 to date	€21,566	Meath County Council	N2 Slane Bypass & Public Realm Enhancement Scheme*	2025 -	-	Galway County Council	Connemara Greenway - Clifden to Recess*	2025 -	-
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
19/12/2025	70700/25	<p>Dail Question No: 151</p> <p>To ask the Minister for Transport the current status of the greater Dublin area orbital road project, as outlined in the GDA Transport Strategy 2022-2042; whether the Government remains committed to delivering this route; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>It is important to point out that it is for the local authority, in the first instance, to engage with TII regarding the progression of any proposed national road project. All projects, including those listed in the NDP or any revision to the NDP, require statutory approval and compliance with the Infrastructure Guidelines.</p> <p>The National Transport Authority's (NTA) Greater Dublin Area Strategy does not envisage the progression of a Leinster Orbital Route in its original form. However, it proposed the provision of offline improvements in the existing road network to cater for orbital demand.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding the development of improvements to the national road network which may facilitate orbital traffic. Please advise my private office if you do not receive a reply within 10 working days.</p>	Greater Dublin area orbital road project	Grace Boland T.D.	<p>Dear Deputy Boland,</p> <p>I refer to your recent parliamentary question, Ref. No. 70700/25 25 to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>The Transport Strategy for the Greater Dublin Area (GDA), 2022-2042, is prepared by the National Transport Authority (NTA) and defines the future transport strategy for the GDA region. The report is available at this link. The Leinster Outer Orbital project is not included in the current GDA Transport Strategy and nor is it included in the Department of Transport's recently published Transport Sectoral Plan.</p> <p>Accordingly, there are no proposed additional improvements to the national road network under consideration at this time to facilitate orbital traffic</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
22/12/2025	67346/25 67346/25	<p>67345/25</p> <p>Dail Question No: 66</p> <p>To ask the Minister for Transport the current plans and timelines for upgrading junctions 5 and 6 on the M1 at Balbriggan, in view of their strategic importance for regional development and employment creation; and if he will make a statement on the matter.</p>	M1 capacity constraints at Junctions 5 and 6	Grace Boland T.D.	<p>Dear Deputy Boland,</p> <p>I refer to your recent parliamentary questions, Ref. No.s 67346/25 and 67345/25 (Dáil Question No.s 66, 68 & 69) to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>Junctions 5 & 6 on the M1 are within the administrative area of Fingal County Council. Fingal County Council, as the road and planning authority for the area, has engaged with developers regarding the delivery of upgrade works at M1 Junction 5. The extent of the necessary transport infrastructure works at this location has not yet been agreed by Fingal County Council.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>Dail Question No: 68 To ask the Minister for Transport if he will assess the implications of An Bord Pleanála's decision (details supplied) to grant permission for development at Junction 5, despite concerns raised by Transport Infrastructure Ireland regarding junction capacity; and if he will make a statement on the matter.</p> <p>Dail Question No: 69 To ask the Minister for Transport the way in which investment in Junctions 5 and 6 on the M1 and associated infrastructure upgrades will be prioritised to support the objectives of the Dublin–Belfast Economic Corridor and balanced regional development; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to junctions 5 and 6 on the M1. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p> <p><u>67346/25</u></p> <p>Dail Question No: 67 To ask the Minister for Transport if his Department has engaged with Transport Infrastructure Ireland regarding capacity constraints at Junctions 5 and 6 on the M1; if he will provide details of any discussions or agreements on funding or delivery of upgrade works; and if he will make a statement on the matter.</p> <p>Answer</p>			<p>In relation to Junction 6 on the M1, Fingal County Council is preparing development plans for the Balbriggan area. These proposals may necessitate upgrades of transport infrastructure including in relation to the national road network. The extent of any such necessary transport infrastructure upgrade works has not yet been determined by Fingal County Council.</p> <p>TII will engage with Fingal County Council in relation to any national road network schemes / junction upgrades that may be proposed.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail 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. In this context, TII is best placed to advise you in relation to this. There has been no engagement between my Department and TII regarding any issues or upgrade works at Junctions 5 and 6 on the M1.			
22/12/2025	68560/25	<p>Dail Question No: 191 To ask the Minister for Transport if he will review concerns raised by a transport and logistics business (details supplied); if he will address the issues highlighted in the correspondence; and if he will make a statement on the matter.</p> <p>Dail Question No: 192 To ask the Minister for Transport if he will review concerns raised by a transport and logistics business (details supplied); if he will address the issues highlighted in the correspondence; and if he will make a statement on the matter.</p> <p>Answer Deputy, I refer to the above question which I wish to address jointly, alongside PQ No. 68561/25. I note the costs set out by the company over the period 2021-2025 and that the policy responsibility spans a number of Government Departments.</p> <p>As Minister for Transport, I am committed to supporting the haulage and road freight sector. In recent years my Department has provided targeted short-term financial supports to operators impacted by the sharp increase in the cost of diesel and other operating costs due to the war in Ukraine.</p> <p>The collaborative approach taken during Brexit, and COVID was invaluable, and we have now established a permanent Road Freight Forum to continue this dialogue. My Department and I will continue to engage with industry representatives through the Road Freight Forum and Logistics and Supply Chain Skills Group, to develop medium and long-term</p>	HGV Costs	Niamh Smyth T.D.	<p>Dear Minister,</p> <p>I refer to your parliamentary question Ref. No. 68560/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>There are ten toll roads on the National Road Network, eight of which are operated under a “Public Private Partnership” (PPP) model while two are operated directly on behalf of Transport Infrastructure Ireland (TII), i.e., the M50 and Dublin Port Tunnel.</p> <p>In accordance with the contracts entered into with the respective PPP companies, the PPP companies are entitled to charge the toll rates as provided for under the respective toll bye-laws. The level of tolls charged is regulated through an inflation adjustment mechanism as set out in each of the toll bye-laws. Further information on the toll bye-laws is available from TII’s website. The toll bye-laws provide that adjustments to toll rates, where applicable, take effect from 1 January of each year.</p> <p>Tolls collected by the PPP Companies funds:</p> <ul style="list-style-type: none"> • Repayment of debt/financing costs incurred in the design and construction of the road; • Maintaining the road pavement, structures, landscaping, signs, lining, lighting, safety barriers, fencing and all other aspects of the road; • Providing for comprehensive winter maintenance including patrols, precautionary salting, and snow clearance. • Management of the road in terms of safety, traffic management, debris/oil spillage, accidents; and • Prior to handback to the public sector at the end of the concession period, the upgrade of all the facilities as necessary (e.g. road re-surfacing, re-lining etc.) in order to provide the required residual life for the road. <p>Similar to the PPP schemes, the M50 and Dublin Port Tunnel toll bye-laws provide for an annual adjustment of the toll charge in line with inflation. In considering the toll rate for the Dublin Port Tunnel, consideration is given to the effectiveness of the current pricing regime to support the primary purpose of Dublin Port Tunnel which is to provide a high-quality toll-free access route to Dublin Port for heavy goods vehicles while ensuring, through the application of tolls, that the volume of non-HGV traffic does not interfere with the capacity of the tunnel to meet this objective.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
			<p>policies to support the haulage and road freight sector to overcome the dynamic issues they are facing.</p> <p>I wish to draw your attention to the schemes which provide for electrification of Heavy Duty Vehicle (HDV) fleets and have set out additional information below, in an appendix, for your information.</p> <p>As Minister for Transport, I also have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned.</p> <p>Therefore, matters relating to the day-to-day operations regarding national roads, including toll roads, are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll byelaws and to enter into agreements with private investors, are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned.</p> <p>Noting the above position, I have referred the question regarding tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within ten working days.</p> <p>Matters concerning fuel fall under my remit as Minister for Climate, Energy and the Environment. In this regard, The Government is committed to a just transition to climate neutrality that leaves no one behind. Just transition builds on the principles of evidence-based approaches; ensuring that people are equipped with the right skills to benefit from the net zero economy; cost-sharing and equity; and social dialogue with impacted people and communities.</p> <p>The allocation of Carbon Tax revenues contribute to the principle of cost-sharing. To ensure that the impact of carbon tax increases are progressive through redistribution, Budget 2025 allocated €951 million in carbon tax supports to a range of programmes that support Ireland's transition to a low carbon economy and protect those most vulnerable. Allocations were prioritised to targeted social welfare interventions; residential and community energy efficiency upgrades; and programmes to incentivise sustainable agriculture and transport initiatives.</p>		<p>Tolls collected on the M50 and Dublin Port Tunnel play an important role from a budgetary perspective in funding the increased costs being experienced by TII in the operation and maintenance of the national road network.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Lorcan O'Connor Chief Executive Officer</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
			<p>With regard to taxation of fuels, all transport fuels are subject to excise duty in the form of Mineral Oil Tax (MOT), and to Value-Added Tax (VAT). Auto-diesel is the predominant fuel in the transport sector and in November 2021 the applicable MOT rate was €535.46 per 1,000 litres. The current rate of €615.76 per 1,000 litres reflects an increase of €80.30 per 1,000 litres to the carbon component. This increase has been implemented in four equal amounts each October since 2021 under the 10-year carbon tax trajectory.</p> <p>The Diesel Rebate Scheme (DRS) provides a partial rebate of MOT to qualifying road haulage and bus transport operators, when the average retail price of auto-diesel exceeds €1.00 per litre excluding VAT. The DRS repayment rate has been at the maximum level for almost four years. This is in addition to VAT registered businesses' ability to deduct the VAT charged on the purchase of business inputs, such as auto diesel or HVO. In 2024 the DRS scheme provided over €31 million in support to haulage companies.</p> <p>Matters concerning the minimum wage and statutory sick pay are the responsibility of the Department of Enterprise, Trade and Employment. Employment Pay Related Social Insurance and Pension Auto-Enrolment are the responsibility of the Department of Social Protection.</p> <p>Appendix - Additional Information on Electrification of HGV Fleets</p> <p>The Zero-Emission Heavy Duty Vehicle Purchase Grant Scheme (ZEHDV) opened in February 2024. The Scheme awards grants to assist companies and enterprises who wish to buy zero-emission heavy duty vehicles (ZEHDV) which are supported by the Scheme instead of buying the diesel equivalent. In November 2024, the scheme was expanded to include purchase grants for recharging infrastructure. The Zero-Emission Heavy Duty Vehicle (ZEHDV) Purchase Grant Scheme is funded by the Department of Transport and administered by Transport Infrastructure Ireland.</p> <p>In July 2025, a fleet assessment scheme was introduced to evaluate current electrical capacity, identify potential upgrades to transformers and substations, and plan for smart energy management systems to avoid excessive demand charges and grid constraints.</p>		

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		<p>The EV Fleet Assessment Grant is a government-funded support scheme that helps businesses explore the transition to electric vehicles (EVs). The scheme offers financial support for an independent fleet assessment carried out by a qualified energy advisor. The assessment provides:</p> <ul style="list-style-type: none"> ● A detailed review of your existing fleet, including mileage and fuel consumption ● Identification of routes and vehicles suitable for electrification ● A tailored EV charging plan to support your transition ● Guidance on the type and scale of charging infrastructure required <p>This support is available to large enterprises, SMEs, and semi-state bodies seeking to decarbonise their fleet but unsure where to begin. Eligible businesses can receive up to €4,000 for fleets of 5–50 vehicles or up to €8,000 for fleets of 51+ vehicles. Site assessments will be supported to evaluate current electrical capacity, identify potential upgrades to transformers and substations, and plan for smart energy management systems to avoid excessive demand charges and grid constraints.</p> <p>The Zero Emission Vehicles Ireland (ZEVl) division of the Department of Transport engage with the IRHA both individually and as part of ZEVl's wider Public-Private Vehicles Stakeholder Group and Zero Emission Heavy Duty Vehicles Subgroup.</p> <p>In addition, the IRHA are also part of the HDV Electrification Pathway Working Group which was established in February by ZEVl to support the electrification of the heavy-duty fleet in Ireland. The Working Group is represented by organisations from across the road transport and logistics sector, charge point operators, vehicle manufacturers, motor industry representatives, academia and public policy officials.</p> <p>The purpose of the Group is to:</p> <ul style="list-style-type: none"> ● Ensure strong industry input into the development of a HDV Electrification Pathway ● Share knowledge and learnings with a view to progressing HDV electrification ● Investigate barriers to the uptake of zero emission heavy duty vehicles 			

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<ul style="list-style-type: none"> Establish the strengths and opportunities for the roll out of HDV infrastructure Identify domestic and international case studies that provide opportunities for further knowledge sharing. <p>The Working Group has been tasked with producing a HDV Electrification Pathway Report. The objective of the Report is to support the electrification of the heavy-duty fleet in Ireland and offer practical solutions and a roadmap towards 2040 and is expected to be published in early 2026.</p>			
22/12/2025	69141/25	<p>Dail Question No: 187 To ask the Minister for Transport if advanced notice has to be provided for a service (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: lift call system for passengers to access elevators in train and Luas stations</p> <p>Answer As the Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. From a policy perspective, I wish to advise the Deputy that the Department of An Taoiseach has established a unit within its department which will focus on disability, reflecting a commitment in the Programme for Government to a step change in supports and services required by disabled people. In my role as Minister for Transport, I will be engaging with that unit with an emphasis on addressing the wider issues such as ensuring that all public transport operators provide safe and accessible access for all passengers. The National Transport Authority (NTA) has statutory responsibility for promoting the development of integrated, accessible public transport networks and infrastructure. The NTA works with the relevant public transport operators, for example Irish Rail, who has responsibility for operational issues. Transport Infrastructure Ireland's (TII's) purpose is to provide sustainable transport infrastructure and services, including to deliver and operate safe and efficient light rail networks. In light of Irish Rail and TII's responsibilities for train and Luas station elevators respectively, it appears that your question is a matter for both organisations.</p>	Policies regarding passenger access to elevators in LUAS	Emer Currie T.D.	<p>Dear Deputy Currie,</p> <p>I refer to your parliamentary questions, Ref. No 69141/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>There is no requirement for individuals with additional accessibility needs, such as wheelchair users, to contact Transport Infrastructure Ireland (TII) or Transdev Dublin Light Rail in advance to use Luas services or elevators in Luas stations. Luas is 100% wheelchair accessible, with no additional provisions required.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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		I have forwarded your question to both organisations for direct reply to you. Please advise my private office if you do not receive a response within ten working days.			
22/12/2025	69101/25	<p>Dail Question No: 184 To ask the Minister for Transport the steps he will take to address rising costs in the transport industry (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: I ask the Government to take action on the rising costs in the Transport Industry, this section have deep concerns about the cumulative impact of government imposed costs and taxed on their business, they are asking for a review of the tax burden on the transport industry in particular fuel, tolls and compliance charges, transport companies are now barely surviving and many at a loss, Yours sincerely,</p> <p>Answer As Minister for Transport, I am committed to supporting the transport sector in Ireland. In recent years my Department has provided targeted short-term financial supports to the haulage and road freight sector in particular, to address how they have been impacted by the sharp increase in the cost of diesel and other operating costs due to the war in Ukraine. The collaborative approach taken during Brexit, and COVID was invaluable, and we have now established a permanent Road Freight Forum to continue this dialogue. My Department and I will continue to engage with industry representatives through the Road Freight Forum and Logistics and Supply Chain Skills Group, to develop medium and long-term policies to support the haulage and road freight sector to overcome the dynamic issues they are facing. As Minister for Transport, I also have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned.</p>	Rising costs in the transport industry - Tolls	Danny Healy-Rae T.D.	<p>Dear Deputy Healy-Rae,</p> <p>I refer to your recent parliamentary question, Ref. No. 69101/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>There are ten toll roads on the National Road Network, eight of which are operated under a “Public Private Partnership” (PPP) model while two are operated directly on behalf of Transport Infrastructure Ireland (TII), i.e., the M50 and Dublin Port Tunnel.</p> <p>In accordance with the contracts entered into with the respective PPP companies, the PPP companies are entitled to charge the toll rates as provided for under the respective toll bye-laws. The level of tolls charged is regulated through an inflation adjustment mechanism as set out in each of the toll bye-laws. Further information on the toll bye-laws is available from TII’s website. The toll bye-laws provide that adjustments to toll rates, where applicable, take effect from 1 January of each year.</p> <p>Tolls collected by the PPP Companies funds:</p> <ul style="list-style-type: none"> • Repayment of debt/financing costs incurred in the design and construction of the road; • Maintaining the road pavement, structures, landscaping, signs, lining, lighting, safety barriers, fencing and all other aspects of the road; • Providing for comprehensive winter maintenance including patrols, precautionary salting, and snow clearance. • Management of the road in terms of safety, traffic management, debris/oil spillage, accidents; and • Prior to handback to the public sector at the end of the concession period, the upgrade of all the facilities as necessary (e.g. road re-surfacing, re-lining etc.) in order to provide the required residual life for the road. <p>Similar to the PPP schemes, the M50 and Dublin Port Tunnel toll bye-laws provide for an annual adjustment of the toll charge in line with inflation. In considering the toll rate for the Dublin Port Tunnel, consideration is given to the effectiveness of the current pricing regime to support the primary purpose of Dublin Port Tunnel which is to provide a high-quality toll-free access route to Dublin Port for heavy goods vehicles while ensuring, through the application of tolls, that the volume of non-HGV traffic does not interfere with the capacity of the tunnel to meet this objective.</p> <p>Tolls collected on the M50 and Dublin Port Tunnel play an important role from a budgetary perspective in funding the increased costs being experienced by TII in the operation and maintenance of the national road network.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

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		<p>Therefore, matters relating to the day-to-day operations regarding national roads, including toll roads, are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll byelaws and to enter into agreements with private investors, are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned.</p> <p>Noting the above position, I have referred your concern regarding tolls to TII for a direct reply. Please advise my private office if you do not receive a reply within ten working days.</p> <p>Matters concerning fuel fall under my remit as Minister for Climate, Energy and the Environment. In this regard, The Government is committed to a just transition to climate neutrality that leaves no one behind. Just transition builds on the principles of evidence-based approaches; ensuring that people are equipped with the right skills to benefit from the net zero economy; cost-sharing and equity; and social dialogue with impacted people and communities.</p> <p>The allocation of Carbon Tax revenues contribute to the principle of cost-sharing. To ensure that the impact of carbon tax increases are progressive through redistribution, Budget 2025 allocated €951 million in carbon tax supports to a range of programmes that support Ireland's transition to a low carbon economy and protect those most vulnerable. Allocations were prioritised to targeted social welfare interventions; residential and community energy efficiency upgrades; and programmes to incentivise sustainable agriculture and transport initiatives.</p> <p>With regard to taxation of fuels, all transport fuels are subject to excise duty in the form of Mineral Oil Tax (MOT), and to Value-Added Tax (VAT).</p> <p>Auto-diesel is the predominant fuel in the transport sector and in November 2021 the applicable MOT rate was €535.46 per 1,000 litres. The current rate of €615.76 per 1,000 litres reflects an increase of €80.30 per 1,000 litres to the carbon component. This increase has been implemented in four equal amounts each October since 2021 under the 10-year carbon tax trajectory.</p> <p>The Diesel Rebate Scheme (DRS) provides a partial rebate of MOT to qualifying road haulage and bus</p>			<p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
			transport operators, when the average retail price of auto-diesel exceeds €1.00 per litre excluding VAT. The DRS repayment rate has been at the maximum level for almost four years. This is in addition to VAT registered businesses' ability to deduct the VAT charged on the purchase of business inputs, such as auto diesel or HVO. In 2024 the DRS scheme provided over €31 million in support to haulage companies.		
22/12/2025	68803/25	<p>Dail Question No: 221</p> <p>To ask the Minister for Transport to provide the average duration of Environmental Impact Assessment processes for all Transport Infrastructure Ireland projects with an expected total cost above 200 million euro commenced since 2020; and the measures taken by his Department to address delays at this stage of project development.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Noting the above position, I have referred your question to TII for a direct reply regarding the duration of Environmental Impact Assessment processes. Please advise my private office if you do not receive a reply within 10 working days.</p>	Duration of EIA processes for projects > 200 million euro	Ken O'Flynn T.D.	<p>Dear Deputy O'Flynn,</p> <p>I refer to your recent parliamentary questions, Ref. No.s 68803/25 & 66545/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The time frame around the preparation and evaluation of the environmental impact of a Major project (Project over €200m) is impacted by a number of factors which often delay and extend the assessment period. Such factors include:</p> <ul style="list-style-type: none"> • Uncertainty of scheme funding - Transport Infrastructure Ireland (TII) is funded on an annual budgetary basis rather than having a multi-annual budgetary allocation. This has resulted in the planning phase of projects being delayed or in some cases suspended due to insufficient funding. • The parallel requirements of Appraisal and the interaction between the various approval processes. • The Complexities of the environmental assessment requirements. As an example, in relation to the assessment of the impact on Wintering birds requires surveys to be carried out over two seasons. • Projects paused or deferred following assessment/budgets/funding etc. • Repeating surveys and re-assessment following delays due to the above. • Changes in law, regulation and policy. <p>Within this context it is difficult to provide definitive time frames. TII delivers projects in line with TII's Project Management Guidelines (PMG), which set out the stages in project delivery. Project commence at phase 0, initial feasibility phase, and progress through planning and design to statutory approval (end of Stage 4 prior to Stage 5 commencing). The assessment of the environmental impact is part of the project development from the start, however for the purposes of this response, TII has taken the approach that the relevant time period is from the commencement of phase 2, which is the identification of the preferred route to the completion of Environmental Impact Assessment (EIA) /Environmental Impact Statement (EIS), Appropriate Assessment & Natura Impact Statement, where required, for submission for planning approval.</p> <p>On review of earlier projects that advanced to planning approval prior to 2020, these projects typically took 3 to 5 years from the start of Approval Gate 2 to the preparation and publication of the EIS. On average it is taking an estimated 6 to 9 years for a major national road to get from route selection to statutory process.</p> <p>Some specific examples of these time frames are provided below:</p> <ul style="list-style-type: none"> • Donegal TEN-T will be submitted for planning approval in Q1 2026 and has taken 8.5 years from commencement . • N4 Carrick-on-Shannon Bypass and Traffic Management scheme commenced Q3 2020 with an estimated planning submission date of Quarter 2, 2027. • N4 Mullingar to Longford (Roosky) commenced Q2 2020 with an estimated planning submission date of Quarter 2, 2028.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>To monitor scheme progress, TII engages with our partners in the Local Authorities, monitors scheme progress, provides current guidance through published standards and carries out peer reviews. TII also contributed to the Government's task force work on Accelerating Infrastructure - Report and Action Plan. This plan aims to help drive efficient delivery of infrastructure.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
22/12/2025	66545/25	<p>Dail Question</p> <p>To ask the Minister for Transport to provide the average time required to complete environmental assessment processes, including Environmental Impact Assessment and Appropriate Assessment, for major transport infrastructure projects commenced in each of the past five years; and to detail any reforms underway to reduce delays in these assessment stages.</p> <p>Answer</p> <p>Environmental assessments, both legislative and otherwise, in the transport sector are generally carried out by the two main delivery agencies under the Department's aegis, Transport Infrastructure Ireland and the National Transport Authority. As part of the Transport Appraisal Framework, the Department checks that any necessary assessments have been completed in order for it to approve a major project.</p> <p>In order to provide information on this matter, I have referred the Deputies question to the NTA and to TII and will request that they provide any relevant information available on projects exceeding €200m total cost, and the environmental assessment processes associated with projects of that size. I would ask that the Deputy please contact me if no response is received within 10 working days.</p> <p>With regard to the request to detail reforms to this process, environmental assessments are required on any such project in line with the SEA Directive</p>	Time to complete environmental assessment processes	Ken O'Flynn T.D.	<p>Dear Deputy O'Flynn,</p> <p>I refer to your recent parliamentary questions, Ref. No.s 68803/25 & 66545/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The time frame around the preparation and evaluation of the environmental impact of a Major project (Project over €200m) is impacted by a number of factors which often delay and extend the assessment period. Such factors include:</p> <ul style="list-style-type: none"> • Uncertainty of scheme funding - Transport Infrastructure Ireland (TII) is funded on an annual budgetary basis rather than having a multi-annual budgetary allocation. This has resulted in the planning phase of projects being delayed or in some cases suspended due to insufficient funding. • The parallel requirements of Appraisal and the interaction between the various approval processes. • The Complexities of the environmental assessment requirements. As an example, in relation to the assessment of the impact on Wintering birds requires surveys to be carried out over two seasons. • Projects paused or deferred following assessment/budgets/funding etc. • Repeating surveys and re-assessment following delays due to the above. • Changes in law, regulation and policy. <p>Within this context it is difficult to provide definitive time frames. TII delivers projects in line with TII's Project Management Guidelines (PMG), which set out the stages in project delivery. Project commence at phase 0, initial feasibility phase, and progress through planning and design to statutory approval (end of Stage 4 prior to Stage 5 commencing). The assessment of the environmental impact is part of the project development from the start, however for the purposes of this response, TII has taken the approach that the relevant time period is from the commencement of phase 2, which is the identification of the preferred route to the completion of Environmental Impact Assessment (EIA) /Environmental Impact Statement (EIS), Appropriate Assessment & Natura Impact Statement, where required, for submission for planning approval.</p> <p>On review of earlier projects that advanced to planning approval prior to 2020, these projects typically took 3 to 5 years from the start of Approval Gate 2 to the preparation and publication of the EIS. On average it is taking an estimated 6 to 9 years for a major national road to get from route selection to statutory process.</p> <p>Some specific examples of these time frames are provided below:</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		(Directive 2001/42/EC) and various implementing legislation in Ireland. While not responsible for reform with regard to the actual legislative requirements set out above, my Department consistently seeks to streamline the processes and manage the timelines for delivery of its projects, including the use where possible of standardised development processes, approvals processes and procurement of services for individual aspects of projects, including legislative environmental assessment requirements.			<ul style="list-style-type: none"> • Donegal TEN-T will be submitted for planning approval in Q1 2026 and has taken 8.5 years from commencement . • N4 Carrick-on-Shannon Bypass and Traffic Management scheme commenced Q3 2020 with an estimated planning submission date of Quarter 2, 2027. • N4 Mullingar to Longford (Roosky) commenced Q2 2020 with an estimated planning submission date of Quarter 2, 2028. <p>To monitor scheme progress, TII engages with our partners in the Local Authorities, monitors scheme progress, provides current guidance through published standards and carries out peer reviews. TII also contributed to the Government’s task force work on Accelerating Infrastructure - Report and Action Plan. This plan aims to help drive efficient delivery of infrastructure.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
22/12/2025	69141/25	<p>Dail Question No: 187</p> <p>To ask the Minister for Transport if advanced notice has to be provided for a service (details supplied); and if he will make a statement on the matter.</p> <p>Details Supplied: lift call system for passengers to access elevators in train and Luas stations</p> <p>Answer</p> <p>As the Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport.</p> <p>From a policy perspective, I wish to advise the Deputy that the Department of An Taoiseach has established a unit within its department which will focus on disability, reflecting a commitment in the Programme for Government to a step change in supports and services required by disabled people. In my role as Minister for Transport, I will be engaging with that unit with an emphasis on addressing the wider issues such as ensuring that all public transport operators provide safe and accessible access for all passengers.</p> <p>The National Transport Authority (NTA) has statutory responsibility for promoting the development of integrated, accessible public transport networks and infrastructure. The NTA works with the relevant</p>	Advance notice to access elevators in Luas stations	Emer Currie T.D.	<p>Dear Deputy Currie,</p> <p>I refer to your parliamentary questions, Ref. No 69141/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>There is no requirement for individuals with additional accessibility needs, such as wheelchair users, to contact Transport Infrastructure Ireland (TII) or Transdev Dublin Light Rail in advance to use Luas services or elevators in Luas stations. Luas is 100% wheelchair accessible, with no additional provisions required.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

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		public transport operators, for example Irish Rail, who has responsibility for operational issues. Transport Infrastructure Ireland's (TII's) purpose is to provide sustainable transport infrastructure and services, including to deliver and operate safe and efficient light rail networks. In light of Irish Rail and TII's responsibilities for train and Luas station elevators respectively, it appears that your question is a matter for both organisations. I have forwarded your question to both organisations for direct reply to you. Please advise my private office if you do not receive a response within ten working days.			
22/12/2025	69480/25	<p>Dail Question No: 213</p> <p>To ask the Minister for Transport to restore lighting at the Exit 4 M9 junction (Carlow Town/Tullow) on the border Carlow/Kildare (details supplied); and the reason the limited lighting provided at exit 4 differs significantly to lighting provided at other exits on the M9.</p> <p>Details Supplied: This busy exit on the M9 had been very poorly lit for some time and is causing huge safety concerns among motorists</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the restoration of lighting at Exit 4 on the M9. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Restore lighting at the Exit 4 M9 junction (Carlow Town/Tullow)	Jennifer Murnane O'Connor T.D.	<p>Dear Deputy Murnane O'Connor,</p> <p>I refer to your recent parliamentary question, Ref. No. 69480/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>I can advise that there was an electrical fault at junction 4 on the M9 resulting in a failure of lights requiring a new mini pillar having to be installed. Lighting at the junction was restored on 21 November 2025.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
22/12/2025	69315/25	<p>Dail Question No: 201</p> <p>To ask the Minister for Transport to request Transport Infrastructure Ireland to urgently examine a very busy and dangerous junction (details supplied); and if he will make a statement on the matter.</p>	Shinnagh Cross, Rathmore, N72 Killarney to Mallow	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary question Ref. No. 69315/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p>

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		<p>Details Supplied: Shinnagh Cross, Rathmore connecting into the N72 road between Killarney and Mallow, and serves as the main access to two busy housing estates on either side of the road, as well as a significant regional road to Cork via Millstreet which is a huge danger to school children, senior citizens and motorists. Someone will be killed or seriously injured if something isn't done to improve this lethal junction.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland. Noting the above position, I have referred your question to TII for a direct reply regarding the N72 at Rathmore. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>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 proactive 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.</p> <p>The N72, Shinnagh Cross, Rathmore has not been identified as a High Collision Location (HCL) under the TII Road Safety Programme. Notwithstanding the foregoing, the absence of sites 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 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, schools, etc.</p> <p>In order for TII to provide funding for safety improvement schemes, the road authority, Kerry County Council, 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.</p> <p>Notwithstanding the above, TII's Regional Road Safety Engineer will discuss the location in question with Kerry County Council.</p> <p>I hope this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
22/12/2025	70874/25	<p>Dail Question No: 313 To ask the Minister for Transport if his Department, and agencies under the Department's remit, purchase data on the habits and activities of social media users and other platforms; if so, the reasons for purchasing such data; the amount spent in 2024 and 2025 year to date on such expenditure, in tabular form; and if he will make a statement on the matter. <i>Identical Question(s): to all Depts.</i></p> <p>Answer The Department of Transport does not purchase data on the habits and activities of social media users. I have asked the agencies under my aegis to provide the information directly to the Deputy. If you do not hear back from the agencies within 10 working days please contact my office.</p>	Purchase data on the habits and activities of social media users	Kenny Eoghan T.D.	<p>Dear Deputy Kenny,</p> <p>I refer to your recent parliamentary question, Ref. No. PQ 70874/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Please be advised, Transport Infrastructure Ireland has not purchased data on the habits and activities of social media users.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																		
22/12/2025	66938/25	<p>Dail Question No: 226</p> <p>To ask the Minister for Transport to list all funding schemes, grant programmes and any other financial supports that are currently administered by his Department and its agencies; the expected launch and closing dates for applications for each scheme in 2026, in tabular form; and if he will make a statement on the matter.</p> <p><i>Identical Question(s): to all Depts.</i></p> <p>Answer</p> <p>Please see list of schemes below as requested. The Department and its agencies fund a wide range of supports and schemes in areas under its remit, including active travel, electrification of transport networks, aviation and roads.</p> <table border="1"> <thead> <tr> <th>All Funding Scheme/Grant Programme Names</th> <th>2026 Launch Date</th> <th>2026 Closing Date for Applications</th> </tr> </thead> <tbody> <tr> <td>TII ZEHDV Grant Scheme (Including HDV charging infrastructure purchase grants)</td> <td>reopen Jan-Feb 2026 Scheme to continue start of 2026</td> <td>Applications close when scheme allocation is reached</td> </tr> <tr> <td>TII LDV En-Route Grant Schemes</td> <td>Ongoing</td> <td>Schemes closed to applications, committed to funding throughout 2026</td> </tr> <tr> <td>Local Authority Pilot projects and EV charging roll out</td> <td>Ongoing</td> <td>Ongoing - committed to funding throughout pilot projects and EV infrastructure roll out</td> </tr> <tr> <td>Coastal and Inshore, Mountain and Cave Rescue Grants Programme</td> <td>Ongoing</td> <td>n/a - not accepting new applications</td> </tr> <tr> <td>Regional and Local Road Grant Programme</td> <td>Q1 2026</td> <td>Q4 2026</td> </tr> </tbody> </table> <p>*SEAI falls under the remit of the Department of Climate, Energy and the Environment.</p> <p>National Roads</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to all funding schemes, grant programmes and any other financial supports.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my</p>	All Funding Scheme/Grant Programme Names	2026 Launch Date	2026 Closing Date for Applications	TII ZEHDV Grant Scheme (Including HDV charging infrastructure purchase grants)	reopen Jan-Feb 2026 Scheme to continue start of 2026	Applications close when scheme allocation is reached	TII LDV En-Route Grant Schemes	Ongoing	Schemes closed to applications, committed to funding throughout 2026	Local Authority Pilot projects and EV charging roll out	Ongoing	Ongoing - committed to funding throughout pilot projects and EV infrastructure roll out	Coastal and Inshore, Mountain and Cave Rescue Grants Programme	Ongoing	n/a - not accepting new applications	Regional and Local Road Grant Programme	Q1 2026	Q4 2026	Funding schemes, grant programmes and financial supports	Emer Currie T.D.	<p>Dear Deputy Currie,</p> <p>I refer to your recent parliamentary question, Ref. No. 66938/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>In relation to national roads, Transport Infrastructure Ireland's (TII) statutory duty is to secure a safe and efficient network of national roads having regard to the needs of all users. TII is also responsible for overseeing the delivery of a programme of national and regional greenways as Approving Authority, in accordance with the Infrastructure Guidelines, pursuant to an agreement between the Minister and the Board of TII.</p> <p>Further to the general duty of TII under the Roads Act, TII receives funding from the Department of Transport and in turn provides allocations to Local Authorities on an annual basis, so they can deliver on their road authority functions on behalf of TII on national roads. Similarly, TII receives grant funding from the Department for greenways and in turn TII allocates grant funding to local authorities for the delivery of greenway projects.</p> <p>Grant funding in relation to national road projects and greenways for 2026 will be notified to local authorities when confirmed.</p> <p>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/</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
All Funding Scheme/Grant Programme Names	2026 Launch Date	2026 Closing Date for Applications																					
TII ZEHDV Grant Scheme (Including HDV charging infrastructure purchase grants)	reopen Jan-Feb 2026 Scheme to continue start of 2026	Applications close when scheme allocation is reached																					
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Regional and Local Road Grant Programme	Q1 2026	Q4 2026																					

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		<p>private office if you do not receive a reply within 10 working days.</p> <p>Regional and Local Roads 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.</p> <p>The 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 Programme, Bridge Rehabilitation Programme, Community Involvement Scheme, Climate Change Adaptation and Resilience Works and Strategic Rehabilitation Regional Road Grant.</p> <p>Applications under these programmes are sought from local authorities in quarter three and four each year for consideration for funding in the subsequent year.</p> <p>It is expected that 2026 grant allocations for regional and local roads will be notified to local authorities early next year.</p> <p>Regional Airports Programme The Programme for Government commits to continue to invest in the Regional Airports Programme and develop a new Regional Airports Programme 2026-2030. This new programme is being developed by my Department for implementation next year. In line with previous years, eligible airports will be invited to submit capital project proposals in January and operational funding applications in October.</p> <p>Public Transport As the Deputy may be aware, Public Service Obligation (PSO) services are socially necessary but financially unviable public transport services which are funded through a combination of Exchequer funding (both the PSO grant and funding from the Department of Social Protection for the Free Travel Scheme) and passenger fare revenue.</p> <p>As Minister for Transport, I have responsibility for policy and overall funding. Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) has statutory responsibility for</p>			

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		<p>promoting the development of integrated, accessible and sustainable public transport networks and infrastructure. The NTA works with the relevant public transport operators and state agencies, who have responsibility for day-to-day operational issues. In line with its statutory remit for public transport services and infrastructure, the NTA administers a number of public transport schemes and grant payments.</p> <p>In light of the NTA's responsibilities for public transport, including grant payments, I have referred your question to the NTA for direct reply to you. Please advise my private office if you do not receive a reply within ten working days.</p> <p>The Commission for Railway Regulation (CRR) budget is split between an industrial levy under Section 26(1) of the Railway Safety Act 2005, and an Exchequer grant. The CRR was established on January 1, 2006, and was fully funded through an annual Exchequer grant for the first three years of its existence. Section 26(2) of the Act provides that CRR could not impose a levy on the railway industry before December 31, 2007, so that the first Order was not made until 2008, which allowed for the charging of a levy from January 1, 2009.</p> <p>This levy is applied through statutory instrument. As in previous years, grant funding covers approximately 24.5% of funding required to meet the projected budget of CRR, with the balance provided through the levy and from CRR reserves. The Exchequer grant covers any costs that are not related to safety regulation or supervisory activities, covering pension payments, and payroll costs that are not covered by the levy.</p>			
23/12/2025	68365/25 68861/25	<p><u>68365/25</u></p> <p>Dail Question No: 100</p> <p>To ask the Minister for Transport if the Ring of Kerry road from the Blackwater Bridge to Sneem can be surface dressed; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National</p>	Pavement - N70 Ring of Kerry Blackwater Bridge to Sneem	Michael Cahill T.D.	<p>Dear Deputy Cahill,</p> <p>I refer to your recent parliamentary questions, Ref. No. 68365/25 and 68861/25, to the Minister for Transport. The position in relation to your enquiries is as follows.</p> <p>Transport Infrastructure Ireland (TII) provides funding for national road maintenance (relating to routine and cyclical maintenance) to local authorities. In the case of pavement improvement schemes, priorities are set in consultation between the respective local authorities and TII, with schemes prioritised having regard to an annual National Roads pavement condition survey and the overall level of funding made available to TII. In this regard, I would note that the funding allocation made available by the Department of Transport to TII for pavement renewal works has been underfunded over a number of years and, accordingly, the extent of pavement renewal works in any given year is limited by the level of funding made available to TII.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the N70 from Blackwater Bridge to Sneem.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p> <p><u>68861/25</u></p> <p><u>Dail Question No: 223</u></p> <p>To ask the Minister for Transport if the Ring of Kerry road between Sneem and Castlecove can be upgraded before a serious accident takes place there; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals.</p> <p>The Government is committed to reducing road deaths and creating safer roads for everyone in Ireland.</p> <p>Noting the above position, I have referred your question to TII for a direct reply regarding the N70 between Sneem and Castlecove. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>TII is currently awaiting confirmation of the level of grant funding that is to be provided by the Department of Transport to TII for national roads in 2026. When the grant funding is confirmed, TII will notify local authorities of the grant allocations being made available for road safety and road maintenance works for 2026.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
23/12/2025	68223/25	<p>Dail Question No: 95</p> <p>To ask the Minister for Transport if he will direct Transport Infrastructure Ireland to review the 2020 changes to the disabled drivers and disabled passengers (toll exemption) scheme, particularly the withdrawal of toll exemption discs previously granted on a goodwill basis to registered charities that provide essential daily transport for adults with</p>	Disabled drivers _ passengers (toll exemption) scheme	Ken O'Flynn T.D.	<p>Dear Deputy O'Flynn,</p> <p>I refer to your parliamentary question Ref. No. 68223/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The Disability Toll Exemption Scheme (DTES) was centralised in 2020, and now operates under the Revenue Commissioners' Drivers and Passengers with Disabilities Tax Relief Scheme.</p>

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		<p>severe autism and intellectual disabilities; if he is aware that a service provider (details supplied) in Cork, an autism-specific adult day service, has had its exemption (originally granted in 2013 and renewed without issue until 2025) refused 2025, resulting in daily toll costs of €12–€16 that are unsustainable and will force the withdrawal of transport for two individuals from Fermoy and Mitchelstown; and if he will consider introducing a discretionary or grandfathering clause for pre-2020 goodwill cases operated by registered disability service providers in the public interest.</p> <p>Details Supplied: An Tuath Nua in Cork</p> <p>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.</p> <p>Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll by-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned.</p> <p>Having regard to the importance of accessibility and mobility for people living with disability, the Disability Toll Exemption Scheme was set up by TII in 2019 to allow Disability Modified Vehicles to be exempt from tolling charges on Irish toll roads. I understand that since 2020, registered disability modified vehicles are not liable to pay toll charges at any toll plaza nationwide.</p> <p>I appreciate the important role played by organisations providing transport services for people living with disability, and noting the above position, I have referred the question regarding this matter to TII for a direct reply regarding the applicability of the DTES to such services. Please advise my private office if you do not receive a reply within 10 working days.</p>			<p>Transport Infrastructure Ireland can advise that non-qualifying vehicles that were benefitting from toll exemptions were granted a two-year toll-free grace period, which was later extended by an additional two years. That extension has now ended. As a result, all qualifying vehicles must have the required qualifying documentation and/or modifications.</p> <p>By way of additional information, details of the Scheme are available for reference at the following link.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
23/12/2025	68759/25	<p>Dail Question No: 219</p> <p>To ask the Minister for Transport the average incident-clearance times recorded on the N40 South Ring Road in the past twelve months; the protocols in place for rapid clearance of minor collisions or obstructions; and whether his Department has evaluated the operational requirement for a dedicated peak-hour traffic-management presence to minimise network-wide delays.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to incident management on the N40 South Ring Road. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Average incident-clearance times recorded on the N40	Ken O'Flynn T.D.	<p>Dear Deputy O'Flynn,</p> <p>I refer to your recent parliamentary question, Ref. No. 68759/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) can confirm that its Incident Support Unit (ISU) attended 454 incidents on the N40 South Ring Road over the 12-month period October 2024 to October 2025. The overall average incident-clearance times recorded on the N40 South Ring Road was 47 minutes. For incidents where the emergency services were in attendance, the average incident duration was 61 minutes while the average incident duration where the emergency services did not attend was 42 minutes.</p> <p>With regard to the protocols in place for rapid clearance of minor collisions or obstructions, the standard procedure for the dedicated N40 peak time Incident Support Unit (ISU) is:</p> <ul style="list-style-type: none"> The ISU is notified by the Motorway Traffic Control Centre (MTCC) or An Garda Síochána (AGS) of the incident. Additionally, notification may be received via the Motorway Maintenance and Renewal Contractor's (MMaRC) routine patrols. The ISU attends an incident as soon as possible, makes the scene safe as required and if emergency services are not on the scene or are not required, the ISU attempts to move on vehicle(s) and road users with the assistance of a MMaRC recovery vehicle, if required. Each incident is assessed on a case-by-case basis for recovery requirements, but most incidents will be attended by both ISU and recovery units in tandem. If vehicle recovery is not consented to by the road user, the ISU remains on the scene until the incident is closed such as until An Garda Síochána (AGS) attend the scene and direct activities in the case of a Road Traffic Collision. Vehicles are moved to the appropriate location, such as in the case of breakdowns, a local service station, tyre shop, or mechanics. <p>With regard to a dedicated N40 peak-hour traffic-management service, TII can advise that this service has been in place since 24th March 2025. Since this date, the Dedicated N40 Peak Time ISU van and recovery truck is placed on standby at Junction 10 (Mahon) on the N40, at the following times:</p> <ul style="list-style-type: none"> Monday to Thursday - 06:30 – 09:30 & 15:30 – 18:30 Friday - 06:30 – 09:30 & 15:00 – 18:00 <p>This additional N40 service is in place during the months January to May and September to December. The service was demobilised for the period June to August based an assessment of traffic volumes/patterns and incident records. The MMaRC contractor for the region also provides a 24/7 Incident Response service covering the entire South/Sout-East MMaRC network and this resource is also available for the N40.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
23/12/2025	70729/25	<p>Dail Question No: 154</p> <p>To ask the Minister for Transport the measures being taken to integrate health impact assessments, including air quality and emissions monitoring, into congestion management strategies for the M50 and other major routes; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the integration of health impact assessments into congestion management strategies for the M50 and other major routes.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Health impact assessments_ congestion on major routes	Grace Boland T.D.	<p>Dear Deputy Boland,</p> <p>I refer to your recent parliamentary question, Ref. No. 70729/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Transport Infrastructure Ireland (TII) has monitored air quality at residential locations in close proximity to the M50 since 2018, employing indicative monitoring techniques. These techniques facilitate the observation and assessment of long-term trends in air quality. TII has recently engaged in discussions with the Environmental Protection Agency (EPA) regarding the sharing of its monitoring data, with the aim of supporting the training of the EPA's high-resolution air pollutant modelling. This collaboration will assist the EPA in fulfilling its remit of ensuring that Ireland's air quality remains below the legally prescribed thresholds.</p> <p>In addition, TII is an active member of the Urban Transport-Related Air Pollution (UTRAP) Working Group, which includes representatives from the Department of Climate, Energy and the Environment, the National Transport Authority (NTA), the EPA, and Local Authorities. This group examines the impact of air pollution on urban environments and considers the potential health implications.</p> <p>TII also addresses the potential health impacts associated with air quality in relation to proposed National Road schemes, as part of Environmental Impact Assessments (EIA). TII has published an Air Quality Assessment Standard and accompanying Technical Documents, which set out robust methodologies for conducting air quality assessments. The significance of impacts is determined by the likelihood of exceeding statutory Air Quality Limit Values. An update to the Standard, issued in December 2025, advises that the limit values established in the new EU Air Quality Directive (EU) 2024/2881 should be taken into account when assessing significance, even prior to their transposition into Irish law in 2026.</p> <p>The increasing integration of electric vehicles (EVs) into the national fleet will reduce overall tailpipe emissions on Irish roads; however, certain emissions will persist. Particulate matter (PM10, PM2.5) is emitted from combustion engines but is also generated through tyre and brake wear and therefore remains a source of emissions from EVs. By contrast, nitrogen dioxide (NO2), the pollutant most likely to exceed air quality limit values as a result of traffic emissions, is not produced by EVs.</p> <p>The transition from combustion engines to EVs, together with TII's ongoing efforts to accelerate the delivery of EV recharging infrastructure across Ireland's National Road Network, represents a key measure in safeguarding human health against the adverse effects of air pollution.</p> <p>In addition, TII has also implemented measures on the M50, collectively referred to as the 'enhancing Motorway Operation Services (eMOS) programme', part of which involves the introduction of variable speed limits and lane control signalling (Red X) on the M50. The eMOS initiative allows motorway control room operators to set the speed limits most appropriate to the prevailing traffic conditions, using illuminated speed limit signs displayed on gantries over each traffic lane. The variable speed limits indicated on the signs are currently cautionary, however, legislation is being progressed and once complete these cautionary speeds will become regulatory speed limits. The variable speed limits will support traffic management by optimising the movement/speed of traffic on the M50 with regard to the prevailing traffic conditions and assist in reducing the number of incidents occurring daily which can impact on M50 journey times and overall vehicle emissions.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>Finally, TII publishes annually a national road network performance report. This report provides data on annual road travel emissions relating to vehicle kilometres travelled on the national road network. The most recent report is available at the following link: Network-Indicators-2024</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
23/12/2025	70728/25	<p>Dail Question No: 153</p> <p>To ask the Minister for Transport the recent safety assessments, audits, or reviews, including road safety audits or network-wide assessments, that have been commissioned by Transport Infrastructure Ireland or his Department on the M50 and the Dublin port tunnel; whether these assessments incorporated crash statistics, capacity projections, or safety performance measures over the last five years; if he will publish the results, and outline any corrective actions that have been mandated; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to safety assessments, audits or reviews on the M50 and the Dublin Tunnel.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Road safety audits - network-wide assessment M50 & Dublin Tunnel	Grace Boland T.D.	<p>Dear Deputy Boland,</p> <p>I refer to your recent parliamentary question, Ref. No. 70728/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>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. These standards were put in place in line with the European Directive for Road Infrastructure Management. In addition, the recently established Network Wide Assessment process (available at this link) takes into account both of the above processes in coming up with a safety assessment ranking for different routes. All of the above safety reviews take into account vehicle kilometres travelled in the calculations.</p> <p>I would also note that the Dublin Tunnel is operated in accordance with S.I. No. 213/2006 - European Communities (Minimum Safety Requirements for Tunnels in the Trans-European Road Network) Regulations, 2006 (The Safety Directive). This directive requires that road tunnels meet the minimum operating requirements which are broad in nature and range from the availability of lighting, CCTV and emergency systems to the presence of tunnel supervisors in the tunnel control centre. The tunnel must be closed if any of these minimum requirements are not met. An important part of what TII and its contractors do in relation to the Dublin Tunnel is to make the infrastructure safely available and in good condition. A key component is to provide 24/7 monitoring and supervision along with incident response in coordination with the emergency services. There is a significant amount of oversight of the Tunnel infrastructure with various structural and electrical systems inspections performed routinely in tandem with a rigorous maintenance and asset renewals regime.</p> <p>Safety is paramount in all aspects of Dublin Tunnel's operation with Dublin Fire Brigade (DFB) undergoing regular training to ensure familiarity with the tunnel, internal passageways and operational systems. Every two years the Tunnel Operator undertakes a live emergency exercise (the last one was held on 22 of August 2024) involving realistic-as-possible scenarios and the participation of the relevant emergency services. In addition, every other year, a tabletop emergency exercise is held. Additional training exercises are undertaken by DFB outside of the annual Contractor testing of the Tunnel Emergency Plan.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
					<p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
23/12/2025	70727/25	<p>Dail Question No: 152 To ask the Minister for Transport the recent safety audits, reviews, or assessments that have been carried out on the M50 and Dublin port tunnel by Transport Infrastructure Ireland or his Department; if these assessments included analysis of collision data, capacity constraints, and emergency response performance; if he will publish the findings and outline any measures being implemented to address identified safety risks; and if he will make a statement on the matter.</p> <p>Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the M50 and Dublin Tunnel. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	<p>Safety audits - M50/ Dublin Tunnel collision capacity constraints</p>	<p>Grace Boland T.D.</p>	<p>Dear Deputy Boland,</p> <p>I refer to your recent parliamentary question, Ref. No. 70727/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>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. These standards were put in place in line with the European Directive for Road Infrastructure Management. In addition, the recently established Network Wide Assessment process (available at this link) takes into account both of the above processes in coming up with a safety assessment ranking for different routes. All of the above safety reviews take into account vehicle kilometres travelled in the calculations.</p> <p>I would also note that the Dublin Tunnel is operated in accordance with S.I. No. 213/2006 - European Communities (Minimum Safety Requirements for Tunnels in the Trans-European Road Network) Regulations, 2006 (The Safety Directive). This directive requires that road tunnels meet the minimum operating requirements which are broad in nature and range from the availability of lighting, CCTV and emergency systems to the presence of tunnel supervisors in the tunnel control centre. The tunnel must be closed if any of these minimum requirements are not met. An important part of what TII and its contractors do in relation to the Dublin Tunnel is to make the infrastructure safely available and in good condition. A key component is to provide 24/7 monitoring and supervision along with incident response in coordination with the emergency services. There is a significant amount of oversight of the Tunnel infrastructure with various structural and electrical systems inspections performed routinely in tandem with a rigorous maintenance and asset renewals regime.</p> <p>Safety is paramount in all aspects of Dublin Tunnel's operation with Dublin Fire Brigade (DFB) undergoing regular training to ensure familiarity with the tunnel, internal passageways and operational systems. Every two years the Tunnel Operator undertakes a live emergency exercise (the last one was held on 22 of August 2024) involving realistic-as-possible scenarios and the participation of the relevant emergency services. In addition, every other year, a tabletop emergency exercise is held. Additional training exercises are undertaken by DFB outside of the annual Contractor testing of the Tunnel Emergency Plan.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																														
23/12/2025	70697/25	<p>Dail Question No: 148 To ask the Minister for Transport the rationale for the recent toll increases on the M50 and Dublin port tunnel; whether any portion of the additional revenue generated will be ring-fenced for congestion relief measures, public transport improvements, or health and air-quality monitoring in affected areas; and if he will make a statement on the matter.</p> <p>Dail Question No: 149 To ask the Minister for Transport if he will consider introducing a concessionary scheme for low-income commuters who are disproportionately impacted by recent toll increases on the M50 and Dublin port tunnel; and if he will make a statement on the matter.</p> <p>Dail Question No: 150 To ask the Minister for Transport the total toll revenue collected from the M50 and Dublin port tunnel in each of the past three years; if he will provide a breakdown of how this revenue has been allocated, including any ring-fenced funding for congestion relief, public transport improvements, or health and air-quality monitoring; and if he will make a statement on the matter.</p> <p>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. Toll revenues contribute to the funding of improvements to the national primary and secondary road network. These improvements include pavement repair and renewal, targeted road safety interventions, junction upgrades, and the repair of structures such as bridges and culverts. TII relies</p>	Toll Revenue & Uses M50 eFlow & Dublin Tunnel	Grace Boland T.D.	<p>Dear Deputy Boland,</p> <p>I refer to your recent parliamentary question, Ref. No. 70697/25, to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>Please see the table below, which sets out the total toll revenue collected on the M50 and Dublin Tunnel in each of the years 2022, 2023 and 2024 and for the period January to October 2025.</p> <p>M50 & Dublin Tunnel Toll Revenues:</p> <table border="1"> <thead> <tr> <th colspan="5">Toll Revenues (€m)</th> </tr> <tr> <th>M50 eFlow</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>YTD Oct 2025</th> </tr> </thead> <tbody> <tr> <td>M50 eFlow</td> <td>171.6</td> <td>190</td> <td>212</td> <td>182</td> </tr> </tbody> </table> <p><i>Notes:</i> * VAT is not applicable on M50 toll charges. * Toll income for the M50 (as stated in TII's financial statements) represents tolls levied after deduction of certain charges, including interoperability service fees, bank charges and other fees. It also includes service fee and penalty (default toll income). It does not include bad debts written off. Please note, 2025 figures have not been finalised and are subject to change.</p> <table border="1"> <thead> <tr> <th colspan="5">Toll Revenues (€m)</th> </tr> <tr> <th>Dublin Tunnel</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>YTD Oct 2025</th> </tr> </thead> <tbody> <tr> <td>Dublin Tunnel</td> <td>22.3</td> <td>27</td> <td>32</td> <td>30.0</td> </tr> </tbody> </table> <p><i>Notes:</i> * VAT is not applicable on M50 toll charges. * Toll income for the Dublin Tunnel (as stated in TII's financial statements) represents tolls levied after deduction of certain charges, including interoperability service fees, bank charges and other fees. It also includes service fee and penalty (default toll income). It does not include bad debts written off. Please note, 2025 figures have not been finalised and are subject to change.</p> <p>Section 59 of the Roads Act 1993 – 2024 (Roads Acts) sets out the basis by which the National Roads Authority (operating as Transport Infrastructure Ireland (TII)) can make a toll scheme and the process under which Bye-Laws made by TII can be established for the purposes of operation and management of a toll road. The Bye-Laws provide for toll charges to be reviewed annually in line with the Consumer Price Index (CPI) for August of each year. In considering the toll rate for the Dublin Port Tunnel, consideration is given to the effectiveness of the current pricing regime to support the primary purpose of Dublin Port Tunnel which is to provide a high-quality toll-free access route to Dublin Port for heavy goods vehicles while ensuring, through the application of tolls, that the volume of non-HGV traffic does not interfere with the capacity of the tunnel to meet this objective. Additional information regarding the Toll increases effective 1 January 2026 can be found here.</p> <p>Tolls collected on the M50 and the Dublin Tunnel play a crucial role in funding the increased costs being incurred by TII in the operation and maintenance of the national road network. In terms of M50 maintenance costs, TII has entered into a Public-Private Partnership (PPP) contract with M50 Concession Limited. The PPP Co is responsible for ongoing operation, maintenance, and lifecycle works of the mainline of the M50 motorway from the M1/M50 (Turnapin) interchange to the Sandyford interchange until expiry of the contract in 2042.</p> <p>The extent of the PPP Co operations and maintenance works include inspections, surveys and assessments, and asset management of pavement, structures, landscaping etc. Under the terms of the PPP contract, M50</p>	Toll Revenues (€m)					M50 eFlow	2022	2023	2024	YTD Oct 2025	M50 eFlow	171.6	190	212	182	Toll Revenues (€m)					Dublin Tunnel	2022	2023	2024	YTD Oct 2025	Dublin Tunnel	22.3	27	32	30.0
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		upon tolling revenue along with funding from the exchequer to fund this work. It is important to point out that if tolling revenue did not exist, it would be necessary to use additional exchequer funding to ensure that the national road network is maintained. Noting the above position, I have referred the question to TII for a direct reply regarding toll increases on the M50 and Dublin Tunnel. Please advise my private office if you do not receive a reply within 10 working days.			<p>Concession Limited provides a 24/7 emergency response, winter maintenance, gritting, traffic management, routine maintenance of carriageways, street lighting, safety barriers and fences, as well as grass cutting, landscaping, litter picking, drainage cleaning, sweeping and cleaning. The PPP company is also responsible for various major interventions as required, for example, road pavement resurfacing works. In addition, the PPP is also contracted to hand back the road in an appropriate condition at the end of the contract period, in 2042. TII makes payments to the M50 PPP Co, i.e., Availability Payments, and which relate to all the elements of the PPP's responsibilities i.e., repayment of loans and associated funding costs (borrowed by the PPP Co to finance M50 upgrade construction works) and to fund the ongoing operations, repairs and maintenance activities.</p> <p>The 7km section of the M50 from Junction 14 to Junction 17, along with all M50 Junctions, are maintained under a separate TII contracted service provider (Motorway Maintenance and Renewals Contract (MMaRC)). In addition to the routine maintenance costs on the MMaRC-managed section of the M50, TII incurs costs on lifecycle renewal works, such as wearing course pavement replacement, where elements of the M50 road asset have reached the end of life.</p> <p>Motorway Operations Control Centre (MOCC)</p> <p>There has also been significant capital investment in upgrading the Motorway Operations Control Centre (MOCC) at Dublin Tunnel which has a national role in motorway management along with the development of a Variable Speed Limit Project, specifically dealing with the M50. The MOCC monitors approximately 1,200km of motorway, liaising with various service providers to ensure optimum response to incidents. In locations such as the M50, where there is near full camera coverage, the contracted service provider, Egis, is tasked with incident detection and coordination of response, traffic monitoring and control and direct coordination with maintenance contractors and emergency services during incidents. The MOCC services are provided under a contract which includes the operation of the Dublin Tunnel and the Jack Lynch Tunnel and details of this contract award are available on TII's website, at the following link.</p> <p>The consideration of a concessionary scheme for low-income commuters who are disproportionately impacted by recent toll increases on the M50 and Dublin Tunnel is a matter for government policy. TII has not been consulted on a concessionary scheme for low-income commuters.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>
23/12/2025	70386/25	Dail Question No: 105 To ask the Minister for Transport to set out the policy direction powers available to him under the Roads Act 1993 to the Roads Act 2015 in relation to Transport Infrastructure Ireland; and to confirm whether these powers permit him to issue a direction to review or amend national toll exemption policy for disability service providers.	Disability toll exemption scheme	Ken O'Flynn T.D.	<p>Dear Deputy O'Flynn,</p> <p>I refer to your parliamentary question Ref. No. 70386/25 to the Minister for Transport. The position in relation to your enquiry is as follows.</p> <p>The policy direction powers available to the Minister for Transport under the Roads Act 1993 to the Roads Act 2015 in relation to Transport Infrastructure Ireland (TII) are a matter for the Minister for Transport.</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>Dail Question No: 106 To ask the Minister for Transport if any equality assessment, disability-impact assessment, or public sector duty evaluation was carried out prior to the 2020 changes to the disability toll exemption scheme, which ended the previous practice of toll exemption for registered disability charities; if so, to provide the findings; if not, to explain the basis for proceeding without such an assessment.</p> <p>Dail Question No: 107 To ask the Minister for Transport if he will consider establishing a formal discretionary or grandfathering mechanism for registered disability service providers that previously received toll exemptions on a goodwill basis prior to 2020, in order to protect continued access to day services for adults with severe disabilities; and the policy considerations informing his position.</p> <p>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.</p> <p>Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll by-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned.</p> <p>With regard to exemptions from paying tolls, Section 62 of the Roads Act 1993, along with the Bye Laws for each toll scheme set out classes of vehicles which are exempt from paying tolls. It is important to note that any decision to reopen the Bye Laws for each toll scheme to exempt additional classes of vehicle would require extensive negotiation with the PPP companies concerned. The management of the relationship with each PPP company is a matter for TII.</p>			<p>In relation to the Disabled Drivers Toll Exemption Scheme (DTES), prior to its introduction, TII engaged extensively with the National Disability Authority (NDA), the Disabled Drivers Association of Ireland (DDAI) and the Irish Wheelchair Association (IWA), with the aim of assisting disabled drivers driving adapted vehicles, pass through the toll plazas without delay or inconvenience. Both the DDAI and the IWA remain a key part of the governance structure and attend quarterly meetings in relation to the ongoing operation of the scheme.</p> <p>In addition, extensive engagement and working projects took place to develop and agree the physical disc, the inclusion of specially adapted vehicles for passengers with disabilities as well as drivers, whilst remaining bound by the contractual Toll Bye-Laws. The terms and conditions were reviewed with sensitivity, and in agreement with the DDAI and IWA at the time of implementation in 2020.</p> <p>The current DTES scheme did not replace exemption for charities, in fact it widened the remit. TII currently has 1,020 registered charity vehicles enrolled in the scheme as of November 2025. As stated above scheme eligibility is based on the requirements of the Revenue Commissioners' Drivers and Passengers with Disabilities Tax Relief Scheme (VRT7).</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		I note that the Disability Toll Exemption Scheme (DTES), which is operated by TII, facilitates 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 toll roads. Noting the above position, I have referred the questions regarding toll exemptions to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			
23/12/2025	73260/25	Dail Question No: 169 To ask the Minister for Transport if the design of the proposed Killarney to Farranfore bypass will include the re-location of the Iarnród Éireann railway station in Farranfore, closer to Kerry Airport, presently 1.4km apart, to facilitate ease of transfer of passengers who wish to use both facilities; and if he will make a statement on the matter. 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 details and status of this project. I can confirm that €1,000,000 has been allocated for the N22 Farranfore to Killarney Bypass scheme in 2025. As with all national roads projects in the NDP, 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. Please advise my private office if you do not receive a reply within 10 working days.	N22 Killarney to Farranfore bypass - Train Station	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 73260/25 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. Further details on the N22 Farranfore to Killarney project and on road scheme lifecycle phases and approval decision gates are outlined in Transport Infrastructure Ireland's (TII) Major Roads and Greenways Projects Active List (see pages 7, 16 and 24). The NDP Review 2025 Sectoral Investment Plan for Transport , which was published on 26 November 2025, identifies the N22 Farranfore to Killarney project as one of the projects 'Scheduled to Commence Construction / Procurement by 2030'. The timeline for the project is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and availability of funding. The design for the N22 Farranfore to Killarney project does not involve any proposed alterations to the railway station in Farranfore. Any proposal for the relocation of the Farranfore railway station would be a matter for Iarnród Éireann. I hope this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
23/12/2025	73836/25	Dail Question No: 339 To ask the Minister for Transport if he will be providing additional funding for road resurfacing in	Funding Allocations 2025 - 2026	Pa Daly T.D.	Dear Deputy Daly, I refer to your parliamentary question, Ref. No. 73836/25, 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
		<p>2025, broken down by local authority; and the total allocations to each council in 2026, in tabular form.</p> <p>Answer</p> <p>The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority.</p> <p>On 14th February 2025 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.</p> <p>Following a mid-year review of regional and local road grant programme expenditure, local authorities were notified of an additional allocation of €10 million for their Restoration Improvement Programmes. This additional funding was welcomed by local authorities and was fully expended by year end.</p> <p>As regards the funding allocated to and drawn down by each local authority for the maintenance and improvement of regional and local roads in 2025, details of the regional and local road allocations and payments to local authorities are outlined in the regional and local road allocations and payments booklets which are available on the Oireachtas Digital Library. The 2025 payments booklet will be available on the Oireachtas Digital Library shortly.</p> <p>As regards 2026, regional and local road grant allocations will be finalised following the publication of the Revised Estimates Volume and will take into account the expenditure outturn on projects and programmes in the preceding year. Within the budget available, the objective is to allocate funding to eligible local authorities on as equitable a basis as possible taking the length of the road network into account. The main focus of the grants continues to be the protection and renewal of the regional and local road network.</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and</p>			<p>The grant funding that will be made available by the Department of Transport to TII for road projects for 2026 will be notified to Local Authorities when confirmed. Full details of the 2026 National Roads grant allocations to Local Authorities will also be published on TII's website when announced.</p> <p>I hope that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p>

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		<p>management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to this.</p> <p>The allocations process for national roads in 2026 is underway and allocations will be announced in the coming weeks.</p> <p>Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>			
23/12/2025	73799/25	<p>Dail Question No: 338</p> <p>To ask the Minister for Transport to provide an update on planned greenway projects, broken down by county; their current status; when he expects each project to be completed; and if he will make a statement on the matter.</p> <p>Answer</p> <p>As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals.</p> <p>Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.</p>	Planned greenway projects	Pa Daly T.D.	<p>Dear Deputy Daly,</p> <p>I refer to your recent parliamentary question, Ref. No. 73799/25, to the Minister for Transport regarding the above. The position in relation to your enquiry is as follows.</p> <p>Please see attached spreadsheet which provides latest available details of the status of greenway schemes.</p> <p>I trust that this information is of assistance to you.</p> <p>Yours sincerely,</p> <p>Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland</p> <p>[Attachment]</p>