

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
02/07/2025	33080/25	Dail Question No: 41 To ask the Minister for Transport if consideration will be given to a proposal for road improvements (details supplied); and if he will make a statement on the matter. Details Supplied: Mike you are highlighting a major issue with the infrastructure of this county that has been neglected for decades if I could make a suggestion that you might raise with the TII is whoever gets the contracts for any and I mean any road improvements is that whatever the width of the road at present is that they go at least a metre out from the existing road so as it will strengthen the existing road and concrete channel outside of that and I can assure you that you will never have a structural failure on the road ever again. This has been the problem of all the failures over the years and also the main contractors who get the jobs sub contracting out the jobs again leading to really poor standards of quality work. Mark my words if this is not done properly now with strict conditions on who is contracted into these road works we will be patching these botch jobs for the rest of our lives we need proper funding like what was given to the macroom bypass to see the Ring Of Kerry Road safe and a pleasure to drive on Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on this matter. Noting the above position, I have referred your question to TII for a direct reply. Please advise my	Road pavement schemes - structural failures	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 33080/25 to the Minister for Transport. The position in relation to your enquiry is as follows. At the outset, I can advise that Transport Infrastructure Ireland (TII) is in agreement that providing a widened road surface, along with concrete edge reinforcement, would enhance the strength and lifespan of the pavement, avoiding the issues associated with vehicles running along the edge of the surface and damaging it. New roads are generally provided with hard shoulders or hard strips, partly for that reason. However, when resurfacing an existing road, it is often not possible to achieve this. This is due to the lack of width available on a road corridor to increase the paved width by 2 metres without acquiring additional land or impacting hedgerows and/or existing road drainage regimes, which may give rise to the requirement for an environmental impact assessment. With respect to the quality of work on pavement schemes, TII has comprehensive specifications for both the materials required for use on national roads and as well as the procedures for laying this material. There are also detailed testing and certification requirements, all of which can be found on the Tii Publications 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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		private office if you do not receive a reply within 10 working days.			
02/07/2025	34013/25	Dail Question No: 139 To ask the Minister for Transport the current earliest construction commencement and completion dates for the N2 Ardee to Castleblaney and Clontibret-to-the-Border road schemes. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In 2025, the N2 Clontibret to the Border project received an allocation of €3 million. The N2 Ardee to South of Castleblaney did not receive funding for 2025. However the delivery programme for 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 the question to TII for a direct reply updating you as to the latest status of the N2 Ardee to Castleblaney and N2 Clontibret to the Border projects. Please advise my private office if you do not receive a reply within 10 working days.	N2 Ardee to Castleblaney and Clontibret-to-the-Border timeline	Matt Carthy T.D.	Dear Deputy Carthy, I refer to your recent parliamentary question, Ref. No. 34013/25, to the Minister for Transport. The position in relation to your enquiries is as follows. The N2 Ardee to South of Castleblaney Bypass and the N2 Clontibret to N.I. Border Road schemes are currently in 'Phase 3 Design and Environmental Evaluation' phase of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 7 & page 16) published on the TII website for details of scheme phases). The earliest potential construction start date for the N2 Clontibret to N.I. Border scheme is 2031 with potential completion is 2033. These projected dates are of course subject to compliance with the Infrastructure Guidelines and securing the necessary statutory approvals. It is not possible to provide a timeline for the construction commencement and completion dates of the N2 Ardee to the South of the Castleblaney Bypass scheme as the planning and design phase of this scheme is currently suspended. The progression of this project will be subject to the National Development Plan (NDP) review and the associated funding provision. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
03/07/2025	31691/25	Dail Question No: 264 To ask the Minister for Transport to provide a breakdown of the funding provided to road maintenance in each of the years 2020 to 2025; and a breakdown of the funding provided to road improvement in each of the years 2020 to 2025, by year, in tabular form.	Funding provided to road maintenance/i mprovement	Pa Daly T.D.	Dear Deputy Daly, I refer to your recent parliamentary question, Ref. No. 31691/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The table below sets out the funding provided for capital investment and road maintenance in each of the years 2020 to 2025.

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		Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority. On 14th February 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. As regards the funding allocated to and drawn down by local authorities for road maintenance and road improvement works in each of the years 2020 to 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. As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and maintenance of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and necessary statutory approvals. In this context, TII is best placed to advise you on the funding of national roads maintenance from 2020 to 2025. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			The Capital Investment funding amounts are allocated to operate, maintain and improve National Roads and as such fund new road schemes, pavement improvement schemes, bridge operations, Intelligent Transport Systems (ITS), Route Signing and Lining and Safety Schemes, etc. but excludes the annual funding amounts for PPP, Greenways and Active Travel Budgets. Current Maintenance funding amounts provide for route lighting, winter maintenance, hedge cutting and minors pavement repairs. <table><tr><th>Payments / Budget</th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025 (Budget)</th></tr><tr><td>Capital Investment (B1.1, B1.1a & B1.1b)</td><td>702,484,811</td><td>806,801,620</td><td>762,311,985</td><td>816,512,527</td><td>686,545,365</td><td>743,000,000</td></tr><tr><td>Current Maintenance (B1.2)</td><td>34,795,764</td><td>38,542,207</td><td>35,506,341</td><td>40,566,096</td><td>37,932,913</td><td>32,750,000</td></tr></table> I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	Payments / Budget	2020	2021	2022	2023	2024	2025 (Budget)	Capital Investment (B1.1, B1.1a & B1.1b)	702,484,811	806,801,620	762,311,985	816,512,527	686,545,365	743,000,000	Current Maintenance (B1.2)	34,795,764	38,542,207	35,506,341	40,566,096	37,932,913	32,750,000
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03/07/2025	34140/25	Dail Question No: 180 To ask the Minister for Transport for an update on the N24 and N25; and if there is funding available for completion of the works. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the 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 N24 Waterford to Cahir project has been allocated €80,000 for 2025 and while the N25 Waterford to Glenmore project did not receive an allocation for 2025, it is anticipated that it could be funded in 2026, subject to the outcome of the ongoing review of the NDP. It is also important to note that the Programme for Government contains a commitment to increase funding for new roads and the maintenance of existing roads as part of the NDP review. Noting the above position, I have referred the question to TII for a direct reply updating you as to the latest status of the N24 Waterford to Cahir and the N25 Waterford to Glenmore projects.	Update on the N24 and N25	Peter 'Chap' Cleere T.D.	Dear Deputy Cleere, I refer to your recent parliamentary question, Ref. No. 34140/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The Preferred Option for the N25 Waterford to Glenmore Scheme was selected in Q2 2021. The Scheme then progressed to the end of Phase 2: 'Options Selection', however, the Scheme did not receive a grant allocation from 2022 to present and, therefore, has not progressed to Phase 3: 'Design and Environmental Evaluation'. Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for details of scheme phases. The N24 Waterford to Cahir Scheme is currently nearing the end of Phase 2: 'Options Selection' and the Preferred Transport Solution for this scheme was identified in 2024. The Scheme has been given an allocation of €80,000 in 2025, in order to conclude Phase 2. The Progression of the N24 Waterford to Cahir Scheme to Phase 3: 'Design and Environmental Evaluation', is subject to the availability of funding. Subject to the outcome of the ongoing review of the National Development Plan, both projects will be kept under review for progression in 2026 and considered in terms of the overall funding envelope that will be made available to Transport Infrastructure Ireland (TII) for 2026 and the many competing demands for this funding. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
03/07/2025	34045/25 35193/25 35194/25 35195/25	Dail Question No: 113 To ask the Minister for Transport for an update on the south Kerry greenway; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the	South Kerry Greenway	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary questions, Reference Nos. 34045/25, 35193/25, 35194/25 and 35195/25, to the Minister for Transport. The position in relation to your enquiries is as follows. The South Kerry Greenway is approximately 31 km long and is divided into two projects. The section currently underway is 27km in length and runs from Glenbeigh to Cahersiveen. A further 4km section from Cahersiveen to Reenard Point was refused planning permission by An Bord Pleanála and will be subject to a separate planning application. Funding for the Greenways programme is reviewed on an annual basis by the Department of Transport. In 2025, Transport Infrastructure Ireland (TII) allocated €8.25 million of funding for Greenway and Active Travel projects in County Kerry to progress greenway projects of varying scale and at different stages of development. In 2025, Kerry County Council received €7,000,000 in funding for the section from Glenbeigh to Cahersiveen and €200,000 for the section from Cahersiveen to Reenard Point. The South Kerry Greenway is being constructed using a procurement strategy to best meet the nature of the works along the route. It is managed by a team of dedicated engineering and technical staff based in the Kerry National Roads Office. Advance works contracts, including site clearance, fencing, surveys, site

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		requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days. Dail Question No: 202 To ask the Minister for Transport to expedite the south Kerry greenway; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days. Dail Question No: 201 To ask the Minister for Transport for a detailed progress report on the south Kerry greenway; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the			investigation, and other enabling works, commenced in January 2023. Kerry County Council is constructing approximately 10km of the greenway by Kerry's direct labour teams at two locations near Glenbeigh and Mountain Stage, adjacent to the N70 National Road and the Ring of Kerry. The section of Greenway between Glenbeigh and the R564 at Drom West is expected to be open for use in late 2025/early 2026 delivering a valuable facility for cyclists and pedestrians. Kerry County Council and TII are also examining a section starting at Kells and heading west along the route to Gortnagree, which could be built and opened thereafter in 2026. Further sections are likely to open in 2027 and 2028, subject to funding. 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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03/07/2025	33776/25 34138/25	Dail Question No: 251 To ask the Minister for Transport if he will provide an update on a road project (details supplied); and if he will make a statement on the matter. Details Supplied: N25 Midleton to Youghal bypass Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. I can confirm that €700,000 was provided in 2025 for the N25 Midleton to Youghal scheme, which includes bypasses of the villages of Castlemartyr and Killeagh. Noting the above position, I have referred your question to TII for a direct reply updating you as to the status of the N25 Midleton to Youghal Project. Please advise my private office if you do not receive a reply within 10 working days. Dail Question No: 132 To ask the Minister for Transport if he will provide an update on projects in Cork east (details supplied); and if he will make a statement on the matter. Details Supplied: N25 Midleton to Youghal scheme, R624 Cobh to Fota Road Answer In accordance with the provisions of Section 13 of the Roads Act 1993, each local authority has statutory	N25 Midleton to Youghal scheme	James O'Connor T.D.	Dear Deputy O'Connor, I refer to your recent parliamentary questions, Ref. No. 33776/25 and 34138/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council has completed Phase 0 (Scope and Strategic Assessment) and Phase 1 (Concept and Feasibility) of the N25 Midleton to Youghal Bypass Scheme and is currently preparing tender documents for the appointment of Technical Advisors to take the scheme through Phase 2 (Options Selection), Phase 3 (Design & Environmental Evaluation), and Phase 4 (Statutory Processes). Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme phases. 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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		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. Any new road projects that seek State funding are assessed by the Department on a case-by-case basis. All projects proposed by local authorities for consideration must comply with the requirements of the Infrastructure Guidelines (formerly the Public Spending Code) and the Department's Transport Appraisal Framework. Given the limited funding available for regional and local road improvement works it is important for local authorities to prioritise projects within their overall area of responsibility with these requirements in mind. In this regard, 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. 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. 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			

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		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 mid-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. As Minister for Transport, I have responsibility for 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.									
03/07/2025	34588/25	Dail Question No: 24 To ask the Minister for Transport the funding allocated to date for each phase of the Waterford to Glenmore road scheme; the amount of funding drawn down to date; and the amount of funding not drawn down; 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	N25 Waterford to Glenmore road scheme	Natasha Newsome Drennan T.D.	Dear Deputy Newsome Drennan, I refer to your recent parliamentary question, Ref. No. 34588/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The Preferred Option for the N25 Waterford to Glenmore Scheme was selected in Q2 2021. The Scheme then progressed to the end of Phase 2: ‘Options Selection’, however, the Scheme did not receive a grant allocation for further design development from 2022 to present and, therefore, has not progressed to Phase 3: ‘Design and Environmental Evaluation’. Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for details of scheme phases. The allocations and expenditure per year are set out in the table below. <table><tr><th>Year</th><th>Allocation</th><th>Amount Paid</th></tr><tr><td>2019</td><td>400,000</td><td>396,895</td></tr></table>	Year	Allocation	Amount Paid	2019	400,000	396,895
Year	Allocation	Amount Paid									
2019	400,000	396,895									

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		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 funding that has been allocated and drawn down to date for each phase of the N25 Waterford to Glenmore road scheme.			<table><tr><td>2020</td><td>1,550,000</td><td>942,275</td></tr><tr><td>2021</td><td>60,000</td><td>25,224</td></tr><tr><td>2022*</td><td>271,171</td><td>271,171</td></tr><tr><td>TOTAL</td><td>€2,281,171</td><td>€1,635,565</td></tr></table> * 2022 payments related to balance of outstanding payments due to the Technical Advisor. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	2020	1,550,000	942,275	2021	60,000	25,224	2022*	271,171	271,171	TOTAL	€2,281,171	€1,635,565		
2020	1,550,000	942,275																	
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07/07/2025	34607/25	Dail Question No: 26 To ask the Minister for Transport if he will update the status of a project (details supplied); and if he will make a statement on the matter. Details Supplied: MY Greenway Trailhead application with TII from Cork County Council 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. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	MY Greenway Trailhead application from Cork County Council	James O’Connor T.D.	Dear Deputy O’Connor, I refer to your recent parliamentary question, Ref. No. PQ 34607/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The 23km Midleton to Youghal Greenway route opened to the public in December 2024, with ancillary works continuing in 2025. Transport Infrastructure Ireland (TII) has provided an allocation of €500,000 to County Cork Council for the Greenway this year. Cork County Council are working on the provision of carparking at Youghal and 4 other locations along the route, to facilitate access to the Greenway. The Council recently submitted a further proposal to TII for public realm works in Youghal at the Greenway route terminal. TII is evaluating this proposal, and once completed, TII will issue a response to the Council, which is anticipated in Q3 2025. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland														
07/07/2025	34939/25	Dail Question No: 41 To ask the Minister for Transport the action his Department is and will take with regard to Luas operating capacity; how he will support the growing demand for Luas services; and if he will make a statement on the matter.	Luas operating capacity; growing demand for Luas services	Sinéad Gibney T.D.	Dear Deputy Gibney, I refer to your recent parliamentary question, Ref. No. 34939/25, to the Minister for Transport. The position in relation to your enquiry is as follows.														

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		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. The question raised by the Deputy is an operational matter for Transport Infrastructure Ireland (TII) in conjunction with the Luas operator Transdev Ireland, and I have therefore forwarded the Deputy's question to the TII for direct reply. Please advise my private office if you do not receive a response within ten working days.			Public transport generally, and Luas in particular, has seen large increases in patronage in recent years, with 12% growth in Luas patronage year on year, and over 40% growth since 2018. Luas introduced new timetables on 3 June 2025 for both the Red and Green Lines. This new timetable saw the number of trams servicing the Red Line weekday am/pm peak hours increase from 27 to 29 and from 26 to 29 respectively. Weekend timetable changes were also made to increase peak hour services on Saturday and Sunday from 21 to 25 and 17 to 22 trams respectively. On the Green Line, the new timetable increased trams servicing the weekday am/pm peak hours from 32 to 34. Weekend timetable changes were made to peak hour services on Sunday from 12 to 14 trams respectively. No changes were made to Saturday timetables as the line is coping with the current demand. Notwithstanding this, Transport Infrastructure Ireland (TII) will continue to monitor patronage numbers on Saturday services. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/07/2025	33375/25	Dail Question No: 223 To ask the Minister for Transport to ask TII the materials went into the road surface in the area for one kilometre either side of junction 27 in Birdhill on the M7. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and maintenance of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. Noting the above position, I have referred your question on the M7 at Birdhill to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Road materials used in M7 – Junction 27 in Birdhill on the M7	Alan Kelly T.D.	Dear Deputy Kelly, I refer to your recent parliamentary question, Ref. No. 33375/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The material used for the road surface in the area for one kilometre either side of Junction 27, at Birdhill on the M7, is Stone Mastic Asphalt (SMA) 14, consisting of: – Layer: Surface Course – Clause: 942 – Material: Thin Surface Course System – Thickness: 30mm I would also note that SMA is the predominant road surface used on the national road network. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/07/2025	34103/25	Dail Question No: 117 To ask the Minister for Transport for an update on the Northern Ring road in Cork.	Cork City Northern	Thomas Gould T.D.	Dear Deputy Gould,

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		Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. Noting the above position, I have referred the question to TII for a direct reply updating you as to the latest status of the Cork City Northern Transport Project (formally the Cork Northern Ring Road). Please advise my private office if you do not receive a reply within 10 working days.	Transport Project		I refer to your recent parliamentary question, Ref. No. 34103/25, 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 the city to connect the N22, N20 and M8. It has not been possible to progress this project in 2023, 2024 and 2025 due to constraints on funding. The process of allocating funding for schemes in 2026 will be based on prioritisation of schemes within the limits of the funding made available by the Department of Transport. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/07/2025	34134/25	Dail Question No: 165 To ask the Minister for Transport the action his Department is taking to progress the North Ring Road in Cork city; the level of funding will be allocated for the coming year in view of the large volume of traffic forced to travel through Mayfield, including traffic heading for the port 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. 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). Please advise my private office if you do not receive a reply within 10 working days.	Cork City Northern Transport Project	Colm Burke T.D.	Dear Deputy Burke, I refer to your recent parliamentary question, Ref. No. 34134/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The Cork City Northern Transport Project (CCNTP) aims to develop a new National Road to the north of the city to connect the N22, N20 and M8. It has not been possible to progress this project in 2023, 2024 and 2025 due to constraints on funding. The process of allocating funding for schemes in 2026 will be based on prioritisation of schemes within the limits of the funding made available by the Department of Transport. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/07/2025	36105/25	Dail Question No: 242	N16 Sligo to Enniskillen	Frankie Feighan T.D.	Dear Deputy Feighan,

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		To ask the Minister for Transport for an update on the progress of the N16 road from Sligo to Enniskillen, which has seen considerable progress over the years, namely the upgrade of sections around Glenfarne village and north of Sligo town; for an update on the provision of funding for the continued upgrading of this important road, which connects the northwest and Northern Ireland; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the latest status on the projects on the N16.			I refer to your recent parliamentary question, Ref. No. 36105/25, to the Minister for Transport. The position in relation to your enquiry is as follows. In addition to the N16 Lugatober Realignment and the N16 Glenfarne Road Safety Improvement schemes referenced in the Minister's response, Transport Infrastructure Ireland (TII) is also currently funding the N16 Sligo to Drumkilsellagh Scheme, which is approximately 3km in length, and runs from the Abbvie Roundabout in the townland of Ballytivnan, to the recently completed N16 Lugatober Scheme. The Sligo to Drumkilsellagh Scheme, which received a 2025 grant of €100,000 from TII, is being delivered by Sligo National Roads Office, of behalf of Sligo County Council. The Project Team are currently working through the planning phases of the Scheme. The remainder of the N16 through counties Sligo, Leitrim and Cavan, towards Enniskillen, will continue to receive funding for pavement upgrades and safety schemes, as required, subject to available funding. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
15/07/2025	33904/25	Dail Question No: 161 To ask the Minister for Transport if he will consider prioritising the upgrade of the N24 from Cahir to Limerick ahead of the M20 project, in light of evidence suggesting that the N24 upgrade would deliver greater financial value and regional connectivity benefits for a lower overall investment; if he will outline the comparative cost-benefit assessments between both projects; 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. It is important to point out that the Programme for Government contains a commitment to investing in	N24 from Cahir to Limerick	Mattie McGrath T.D.	Dear Deputy McGrath, I refer to your recent parliamentary question, Ref. No. 33904/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The proposed N24 Cahir to Limerick Junction and Oola Transport Project is being developed by Tipperary County Council, in partnership with Limerick City and County Council and Transport Infrastructure Ireland. The project is currently in Phase 3 (Design and Environmental Evaluation) of the TII Project Management Guidelines and a design update to inform the public and stakeholders on the developing design, has recently been provided. 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 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. Further information may be obtained from the N24 Cahir to Limerick Junction & Oola Project Website. I hope that this information is of assistance to you. Yours sincerely,

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		all road projects in the current National Development Plan. As such, it is a matter of progressing each individual project through the development lifecycle as opposed to prioritising one over another. Furthermore, both the N/M20 Cork to Limerick Project and the N24 Cahir to Limerick Junction Project are currently in the Design and Environmental Evaluation Phase, at the end of which a Preliminary Business Case for each will be submitted to the Department of Transport. For both projects, this is expected to take place in early 2026. The Preliminary Business Case will detail a full Cost-Benefit Analysis for the relevant project. The N24 Cahir to Limerick Junction Project was allocated €2.5 million for 2025. Noting the above position, I have referred your question to TII for a direct reply updating you as to the latest status of the N24 Cahir to Limerick Junction Project. 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
15/07/2025	28255/25	Dail Question No: 178 To ask the Minister for Transport for an update on the costing and procurement analysis carried out in relation to the contract the Government has signed with a company (details supplied) to build the M28 motorway, and its compliance with Government procurement frameworks; and if he will make a statement on the matter. Details Supplied: BAM 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. It is important to point out that the Infrastructure Guidelines (formerly the Public Spending Code) set out a number of Approval Gates for large capital projects such as the M28 Cork to Ringaskiddy Project. With regard to the procurement process involved, TII and Cork County Council prepared a detailed	M28 motorway procurement process	Eoin Hayes T.D.	Dear Deputy Hayes, I refer to your recent parliamentary question, Ref. No. 28255/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The Infrastructure Guidelines (formerly the Public Spending Code) sets out a number of Approval Gates for large capital projects such as the M28 Cork to Ringaskiddy Project, details of which were included in the Minister's response. With regard to the procurement process involved, a Prior Information Notice (PIN) and a contract tender notice was placed in the Official Journal of the European Union and the contract tender notice was also placed on e-tenders. Expressions of interest were invited under the Restricted Procedure with tenders assessed on the basis of technical criteria in addition to price. 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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		procurement strategy for the main construction contract which was approved by the then Minister for Transport in January 2024, as is required at Approval Gate 2 of the Infrastructure Guidelines. On the conclusion of the tendering process by Cork County Council and TII, a Final Business Case for the project was submitted to the Department of Transport in December 2024. This was appraised by Department officials from a policy and economic perspective, and a Memo for Government was submitted recommending approval to go to construction. This was approved at the cabinet meeting of April 8th this year, as is required at Approval Gate 3 of the Infrastructure Guidelines. Noting the above position, I have referred your question to TII for a direct reply detailing the procurement process. Please advise my private office if you do not receive a reply within 10 working days.			
15/07/2025	36082/25	Dail Question No: 240 To ask the Minister for Transport if there are proposals to expand or enhance public transport services, including Luas frequency at peak hours on the Red Line, and Dublin Bus routes, to better serve communities in Rathcoole, Saggart and Citywest. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. The question raised by the Deputy is an operational matter for Transport Infrastructure Ireland (TII), as the National Transport Authority has assigned the day-to-day management of the Luas operating contract to TII, in conjunction with the Luas operator Transdev Ireland. I have therefore forwarded the Deputy's question to TII for direct reply. In light of the NTA's responsibility regarding Dublin Bus routes, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.	Red Line Luas at peak hours - Rathcoole, Saggart and Citywest	Shayne Moynihan T.D.	Dear Deputy Moynihan, I refer to your recent parliamentary question, Ref. No. 36082/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Public transport generally, and Luas in particular, has seen large increases in patronage in recent years, with 12% growth in Luas patronage year on year, and over 40% growth since 2018. Luas introduced new timetables on 3 June 2025 for the Red Line. This new timetable saw the number of trams servicing the Red Line weekday am/pm peak hours increase from 27 to 29 and from 26 to 29 respectively. Weekend timetable changes were also made to increase peak hour services on Saturday and Sunday from 21 to 25 and 17 to 22 trams respectively. The Saggart section in-particular saw increases in services, which includes more direct services to the city centre, replacing shuttle services to Belgard. Transport Infrastructure Ireland (TII) will monitor the impact of these recent timetable changes and will take additional action should it be required. 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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15/07/2025	35929/25	Dail Question No: 233 To ask the Minister for Transport for a specific update on a project (details supplied) following the allocation of funding for 2025; and if he will make a statement on the matter. Details Supplied: Mallow Relief 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 planning and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the latest status of this project. 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	Eoghan Kenny T.D.	Dear Deputy Kenny, I refer to your recent parliamentary question, Ref. No. 35929/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council, as the Sponsoring Agency for the N72/N73 Mallow Relief Road, is currently preparing an Environmental Impact Assessment Report (EIAR). It is anticipated that a planning application based on this EIAR will be submitted to An Coimisiún Pleanála in the first quarter of 2026. In addition, the Council is also currently preparing the Scheme's Preliminary Business Case, for submission to the Department of Transport. Transport Infrastructure Ireland (TII) has allocated €700,000 to Cork County Council, to progress the Scheme during 2025. To date, €2.8 million has been allocated to the Council to progress this project. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
15/07/2025	35680/25	Dail Question No: 227 To ask the Minister for Transport the estimated cost of abolishing the M50 and East Link tolls; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. It is important to point out that the Tom Clarke Bridge (formerly the EastLink toll bridge) is not a national road and as such falls under the remit of Dublin City Council. Queries relating to the level of toll revenue on that bridge are a matter for the Council. Noting the above position, I have referred the question to TII for a direct reply regarding the M50.	Cost of abolishing the M50 toll	Richard Boyd Barrett T.D.	Dear Deputy Boyd Barrett, I refer to your recent parliamentary question, Ref. No. 35680/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland's (TII's) primary function, under the Roads Act 1993-2015, is "to secure the provision of a safe and efficient network of national roads". While Exchequer funding is the principal source of funding to carry out this function, this funding is also supplemented by toll revenues paid by road users and as such, toll revenue is a vital source of funding to support the overall operation and maintenance of the national road network. The M50 eFlow toll is operated on TII's behalf by a service provider, Turas Mobility Services, with the revenues collected accruing to TII. The estimated revenue loss, were the M50 toll to be abolished, would be in the region of €170 million per annum and, in the absence of compensating Exchequer funding, would significantly impact funding for road maintenance and improvement works. It should be noted that the National Transport Authority (NTA) is currently examining the potential for 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. This strategy proposes additional demand management measures to be introduced in order to meet the 2030 carbon emissions reduction target set for the transport sector. Finally, TII 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 bridge is Dublin City Council.

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		Please advise my private office if you do not receive a reply within 10 working da			I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
15/07/2025	35507/25	Dail Question No: 224 To ask the Minister for Transport to list the most dangerous roads in the country based on road deaths, serious injuries and road traffic accidents; the measures he is taking to mitigate the risks and improve safety on these roads; and if he will make a statement on the matter. Answer The Road Safety Authority (RSA) has a statutory remit to report on fatal, serious and minor injury collisions on public roads. The RSA receives both coronial data and collision data from An Garda Síochána for this purpose and produces official statistics to help develop evidence-based road safety interventions. Given the RSA's responsibility in this matter, I have referred the Deputy's questions to the RSA for direct, detailed reply. I would ask the Deputy to contact my office if a response has not been received within ten days. Network Safety Analysis is conducted annually on the Regional and Local Road Network using collision data provided by the Road Safety Authority (RSA). This process identifies high-risk road safety areas across the Regional and Local Road network, referred to as Locations of Interest (LOIs). Local authorities are engaged to review and implement appropriate remedial measures at these sites. Each year, local authorities are invited to apply for funding from my Department to support engineering improvements at these LOI sites, supplementing their own resources. This investment is targeted by utilising collision statistics and the Networks Safety Analysis. In addition to these Locations of Interest (LOI) sites, local authorities also submit applications for safety schemes based on local knowledge and engineering expertise.	Road Safety	Ciarán Ahern T.D.	Dear Deputy Ahern, I refer to your recent parliamentary question, Ref. No. 35507/25, to the Minister for Transport. The position in relation to your enquiry is as follows. There are two collision risk analysis mechanisms used by Transport Infrastructure Ireland (TII) Road Safety for the purpose of collision risk classification, i.e., reactive and proactive analyses. Reactive 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. 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. For TII to provide funding for safety improvement work, 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. Proactive 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. In relation to the ranking of Irish roads, based on road deaths, serious injuries and road traffic accidents, TII does not rank roads based purely on collisions, as there are various other variables that need to be considered, e.g. route length and vehicle kilometres travelled. TII is currently developing a network wide road safety assessment tool in accordance with the European Directive on Road Infrastructure Safety Management, which will be published in October 2025. In accordance with the Directive, Network-Wide Road Safety Assessments, TII will evaluate accident and impact severity risk, based on the following:

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		Approximately €13m will be invested in Low-Cost Safety Improvement Works in 2025. Additional road safety schemes are also funded through the specific and strategic grant programme. In respect of 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. 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 as required by 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, as the road authority for their area in the first instance. As such, TII would be best placed to advise you in respect of the measures being taken to mitigate risks and improve safety on 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.			- Primarily, a visual examination, either on site or by electronic means, of the design characteristics of the road (in-built safety). - An analysis of sections of the road network which have been in operation for more than three years and upon which a large number of serious accidents have occurred, in proportion to the traffic flow. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
15/07/2025	36126/25	Dail Question No: 244 To ask the Minister for Transport if any assessments have been carried out by TII to examine the potential impact on traffic flow of the narrowing of the carriageway on Pike Hill approaching Killarney; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning and construction of individual national roads is a matter	N22 Pike Hill, Killarney - road scheme	Danny Healy-Rae T.D.	Dear Deputy Healy-Rae, I refer to your recent parliamentary question, Ref. No. 36126/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The section of the N22 road between L3907 Ballycasheen Road Junction and R876 Park Road Roundabout lies within an existing 60kph zone. The road carriageway from kerb to kerb currently measures 9 metres, providing a single lane in each direction. It is proposed to reduce the width of the road carriageway to 7 metres kerb to kerb, which is the upper limit for urban arterial routes recommended by Department of Transport Standards, and to redistribute the road space to active travel modes. Speed surveys undertaken as part of the design process have identified an issue with vehicle speeds on this section of the N22. The proposed new layout of a single 3.5 metre lane in each direction will not restrict the flow of vehicles and will have a positive impact on reducing vehicle speeds to the 60kph posted speed limit.

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		for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding the N22 at Pike Hill. 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.			A signalised junction proposed at the L3907 Ballycasheen Road, which will work in tandem with a signalised junction at the R876 Park Road Junction, will also have the impact of reducing inbound speeds and will provide much safer conditions for vehicles exiting the L3907 Ballycasheen Road. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
15/07/2025	36122/25	Dail Question No: 243 To ask the Minister for Transport if any assessments have been carried out by TII to examine the potential impact on traffic flow of the removal of Daly's roundabout from the N22 into Killarney; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. 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.	Removal of Daly's roundabout from the N22, Killarney	Danny Healy-Rae T.D.	Dear Deputy Healy-Rae, I refer to your recent parliamentary question, Ref. No. 36122/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Kerry County Council engaged traffic consultants to undertake an assessment of the traffic impact of the proposed replacement of the existing roundabout at the N22 Park Road junction, Killarney, with a signalised junction. The validated AM and PM peak traffic model for the N22 Farranfore Killarney Project, developed from detailed traffic counts, was used as the basis for the analysis. The analysis found that the existing Park Road Roundabout is running at capacity at both AM and PM peaks. An iterative analysis was undertaken to develop a connected set of traffic signals at the Park Road Junction and at the Ballycasheen Road Junction. The findings from the analysis were that the proposed traffic signals will encourage redistribution of traffic within the network and are predicted to work within capacity, while providing safer conditions for vulnerable road users. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
15/07/2025	36549/25	Dail Question No: 60 To ask the Minister for Transport the plans for expanded transport from Heuston station into Dublin city centre following the completion of the Dart+ West and Dart+ West South projects; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport; however, I am not involved in the day-to-day operations of public transport. The National Transport Authority (NTA) has statutory responsibility	Luas capacity given Dart+West and Dart+West South	Reada Cronin T.D.	Dear Deputy Cronin, I refer to your recent parliamentary question, Ref. No. 36549/25, to the Minister for Transport. The position in relation to your enquiry is as follows. On 2 June 2025, a new timetable was implemented on the Luas Red Line, increasing service levels during the week and at weekends. The revised timetable includes additional services in the City Centre, from Heuston to The Point. A further major Luas timetable upgrade is planned for 2027, with smaller scale changes or additional services to be enacted in the interim, based on monitoring patronage levels. Transport Infrastructure Ireland (TII) regularly reviews Luas patronage levels, and adds services where there is demand, subject to available capacity across the tram fleet and infrastructure. TII will give consideration to any increases in Luas patronage and Luas service requirements that may arise from Dart Plus.

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		for securing the provision of public passenger transport services nationally and for the scheduling and timetabling of these services in conjunction with the relevant transport operators. The question raised by the Deputy is an operational matter for Transport Infrastructure Ireland (TII), as the National Transport Authority has assigned the day-to-day management of the Luas operating contract to TII, in conjunction with the Luas operator Transdev Ireland. I have therefore forwarded the Deputy's question to TII for direct reply. In light of the NTA's responsibility regarding Dublin Bus routes, I have forwarded the Deputy's question to the NTA for direct reply. Please advise my private office if you do not receive a response within ten working days.			I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
15/07/2025	36941/25	Dail Question No: 168 To ask the Minister for Transport the amount spent on the M20 to date and the estimated final cost. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the N/M20 Cork to Limerick project. I can confirm that an allocation of €4,500,000 was made to the N/M20 Cork to Limerick project in 2025. Noting the above position, I have referred your question to TII for a direct reply updating you as to the costs and latest status of this project. Please advise my private office if you do not receive a reply within 10 working days.	Spend on the M20 - Estimated final cost	Thomas Gould T.D.	Dear Deputy Gould, I refer to your recent parliamentary question, Ref. No. 36941/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The proposed N/M20 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 in Phase 3: 'Design and Environmental Evaluation', of TII's Project Management Guidelines. A project update to inform the public and stakeholders on the developing design, has recently been provided on the Project Website. 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 during Phase 3, is the Preliminary Business Case. Upon completion of the Phase 3 deliverables, the Project will undergo an External Assurance Process and Major Projects Advisory Group review, which is anticipated to take place in 2026. Subject to receipt of the requisite approvals and subject to funding, the project would then be submitted to An Coimisiún Pleanála, as part of Phase 4: 'Statutory Processes'. It is not possible at this stage to estimate a final cost, until further work has been undertaken in Phase 3. TII has provided €22,338,812 to date to progress the N/M20 Cork to Limerick Project. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
15/07/2025	36819/25	Dail Question No: 157 To ask the Minister for Transport for an update on the repair works on the N72 Mallow to Killarney Road;	Repair Works on the N72	Eoghan Kenny T.D.	Dear Deputy Kenny,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		when works will be concluded; 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 N72 Mallow to Killarney 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.	Mallow to Killarney Road		I refer to your recent parliamentary question, Ref. No. 36819/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Pavement renewal works were completed on the N72 at Glenatore in 2024 and Meenskeha in 2025. Due to current funding constraints, Transport Infrastructure Ireland (TII) is unable to fund any additional pavement schemes in 2025. TII understand that Cork County Council plans to procure two further pavement renewal projects at Meenskeha West and at Clonbannin through its own funds with the aim of completing both schemes by the end of 2025. The Department of Transport has committed to Cork County Council that the necessary funding for these two schemes will be reimbursed to Cork County Council in the 2026 national road grant allocations. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
17/07/2025	36823/25	Dail Question No: 161 To ask the Minister for Transport for an update as of June 2025 on the Mallow-to-Dungarvan greenway; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There is a significant amount of investment for Greenway schemes in County Cork with €6,970,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Mallow-to-Dungarvan greenway	Eoghan Kenny T.D.	Dear Deputy Kenny, I refer to your recent parliamentary question, Ref. No. 36823/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council and Waterford City and County Council, in partnership with Transport Infrastructure Ireland (TII), are looking at progressing the Dungarvan to Mallow Greenway, with the objective of creating a walking and cycling path between Dungarvan and Mallow that provides for active travel, a recreational experience for people of all ages and abilities, as well as local and international tourism. In 2021, Cork County Council appointed technical advisors to advance the initial phases of the Project, comprising of strategic assessment, concept, feasibility, and route options assessment. Given the challenges identified during the work completed to date, and considering developing policy, the decision was taken to broaden the study area and the assessment of all feasible options between Dungarvan and Mallow, as well as examining the potential to deliver the Project on a phased basis The allocated funding for the scheme in 2025 is €50,000 and is provided to complete the feasibility study. Once the study is completed, a decision can be made on how best to proceed. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration

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					Transport Infrastructure Ireland
17/07/2025	39051/25	Dail Question No: 294 To ask the Minister for Transport if he will request that the barrier tolls on the M7 and M8 be waived on Sunday, 20 July 2025, the day of the all-Ireland hurling final; if waiving of the fees is not possible, if he would recommend a system of online self-declaration and barrier-free travel on that day; and if it is intended to introduce barrier-free tolling on a permanent basis on the M7 and M8 in the future. 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. This includes the M7/M8 schemes. Noting the above position, I have referred the question to TII for a direct reply updating you as to plans for handling larger traffic volumes at toll plazas, including All-Ireland Final traffic. Please advise my private office if you do not receive a reply within 10 working days.	Tolls on the M7 and M8 - All Ireland Final	Seamus McGrath T.D.	Dear Deputy McGrath, I refer to your recent parliamentary question, Ref. No. 39051/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Both the Fermoy and Portlaoise toll operators will have a full complement of management, operational and backup staff on hand through the day on All-Ireland Final day. In addition, both toll road operators and the Motorway Maintenance contractors will have fully mobilised teams of Incident Support Unit (ISU) vehicles operating along the M7, M8 and M50 routes to deal expeditiously with any collisions or breakdowns that may occur. TII has also engaged with local radio and other media outlets in Cork and Tipperary as well as undertaking a messaging campaign on social media with advice for those travelling to Croke Park this Sunday. Finally, there are no current proposals to introduce barrier-free tolling on either the M7 or M8 at this time. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
18/07/2025	36083/25	Dail Question No: 241 To ask the Minister for Transport what engagement he has had with South Dublin County Council regarding traffic congestion and road infrastructure in its administrative area, particularly in relation to access to the N7 and the M50. Answer I can confirm that I have had no engagements on this matter with South Dublin County Council	Traffic congestion and road infrastructure N7 and M50 - SDCC	Shane Moynihan T.D.	Dear Deputy Moynihan, I refer to your recent parliamentary question, Ref. No. 36083/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) has been implementing measures on the M50, collectively referred to as the 'enhancing Motorway Operation Services (eMOS) programme', part of which involves the phased introduction of variable speed limits and lane control signalling (Red X) on the M50. The eMOS initiative allows motorway control room operators to set the speed limits most appropriate to the prevailing traffic conditions, using illuminated speed limit signs displayed on gantries over each traffic lane. The variable

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. Noting the above position, I have referred this to TII requesting an update on any plans for the N7 and M50. Please advise my private office if you do not receive a reply within 10 working days. The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State Road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority. As outlined in the 2025 Regional and Local Roads Grant Programme which I announced on the 14th of February this year, the Government is strongly committed to protecting the existing regional and local road network. This network is fundamental in maintaining social and economic connectivity, linking people and places across the country. Grants provided by the Regional and Local Roads Division are primarily directed to local authorities outside Dublin. The four Dublin Authorities, Dun Laoghaire/Rathdown, Fingal, South Dublin and Dublin City, are required to self-fund their normal road works programmes as a result of these Councils' Local Property Tax (LPT) receipts. Accordingly, these Councils do not feature in most of the grant programmes but are eligible for training grants and may apply for monies under the Strategic Grant programme and certain miscellaneous grants. The implementation of their annual road maintenance programmes is, therefore, the responsibility of each Council and I have no role in this process.			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. In relation to other measures to address traffic congestion, the National Transport Authority (NTA) has been examining a demand management scheme for the Greater Dublin Area, the basis for which is set out in the NTA's Greater Dublin Area Transport Strategy, 2022-2042. The strategy calls for additional demand management measures to be introduced in order to meet the 2030 carbon emissions reduction target set for the transport sector. In addition, the Department of Transport (DoT) is overseeing the development of a Strategy and Implementation Plan aimed at making the transport system more efficient and to alleviate the impacts of car-dependency and congestion on the economy. Further details on this initiative are available from: Moving Together: A Strategic Approach to the Improved Efficiency of the Transport System in Ireland. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
18/07/2025	36472/25	Dail Question No: 45 To ask the Minister for Transport the current status of the proposed greenway planned to run through Kinvara, County Galway; if he will provide an update	Greenway, Kinvara, County Galway	Peter Roche T.D.	Dear Deputy Roche, I refer to your recent parliamentary question, Ref. No. 36472/25, to the Minister for Transport. The position in relation to your enquiry is as follows.

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		on the timeline for its development expected completion; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There is a significant amount of investment for Greenway schemes in County Galway with €3,500,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Westmeath County Council and Galway County Council in partnership with Transport Infrastructure Ireland (TII), are currently progressing the Galway to Athlone Greenway, with the objective of creating a walking and cycling path between Galway to Athlone that provides for active travel, a recreational experience for people of all ages and abilities, as well as local and international tourism. A greenway in and around the environs of Kinvara is being considered as part of that scheme. Following extensive work to identify a preferred route corridor, the decision was taken to review the preferred route due to recent policy changes and emerging environmental and engineering constraints. Consultants have been appointed to undertake a review of the preferred route, which is estimated to be completed by the end of the year. A consultants' framework for the further advancement of the scheme is in place subject to the outcome of the review of the preferred route. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
22/07/2025	37476/25	Dail Question No: 273 To ask the Minister for Transport for an update on the proposed cycle greenway route through Kinvara, County Galway; the current stage of the project; and the expected timeline for complete and delivery. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There is a significant amount of investment for Greenway schemes in County Galway with €3,500,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Kinvara Greenway	Albert Dolan T.D.	Dear Deputy Dolan, I refer to your recent parliamentary question, Ref. No. 37476/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Westmeath County Council and Galway County Council in partnership with Transport Infrastructure Ireland (TII), are currently progressing the Galway to Athlone Greenway, with the objective of creating a walking and cycling path between Galway to Athlone that provides for active travel, a recreational experience for people of all ages and abilities, as well as local and international tourism. A greenway in and around the environs of Kinvara is being considered as part of that scheme. Following extensive work to identify a preferred route corridor, the decision was taken to review the preferred route due to recent policy changes and emerging environmental and engineering constraints. Consultants have been appointed to undertake a review of the preferred route, which is estimated to be completed by the end of the year. A consultants' framework for the further advancement of the scheme is in place subject to the outcome of the review of the preferred route. 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										
22/07/2025	38852/25	Dail Question No: 272 To ask the Minister for Transport for an update on the Northern Ring road and the funding provided in each of the past five years, in tabular form. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, 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. Full details of national roads allocations for 2025 are available on the TII website: https://www.tii.ie/media/orbdngms/tii_local-authorities_2025-road-grant-allocations.pdf National roads allocations for previous years are available at: https://www.tii.ie/en/tii-library/reports-accounts/ 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). Please advise my private office if you do not receive a reply within 10 working days.	Status Cork City Northern Transport Project	Thomas Gould T.D.	Dear Deputy Gould, I refer to your recent parliamentary question, Ref. No. 38852/25, 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 the city to connect the N22, N20 and M8. It has not been possible to progress this project in recent years due to constraints on funding. Cork County Council grant allocation draw-downs for years 2021-2025 for the Project were as follows: <table><tr><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025</th></tr><tr><td>€129,928</td><td>€339,100</td><td>€56,094</td><td>Nil</td><td>Nil</td></tr></table> The process of allocating funding for national road schemes in 2026 will be based on prioritisation of those schemes identified in the National Development Plan along with the overall level of funding made available to Transport Infrastructure Ireland (TII) by the Department of Transport. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	2021	2022	2023	2024	2025	€129,928	€339,100	€56,094	Nil	Nil
2021	2022	2023	2024	2025											
€129,928	€339,100	€56,094	Nil	Nil											
25/07/2025	34168/25	Dail Question No: 266 To ask the Minister for Transport if he will give detailed consideration to a recent briefing note of the Northern & Western Regional Assembly: Regional Infrastructure Priorities for the Northern and Western Region, June 2025; and if he will make a statement on the matter. <i>Identical Question(s): Public Expenditure/Finance/Transport</i> Details Supplied: Copy transferred to Agriculture, Environment and Culture Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to public transport, air transport and roads. The recent briefing note of the Northern & Western Regional Assembly:	Regional Infrastructure Priorities Northern and Western Region	Brendan Smith T.D.	Dear Deputy Smith, I refer to your recent parliamentary question, Ref. No. 34168/25, to the Minister for Transport. At the outset I wish to apologise for the delay in responding. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) has engaged with the Northern and Western Regional Assembly (NWRA) regarding their Briefing Note and has provided detailed feedback on their highlighted areas of priority. TII attended a meeting with the NWRA, has responded to follow up queries since that meeting and will continue to engage with the NWRA. All national road scheme priorities identified by the NWRA are given due consideration, assessed against schemes which the Local Authorities have requested funding and having regard to the limits of the funding made available to TII and the availability of resources required to deliver the projects. A status of the projects included in the NWRA briefing note which are funded by TII is as follows: N2 Clontibret to the Border Road Scheme										

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		Regional Infrastructure Priorities for the Northern and Western Region, June 2025 is wide ranging in terms of policy scope and includes some projects outside of my remit. In relation to public transport, the All-Island Strategic Rail Review, undertaken by the Department of Transport in co-operation with the Department for Infrastructure in Northern Ireland, informs the development of rail on the Island of Ireland in the coming decades to 2050, in line with net zero targets in both jurisdictions. The Review's Final Report was published in July 2024. The Review sets out 32 strategic recommendations to enhance and expand the rail system in Ireland and Northern Ireland up to 2050. The recommendations seek to transform the quality of the rail system to the benefit of passengers and wider society on the island, through additional track capacity, electrification, increased speeds, higher service frequencies and new and reinstated routes. This includes proposals to reinstate the Western Rail Corridor rail line between Athenry and Claremorris. Extending to line beyond Claremorris to Colloney was not included in the recommendations at this stage. The Review also noted other potential interventions, including double-tracking between Athenry and Galway, and improving service frequencies between Counties Galway and Mayo and Athlone by building more passing loops, as well as a rail connection between Derry and Letterkenny. It should be noted that individual programmes and projects referred to within the final Review Report will be advanced subject to funding and relevant approvals, as required under the Infrastructure Guidelines in Ireland. Assisted by the European Investment Bank (EIB) Advisory Services, the Department of Transport and Department for Infrastructure, and agencies north and south, are working to progress the Report's recommendations in the years ahead to help optimise the sequencing and implementation of the proposed investments. This work will inform the Department's engagement on the review of the National Development Plan, which is currently underway. BusConnects Galway will provide a major enhancement to the bus system in Galway comprising changes to the network, the fleet,			The N2 Clontibret to Border Road project is currently in Phase 3: Design and Environmental Evaluation, as outlined in TII's Project Management Guidelines. For further details on the project phases, refer to the Major Roads and Greenways Projects Active List (pages 7 and 16). In 2025, a funding allocation of €3 million was provided for the project. The Preliminary Business Case is scheduled for submission to the Department in 2026 for Gate 1 approval, in line with the Infrastructure Guidelines of Ireland. N2 Ardee to Castleblaney The N2 Ardee to Castleblaney Road project is currently suspended at Phase 3: Design and Environmental Evaluation, as defined in TII's Project Management Guidelines. N3 Virginia Bypass The N3 Virginia Bypass Road project is currently progressing through Phase 3: Design and Environmental Evaluation, in line with TII's Project Management Guidelines. In 2025, a funding allocation of €1.2 million was provided for the project. The Preliminary Business Case is scheduled for submission to the Department in 2026 for Gate 1 approval, in accordance with the Infrastructure Guidelines of Ireland. Donegal TEN-T Projects - N15/N13 Ballybofey/Stranorlar Bypass, N56/N13 Letterkenny to Manorcunningham (incl. Bonagee Link), N14 Manorcunningham to Lifford/Strabane/A5 link The Donegal Ten-T Road project is currently progressing through Phase 3: Design and Environmental Evaluation, in accordance with TII's Project Management Guidelines. In 2025, a funding allocation of €2.02 million was provided for the project. The scheme received Gate 1 approval under the Infrastructure Guidelines in July 2024, enabling it to advance to Phase 4: Statutory Processes once the remaining Phase 3 deliverables are completed, which is anticipated later in 2025. N56 Inver to Killybegs The N56 Inver to Killybegs Road project was not included in the National Development Plan (NDP) and accordingly there was no funding allocated for the scheme. N56 Doonwell to Drumbrick The N56 Doonwell to Drumbrick Road project is currently progressing through Phase 3: Design and Environmental Evaluation, in accordance with TII's Project Management Guidelines. In 2025, a funding allocation of €220,000 was provided for the project. It is expected to advance to Phase 4: Statutory Processes upon completion of the Phase 3 deliverables, anticipated later in 2025, subject to Gate 1 approval under the Infrastructure Guidelines. N55 Ballinagh Relief Road The N55 Ballinagh Relief Road project is currently progressing through the initial stages of Phase 2: Options Selection, in accordance with TII's Project Management Guidelines. In 2025, a funding allocation of €100,000 was provided for this phase. N4 Carrick-on-Shannon Bypass The N4 Carrick-on-Shannon Bypass and Traffic Demand Management Measures is delivered by Roscommon National Roads Design Office on behalf of both Leitrim County Council and Roscommon County Council. The project is currently progressing through Phase 3 Design and Environmental Evaluation. It is expected to complete Phase 3 in 2026. In 2025, a funding allocation of €1.3 million provided for the Scheme.

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		ticketing, bus shelters/poles and the development of bus lanes and bus priority. Key elements are currently under development, namely the Cross City Link project, which was approved by An Bord Pleanála in September 2024 (currently subject to Judicial Review), and the Dublin Road scheme, which the NTA has submitted to An Bord Pleanála. Droichead an Dóchais (formerly: the Salmon Weir Pedestrian/Cycling Bridge) was officially opened to the public in May 2023. The bus network design was finalised in December 2023 following a public consultation. The new bus network will enable more people to avail of public transport resulting in increased access to a greater number of schools and workplaces across Galway City, Bearna and Oranmore. Once this network is implemented 67% of residents will live within 400 metres of a high frequency bus route (running every 15 minutes or better). The NTA plans to commence the implementation of the New Galway Bus Network in the coming years. Regarding National Roads projects, as Minister for Transport, I have responsibility for 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. Therefore, TII are better placed to advise you on the status of the various National Roads Projects mention in the report. Noting the above position, I have referred the question to TII for a direct reply. I would ask the Deputy to contact my office if a response is not received within 10 days. In relation to air transport, national policy on regional airports is designed to optimise conditions for connectivity and regional development in line with Project Ireland 2040 as well as related Regional Spatial and Economic Strategies. Government recognises the social and economic benefits that can be derived from facilitating access to and from the regions. In line with this, Government provides substantial annual funding under a Regional Airports Programme. This Programme, which is administered			N6 Galway City Ring Road Scheme An Coimisiún Pleanála approved the scheme with conditions on 6 December 2021. In December 2023, An Coimisiún Pleanála wrote to Galway County Council requesting the submission of further information, including submissions in relation to the most recent Climate Action Plan, an updated Environmental Impact Assessment Report and Natura Impact Statement. Galway County Council submitted their response to An Coimisiún Pleanála's request on the 14 April 2025. N17 Knock to Collooney Road Scheme The N17 Knock to Collooney Road Scheme is being progressed by Sligo County Council under a Section 85 agreement with Mayo County Council. Sligo Project Office progressing planning and design of the scheme through the Phases 1-4 in accordance with the Project Management Guidelines. The Scheme has received TII approval to progress from Phase 2 to Phase 3. There was no funding allocation provided to the Scheme for 2025. N26 Ballina to N5 Upgrade Technical advisors were appointed to assist Mayo National Road Office through Phases 2 – 4 of the N26 Ballina to N5 Upgrade. In 2025, a funding allocation of €360,000 million provided for the Scheme. NDP review As you will be aware, the NDP review was published by Government on the 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. The schemes that are to be progressed over the period 2026 - 2030 is subject to the outcome of the Department's sectoral plan along with the funding for road improvement schemes that will be made available to TII in the coming years. 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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		by my Department, supports Ireland's smallest regional airports, those that provide scheduled passenger services and handle fewer than one million passengers per annum. Ireland West Airport along with Donegal and Kerry airports are currently eligible for funding under this Programme. Funding under the Programme supports vital safety, security and sustainability operations and activities at these airports. This Government's Programme for Government provides a clear commitment to continue to invest in the Regional Airports Programme and to develop a new Regional Airports Programme 2026-2030. This new Programme is being progressed by my Department as a matter of priority this year. An Exchequer funded Public Service Obligation (PSO) air service between Donegal and Dublin airports is also supported under this Programme. This service provides the people and business in the North West with vital twice daily two-way air services to attend medical and other important appointments. Services facilitate same day return from Donegal Airport and onwards international connectivity via Dublin Airport. My Department is currently preparing to go to tender for the continuation of this important service beyond the expiration of the current contract in February 2026. There are no plans to include a stopover at Sligo under the upcoming tender process. However, it must be recognised that Sligo to Dublin is well served by alternative transport modes, including the M4 motorway and rail services which operates up to 11 departures daily. Such factors are taken into account when determining the necessity for the imposition of a PSO in accordance with EU Regulation. In addition, in the context of building our shared Island, the Programme for Government also includes a commitment to engage with relevant stakeholders to establish air connectivity between Dublin and Derry City airports. My Department is currently progressing the preparatory work necessary to introduce a PSO air service on this route in 2026. The North West has established good connectivity with the UK and Europe via Ireland West and Donegal airports, with further international connectivity provided from Donegal via Dublin Airport. The targeted Exchequer funding provided by my Department to these airports has supported this connectivity, with overall passenger traffic across			

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		these airports in 2024 3% above 2023 levels. I was pleased to note a significant 12% increase in passenger traffic to end May this year. Regarding the Port of Galway's plans for infrastructure expansion, the Department is aware of this. As a local authority port, Galway does not come under the remit of the Department of Transport. Nonetheless, the Minister for Transport supports the development of port facilities that may play an active role in the offshore wind industry. In the 2021 Policy Statement on the Facilitation of Offshore Renewable Energy (ORE) by Commercial State ports, the Department recognised the important role that ports such as Galway can play in the developing ORE sector. In 2022, the Port of Galway met the European Commission's criteria for inclusion in the Trans-European Transport (TEN-T) Network. The role the Port of Galway played in facilitating the import of onshore wind turbines contributed to this new designation under new climate criteria in the regulations. The upgrade to the port's TEN-T status means that the port can now apply for part-funding under the Connecting Europe Facility (CEF). As part of its wider plans, there is potential for the port to support the development of ORE by accommodating an Operations and Maintenance (O&M) base. Given its position, the port may also play a role supporting the wider supply chain for ORE. The Port of Galway is strategically located on West Coast of Ireland, placing it in an ideal position to service future offshore wind demand. Finally, in terms of our regional and local roads, the improvement and maintenance of them is the statutory responsibility of each local authority and Exchequer funding is intended to supplement local authorities' own resources. The primary focus for investment is on the maintenance and renewal of the network. In 2025, €643 million from the Department of Transport's Regional and Local Roads Grant Programme total budget of €713 million has been allocated for such works. In this context the three most significant grants for Councils in terms of monies and in terms of maintaining the road network in a serviceable condition are Restoration Maintenance (RM), Restoration Improvement (RI) and Discretionary Grant (DG). The amount that each local authority receives under these three grant programmes is			

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		based on the regional and local road length in each county or city area (taken as a proportion of the total road length and multiplied by the amount available for the programme) with some account taken of traffic. The funding allocations provided to local authorities of the Northern and Western Region of Ireland are, therefore, consistent with other local authorities' allocations. There are some factors that affect each local authority's Discretionary Grant allocation which can be used for winter maintenance purposes. The cost of salt for the previous winter, which is purchased centrally, is subtracted from the gross Discretionary Grant allocation to each authority to recoup the cost of salt used by each authority in the previous winter. There is also a limited budget available for road improvement schemes - €70 million has been allocated this year. This covers projects under the Strategic and Specific Grant Programmes. Any road improvement projects proposed by local authorities for consideration under the Specific or Strategic Grant Programmes are assessed by the Department on a case-by-case basis taking into account the Infrastructure Guidelines and the Department's Transport Appraisal Framework. Road length is not, therefore, a factor in allocating funding under these programmes. Where projects are being implemented under the Specific or Strategic Grant programmes, this can result in significant variances between the total amount of funding provided to local authorities with similar networks and this affects total grant per kilometre comparisons between different local authorities.			
25/07/2025	37383/25	Dail Question No: 264 To ask the Minister for Transport the steps he is taking to develop a bypass of Innishannon, County Cork; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in	Innishannon Bypass	Holly Cairns T.D.	Dear Deputy Cairns, I refer to your recent parliamentary question, Ref. No. 37383/25, to the Minister for Transport. The position in relation to your enquiry is as follows. As you will be aware, the National Development Plan review was published by Government on the 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. The schemes that are to be progressed over the period 2026 - 2030 is subject to the outcome of the Department's sectoral plan along with the funding for road improvement schemes that will be made available to Transport Infrastructure Ireland (TII) in the coming years. A number of other works are planned or have taken place on the N71 in recent years as follows:

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. The Route Feasibility study on the Innishannon Bypass was previously commenced but was not advanced to conclusion as this scheme is not included in the NDP. TII have advised that the advancement of this proposed scheme therefore cannot be accommodated in the National Roads Programme at this point in time. However, for an update on any further work that may have taken place or any other work on the N71 TII would be 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			N71 Bandon Bypass Extension Technical Advisors have recently been appointed by Cork County Council to progress this scheme through Phase 2 - Option Selection and Phase 3 Design and Environmental Evaluation. Progress over the coming years will be subject to funding. Pavement Repair and Renewal Projects These projects typically involve the removal of non-performing sections of pavement, subsequent strengthening of these sections and resurfacing with bituminous macadam. Works may also include verge clearance, storm water drainage, etc. N71 Seafield to Knockroe Pavement Repairs 6.5 kilometres of pavement renewal has been delivered in recent years. N71 Ballylickey to Dromkeal TII has approved a Pavement Asset Renewal and Repair (PARR) proposal for significant repair works to the N71 at this location. Unfortunately, constraints on funding for pavement works in 2024 and 2025 have meant that it has not been possible to fund these works. It is hoped to fund a repair scheme at this location as a priority. Safety Schemes Cork County Council, with funding from TII, is progressing a design for a new pedestrian crossing of the N71 in Leap, with the aim of carrying out the required works in 2026. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
25/07/2025	39331/25	Dail Question No: 307 To ask the Minister for Transport for the current position of his Department on progressing the Clifden-to-Maam Cross section of the N59 redevelopment project as reactivated in 2020, and included for in the National Development Plan 2021-2030. 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	N59 Clifden-to-Maam Cross	John Connolly T.D.	Dear Deputy Connolly, I refer to your recent parliamentary question, Ref. No. 39331/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The N59 Clifden-to-Maam Cross scheme has not received an allocation in recent years and therefore has not progressed to Phase 1 'Concept and Feasibility' of TII's Project Management Guidelines. The National Development Plan review was published by Government on the 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. The progression of the N59 Clifden-to-Maam Cross scheme is subject to the outcome of the Department's sectoral plan along with the funding for road improvement schemes that will be made available to Transport Infrastructure Ireland in the coming years. I hope that this information is of assistance to you.

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 on the status of the N59 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.			Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
25/07/2025	39990/25	Dail Question No: 36 To ask the Minister for Transport if he will ensure that urgent safety and speed reduction measures on the N4 at Ballinalack and Rathowen, County Westmeath are prioritised for funding by the NTA (details supplied).; and if he will make a statement on the matter. Details Supplied: I understand a plan, and request for funding has recently been submitted to the NTA by Westmeath County Council. 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 N4. 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	N4 at Ballinalack and Rathowen, County Westmeath	Robert Troy T.D.	Dear Minister, I refer to your recent parliamentary question, Ref. No. 39990/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) is currently funding a road safety improvement scheme on the N4 to the west of Rathowen. This scheme is on a 100km/h section of road and will provide for improved junction sight lines. TII has not received a Feasibility and Options Report from Westmeath County Council for safety scheme works at Ballinalack or Rathowen, County Westmeath. I can however advise that each year, 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. Ballinalack and Rathowen have not been identified in the analysis. Notwithstanding the above, TII will liaise with Westmeath County Council through the Regional Road Safety Engineer and request that the Council carry out a speed survey at both Ballinalack and Rathowen. I hope that this information is of assistance to you. Yours sincerely, Peter Walsh Chief Executive
25/07/2025	40327/25	Dail Question No: 206 To ask the Minister for Transport the steps he has taken to implement Directive (EU) 2019/1936 of the European Parliament and of the Council amending Directive 2008/96/EC on road infrastructure safety management. Answer	Road infrastructure safety management	Roderic O'Gorman T.D.	Dear Deputy O'Gorman, I refer to your recent parliamentary question Ref. No. 40327/25 to the Minister for Transport. The position in relation to your enquiry is as follows. The EU Directive on Road Infrastructure Safety Management (RISM) was transposed into Irish Law through S.I. No. 472 of 2011 and the revised RISM Directive were transposed into Irish Law through S.I. No. 612/2021. Transport Infrastructure Ireland (TII) has developed a suite of Road Safety Standards for the implementation of the RISM Directive which provide as follows:

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on their work implementing Directive (EU) 2019/1936 of the European Parliament and of the Council amending Directive 2008/96/EC on road infrastructure safety management in respect 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.			GE-STY-01022 Network Safety Analysis: Network Safety Analysis uses collision data and vehicle kilometres travelled to assess safety and identify High Collision Locations on the National Road Network. This collision analysis assists in targeting priority road safety remedial measures where it can be determined engineering countermeasures will improve the safety performance of the location. AM-STY-06044 Road Safety Inspection: Road Safety Inspections (RSIs) aim to improve the safety of the National Road Network. These inspections identify any safety-related items that require further review and may potentially require a design solution. These inspections exclude routine maintenance items which are identified and remedied through other TII processes. RSIs are carried out on all national roads with each route inspected at least once every five years. CC-STY-04002 Temporary Safety Measures Inspection: Temporary Safety Measures Inspections inspect road works sites on the National Road Network. The purpose is to ensure that temporary safety measures standards are being correctly implemented at road work sites and to record possible impacts of road works on the safety of traffic flow. Inspections are carried out by TII, local authorities, a statutory undertaker or road operators. GE-STY-01024 Road Safety Audit: Road Safety Audits evaluate road schemes during design and construction to identify potential hazards. These audits are carried out on all new national road infrastructure projects and any scheme that results in a permanent change to the road or roadside layout. Further details on the above Road Safety Standards are available on the TII Publications website: https://www.tiipublications.ie/. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland
29/07/2025	33745/25	Dail Question No: 114 To ask the Minister for Transport when the upgrade of the N53 will be fully completed; if, in the meantime, mitigations will be made to ensure increased road safety at the turn from the N53 to Crossmaglen; 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	N53 Upgrade	Rúairí Ó' Murchú T.D.	Dear Deputy Ó Murchú, I refer to your recent parliamentary question, Ref. No. 33745/25, to the Minister for Transport. At the outset I wish to apologise for the delay in responding. The position in relation to your enquiry is as follows. The N53 Hackballscross to Rassan project is currently at Phase 5 (Enabling & Procurement) of the Transport Infrastructure Ireland (TII) Project Management Guidelines. Details of road scheme lifecycle phases and decision gates are outlined in TII's Major Roads and Greenways Projects Active List (pages 7 and 16).

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response															
		the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In 2025, the N53 Hackballscross to Rassan project received an allocation of €2 million and the N53 Rathmore received €35,000 for pavement works. Noting the above position, I have referred the question to TII for a direct reply regarding ongoing works on the N53. Please advise my private office if you do not receive a reply within 10 working days.			In 2025, TII provided an allocation of €2,000,000 to Louth County Council to progress the the N53 Hackballscross to Rassan Scheme and TII has this week issued approval for Louth County Council to proceed to Tender for the scheme. I can advise that there are currently no proposals to undertake works at the N53 junction to Crossmaglen. Each year, 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. The junction from the N53 to Crossmaglen has not been identified as a High Collision Location in the analysis. Notwithstanding the foregoing, the absence of sites from the locations identified in the analysis exercise does not preclude a road authority from submitting a feasibility report to TII for safety improvement works. For example, there may be additional information available to the road authority, or there may be unreported collisions at a location that TII is unaware of. In order for TII to consider any such proposals, the road authority is required to carry out an analysis of the collision history at the location, design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal, fully cost the scheme and prioritise the scheme in relation to other works being proposed by the road authority. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland															
29/07/2025	37897/25	Dail Question No: 307 To ask the Minister for Transport to provide a breakdown of annual funding provided to TII for winter maintenance in each of the years 2022, 2023, 2024 and 2025; the projected funding for 2026, in tabular form; and if he will make a statement on the matter. Dail Question No: 308 To ask the Minister for Transport to provide a breakdown of funding allocated to TII under the winter maintenance fleet upgrade programme for new spreaders and brine harvesters since 2023; the amount of same that has been spent; the projected spend in this area for 2026, in tabular form; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National	Winter Maintenance Funding & Fleet Funding	Joanna Byrne T.D.	Dear Deputy Byrne, I refer to your recent parliamentary question, Ref. No. 37897/25, Dáil Question No.s 307 & 308, to the Minister for Transport. At the outset I wish to apologise for the delay in responding. The position in relation to your enquiries is as follows. Please find below the annual funding provided by Transport Infrastructure Ireland (TII) to local authorities (LA) for winter maintenance operations and winter maintenance equipment for the years 2022, 2023, 2024 and 2025. The funding requirement for winter maintenance for 2026 is currently under review. Winter Maintenance Operations <table><tr><th>Year</th><th>Allocation at start of year</th><th>Spend at year end</th></tr><tr><td>2022</td><td>€5,300,000</td><td>€4,567,872</td></tr><tr><td>2023</td><td>€5,300,000</td><td>€5,158,465</td></tr><tr><td>2024</td><td>€4,300,000</td><td>€5,962,216</td></tr><tr><td>2025</td><td>€4,300,000</td><td>€5,300,000 (spend to date)</td></tr></table>	Year	Allocation at start of year	Spend at year end	2022	€5,300,000	€4,567,872	2023	€5,300,000	€5,158,465	2024	€4,300,000	€5,962,216	2025	€4,300,000	€5,300,000 (spend to date)
Year	Allocation at start of year	Spend at year end																		
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PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																				
		Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. 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			Winter Maintenance Equipment <table><tr><th>Year</th><th>Allocation</th><th>LA equipment purchase approved by TII*</th><th>LA equipment drawdown</th></tr><tr><td>2022</td><td>€3,500,000</td><td>€472,137</td><td>€472,137</td></tr><tr><td>2023</td><td>€3,500,000</td><td>€3,500,000</td><td>€1,922,710</td></tr><tr><td>2024</td><td>€3,500,000</td><td>€3,500,000</td><td>€545,484</td></tr><tr><td>2025</td><td>€2,000,000</td><td>€2,954,516</td><td>€2,984,538 (as of 23.07.2025)</td></tr></table> *Note: Equipment purchase approved by TII is based on the overall value of applications made by local authorities each year. It should be noted that winter maintenance spend profiles are prone to fluctuation, due to the weather events encountered in the winter maintenance season for that year. In relation to the winter maintenance equipment programme, due to a reduced funding envelope in 2025, TII is not in a position to approve further allocations for the purchase of winter equipment for local authorities. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	Year	Allocation	LA equipment purchase approved by TII*	LA equipment drawdown	2022	€3,500,000	€472,137	€472,137	2023	€3,500,000	€3,500,000	€1,922,710	2024	€3,500,000	€3,500,000	€545,484	2025	€2,000,000	€2,954,516	€2,984,538 (as of 23.07.2025)
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30/07/2025	39059/25	Dail Question No: 295 To ask the Minister for Transport if there is any arts fund or other community fund to be created as part of the M28 motorway project, given it is such a large infrastructure project. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to the M28 project.	M28 motorway project _ arts fund or other community fund	Seamus McGrath T.D.	Dear Deputy McGrath, I refer to your recent parliamentary question, Ref. No. 39059/25, to the Minister for Transport. The position in relation to your enquiry is as follows. In relation to the M28 motorway project, Transport Infrastructure Ireland (TII) has drawn Cork County Council's attention to the government's 'Per Cent for Art' scheme. In relation to community funding, TII would highlight the funding provided by TII to Cork County Council for the Active Travel and Urban Realm scheme, which is now well advanced in Ringaskiddy Village. It is expected that this scheme will be completed in September of this year, bringing the benefits of reduced traffic to the community of Ringaskiddy, ahead of the single carriageway 'Protected Road' bypassing Ringaskiddy, opening to traffic early in 2026. I hope that this information is of assistance to you. Yours sincerely,																				

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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.			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
01/08/2025	36841/25	Dail Question No: 162 To ask the Minister for Transport to immediately examine and address an extremely dangerous junction (details supplied) in County Kerry; and if he will make a statement on the matter. Dail Question No: 163 To ask the Minister for Transport when the extremely dangerous road (details supplied) through a town in County Kerry will be brought up to a safe and acceptable standard; and if he will make a statement on the matter. Details Supplied: The treacherous Coolcashlagh Junction, where you turn right for Killarney on the N22 Kerry to Cork 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 this junction. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	N22 Kerry _ Coolcashlagh Junction & N70 Kerry _ Cahersiveen Pavement Upgrade	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question, reference No. 36841/25 (Nos. 162 & 163) to the Minister for Transport. The position in relation to your enquiries is as follows. Each year, Transport Infrastructure Ireland (TII) carries out a collision analysis of the entire national road network, in compliance with the EU Road Infrastructure Safety Management Directive. The purpose of this exercise is to identify locations that have high concentrations of collisions. Coolcashlagh Junction on the N22 has not been identified in the analysis as a high collision location. Notwithstanding the foregoing this does not preclude Kerry County Council from submitting a feasibility report to TII for safety improvement works as there may be additional information available to the road authority or there may be unreported collisions at a location that TII is unaware of. In order for TII to consider any such proposals relating to national roads, the road authority is required to carry out an analysis of the collision history at the location, design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal, fully cost the scheme and prioritise the scheme in relation to other works being proposed by the road authority. On the matter of the road pavement through Cahersiveen town, TII surveys have identified the need for pavement improvement works in Cahersiveen. Kerry County Council propose to undertake the required road pavement, and associated footpath works in tandem with a large Urban Regeneration and Development Fund scheme that is planned for Cahersiveen town. TII understands the Cahersiveen regeneration project is due to commence this year. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
01/08/2025	38127/25	Dail Question No: 13 To ask the Minister for Transport if he has sought or received any further information on N24 or N25 upgrade projects; when he will sanction funding to advance these projects to phase 3; 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	Planned works for the N24 and N25	David Cullinane T.D.	Dear Deputy Cullinane, I refer to your recent parliamentary question, Ref. No. 38127/25, to the Minister for Transport. At the outset I apologise for the delay in responding. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) 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 is not 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

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. The N24 Waterford to Cahir project has been allocated €80,000 for 2025 to meet outstanding route selection commitments, and while the N25 Waterford to Glenmore project did not receive an allocation for 2025, there are a number of minor works on the N25 which received allocations this year. Both projects remain part of the NDP and the delivery programmes will be kept under review in the coming years. Funding commitments for National Roads for 2026 and beyond are currently under consideration as part of the ongoing NDP review. Noting the above position, I have referred your question to TII for a direct reply updating you regarding planned works for the N24 and N25. Please advise my private office if you do not receive a reply within 10 working days			available funding. As you will be aware, 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 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. The current status of the N24 and N25 major schemes is as follows: <u>N24 Waterford to Cahir Scheme</u> The N24 Waterford to Cahir Scheme is currently nearing the end of Phase 2: (Options Selection) and the Preferred Transport Solution for this project was identified in 2024. Progression of the N24 Waterford to Cahir Scheme to Phase 3 (Design and Environmental Evaluation) is subject to the availability of funding. <u>N24 Cahir to Limerick Junction and Oola Transport Project</u> The proposed N24 Cahir to Limerick Junction and Oola Transport Project is being developed by Tipperary County Council, in partnership with Limerick City and County Council and Transport Infrastructure Ireland (TII). The project is currently in Phase 3 (Design and Environmental Evaluation) of the TII Project Management Guidelines and a design update to inform the public and stakeholders on the developing design has recently been provided. Further information from this update is available on the project website https://n24cahirlimerick.ie/. The current phase includes the development of the project design, identifying the land 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 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. <u>N25 Waterford to Glenmore</u> The preferred option for the N25 Waterford to Glenmore project was selected in Q2 2021, and the preferred option corridor for the scheme was identified. The project reached the end of Phase 2 (Options Selection). However, the project has not received a grant allocation in recent years and therefore has not progressed to Phase 3 (Design and Environmental Evaluation) due to funding constraints. <u>N25 Midleton to Youghal</u> Tenders have been advertised for the N25 Midleton to Youghal project for the appointment of Technical Advisors to progress this scheme through TII Project Management Phase 2 - Option Selection, Phase 3 - Design and Environmental Evaluation, Phase 4 - Statutory Processes, and Stage 5 - Enabling and Procurement. <u>N25 Midleton to Carrigtwohill</u> Funding has not been available to enable the progression of the N25 Midleton to Carrigtwohill scheme. Further information on each of the above schemes along with project lifecycle phases is available from TII's Major Roads & Greenways Projects Active List I hope that this information is of assistance to you. Yours sincerely,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																																																																																																																																																																																
					Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland																																																																																																																																																																																
01/08/2025	39560/25	Dail Question No: 328 To ask the Minister for Transport for an update on the completion of the Glenmore to Waterford section of the southeast greenway; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Glenmore to Waterford section of the southeast greenway	George Lawlor T.D.	Dear Deputy Lawlor, I refer to your recent parliamentary question, reference No. 39560/25 to the Minister for Transport. The position in relation to your enquiries is as follows. The South-East Greenway is being delivered by Wexford County Council as lead local authority, in partnership with Kilkenny County Council and Waterford City and County Council. The project is being delivered incrementally in stages. The first section of the greenway was opened to the public in July 2023, from Rosbercon (New Ross) to Glenmore. The next section that is proposed to open to the public extends from Abbey Road in Waterford to Curraghmore in Co. Kilkenny. Construction on this section is substantially complete, with works progressing to allow opening, expected later this year. The remaining stages are at the detailed design stage and on completion of the design stage, and subject to the availability of funding, a tender competition for the construction of the final stages of the scheme can be initiated. Funding for the Greenway’s programme is reviewed on an annual basis in conjunction with the Department of Transport I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland																																																																																																																																																																																
01/08/2025	38854/25	Dail Question No: 274 To ask the Minister for Transport the provision of funding for traffic calming measures and the amount applied for in Cork city and county respectively in each of the past five years, in tabular form. Dail Question No: 275 To ask the Minister for Transport the provision of funding for road maintenance and the amount applied for in Cork city and county respectively in each of the past five years, in tabular form. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial	Traffic calming and maintenance funding - Cork	Thomas Gould T.D.	Dear Deputy Gould, I refer to your recent parliamentary question, Ref. No. 38854/25 (No.s 274 & 275), to the Minister for Transport. The position in relation to your enquiry is as follows. Details of funding provided for traffic calming measures to Cork County Council from 2020 to 2024 along with the 2025 allocations, is as follows: <table><tr><th>Name</th><th>Payee</th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>Allocation 2025</th></tr><tr><td>N71CC_018.0 Innishannon Pedestrian Crossing</td><td>Cork County Council</td><td></td><td>€3,526</td><td></td><td></td><td></td><td></td></tr><tr><td>N28CK_08.0 Raffeen Junction</td><td>Cork County Council</td><td>€50,999</td><td>€1,505</td><td></td><td></td><td></td><td></td></tr><tr><td>N72CC RSI Implementation 2020 (Mallow)</td><td>Construction (Including Supervision)</td><td>€131,333</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>N28CK_PfizerRoundabout RSIS</td><td>Construction (Including Supervision)</td><td></td><td>€138,065</td><td>€2,818</td><td></td><td></td><td></td></tr><tr><td>Cork Pedestrian Crossings Upgrade(4No.)</td><td>Cork County Council</td><td>€19,673</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>N72CC Fermoy Christchurch</td><td>Cork County Council</td><td></td><td></td><td>€35,826</td><td>€4,728</td><td>€8,332</td><td></td></tr><tr><td>N72CC Park Road Mallow</td><td>Cork County Council</td><td></td><td></td><td>€40,000</td><td></td><td></td><td></td></tr><tr><td>N22CC Ballyourmey ped crossing</td><td>Cork County Council</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>N20CC_Charleville Main Street RSIS</td><td>Cork County Council</td><td></td><td></td><td></td><td>€67,078</td><td>€52,575</td><td></td></tr><tr><td>N20CC_Charleville Main Street (Interim improvements Option 3) RSIS</td><td>Cork County Council</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>N20CC_Charlville VMS Type D</td><td>Cork County Council</td><td></td><td></td><td></td><td>€5,744</td><td></td><td></td></tr><tr><td>N71CC Innishannon RSIS</td><td>Cork County 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Council</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>N73CC Kildorney Pedestrian Crossing & Junction Improvement RSIS (Type B)</td><td>Cork County Council</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>N28CC Ringskiddy (Urban Renewal) RSI</td><td>Cork County Council</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Grand Total</td><td></td><td>€182,332</td><td>€162,769</td><td>€78,644</td><td>€77,550</td><td>€65,661</td><td></td></tr></table>	Name	Payee	2020	2021	2022	2023	2024	Allocation 2025	N71CC_018.0 Innishannon Pedestrian Crossing	Cork County Council		€3,526					N28CK_08.0 Raffeen Junction	Cork County Council	€50,999	€1,505					N72CC RSI Implementation 2020 (Mallow)	Construction (Including Supervision)	€131,333						N28CK_PfizerRoundabout RSIS	Construction (Including Supervision)		€138,065	€2,818				Cork Pedestrian Crossings Upgrade(4No.)	Cork County Council	€19,673						N72CC Fermoy Christchurch	Cork County 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		selection and prioritisation of works to be funded is a matter for the local authority. My Department provides grant assistance to local authorities under the Regional and Local Road Grant Programme for a number of targeted programmes, including the Safety Improvement Programme. Applications are sought each year from local authorities under this programme for consideration for funding in the subsequent year. In this context funding can be sought for traffic calming measures. The Department's grant funding for the maintenance of regional and local roads is allocated to local authorities on a pro-rata basis, determined mainly by the length of the regional and local road network in a local authority functional area. As regards the funding allocated to and drawn down by Cork City Council and Cork County Council for safety improvement works and the maintenance of regional and local roads in each of the past five years, 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. As Minister for Transport, I have responsibility for 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 National Roads in Cork City. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			Details of funding for national road maintenance provided to Cork City and County Councils for the years 2020 to 2024, are as follows: <table><tr><th>Payee</th><th>Reporting Label</th><th>2020</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>Totals</th></tr><tr><td>Cork City Council</td><td>LA Engineering Support Grant</td><td>10,000</td><td>38,200</td><td>38,200</td><td>38,200</td><td>38,200</td><td>162,800</td></tr><tr><td></td><td>Maintenance</td><td>263,139</td><td>302,964</td><td>521,362</td><td>701,852</td><td>601,569</td><td>2,390,886</td></tr><tr><td>Cork County Council</td><td>LA Engineering Support Grant</td><td>68,100</td><td>93,000</td><td>93,000</td><td>93,000</td><td>93,000</td><td>440,100</td></tr><tr><td></td><td>Maintenance</td><td>1,524,991</td><td>1,871,600</td><td>1,566,894</td><td>1,793,248</td><td>1,572,152</td><td>8,328,885</td></tr><tr><td>Total</td><td></td><td>1,866,230</td><td>2,305,764</td><td>2,219,456</td><td>2,626,300</td><td>2,304,921</td><td>11,322,031</td></tr></table> In addition to the above maintenance funding, please note that the motorway network, along with certain dual carriageway sections (i.e., M8, N20, N22, N25, N28 and N40 in County Cork), are managed and maintained by Motorway Maintenance and Renewal Contractors (MMaRCs) and Public Private Partnership (PPP) companies. Transport Infrastructure Ireland (TII), as the contracting party for the MMARC and PPP Contracts, makes payments directly to the MMaRC and PPP companies and as such these amounts are not included in the national road maintenance payment amounts made to Cork City Council and Cork County Council. Further information in relation to the MMaRC arrangements can be found at this link. The M8 Rathcormac/Fermoy section is operated and maintained under a Public Private Partnership (PPP) contract arrangement. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	Payee	Reporting Label	2020	2021	2022	2023	2024	Totals	Cork City Council	LA Engineering Support Grant	10,000	38,200	38,200	38,200	38,200	162,800		Maintenance	263,139	302,964	521,362	701,852	601,569	2,390,886	Cork County Council	LA Engineering Support Grant	68,100	93,000	93,000	93,000	93,000	440,100		Maintenance	1,524,991	1,871,600	1,566,894	1,793,248	1,572,152	8,328,885	Total		1,866,230	2,305,764	2,219,456	2,626,300	2,304,921	11,322,031
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01/08/2025	40554/25	Dail Question No: 216 To ask the Minister for Transport the amount of funding given to each county under the low-emissions vehicle toll incentive in each of the years 2014 to 2024 and to date in 2025, in tabular form; and if he will make a statement on the matter. Answer	Low-emissions vehicle toll incentive payments by county	Conor D. McGuinness T.D.	Dear Deputy McGuinness, I refer to your recent parliamentary question, Ref. No. 40554/25 and 40555/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The Low Emissions Vehicle Toll Incentive Scheme (LEVTI) ran from 2018-2023. This was a national scheme that was available to all toll road users that met the eligibility criteria subject to a limit of 50,000 participants																																																

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		As Transport Infrastructure Ireland (TII) administered the Low Emission Vehicle Toll Incentive scheme which has now ended, my Department has contacted TII for the requested details and will forward the answer directly.			and an overall funding limit. No specific funding amounts were allocated or given to specific counties. The table below shows the LEVTI Scheme refund amounts (€7.81m in total) granted from 2018-2023. <table><tr><th>Year</th><th>LEVTI Refund Amount</th></tr><tr><td>2018</td><td>€0.14m</td></tr><tr><td>2019</td><td>€0.49m</td></tr><tr><td>2020</td><td>€0.56m</td></tr><tr><td>2021</td><td>€0.99m</td></tr><tr><td>2022</td><td>€2.12m</td></tr><tr><td>2023</td><td>€3.50m</td></tr></table> The Zero-Emission Heavy Duty Vehicle Purchase Grant Scheme (ZEHDV) replaced the Alternatively Fuelled Heavy-Duty Vehicle Purchase Grant Scheme (AFHDV). It provides grants for the purchase of zero emission heavy duty vehicles. Similar to the LEVTI scheme, the ZEHDV is a national scheme and open to all that meet the eligibility criteria and is not based on allocations by county. The table below shows the grant amounts paid between 2021-2025 by county of applicants. Zero-Emission Heavy Duty Vehicle Purchase Grant Scheme (ZEHDV) Payments 2021 – 2025 (YTD) <table><tr><th>County / Year</th><th>2021</th><th>2022</th><th>2023</th><th>2024</th><th>2025</th><th>Total Funds Paid</th></tr><tr><td>Clare</td><td>€15,000</td><td>€48,770</td><td>€91,600</td><td></td><td></td><td>€155,370</td></tr><tr><td>Cork</td><td></td><td></td><td>€154,500</td><td>€92,236</td><td></td><td>€246,736</td></tr><tr><td>Dublin</td><td></td><td>€558,775</td><td>€1,159,394</td><td>€1,129,562</td><td>€289,000</td><td>€3,136,731</td></tr><tr><td>Galway</td><td></td><td></td><td>€205,740</td><td>€239,100</td><td></td><td>€444,840</td></tr><tr><td>Kildare</td><td></td><td>€25,000</td><td></td><td></td><td></td><td>€25,000</td></tr><tr><td>Kilkenny</td><td></td><td></td><td></td><td>€105,600</td><td></td><td>€105,600</td></tr><tr><td>Limerick</td><td></td><td></td><td>€158,875</td><td></td><td></td><td>€158,875</td></tr><tr><td>Louth</td><td></td><td></td><td>€341,130</td><td></td><td></td><td>€341,130</td></tr><tr><td>Meath</td><td></td><td></td><td>€30,000</td><td></td><td></td><td>€30,000</td></tr><tr><td>Monaghan</td><td></td><td></td><td>€118,000</td><td></td><td></td><td>€118,000</td></tr><tr><td>Total</td><td>€15,000</td><td>€632,545</td><td>€2,259,238</td><td>€1,566,497</td><td>€289,000</td><td>€4,762,281</td></tr></table> I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	Year	LEVTI Refund Amount	2018	€0.14m	2019	€0.49m	2020	€0.56m	2021	€0.99m	2022	€2.12m	2023	€3.50m	County / Year	2021	2022	2023	2024	2025	Total Funds Paid	Clare	€15,000	€48,770	€91,600			€155,370	Cork			€154,500	€92,236		€246,736	Dublin		€558,775	€1,159,394	€1,129,562	€289,000	€3,136,731	Galway			€205,740	€239,100		€444,840	Kildare		€25,000				€25,000	Kilkenny				€105,600		€105,600	Limerick			€158,875			€158,875	Louth			€341,130			€341,130	Meath			€30,000			€30,000	Monaghan			€118,000			€118,000	Total	€15,000	€632,545	€2,259,238	€1,566,497	€289,000	€4,762,281
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06/08/2025	44236/25	Dail Question No: 385 To ask the Minister for Transport to provide an update on the Arklow to Shillelagh greenway project	Arklow to Shillelagh	Fionntán Ó Súilleabháin T.D.	Dear Deputy Ó Súilleabháin,																																																																																																		

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		(details supplied); if he will provide details on the delay; if he will commit to ensuring the project progresses in a timely manner; the timeframe for delivery; and if he will make a statement on the matter. Details Supplied: The project has been stationary at Phase 2 since 2023. This is a unique opportunity to develop a flagship tourism project in the region. The constituents of south Wicklow and north Wexford are very frustrated that it has not yet moved to phase 3. We still must go through phases 4, 5, 6 and 7, the construction phases Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has been a significant amount of investment for Greenway schemes in County Wicklow with €1,650,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	greenway project		I refer to your recent parliamentary question, Ref. No. 44236/25, to the Minister for Transport. The position in relation to your enquiry is as follows. An allocation of €500,000 was provided for the Arklow to Shillelagh Greenway in 2025. The scheme is currently at Phase 2: Options Selection of the Transport Infrastructure Ireland (TII) Project Management Guidelines. Phase 2 involved extensive work on assessing the impact of identified project constraints; the Phase 2: Options Selection deliverables have been submitted by Wicklow County Council to TII and are currently being reviewed. Subject to the outcome of TII's review of the Phase 2 deliverables, this project is expected to progress to Phase 3: Design and Environmental Evaluation, in the coming weeks. Funding for the Greenways programme is reviewed on an annual basis by the Department of Transport. Further information in relation to the project and scheme lifecycle phases is available on in TII's Major Roads & Greenways Active List. I hope this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
06/08/2025	43536/25	Dail Question No: 573 To ask the Minister for Transport if he will provide an update on the N53 project in County Louth; any possible interim plans to ensure safety at the Crossmaglen turnoff of 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	N53 project Safety at the N53 Crossmaglen Jn	Ruairí Murchú T.D.	Dear Deputy Ó Murchú, I refer to your recent parliamentary question, Ref. No. 43536/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The N53 Hackballscross to Rassan project 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 the N53 Hackballscross to Rassan Scheme and TII has recently issued approval to Louth County Council to proceed to Tender for the scheme. I can advise that there are currently no proposals to undertake works at the N53 junction to Crossmaglen. Each year, 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

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In 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. Noting the above position, I have referred the question to TII for a direct reply regarding ongoing works on the N53. Please advise my private office if you do not receive a reply within 10 working days.			have high concentrations of collisions. The junction from the N53 to Crossmaglen has not been identified as a High Collision Location in the analysis. Notwithstanding the foregoing, the absence of sites from the locations identified in the analysis exercise does not preclude a road authority from submitting a feasibility report to TII for safety improvement works. For example, there may be additional information available to the road authority, or there may be unreported collisions at a location that TII is unaware of. In order for TII to consider any such proposals, the road authority is required to carry out an analysis of the collision history at the location, design an appropriate scheme to deal with the safety issues identified, carry out an economic appraisal of the proposal, fully cost the scheme and prioritise the scheme in relation to other works being proposed by the road authority. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
06/08/2025	43852/25	Dail Question No: 588 To ask the Minister for Transport to outline the funding provided to Monaghan County Council for road maintenance and improvement in the years 2019 to 2024 and date in 2025, by year; in tabular form; and if he will make a statement on the matter. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The initial selection and prioritisation of works to be funded is a matter for the local authority. On 14th February 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. As regards the funding allocated to and drawn down by Monaghan County Council for road maintenance and road improvement works in each of the years 2019 to 2025, details of the regional and local road	Monaghan County Council road maintenance/i mprovement	Matt Carthy T.D.	Dear Deputy Carthy, I refer to your recent parliamentary question, Ref. No. 43852/25, to the Minister for Transport. The position in relation to your enquiries is as follows. Please find attached details of Monaghan County Council's 2019 funding allocation for national road maintenance and improvement works. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [Attachment]

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		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. As Minister for Transport, I have responsibility for 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. National roads allocations for years 2020 - 2024 are available at: https://www.tii.ie/en/tii-library/reports-accounts/. Full details of national roads allocations for 2025 are available on the TII website: https://www.tii.ie/media/orbdngms/tii_local-authorities_2025-road-grant-allocations.pdf. I have referred the question to TII for a direct reply regarding 2019 funding allocated to Monaghan County Council. Please advise my private office if you do not receive a reply within 10 working days.			
06/08/2025	43288/25	Dail Question No: 560 To ask the Minister for Transport the plans to upgrade the access onto the M50 northbound from the M4 (details supplied); and if he will make a statement on the matter. Details Supplied: The fact that there is currently only one lane access is causing severe backlogs onto the M50 on a daily basis, 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 any plans to	Access onto the M50 northbound from the M4	Joe Neville T.D.	Dear Deputy Neville, I refer to your recent parliamentary question, Ref. No. 43288/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The geometry of the N4/M50 northbound merge lane is designed to permit appropriate forward sight visibility for traffic on the left-hand bend. The hatched road marking at this location is provided to keep vehicles to the right side of the carriageway, to optimise the available forward sightline. Due to the lack of additional available space within the existing road boundary, the addition of a second N4 / M50 northbound merge lane would be considered hazardous as it would have limited forward sight visibility due to the lane curvature. An additional lane would also be of little benefit to the flow of traffic as N4/M50 motorists would still need to merge into a single lane prior to entering the auxiliary lane of the M50. I hope 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
		upgrade the access onto the M50 northbound from the M4. 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.			
06/08/2025	42372/25	Dail Question No: 473 To ask the Minister for Transport for an update on the completion and opening of the South-East Greenway, in particular the New Ross to Glenmore section and the Slieverue to Ferrybank section; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has been a significant amount of investment for Greenway schemes in County Wexford with €3,150,000 allocated in 2025, of which €2,500,000 has been allocated to the South East Greenway. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	South-East Greenway	Roderic O'Gorman T.D.	Dear Deputy O'Gorman, I refer to your recent parliamentary question Ref. No. 42372/25 to the Minister for Transport. The position in relation to your enquiry is as follows. The South-East Greenway is being delivered by Wexford County Council as lead local authority, in partnership with Kilkenny County Council and Waterford City and County Council. The project is being delivered incrementally in stages. The first section of the greenway was opened to the public in July 2023, from Rosbercon (New Ross) to Glenmore. The next section that is proposed to open to the public extends from Abbey Road in Waterford to Curraghmore in Co. Kilkenny. Construction on this section is substantially complete, with works progressing to allow opening expected later this year. The remaining stages are at the detailed design stage and on completion of the design stage, and subject to the availability of funding, a tender competition for the construction of the final stages of the scheme can be initiated. Funding for the Greenway's programme is reviewed on an annual basis in conjunction with the Department of Transport I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland
07/08/2025	42094/25	Dail Question No: 458 To ask the Minister for Transport his plans to increase toll fees on roads; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned.	Increase toll fees	John Brady T.D.	Dear Deputy Brady, I refer to your recent parliamentary question, Ref. No. 42094/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The level of tolls charged at toll facilities across the national road network is regulated through an inflation adjustment mechanism, as measured by the Consumer Price Index (CPI), and as set out in toll byelaws. The toll byelaws for the respective toll roads are available on TII's website. The toll byelaws provide that adjustments to the toll rates, where applicable, take effect from 1 January of each year. Tolls only increase where there is an increase in the underlying rate of inflation as measured by the CPI Index for August of each year. The toll rates for 2026 will be reviewed in line with the CPI Index for August 2025 which will be published by the Central Statistics Office in September.

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		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 such, there is no formal consultative role for me as Minister in relation to tolls, which are a matter for 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.			I hope this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
07/08/2025	42078/25	Dail Question No: 455 To ask the Minister for Transport if he intends on progressing the N81 Tallaght to Hollywood crossroad improvement scheme; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply updating you as to any improvement measures on the N81. Please advise my private office if you do not receive a reply within 10 working days.	N81 Tallaght to Hollywood improvement scheme	John Brady T.D.	Dear Deputy Brady, I refer to your recent parliamentary question, Ref. No. 42078/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The proposed N81 Tallaght to Hollywood Cross scheme was not included amongst the projects that were identified in the National Development Plan (NDP) 2021 – 2030. 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. The following works are currently in the planning or delivery phases for the N81 national secondary road: <u>N81 Whitestown Lower, Hangman's Bend and Tuckmill Project</u> This is a minor scheme investigating realignment options at these locations to address road safety, provide safe overtaking opportunities and improve junction visibility. This scheme is currently at the Options Selection stage of design development. <u>N81 Hollywood Cross Rural Traffic Calming Road Safety Improvement Scheme</u> This safety scheme is to improve the area at the bus stop and provide traffic calming measures to the N81 adjacent to Hollywood Village. Wicklow County Council has advanced a tender competition for the works. Works are anticipated to commence in the coming months following the appointment of a contractor. <u>N81 Blessington South Road Safety Improvement Scheme</u> The purpose of this scheme is to address road safety issues identified on the southern approach to Blessington. Wicklow County Council is currently preparing a feasibility report. <u>N81 Baltinglass Southern Approach Road Safety Improvement Scheme</u> The purpose of this scheme is to address road safety issues identified on the southern approach to Baltinglass. Wicklow County Council is currently preparing a feasibility report.

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					<u>Pavement Renewal</u> Wicklow County Council is procuring contractors to undertake localised resurfacing of sections of the N81 to address poor road surfaces or areas of substandard skidding resistance. I hope this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/08/2025	43851/25	Dail Question No: 587 To ask the Minister for Transport to outline the earliest construction start and end dates regarding the N2 Ardee to Castleblayney road scheme; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred the question to TII for a direct reply regarding the project. Please advise my private office if you do not receive a reply within 10 working days.	N2 Ardee to Castleblayney road scheme	Matt Carthy T.D.	Dear Deputy Carthy, I refer to your recent parliamentary question, Ref. No. 43851/25, to the Minister for Transport. The position in relation to your enquiries is as follows. 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). It is not possible to provide a timeline for the delivery of this road project as the planning and design phase of this project 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. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/08/2025	43850/25	Dail Question No: 586 To ask the Minister for Transport to outline the earliest construction start and end dates regarding the N2 Clontibret-to-the-border road scheme; 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	N2 Clontibret-to-the-border road scheme	Cathy Bennet T.D.	Dear Deputy Bennett, I refer to your parliamentary question, Ref. No. 43850/25, to the Minister for Transport. The position in relation to your enquiry is as follows. 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). An allocation of €3,000,000 was made to this project in 2025. The earliest potential construction start date for the scheme is 2031, with potential completion in 2033. These projected dates are of course subject to compliance with the Infrastructure Guidelines and securing the necessary statutory approvals.

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		for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. The N2 Clontibret to the Border project is currently at the Design and Environmental Evaluation stage of the project management guidelines. A Preliminary Business Case is expected to be submitted for approval in principal under the Infrastructure Guidelines in early 2026. As part of the National Road allocations for 2025, the project received an allocation of €3,000,000. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/08/2025	43235/25	Dail Question No: 552 To ask the Minister for Transport for an update on the upgrading of the N2/A5 route; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. The N2 Clontibret to the Border project is currently at the Design and Environmental Evaluation stage of the project management guidelines, and is expected to be submitted for approval in principal under the public spending code by the end of this year or early 2026. As part of the National Road allocations for 2025, the project received an allocation of €3,000,000. The N2 Ardee to Castleblayney project is also at the Design and Environmental Evaluation stage but it was not possible to provide an allocation for the project in	Upgrading of the N2/A5	Brendan Smith T.D.	Dear Deputy Smith, I refer to your recent parliamentary question, Ref. No. 43235/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The N2 Ardee to Castleblayney Road and the N2 Clontibret to Border Road projects are both currently in 'Phase 3 Design and Environmental Evaluation' phase of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 7 & page 16) for details of road scheme phases). <u>N2 Ardee to Castleblayney Road Project</u> No allocation was made to this project in 2025 and the planning and design phase of this project 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 and 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. <u>N2 Clontibret to Border Road Project</u> An allocation of €3,000,000 was made to the N2 Clontibret to Border Road project in 2025. Subject to compliance with the Infrastructure Guidelines and securing the necessary statutory approvals along with the availability of funding, the earliest potential construction start date for the project is 2031, with potential completion in 2033. I hope that this information is of assistance to you. Yours sincerely,

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		2025. However, it will be considered for funding in future years. Noting the above position, I have referred your question to TII for a direct reply concerning both projects on the N2. Please advise my private office if you do not receive a reply within 10 working days. The funding arrangements in relation to the A5 were governed by the 2014 Stormont House Agreement and Implementation Plan - A Fresh Start, and under this Agreement the Government had previously committed to provide funding of £75 million towards the cost of the A5 upgrade scheme once the statutory planning process in Northern Ireland was concluded. It was announced on February 20th 2024 that as part of Government funding commitments for Shared Island projects, €600 million was being committed for the progression of the A5 project. The planning and implementation of the A5 upgrade project is the responsibility of the authorities in Northern Ireland. As such, the matter of the overall cost of the project is for the Department for Infrastructure in Northern Ireland. It estimates the total scheme cost for the A5 project is c. £1.6 billion, with completion expected by 2032/2033 and the largest funding demands over the 2025 to 2028 period. I can confirm that my Department regularly engages with colleagues in the Department for Infrastructure in Northern Ireland. These engagements consider a range of North/South transport proposals, including the A5. The A5 project has been approved by the Northern Ireland Executive on October 2nd last year. This will mean that 55km of the project can proceed to construction, subject to the agreement of terms with the appointed contractor and the conclusion of an ongoing legal challenge. On the 30th of June the High Court overturned the decision by the Department of Infrastructure to proceed with the first phase of the A5 dual carriageway project. The Department for Infrastructure is now considering the next steps in regard to the A5 project.			Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
08/08/2025	43046/25	Dail Question No: 518	Update on all national roads	Pa Daly T.D.	Dear Deputy Daly,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		To ask the Minister for Transport to provide an update on all national and regional roads projects as outlined in the 2021-2030 NDP; the breakdown of progress to date; to outline which have been completed on time; which are delayed and the reasons for delay; 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 in relation to national road projects. Noting the above position, I have referred the question to TII for a direct reply regarding the project. Please advise my private office if you do not receive a reply within 10 working days. The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants. The National Development Plan (NDP) 2021 - 2030 identifies 14 regional and local road improvement projects for development, subject to necessary approvals. The planning and implementation of the schemes are the responsibility of the relevant local authority. The table below sets out the status of each project.	projects in the NDP		I refer to your recent Parliamentary Question, Ref. No. 43046/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Please see the attached overview of the status of national road projects included in the 2021-2030 NDP. I hope this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [Attachment]

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12/08/2025	41847/25	Dail Question No: 433 To ask the Minister for Transport if the Tralee to Listowel Greenway in north Kerry will be expedited; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. There has been a significant amount of investment for Greenway schemes in County Kerry with €8,250,000 allocated in 2025. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Investment in Greenway and National Roads Active Travel projects is also subject to the requirements of the Infrastructure Guidelines and necessary statutory approvals. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Tralee to Listowel Greenway in north Kerry	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 41847/25 to the Minister for Transport. The position in relation to your enquiry is as follows. In 2023, Kerry County Council appointed technical advisors to progress the Tralee to Listowel Greenway through the Option Selection, Design and Environmental Evaluation and Statutory Consent phases. A Public Consultation for the Project was undertaken in December 2023 regarding the study area for the scheme. Submissions received from members of the public 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. In 2025, Transport Infrastructure Ireland (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 on commencing 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. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland																																													
12/08/2025	42077/25	Dail Question No: 454 To ask the Minister for Transport the amount that has been spent to date in 2025 on the bus corridor project for the N11/M11 road in Wicklow; and if he will make a statement on the matter.	N11/M11 Spend _ N11/M11 upgrade	John Brady T.D.	Dear Deputy Brady, I refer to your recent parliamentary question, Ref. No. 42077/25 (No.s 454 & 457), 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
		Dail Question No: 457 To ask the Minister for Transport the timeline for when the N11/M11 upgrade will be carried out; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you on the N11/M11 upgrade. 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.			There are two schemes under consideration on the N/M11 in County Wicklow. The N11 M11 Bus Priority Interim Scheme is currently at Phase 3: Design and Environmental Evaluation. This phase will culminate with a planning application that is expected to be lodged in early 2027. Advancement of this scheme to the construction stage is dependent upon the granting of planning consent and the associated timelines, which are at present unknown. The spend to date in 2025 on the N11 M11 Bus Priority Interim Scheme is €444,838. The N11 M11 Junction 4 to 14 Scheme is at Phase 2: Options Selection and the report has been published. It is not possible to provide a timeline for the delivery of the N11 M11 Junction 4 to 14 Scheme as the planning and design phase of this project 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. I hope this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
13/08/2025	41044/25	Dail Question No: 397 To ask the Minister for Transport if he will consider including a children's ambulance service in the list of emergency vehicles exempt from the payment of toll charges (details supplied); and if he will make a statement on the matter. Details Supplied: details sent to dept 16:59 15/07/25 CK 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	Bumbleance children's ambulance service - Tolls	James O'Connor T.D.	Dear Deputy O'Connor, I refer to your recent parliamentary question, Ref. No. 41044/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) can confirm that the BUMBLEance Ambulances are toll exempt. TII contacted BUMBLEance on foot of your representation and they were unaware of any issues having arisen regarding toll exempt transit at toll plazas. However, please be advised that toll exempt vehicle passages generally use manually operated lanes. The processing of the vehicle through the manual lane may have been misconstrued as necessitating a toll payment being made. 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
		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.			
14/08/2025	44161/25	Dail Question No: 602 To ask the Minister for Transport for an update on the National Development Plan funding of the northern ring 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 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). Please advise my private office if you do not receive a reply within 10 working days.	Cork City Northern Transport Project	Thomas Gould T.D.	Dear Deputy Gould, I refer to your recent parliamentary question, Ref. No. 44161/25, 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 the city to connect the N22, N20 and M8. It has not been possible to progress the CCNTP in recent years due to constraints on funding. 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. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
14/08/2025	42079/25	Dail Question No: 456 To ask the Minister for Transport the major road projects his Department plans to carry out in County Wicklow; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in	Major road projects in County Wicklow	John Brady T.D.	Dear Deputy Brady, I refer to your recent parliamentary question, Ref. No. 42079/25, to the Minister for Transport. The position in relation to your enquiry is as follows. 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 is not 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. The N11/M11 Junction 4 to Junction 14 upgrade scheme, along with a number of other schemes identified in the NDP 2021-2030, is not currently funded. Details of the 2025 funding allocations for national roads provided to Wicklow County Council is available from Transport Infrastructure Ireland (TII's) 2025 Grant Allocations to Local Authorities for National Roads.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you in relation to national road projects in Wicklow. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days. In 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. Any new road projects that seek State funding are assessed by the Department on a case-by-case basis. All projects proposed by local authorities for consideration must comply with the requirements of the Infrastructure Guidelines (formerly the Public Spending Code) and the Department's Transport Appraisal Framework. Given the limited funding available for regional and local road improvement works it is important for local authorities to prioritise projects within their overall area of responsibility with these requirements in mind. In 2025, Wicklow County Council received an allocation of €600,000 for one specific grant project, Rockey Road Improvement, Wicklow Town, and one strategic regional and local road project, Blessington Inner Relief Road, Northern section. Planning and implementation of these schemes is the responsibility of Wicklow County Council.			You will be aware that 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 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. I hope this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
28/08/2025	38998/25	Dail Question No: 287 To ask the Minister for Transport if he will review the effectiveness of the toll rebate scheme for licensed hauliers, in light of reports that operators are not	Tolls HGV rebate scheme	Grace Boland T.D.	Dear Deputy Boland,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		receiving actual rebates due to excessive bureaucracy and red tape; and if he will make a statement on the matter. Dail Question No: 288 To ask the Minister for Transport the steps his Department is taking to reduce the administrative burden associated with the toll rebate scheme for hauliers; if he will engage directly with the IRHA to simplify the process and remove unnecessary barriers to access; and if he will make a statement on the matter. Dail Question No: 289 To ask the Minister for Transport if his Department has assessed the disproportionate cost burden on Fingal-based hauliers, who often must use multiple tolled routes such as the M1 and M50 daily; if more tailored or automatic rebate mechanism could be introduced for operators in key logistics corridors; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and funding in relation to the national roads programme. Under the Roads Acts 1993-2015, the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. Therefore, matters relating to the day to day operations regarding national roads, including toll roads are within the remit of TII. More specifically, the statutory power to levy tolls, to make toll bye-laws and to enter into agreements with private investors are vested in TII under Part V of the Roads Act 1993 (as amended). Moreover, the contracts for the privately-operated toll schemes are commercial agreements between TII and the Public Private Partnership (PPP) concessionaires concerned. 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.			I refer to your recent parliamentary question, Ref. No. 38998/25, (No.s 287, 288 & 289) to the Minister for Transport. At the outset I wish to apologise for the delay in responding. The position in relation to your enquiry is as follows. There is no toll rebate scheme in place for hauliers. There are discount arrangements for multi-journey pre-paid trip cards which are provided in accordance with the Bye-Laws for the various PPP toll roads. The multi-journey pre-paid trip cards do not apply on the M50 or the Dublin Tunnel for which heavy goods vehicles with a design gross vehicle weight exceeding 3500 kg are exempt from tolls. Transport Infrastructure Ireland (TII) is not seeking to amend or adapt the multi-journey pre-paid trip card arrangements at present, nor are we proposing to introduce any other form of a toll rebate scheme. The basis for the PPP toll road contracts, such as the M1, 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. Tolls collected contribute to the repayment of debt and the ongoing operation and maintenance of the PPP schemes. Toll revenues from the M50 eFlow and Dublin Tunnel are collected directly for TII as a public authority. These public toll revenues are invested by TII in the operation and maintenance of the national road network. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
16/09/2025	44672/25	Dail Question No: 255	N2/A5 Upgrade	Peadar Tóibín T.D.	Dear Deputy Tóibín,

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		To ask the Minister for Transport for a timeline on when he will be upgrading the N2/A5 route; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply concerning the N2 Clontibret to the Border and the N2 Ardee to Castleblayney projects. Please advise my private office if you do not receive a reply within 10 working days. The funding arrangements in relation to the A5 were governed by the 2014 Stormont House Agreement and Implementation Plan - A Fresh Start, and under this Agreement the Government had previously committed to provide funding of £75 million towards the cost of the A5 upgrade scheme once the statutory planning process in Northern Ireland was concluded. It was announced on February 20th 2024 that as part of Government funding commitments for Shared Island projects, €600 million was being committed for the progression of the A5 project. The planning and implementation of the A5 upgrade project is the responsibility of the authorities in Northern Ireland. As such, the matter of the overall cost of the project is for the Department for Infrastructure in Northern Ireland. It estimates the total scheme cost for the A5 project is c. £1.6 billion, with completion expected by 2032/2033 and the largest funding demands over the 2025 to 2028 period. I can confirm that my Department regularly engages with colleagues in the Department for Infrastructure in Northern Ireland. These engagements consider a range of North/South transport proposals, including the A5.			I refer to your recent parliamentary question, Ref. No. 44672/25 to the Minister for Transport. The position in relation to your enquiry is as follows. The N2 Ardee to Castleblayney Road and the N2 Clontibret to Border Road projects are both currently in 'Phase 3 Design and Environmental Evaluation' phase of Transport Infrastructure Ireland's (TII) Project Management Guidelines (see Major Roads and Greenways Projects Active List (page 7 & page 16) for details of road scheme phases). An allocation of €3,000,000 was made to the N2 Clontibret to Border Road project in 2025. No allocation was made to N2 Ardee to Castleblayney Road Project in 2025, and the planning and design phase of this project is currently suspended. You will be aware that 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 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. The timeline for upgrading of N2 Ardee to Castleblayney and N2 Clontibret to Border Road projects is subject to compliance with the Infrastructure Guidelines, securing the necessary statutory approvals and availability of funding. I trust 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
		The A5 project has been approved by the Northern Ireland Executive on October 2nd last year. This will mean that 55km of the project can proceed to construction, subject to the agreement of terms with the appointed contractor and the conclusion of an ongoing legal challenge. On the 30th of June the High Court overturned the decision by the Department of Infrastructure to proceed with the first phase of the A5 dual carriageway project. The Department for Infrastructure is now considering the next steps in regard to the A5 project.			
16/09/2025	44515/25	Dail Question No: 247 To ask the Minister for Transport his plans for the current N28 after the M28 becomes operational in 2028; his plans for a sustainable travel corridor on this route, connecting Carrigaline, Ringaskiddy and other areas with Douglas and the City Centre; 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 in relation to the M28 Cork to Ringaskiddy project and it's impact on the existing N28. 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.	N28 plans after M28 completion	McGrath, Seamus	Dear Deputy McGrath, I refer to your recent parliamentary question, Ref. No. 44515/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) is aware that Cork County Council, as the Road Authority and the Sponsoring Agency for the M28 Cork to Ringaskiddy scheme, is exploring opportunities for Active Travel links on, or adjacent to, the existing N28 corridor, that could be implemented once the M28 scheme is open. TII may be in a position to provide funding to Cork County Council for proposed Active Travel links, but this will be dependent on funding allocated from the Department for Transport. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
16/09/2025	45210/25	Dail Question No: 299 To ask the Minister for Transport if he will allocate the necessary funding to upgrade the N72 road between Fermoy, County Cork and Tallow, County Waterford; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to	N72 Fermoy-Tallow	Mattie McGrath T.D.	Dear Deputy McGrath, I refer to your recent parliamentary question, Ref. No. 45210/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Cork County Council has identified an 11 kilometre section of the N72 Fermoy to Tallow road, from Kilmagner to Littlegrace, and agreed a scope of pavement renewal works with Transport Infrastructure Ireland (TII). The cost of these works has been estimated at approximately €9 million, which is in excess of

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the operation and management of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply concerning the N72. Please advise my private office if you do not receive a reply within 10 working days.			what can be funded by TII in 2025, given the funding allocation received by TII for Protection and Renewal works this year and the many competing demands for these resources. Pavement renewal works on this section of the N72 will be progressed as and when funding permits. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
16/09/2025	45293/25	Dail Question No: 305 To ask the Minister for Transport the cost of the cycle lane on route R448, Moone to Timolin, County Kildare; 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 Cycle Network (NCN), while Transport Infrastructure Ireland (TII) manage the delivery of NCN projects. The NCN Plan, published in 2024, identifies various infrastructure types which are suitable for use on the cycle network. There is a clear emphasis on physical segregation between cyclists and vehicular traffic on busier roads and shared space between cyclists and vehicular traffic on low trafficked roads (so called quiet roads). The reallocation of existing roads space to provide segregated cycle facilities and the use of quiet roads for cycling are relatively novel concepts in an Irish context; it is therefore prudent to pilot and assess these concepts <i>in situ</i> to inform potential use in future projects. As such, a pilot road space reallocation project is currently being progressed by TII in conjunction with Kildare County Council on the R448. The objective of this pilot is to evaluate the effectiveness of various segregation options. The outcomes of the pilot will provide useful insights to inform the wider roll out of the National Cycle Network. Kildare County Council were allocated €1,900,000 in 2025 to progress the pilot project between Moone and Timolin. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply.	Moone Timolin Cycle Lane	Mark Wall T.D.	Dear Deputy Wall, I refer to your recent parliamentary question, Ref. No. 45293/25, to the Minister for Transport. The position in relation to your enquiry is as follows. 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 (NCN). As funding authority, TII has no direct role in the delivery of this project. In the circumstances, you may wish to contact Kildare County Council in relation to this matter. Notwithstanding the above, and by way of information: • TII has provided 2025 funding of €1.9m to Kildare County Council, for this project. • TII understands that works should completed by November 2025, based on the contractor's original programme, however, the Council, as the contracting authority, may have more up to date information on this matter. • TII is funding this project as a stand-alone pilot, which has been designed to current design standards. In addition, the design has undergone an independent road safety audit. • TII understands that the scheme went through a formal consenting process under Section 38 of the Road Traffic, Act which involved public consultation. • On 02 September 2025, TII, Kildare County Council and the scheme designers, Aecom, held an information event for the community. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Please advise my private office if you do not receive a reply within 10 working days.			
17/09/2025	45971/25	Dail Question No: 340 To ask the Minister for Transport the allocations of funding for roads and infrastructure maintenance for each local authority, in tabular form; and if he will make a statement on the matter. Answer The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources supplemented by State road grants, where applicable. The initial selection and prioritisation of works to be funded is a matter for the local authority. On 14th February 2025 I announced an Exchequer investment of €713 million 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. As regards the funding allocated to local authorities for road maintenance, 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. As Minister for Transport I have responsibility for 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. Full details of national roads allocations for 2025 are available on the TII website: tii_local-authorities_2025-road-grant-allocations.pdf Noting the above position, I have referred your question to TII for a direct reply regarding payments	LA Funding	Eoghan Kenny T.D.	Dear Deputy Kenny, I refer to your recent parliamentary question, Ref. No. 45971/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Please find attached details of current 2025 national road allocations and payments year to date to each local authority. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration [Attachment]

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response																																																													
		for national roads. Please advise my private office if you do not receive a reply within 10 working days.																																																																
17/09/2025	46351/25	Dail Question No: 367 To ask the Minister for Transport to provide an update on the total funding allocated to County Louth under this Department from 2023 to date, per year in tabular form. <i>Identical Question(s): to all Depts. except Taoiseach</i> Answer The funding allocated to County Louth under the Department of Transport from 2023 to date, per year, is set out below in tabular form. <table><tr><th>Year</th><th>Purpose of Funding</th><th>Amount</th></tr><tr><td>2023</td><td>Active Travel Infrastructure (via NTA)</td><td>€5,285,000</td></tr><tr><td>2023</td><td>Greenway Infrastructure (via TfI)</td><td>€700,000</td></tr><tr><td>2023</td><td>Maintenance and renewal of the rail network</td><td>See text below table</td></tr><tr><td>2024</td><td>Active Travel Infrastructure (via NTA)</td><td>€4,000,000</td></tr><tr><td>2024</td><td>Greenway Infrastructure (via TfI)</td><td>€850,000</td></tr><tr><td>2024</td><td>Development of EV Infrastructure Strategy for Local Authorities under Regional and Local EV Charging Network Plan 2025-2030</td><td>€75,000 + VAT (part of this funding will be used on strategy development in Co. Louth, but as Co. Kildare is the Regional Lead it will be paid to Kildare Co. Council)</td></tr><tr><td>2024</td><td>Maintenance and renewal of the rail network</td><td>See text below table</td></tr><tr><td>2025 to date</td><td>Active Travel Infrastructure (via NTA)</td><td>€5,800,000</td></tr><tr><td>2025 to date</td><td>Greenway Infrastructure (via TfI)</td><td>€610,000</td></tr><tr><td>2025 to date</td><td>Maintenance and renewal of the rail network</td><td>See text below table</td></tr></table> Rail Network As Minister for Transport, I have responsibility for policy and overall funding of public transport. The operation, maintenance and renewal of the rail network and stations on the network, including in County Louth, is a matter for Iarnród Éireann in the first instance. In view of Iarnród Éireann's responsibility in this matter, I have referred the Deputy's question to the company for direct reply. Please contact my private office if you do not receive a reply within 10 working days. 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.	Year	Purpose of Funding	Amount	2023	Active Travel Infrastructure (via NTA)	€5,285,000	2023	Greenway Infrastructure (via TfI)	€700,000	2023	Maintenance and renewal of the rail network	See text below table	2024	Active Travel Infrastructure (via NTA)	€4,000,000	2024	Greenway Infrastructure (via TfI)	€850,000	2024	Development of EV Infrastructure Strategy for Local Authorities under Regional and Local EV Charging Network Plan 2025-2030	€75,000 + VAT (part of this funding will be used on strategy development in Co. Louth, but as Co. Kildare is the Regional Lead it will be paid to Kildare Co. Council)	2024	Maintenance and renewal of the rail network	See text below table	2025 to date	Active Travel Infrastructure (via NTA)	€5,800,000	2025 to date	Greenway Infrastructure (via TfI)	€610,000	2025 to date	Maintenance and renewal of the rail network	See text below table	Louth Funding	Erin McGreehan T.D.	Dear Deputy McGreehan, I refer to your recent parliamentary question, Ref. No. 46351/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The table below provides details of grant payments made by Transport Infrastructure Ireland to Louth County Council for 2023, 2024 and 2025 (to end August). <table><tr><th>Payments to Louth County Council - 2023 to Aug 2025</th><th>2023</th><th>2024</th><th>2025 (end Aug)</th></tr><tr><td>Capital Investment Protection & Renewal</td><td>882,759</td><td>1,195,421</td><td>280,111</td></tr><tr><td>Construction of New Roads</td><td>27,859</td><td>32,129</td><td>-</td></tr><tr><td>Current Maintenance</td><td>367,628</td><td>261,894</td><td>68,833</td></tr><tr><td>Greenways & Active Travel</td><td>73,400</td><td>428,084</td><td>120,921</td></tr><tr><td>Greenways & Active Travel Asset Renewal</td><td>-</td><td>674,281</td><td>-</td></tr><tr><td>Louth County Council -Total Payments</td><td>1,351,646</td><td>2,591,809</td><td>469,865</td></tr></table> I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland	Payments to Louth County Council - 2023 to Aug 2025	2023	2024	2025 (end Aug)	Capital Investment Protection & Renewal	882,759	1,195,421	280,111	Construction of New Roads	27,859	32,129	-	Current Maintenance	367,628	261,894	68,833	Greenways & Active Travel	73,400	428,084	120,921	Greenways & Active Travel Asset Renewal	-	674,281	-	Louth County Council -Total Payments	1,351,646	2,591,809	469,865
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2025 to date	Maintenance and renewal of the rail network	See text below table																																																																
Payments to Louth County Council - 2023 to Aug 2025	2023	2024	2025 (end Aug)																																																															
Capital Investment Protection & Renewal	882,759	1,195,421	280,111																																																															
Construction of New Roads	27,859	32,129	-																																																															
Current Maintenance	367,628	261,894	68,833																																																															
Greenways & Active Travel	73,400	428,084	120,921																																																															
Greenways & Active Travel Asset Renewal	-	674,281	-																																																															
Louth County Council -Total Payments	1,351,646	2,591,809	469,865																																																															

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		As regards the funding allocated to Louth County Council for regional and local roads in each of the years 2023 to present, 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. National Roads As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. National roads allocations for years 2023 -2024 for Louth County Council are available at: https://www.tii.ie/en/tii-library/reports-accounts/. Full details of national roads allocations for 2025 are available on the TII website: tii local-authorities 2025-road-grant-allocations.pdf			
17/09/2025	45360/25	Dail Question No: 310 To ask the Minister for Transport the original allocations and payments made by Transport Infrastructure Ireland to local authorities for greenway projects from 2020 to date in 2025 by local authority, in tabular form. 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 <i>Infrastructure Guidelines</i> and necessary statutory approvals. In this context, TII is best placed to advise you on the payment status of Greenway projects under it's	Greenway Funding	Pa Daly T.D.	Dear Deputy Daly, I refer to your recent parliamentary questions, Ref. No. 45358/25 and 45360/25, to the Minister for Transport. The position in relation to your enquiries is as follows. Please see attached spreadsheets which list the original National Road and Greenway and Active Travel grant allocation amounts notified by Transport Infrastructure Ireland (TII) along with the grant amounts paid by TII to local authorities in each of the years 2020 to 2025 (YTD). I trust that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [Attachments]

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		remit. Please advise my private office if you do not receive a reply within 10 working days.			
17/09/2025	45972/25	Dail Question No: 341 To ask the Minister for Transport the amount of the national road network that Cork County Council has responsibility for; 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 this matter. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	Cork County Council national road responsibility	Eoghan Kenny T.D.	Dear Deputy Kenny, I refer to your recent parliamentary question, Ref. No. 45972/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Details of national road lengths are made available by Transport Infrastructure Ireland (TII) at the following location: Route Lengths Dashboard. There is 449km of national road network within the Cork County Council administrative area of which 190kms is classified as National Primary Road and 259kms as National Secondary Road. The road carriageway type comprises 41km of motorway, 49km of dual carriageway and 359km of single carriageway road. TII has entered into a Motorway Maintenance and Renewal Contracts (MMaRC) to provide for the operation and maintenance of the motorway network, along with certain dual carriageway sections while the M8 Rathcormac/Fermoy section is operated and maintained by the Public Private Partnership (PPP) company, DirectRoute (Fermoy) Ltd. The MMaRC and PPP Contract account for 91km of the national road network in Cork County Council's administrative area. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
19/09/2025	45414/25	Dail Question No: 319 To ask the Minister for Transport if he will request Transport Infrastructure Ireland to reply to queries from Kerry County Council and public representatives in Kerry, who have requested funding to design and provide a new roadway through Cahersiveen town (details supplied); and if he will make a statement on the matter. Details Supplied: which presently has been labelled as the most dangerous roadway in the whole of Ireland, a town on the famous Ring of Kerry, Ireland's Premier Tourist route Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads	N70 Cahersiveen pavement	Michael Cahill T.D.	Dear Deputy Cahill, I refer to your recent parliamentary question Ref. No. 45414/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Transport Infrastructure Ireland (TII) provides funding to local authorities, which are the road authorities for their respective administrative areas, to carry out maintenance works on national roads. The planning, operation, and prioritisation of activities is a function of the road authority concerned. In the case of pavement improvement schemes, priorities are set in consultation between Kerry County Council and TII, with schemes prioritised having regard to the annual National Roads pavement condition survey and the overall level of funding made available to TII. TII road pavement surveys have identified the need for pavement improvements at Cahersiveen. Kerry County Council propose 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 understands the Cahersiveen regeneration 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 URDF scheme and the timeline of the works.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you 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.			I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
24/09/2025	46761/25 & 46762/25	Dail Question No: 387 To ask the Minister for Transport if his attention has been drawn to the fact that there was no public demand for works currently being carried out on the R448 near Moone/Timolin; if his attention has been further drawn that there are serious public concerns in relation to the project, its possible safety impact; and if he accepts that there is strong local opposition to proceeding with this scheme; 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 Cycle Network (NCN), while Transport Infrastructure Ireland (TII) manage the delivery of NCN projects. The NCN Plan, published in 2024, identifies various infrastructure types which are suitable for use on the cycle network. There is a clear emphasis on physical segregation between cyclists and vehicular traffic on busier roads and shared space between cyclists and vehicular traffic on low trafficked roads (so called quiet roads). As the reallocation of existing roads space to provide segregated cycle facilities and the use of quiet roads for cycling are relatively novel concepts in an Irish context; it is therefore prudent to pilot and assess these concepts <i>in situ</i> to inform potential use in future projects. As such, a pilot road space reallocation project is currently being progressed by TII in conjunction with Kildare County Council on the R448. The objective of this pilot is to evaluate the effectiveness of various segregation options. The outcomes of this pilot will provide useful insights to	Moone Timolin Cycle Lane	Sean Ó'Fearghail T.D.	Dear Deputy Ó'Fearghail, I refer to your recent parliamentary questions, Ref. No.s 46761/25 & 46762/25, to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) was tasked in 2021 to develop a plan for a National Cycle Network (NCN). TII were assisted in this by an advisory group which included a Director of Services from Kildare County Council representing the City and County Management Association. During the course of the NCN Plan development, interest was expressed in a pilot project(s) being delivered in Co. Kildare. This resulted in a roadspace reallocation pilot project being proposed by TII on the R448 in Co Kildare and agreed with the Department and then Minister of Transport in 2023. Subsequent engagement took place between TII, Department of Transport and Kildare County Council on the detail of the proposed pilot. As the reallocation of existing roads space to provide segregated cycle facilities and the use of quiet roads for cycling are relatively novel concepts in an Irish context, it was considered prudent to pilot and assess these concepts <i>in situ</i> to inform potential use in future projects. The objective of this pilot is to evaluate the effectiveness of various segregation options. As is set out in the NCN Plan, and the research underpinning the plan, in order to attract more people to cycling, safe segregated facilities need to be provided. The outcomes of the pilot will provide useful insights to inform the wider roll out of the National Cycle Network. The NCN Moone to Timolin route on the R448 is being delivered by Kildare County Council as the road authority and is funded by TII, as central delivery agency for the National Cycle Network (NCN). As funding authority, TII has no direct role in the delivery of this project. Notwithstanding the above, and by way of information: • TII has provided a 2025 funding allocation of €1.9m to Kildare County Council for this project. • The construction contract price for the R448 pilot project is €1.6m excluding VAT. Allowing for VAT and other costs, TII has allowed an overall budget of €2.25m for the project. • TII understands that works should be completed by November 2025, based on the contractor's original programme, however, the Council, as the contracting authority, may have more up to date information on this matter. • TII is funding this project as a stand-alone pilot, which has been designed to current design standards. In addition, the design has undergone an independent road safety audit.

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		inform the wider roll out of the National Cycle Network. 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.			- TII understands that the scheme went through a formal consenting process under Section 38 of the Road Traffic, Act which involved public consultation. TII also understands that further engagement has been undertaken by Kildare County Council, involving local elected representatives and other stakeholders. - On 02 September 2025, representatives from TII, Kildare County Council and the scheme designers, Aecom, held an information event for the community. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
24/09/2025	45295/25	Dail Question No: 307 To ask the Minister for Transport the safety guidelines in use for the provision of cycle lanes in the State; when these regulations were last updated; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for policy and overall funding in relation to Active Travel infrastructure. The National Transport Authority (NTA) is responsible for the development and delivery of individual active travel projects, while Transport Infrastructure Ireland (TII) is responsible for the planning, design, and construction of individual Greenways. Both agencies work closely with relevant local authorities in delivering Active Travel infrastructure. Much work is underway to support the delivery of quality, safe and standardised cycling infrastructure across the State; both the NTA and TII produce, update and publish relevant technical documents to support this aim. For instance, any new Active Travel infrastructure funded by my Department must be designed in compliance with the guidance and standards set out in the recently revised <i>Cycle Design Manual</i>. In addition, a <i>National Guidelines and Standards Group</i> has been established to oversee and coordinate all guidelines and standards (including cycling and other Active Travel projects) which have been developed by TII, the NTA and Department of Transport. This group comprises of members from	Cycle Lane Standards - Guidelines	Mark Wall T.D.	Dear Deputy Wall, I refer to your recent parliamentary question, Ref. No. 45295/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Action 65 of the Road Safety Strategy 2021-2030 Phase 1 required Transport Infrastructure Ireland (TII) to 'Embed the Safe Systems approach within Transport Infrastructure Ireland standards and guidance documents.' This was applied across all standards and incorporates all road users. A selection of these standards and technical guidelines is attached for information and all documents are available on www.tiipublications.ie. As per the publication dates listed in the attached, TII standards and technical guidance are continuously monitored and updated to incorporate feedback from stakeholders and users and to reflect changes in policy and best practice. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [Attachment]

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		each of these bodies as well as the City and County Management Association (CCMA). It also covers the areas of quality control, training and implementation monitoring. Progress to date includes: • Issuing circulars that set out a framework for guidelines and standards, as well as improved quality control measures; • Updating DMURS Guidelines; and • Supporting training on the DMURS guidelines, including online workshops and graduate programmes. Noting the role of both the NTA and TII in this matter, I have forwarded your query to these agencies for a more detailed response. If you do not receive a reply within 10 working days, please contact my private office.			
24/09/2025	45515/25	Dail Question No: 325 To ask the Minister for Transport when the route selection report for the N24 Waterford to Cahir scheme will be published given it was due to be published in Quarter 2 2025; the reason for the delay; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you. Noting the above position, I have referred your question to TII for a direct reply regarding the publication of the route selection report for the project. Please advise my private office if you do not receive a reply within 10 working days	N24 Waterford to Cahir	Mattie McGrath T.D.	Dear Deputy McGrath, I refer to your recent parliamentary question, Ref. No. 45515/25, to the Minister for Transport. The position in relation to your enquiry is as follows. The N24 Waterford to Cahir Scheme is currently nearing the end of Phase 2: 'Options Selection'. 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. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
24/09/2025	45810/25	Dail Question No: 329 To ask the Minister for Transport in view of the outcome of the review of the national development plan, will TII provide details of schemes that can be progressed over the coming years which are dependent on the availability of sufficient funds and	Laois and NDP Review	Sean Fleming T.D.	Dear Deputy Fleming, I refer to your recent parliamentary question, Ref. No. 45810/25, 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
		in particular a project in county Laois (details supplied); and if he will make a statement on the matter. Details Supplied: Mountmellick Relief Road, Co. Laois. 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 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 national road scheme priorities in the coming years. Noting the above position, I have referred your question to TII for a direct reply regarding any work carried out to date on a relief road for Mountmellick. Please advise my private office if you do not receive a reply within 10 working days.			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 is not 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. The attached spreadsheet details those schemes identified in the NDP 2021-2030 that are currently on hold arising from funding constraints. You will 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. TII is not in a position to support the re-commencement of the N80 Mountmellick Bypass until such time as the sectoral plan is published and subject to the priorities identified in the plan. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [Attachment]
24/09/2025	46761/25	Dail Question No: 386 To ask the Minister for Transport the engagement that took place between Kildare County Council and Transport Infrastructure Ireland in relation to the provision of cycle route pilot scheme on the R448 at Moone/Timolin; where the demand for this infrastructure originated; the extent of public funding committed to the completion 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 Cycle Network (NCN), while Transport Infrastructure Ireland (TII) manage the delivery of NCN projects. The NCN Plan, published in 2024, identifies various infrastructure types which are	Moone Timolin Cycle Lane	Sean Ó'Fearghail T.D.	Dear Deputy Ó'Fearghail, I refer to your recent parliamentary questions, Ref. No.s 46761/25 & 46762/25, to the Minister for Transport. The position in relation to your enquiries is as follows. Transport Infrastructure Ireland (TII) was tasked in 2021 to develop a plan for a National Cycle Network (NCN). TII were assisted in this by an advisory group which included a Director of Services from Kildare County Council representing the City and County Management Association. During the course of the NCN Plan development, interest was expressed in a pilot project(s) being delivered in Co. Kildare. This resulted in a roadspace reallocation pilot project being proposed by TII on the R448 in Co Kildare and agreed with the Department and then Minister of Transport in 2023. Subsequent engagement took place between TII, Department of Transport and Kildare County Council on the detail of the proposed pilot. As the reallocation of existing roads space to provide segregated cycle facilities and the use of quiet roads for cycling are relatively novel concepts in an Irish context, it was considered prudent to pilot and assess these concepts in situ to inform potential use in future projects. The objective of this pilot is to evaluate the effectiveness of various segregation options. As is set out in the NCN Plan, and the research underpinning

PQ Response Date	PQ No.	Dail Questions No.	PQ Description	Representative Name	PQ Response
		suitable for use on the cycle network. There is a clear emphasis on physical segregation between cyclists and vehicular traffic on busier roads and shared space between cyclists and vehicular traffic on low trafficked roads (so called quiet roads). As the reallocation of existing roads space to provide segregated cycle facilities and the use of quiet roads for cycling are relatively novel concepts in an Irish context; it is therefore prudent to pilot and assess these concepts <i>in situ</i> to inform potential use in future projects. As such, a pilot road space reallocation project is currently being progressed by TII in conjunction with Kildare County Council on the R448. The objective of this pilot is to evaluate the effectiveness of various segregation options. The outcomes of the pilot will provide useful insights to inform the wider roll out of the National Cycle Network. Kildare County Council were allocated €1,900,000 in 2025 to progress the pilot project between Moone and Timolin. Noting the above position, I have referred your question, on this occasion, to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			the plan, in order to attract more people to cycling, safe segregated facilities need to be provided. The outcomes of the pilot will provide useful insights to inform the wider roll out of the National Cycle Network. The NCN Moone to Timolin route on the R448 is being delivered by Kildare County Council as the road authority and is funded by TII, as central delivery agency for the National Cycle Network (NCN). As funding authority, TII has no direct role in the delivery of this project. Notwithstanding the above, and by way of information: - TII has provided a 2025 funding allocation of €1.9m to Kildare County Council for this project. - The construction contract price for the R448 pilot project is €1.6m excluding VAT. Allowing for VAT and other costs, TII has allowed an overall budget of €2.25m for the project. - TII understands that works should be completed by November 2025, based on the contractor's original programme, however, the Council, as the contracting authority, may have more up to date information on this matter. - TII is funding this project as a stand-alone pilot, which has been designed to current design standards. In addition, the design has undergone an independent road safety audit. - TII understands that the scheme went through a formal consenting process under Section 38 of the Road Traffic, Act which involved public consultation. TII also understands that further engagement has been undertaken by Kildare County Council, involving local elected representatives and other stakeholders. - On 02 September 2025, representatives from TII, Kildare County Council and the scheme designers, Aecom, held an information event for the community. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
24/09/2025	48900/25	Dail Question No: 244 To ask the Minister for Transport for an update on the development of the south Wicklow Greenway; to outline the benefits it could bring to the area; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. In line with Section 32 (2) of the Roads Act 1993, the planning, design, and construction of individual Greenways is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. In relation to funding, a significant amount of investment for Greenway and National Roads Active	South Wicklow Greenway - Scheme benefits	Malcolm Byrne T.D.	Dear Deputy Byrne, I refer to your recent parliamentary question Ref. No. 48900/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Wicklow County Council is advancing the Arklow to Shillelagh and the Greystones to Wicklow greenway projects. These projects are currently at Phase 2: Options Selection of Transport Infrastructure Ireland's (TII's) Project Management Guidelines. The development of the Arklow to Shillelagh Greenway scheme involved extensive work on assessing the impact of identified project constraints during Phase 2. The Phase 2: Options Selection deliverables have been submitted by Wicklow County Council to TII and are currently being reviewed. This project would provide a local amenity, attract tourism, and support economic growth. The Wicklow to Greystones greenway similarly involved extensive work on assessing the impact of identified project constraints during Phase 2. Phase 2 is nearing completion, with additional public consultation on the

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		Travel schemes has been provided to Wicklow County Council with €1,650,000 allocated in 2025 alone; €500,000 of which was allocated to the Arklow to Shillelagh Greenway project. Noting their responsibility in delivering individual Greenway projects, 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.			emerging preferred corridor scheduled for Q4 2025. The project would similarly provide an excellent amenity for local users, offering both leisure activities and an attractive, sustainable transport choice for residents and businesses, while also encouraging tourism in the area. In 2025, TII made an allocation of €500,000 to advance each of the above Greenway schemes. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory & Administration Transport Infrastructure Ireland
24/09/2025	47714/25	Dail Question No: 200 To ask the Minister for Transport if he will provide an update on a project (details supplied); and if he will make a statement on the matter. Details Supplied: N25 Midleton to Youghal Scheme 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 N52 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. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.	N25 Midleton to Youghal Scheme	James O'Connor T.D.	Dear Deputy O'Connor, I refer to your recent parliamentary question, Ref. No. 47714/25, to the Minister for Transport. The position in relation to your enquiry is as follows. 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). Tenders were returned on 10 September 2025 and are currently being evaluated with the intention of awarding the commission in October. Please see Major Roads and Greenways Projects Active List (pages 7 and 16) for further details of scheme lifecycle phases and decision gates. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland
29/09/2025	45294/25	Dail Question No: 306 To ask the Minister for Transport the locations of cycle lanes provided, or under construction, by TII	Cycle Lanes under construction	Mark Wall T.D.	Dear Deputy Wall,

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		since the beginning of 2025; the cost of these lanes; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Under the Roads Acts 1993-2015 and in line with the National Development Plan (NDP), the planning, design and construction of individual national roads is a matter for Transport Infrastructure Ireland (TII), in conjunction with the local authorities concerned. This is also subject to the Infrastructure Guidelines and the necessary statutory approvals. In this context, TII is best placed to advise you regarding cycle lanes. Noting the above position, I have referred your question to TII for a direct reply. Please advise my private office if you do not receive a reply within 10 working days.			I refer to your recent parliamentary question, Ref. No. 45294/25, to the Minister for Transport. The position in relation to your enquiry is as follows. Please find attached information on Active Travel Schemes funded by Transport Infrastructure Ireland (TII) that have been completed or are under construction in 2025. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland [Attachment]
30/09/2025	47397/25	Dail Question No: 455 To ask the Minister for Transport for an update on the proposed development of a greenway at Shannonbridge, County Offaly; and if he will make a statement on the matter. Answer As Minister for Transport, I have responsibility for overall policy and exchequer funding in relation to Greenways. 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.	Shannonbridge Athlone - Galway Greenway	John Clendennen T.D.	Dear Deputy Clendennen, I refer to your recent parliamentary question Ref. No. 47397/25 to the Minister for Transport. The position in relation to your enquiry is as follows. Westmeath County Council and Galway County Council, in partnership with Transport Infrastructure Ireland (TII), are currently progressing the Galway to Athlone Greenway, with the objective of creating a walking and cycling path between Galway to Athlone that provides for active travel, a recreational experience for people of all ages and abilities, as well as local and international tourism. A greenway in and around the environs of Shannonbridge is being considered as part of that scheme. Following extensive work to identify a preferred route corridor, the decision was taken to review the preferred route due to recent policy changes and emerging environmental and engineering constraints. Consultants were appointed to undertake a review of the preferred route and to capture any recent developments in relation to policy and the delivery of greenway projects. TII and the relevant local authorities are currently considering the next steps. A consultant's framework for the further advancement of the scheme is in place, subject to the outcome of the review of the preferred route. Funding for the Greenway's programme is reviewed on an annual basis in conjunction with the Department of Transport. I hope that this information is of assistance to you. Yours sincerely, Michael Kennedy Head of Regulatory and Administration Transport Infrastructure Ireland

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