

2024 CAPITAL INVESTMENT PROGRAMME

SEPTEMBER 2025





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INTRODUCTION



Background to the 2024 Capital Investment Programme

As part of its remit to support the delivery of an integrated, accessible public transport system, the National Transport Authority (NTA) operates a Capital Investment Programme across various activities such as Heavy Rail, Bus, Light Rail, Park and Ride, Accessibility, Transport Technology, and Active Travel. This includes the provision of funding to public transport bodies, local authorities, and other agencies for the implementation of various projects and programmes within the Greater Dublin Area, the Regional Cities of Cork, Limerick, Galway, Waterford and other areas of the State. The strategic transport planning and development of effective traffic and transport demand management are also key functions undertaken in respect of the Capital Investment Programme.

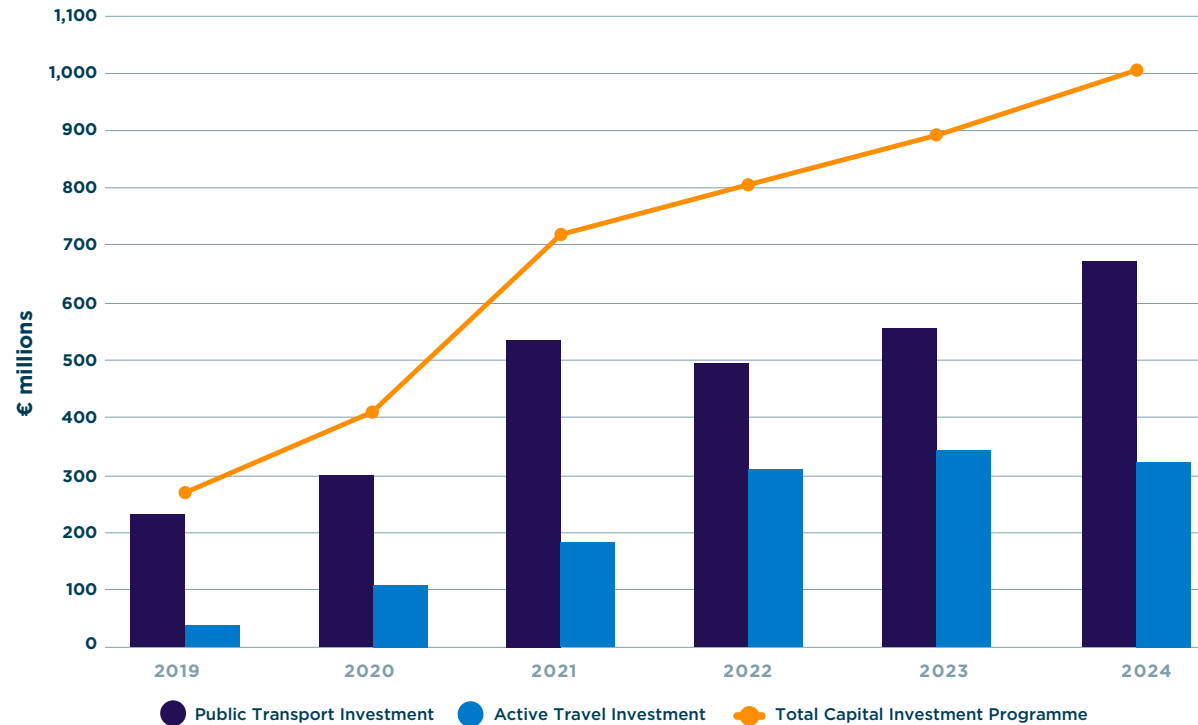


Figure 1: Capital Investment Programme Funding 2019 - 2024

Historical Funding and Context

Since 2021, growth in demand for travel by sustainable modes has returned with current levels of demand outstripping the previous highs of 2021. There has been a corresponding increase in government funding for the delivery of major infrastructure projects and programmes. As part of Project Ireland 2040, the National Development Plan outlines the government investment strategy and budget which aims to balance the significant demand for public

investment across all sectors and regions of Ireland with a major focus on improving the delivery of infrastructure projects to ensure speed of delivery and value for money. With the ongoing demand for sustainable transport interventions and measures, the scale of public investment, the NTA saw its funding for the Capital Investment Programme increase to €1.01 billion, marking a 13% growth compared to 2023 funding. This is the first time in the organisation's history that funding for the NTA's Capital Programme as exceeded €1 billion.

Purpose and Outline of this Report

This report provides an overview of the Exchequer funding allocated by the Department of Transport (DoT) to the NTA Capital Investment Programme for the year 2024.

In 2024, the DoT allocated a total of €1.01 billion in Exchequer funding to support the delivery of the NTA's Capital Programme. This funding was distributed across a range of projects and programmes aimed at enhancing Ireland's public transport infrastructure and promoting sustainable mobility.

As part of its mandate to advance public transport and active travel, the NTA manages several distinct capital investment programmes.

Section 1 - Active Travel Investment | €321m in 2024

The NTA operates an Active Travel Investment Programme whereby funding is provided to local authorities, public transport bodies and other agencies for the implementation of various projects and programmes centred around the provision of pedestrian and cyclist infrastructure and facilities, safety, and access to schools and public transport.

Section 2 - Public Transport Investment | €685m in 2024

Heavy Rail Safety and Development | €221.8m in 2024

The NTA operates a Heavy Rail Investment Programme which primarily provides funding to Iarnród Éireann Irish Rail for various rail projects. Major investments within the Heavy Rail Programme include the DART+ Programme, the National Train Control Centre project, and the Cork Area Commuter Rail Programme.

Bus Programme | €284.5m in 2024

Major investments within the Bus Programme include the BusConnects Programme and Bus Fleet acquisitions.

Light Rail | €90.2m in 2024

The NTA operates a Light Rail Investment Programme which primarily provides funding to Transport Infrastructure Ireland (TII) for

various light rail projects. MetroLink is a major investment scheme within the Light Rail Programme.

Park and Ride | €7.3m in 2024

This programme includes the development of additional parking facilities at railway stations plus the development of new strategic park and ride sites.

Accessibility | €18.1m in 2024

This programme provides for accessibility measures such as lifts/bridges at railway stations, grants for wheelchair accessible taxis and travel assistance programme for people needing support to use public transport.

Transport Technology | €23.3m in 2024

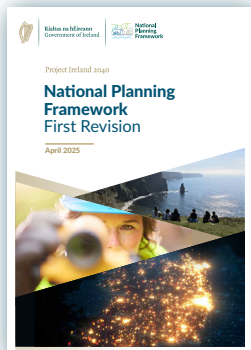
Projects such as TFI Leap Card enhancements, the real time passenger information system, journey planning systems, Next Generation automated vehicle location systems and others are developed through the Transport Technology programme.

Integration and Support Projects and Services | €40.3m in 2024

Strategic transport planning, the development of complex transport models, project appraisal and assurance functions and other initiatives are developed under this area.

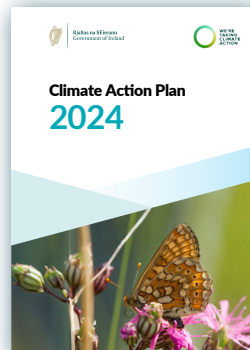
Policy and strategic context

The following policies govern NTA priorities and funding:



National Planning Framework (NPF)

The NPF guides Ireland's spatial development to 2040, and the NTA's Capital Investment Programme supports its goals by funding transport infrastructure that enables compact growth, regional connectivity, and climate action.



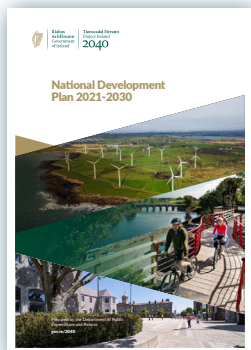
Government's Climate Action Plan 2024 (CAP)

Calls for decisive action to halve Ireland's emissions by 2030 and provides the roadmap for reaching the ultimate target of net zero by 2050. The plan targets a 50% reduction in emissions from the transport sector by 2030.



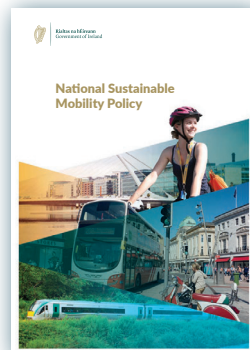
National Investment Framework for Transport in Ireland (NIFTI)

Sets out a framework for the prioritisation of future investment in the land transport network. All transport projects are required to align with the Investment Priorities, Modal Hierarchy and Intervention Hierarchy of NIFTI.



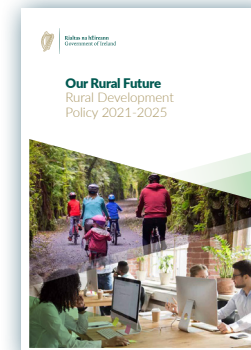
National Development Plan 2021-2030 (NDP)

Provides the enabling public investment of €165 billion to implement the NPF strategy as part of [Project Ireland 2040](#).



Department of Transport's National Sustainable Mobility Policy (SMP)

Sets out a strategic framework for walking, cycling and public transport to support Ireland's climate ambitions, much of which will be delivered through the various NTA programmes.



Our Rural Future 2021-2025

Government's national rural development policy, setting out a blueprint for policy making and investment in rural Ireland, which includes the NTA's expansion of Local Link services through Connecting Ireland.

EXECUTIVE SUMMARY



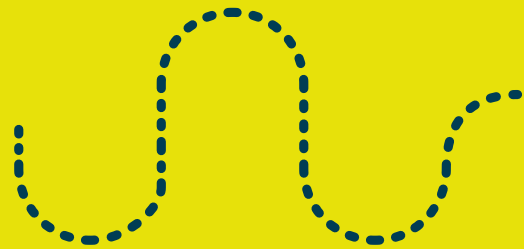
Active Travel Investment 2024 Key Highlights

 **77km** of new or upgraded cycle infrastructure

 **128km** of new or improved pedestrian infrastructure



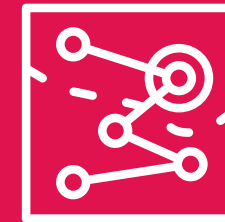
416
schools in
Safe Routes
to Schools
Programme



>900km
of active travel km
delivered since 2019



272
pedestrian
crossings provided



477
junctions
upgraded
in 2024



>800
projects
allocated
funding in 31
local authorities



2,500
cycle parking stands
provided in 2024,
accommodating
5,000 bicycles.



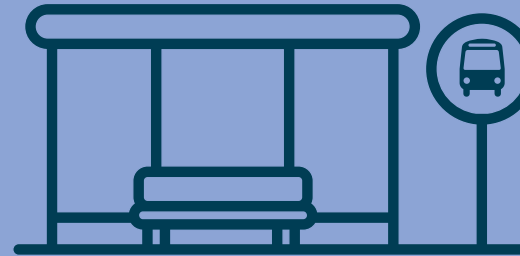
€321m
invested in 2024

Public Transport Investment 2024 Key Highlights

Progression of many

Major Programmes

including
(BusConnects, DART+ and MetroLink)
(Please see spotlights on each on pages 11-18 for more details)



195
new standard
bus shelters
installed nationwide



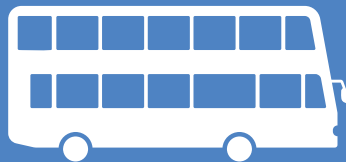
273 sponsored
projects/programmes
across 27 agencies



€685m
Invested in 2024



196%
increase in spend
since 2019



159 buses
purchased in 2024:
149 double-deck
battery-electric buses
and 10 single-deck
battery-electric buses



c. 500 new
TFI bus poles
installed nationwide



BusConnects 2024 Spotlight | €233.6m in 2024

The BusConnects Programme is the NTA's programme to transform bus services in Irish cities by connecting people and places through an enhanced bus system and improved cycling and pedestrian facilities. The programme is a key part of the government's policies to improve public transport and address climate change in Ireland's major urban centres: Dublin, Cork, Galway, Limerick and Waterford.

BusConnects will deliver on commitments within the National Development Plan 2021-2030, the Climate Action Plan 2024, the National Planning Framework 2040, the Transport Strategy for the Greater Dublin Area 2022-2042 and other metropolitan area transport strategies.

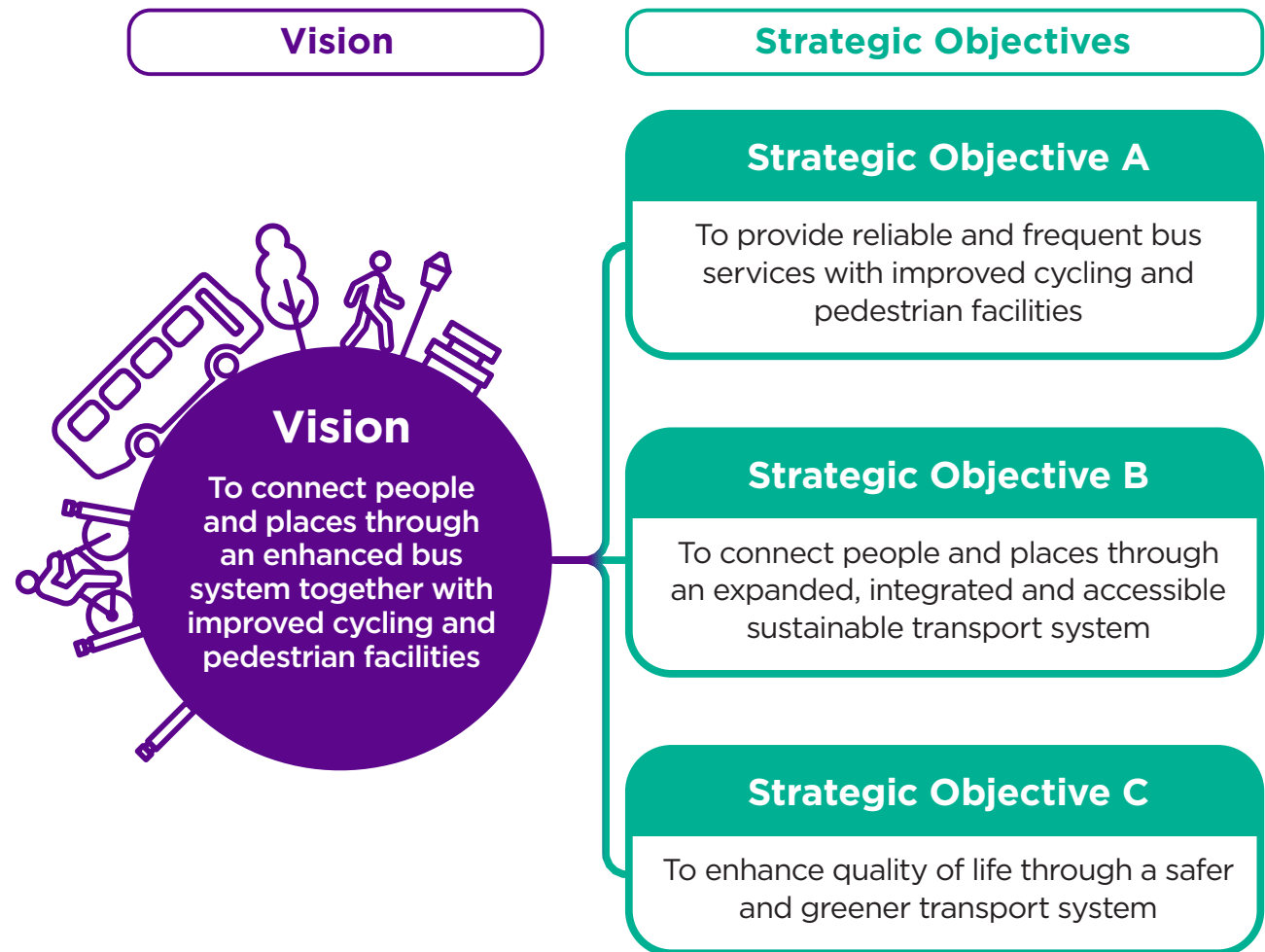


Figure 2: BusConnects Vision and Strategic Objectives



BusConnects Dublin - €127.5m in 2024

During 2024, the BusConnects Dublin programme made significant strides. Key achievements included the launch of a new orbital route, a milestone of 110 fully operational electric buses in Dublin, planning consent for another 9 Core Bus Corridor Schemes and the conclusion of a competitive procurement process for the Next Generation Ticketing project. Highlights from relevant BusConnects Dublin projects are outlined below.

Network Redesign

The BusConnects Network Redesign project will introduce a redesigned, higher capacity bus network which is more coherently planned and more understandable, delivering a better overall bus system for Dublin and the surrounding areas. The redesigned network represents a major investment in enhanced bus services, delivering up to December 2024 a 71% increase in annual scheduled service kilometres when compared to the legacy network, a significant increase in overall capacity and frequency for customers with more evening

and weekend services. As well as this, 9 new 24-hour routes have been launched so far as part of Network Redesign. For all new routes, associated infrastructure, including stops and shelters, were delivered in alignment with launch dates.

On average, 12% more places of employment are already reachable within 30 minutes with the redesigned network, when compared to the pre-BusConnects network. Passenger boardings in Q2 2024 on routes included in NRD Phases 1-5b increased by 40% when compared to Dublin metropolitan bus routes that have not yet been altered in the

redesigned network. Overall, the redesigned routes saw a 48% increase in passenger boardings, while other routes experienced an increase of 8%.

As part of Phase 6A, the Orbital route N2 commenced service at the end of September 2024, serving areas including Blackhorse Avenue, Nephin Road, Broombridge, Ballyboggan Road, Old Finglas Road, Griffith Avenue and Marino offering brand new connections and interchange opportunities with other TFI bus, rail and tram services. The remaining routes of Phase 6A are planned for 2025.

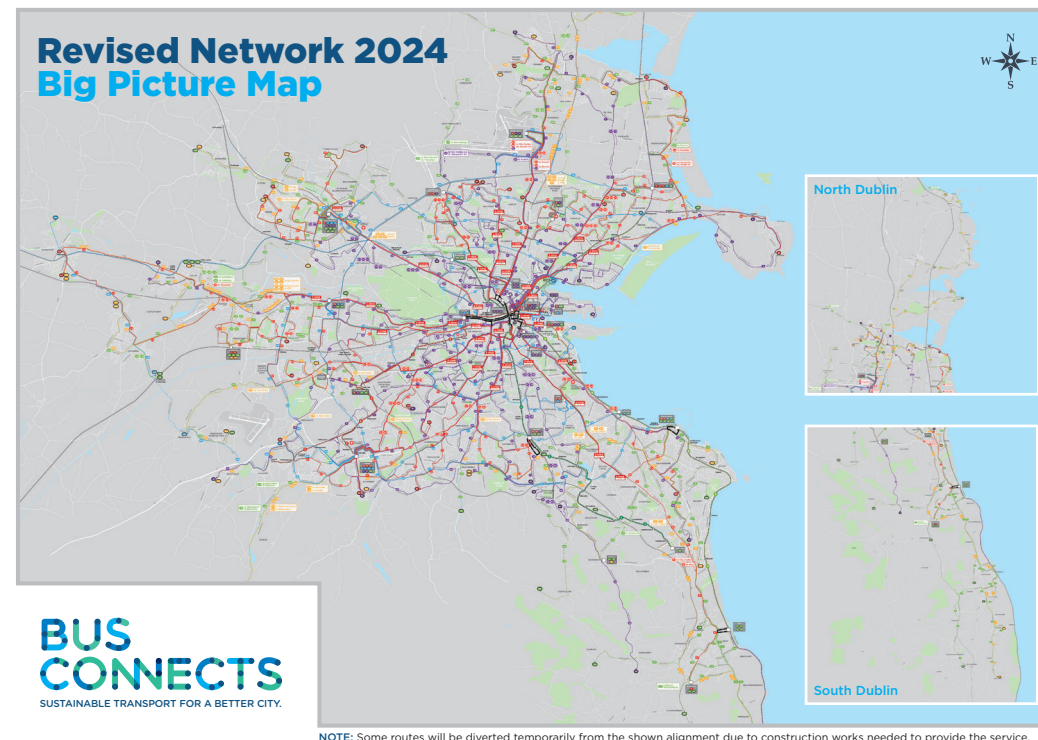


Figure 3: Dublin Core Bus Corridors Schemes - Revised Network 2024

Core Bus Corridors

The aim of the Core Bus Corridors (CBC) project is to enable and deliver efficient, safe, and integrated sustainable transport movement along the corridors. It involves the development of continuous bus priority infrastructure and improved pedestrian & cycling facilities on key radial corridors in the Greater Dublin Area, across five different areas.

The Dublin CBC programme encompasses the delivery of approximately 230km of dedicated bus lanes and 200kms of cycle tracks, across 12 schemes. Planning consent applications for all 12 CBC schemes, together with associated compulsory purchase orders, have been submitted to An Bord Pleanála (ABP). At the end of 2024, planning consents have been granted for the 10 schemes listed below, marking a significant milestone in the BusConnects Dublin Programme. The Core

Programme. The CBC schemes that have received ABP approval are listed below:

- › **Clongriffin to City Centre (2024)**
- › **Swords to City Centre (2024)**
- › **Ballymun/Finglas to City Centre (2024)**
- › **Blanchardstown to City Centre (2024)**
- › **Liffey Valley to City Centre (2023)**
- › **Belfield/Blackrock to City Centre (2024)**
- › **Ringsend to City Centre (2024)**
- › **Tallaght/Clondalkin to City Centre (2024)**
- › **Lucan to City Centre (2024)**
- › **Templeogue/Rathfarnham to City Centre (2024)**

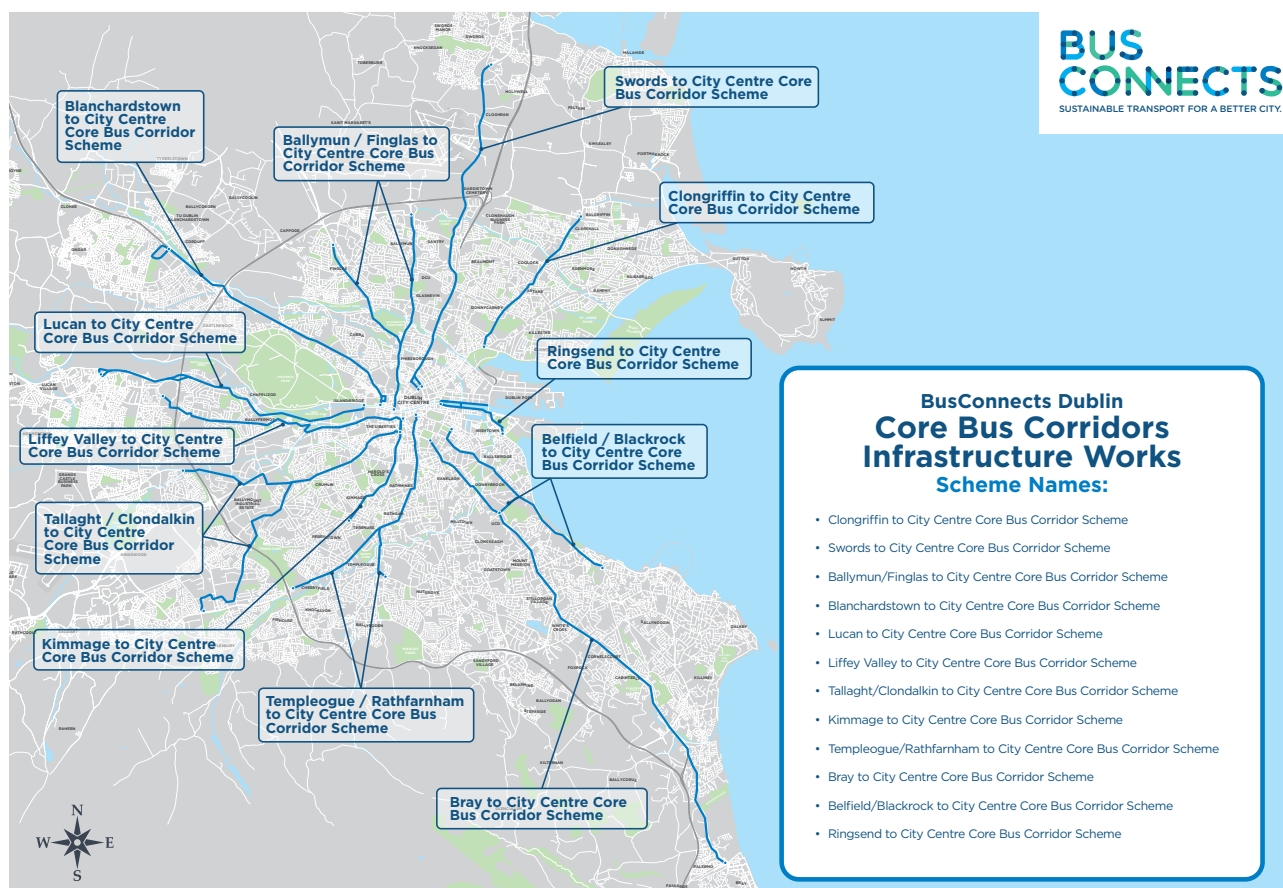


Figure 4: Dublin Core Bus Corridors Infrastructure Works

Following receipt of planning consents for these schemes, the focus of activity has now moved to preparing for construction of the first two schemes (noting that some schemes are subject to Judicial Review proceedings). In 2024, the NTA undertook significant preparatory work towards establishing a framework of contractors to build the corridors, including the commencement of the procurement process for the first two schemes.

Detailed communication arrangements for the construction phase will be developed in 2025 to ensure that residents, community groups, businesses and public representatives are kept fully informed and have access to relevant liaison personnel during construction of the schemes.

Transition to Low and Zero-Emission Bus Fleet

Transitioning to a fleet of low and zero emission buses will support a cleaner and more liveable city by reducing noise and air pollution.

In 2024, 110 electric buses were introduced into service, with charging capacity in place in Summerhill and Phibsborough depots. In total, the electric bus fleet covered nearly 2 million kilometres in 2024. This led to approximately 1,900 tonnes of avoided CO2 emissions, when compared to the emissions of diesel buses travelling the same distance.

Next Generation Ticketing

The NTA's Next Generation Ticketing (NGT) project, part of the BusConnects Programme, will introduce a modern, contactless fare payment system across the bus system in Dublin. It will enable account-based ticketing, allowing passengers to pay using bank cards, mobile devices, or a dedicated app for greater convenience and flexibility.

In April 2024, the NTA awarded an overall framework contract for the design, supply, installation and operation of a new multi-modal ticketing system. This large and complex technology project is now in the analysis and design phase and will take approximately three years to deliver.



New style of Transport for Ireland (TFI) bus stops and shelters



Stops and Shelters

The BusConnects Dublin Programme includes construction of enhanced bus stops and shelters across Dublin to align with the redesigned network and construction of the CBCs. Along the 12 CBCs, enhanced bus stops, most to be equipped with bus shelters and real time passenger information signs, will be provided as part of the construction of the individual corridors. Along the other sections of the new bus network, 1,900 TFI bus poles were installed up to the end of 2024 in tandem with the roll out of the phased Network Redesign.





BusConnects Cork - €27.5m in 2024

BusConnects Cork aims to transform the region's bus system, making public transport more accessible to more people. In 2024 the Cork programme went through extensive planning and design phases for its projects.

Network Redesign

Work is ongoing to launch new and amended services across multiple phases in coordination with bus operators and local authorities, with new routes to be introduced during 2026. In 2024, service planning for the network redesign was prioritised. Proposed changes for routes were worked through, and significant progress was made in defining locations for stops and termini. This planning phase is essential for ensuring that the redesigned network is well-organised and meets the needs of the community.

BusConnects Cork - Sustainable Transport Corridors (STCs)

Cork Sustainable Transport Corridors (STCs) will deliver approximately 91km of new bus lanes and bus priority and 98km of cycle facilities, making travel by bus, as well as active travel, a more attractive option while also reducing carbon emissions and congestion. 11 corridors are grouped into 3 schemes:

- › **Cork City North Sustainable Transport Corridors Scheme**
- › **Cork City South East Sustainable Transport Corridors Scheme**
- › **Cork City South West Sustainable Transport Corridors Scheme**

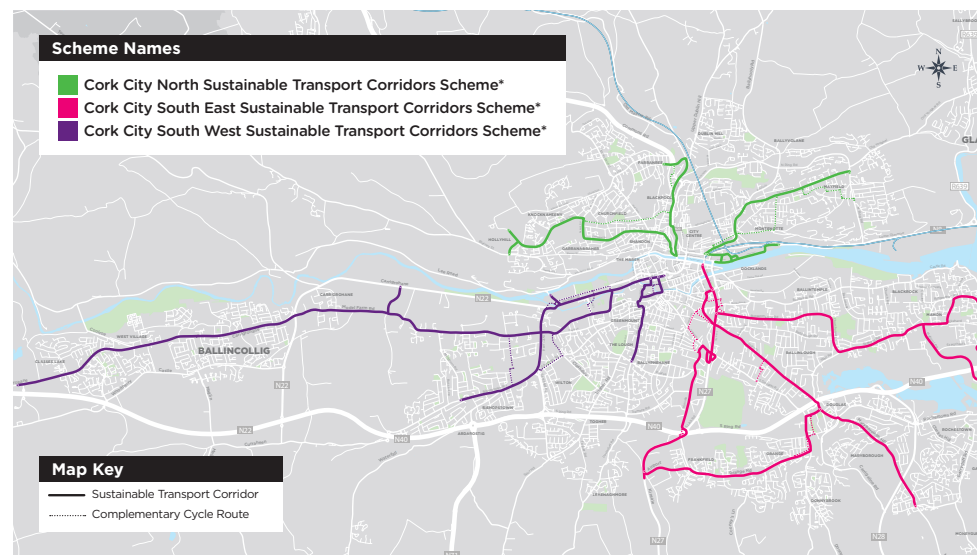


Figure 5: BusConnects Cork - Sustainable Transport Corridors

In 2024, the design development for the proposed STCs was a key focus. Significant progress was made in finalising the designs and conducting environmental impact assessments. All three STC schemes are progressing with development of planning documentation for submission to ABP scheduled for late 2025/early 2026.

BusConnects Cork - Electric Fleet and Electrification of Existing and New Depots

In 2024, civil works were ongoing at the Capwell bus depot to increase the maximum import capacity (MIC) in the area, supporting the rollout of electrical charging infrastructure. Additionally, the identification

of sites for new bus depots began in 2024 to accommodate the expanded electrified fleet needed for the redesigned bus network. Planning permissions will be sought for new depot locations as early as 2025 with construction to follow.



BusConnects Galway – €6.0m in 2024

Implementation planning for the new network commenced in May 2024 with regular meetings with local authorities held, and preferred stop locations drafted and reviewed.

Galway currently has three STC schemes in implementation. The Cross City Link scheme received conditional approval from ABP (subject to Judicial Review) in Q4 2024, with the procurement strategy report complete and awaiting further decisions. The Preliminary Business Case for the Dublin Road scheme is approved, with an ABP submission scheduled for 2025. Lastly, the Parkmore Road scheme was completed in 2024.

The procurement process for the electrification of the Galway depot is underway, and a contractor is expected to be selected in 2025.



BusConnects Limerick – €11.2m in 2024

Implementation planning for the new bus network for Limerick started in April 2024 with regular consultations with local authorities taking place, and preferred stop locations identified and reviewed, encompassing all 200 new stops.

The Milford Plassey Park Junction project was delivered in 2024, adding traffic signals to previously unsignalised junctions at Plassey Road/Plassey Park Road, creating dedicated pedestrian and cycle crossings, and implementing a bus priority through the junction. The scheme includes the improvement of footpaths, the creation of segregated cycle tracks, bus lanes, and minor junction improvements at the Enterprise Park and Lonsdale Road. In addition to the transport elements, a new plaza area at the University Road junction, landscaping and drainage improvements, and new trees are also integral to the scheme.

In 2024 the electrification of Roxboro depot in Limerick was completed, with further expansions anticipated in 2025.



BusConnects Waterford – €0.4m in 2024

In Waterford, the network redesign's first public consultation concluded in August 2024, with the consultation report complete and the design report being finalised. Implementation planning for Waterford's new network is targeted to commence in 2025.

These initiatives signify a commitment to improving public transport, benefiting communities, commuters, and the environment.

To learn more about BusConnects, please see: busconnects.ie



DART+ Programme 2024 Spotlight | €64.9m in 2024

The DART+ Programme is a transformative programme of projects which aim to modernise and improve existing rail services in the Greater Dublin Area (GDA). It will provide a sustainable, reliable and more frequent rail service improving capacity and electrifying the rail corridors serving Dublin. The planning and design of all elements of the DART+ Programme further progressed in 2024.

DART+ Fleet

Significant progress was made in 2024 on the first order of the DART+ Fleet. The DART+ Fleet consists of Electric Multiple Units (EMUs) which are fully electric and powered by overhead wires, and Battery Electric Multiple Units (BEMUs) which are

battery powered. The first new BEMUs started arriving in Ireland in 2024 for testing and commissioning before deployment. The trainsets are expected to enter service on the Dublin to Drogheda line in 2026.

To support the operation of BEMUs on the Northern Commuter Line, a contract was awarded in August 2023 to install BEMU charging infrastructure on two platforms and one siding at Drogheda station. In 2024, progress was made in the development and installation of this infrastructure, which is expected to be commissioned during 2025 and will enable the BEMUs to operate on battery power between Malahide and Drogheda, in advance of the future extension of overhead electric wires north of Malahide.

DART+ West

The DART+ West project includes the electrification of the existing railway between Maynooth and M3 Parkway and the city centre, and enhancements to the railway network in the city centre along with a new depot facility.

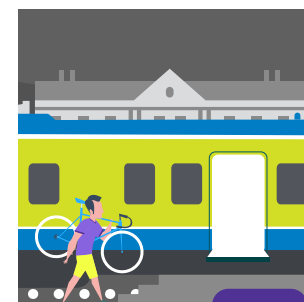
The DART+ West Railway Order was approved in July 2024. However, the proposed depot located west of Maynooth was not approved and ABP has requested that a new Railway Order application is made in respect of the Depot.

DART+ South - West

This component of the DART+ programme will electrify the exiting railway between Hazelhatch/Celbridge and the city centre via the Phoenix Park Tunnel. Following the submission of the Railway Order to ABP in March 2023, ABP issued its approval in November 2024 for progressing all of the work needed to enable electrified DART services to operate on the line, a new station at Heuston West, and various other works.

DART+ Coastal North

This component of the DART+ programme will provide an extension of the existing electrified rail network from the Malahide to Drogheda MacBride stations and will provide the infrastructure to facilitate an increase in rail capacity on the Northern Line between Dublin City Centre and the Drogheda MacBride Station, including the Howth Branch. Works will comprise infrastructure upgrades and replacement as necessary, as well as track electrification. A Railway Order for DART+ Coastal North was lodged in July 2024 and is with ABP for determination. A railway order decision is anticipated in 2025.



METROLINK

MetroLink 2024 Spotlight | €63m in 2024

The MetroLink Programme involves the development of a high-capacity high frequency, automated, segregated metro rail corridor from Charlemont to Swords, via Dublin Airport and is the single largest investment in transport infrastructure in the history of the State. The MetroLink Programme integrates with the Iarnród Éireann network, Dublin Bus and Luas to

provide a fully integrated public transport system in the Greater Dublin Area. The corridor is predominantly in tunnel and includes 16 new stations, 11 of which are underground and a park and ride facility.

The Railway Order documentation for the programme was submitted to ABP in September 2022. Two rounds of statutory public consultation were undertaken, the first concluded in early 2023 and the second concluded in October 2024.

An oral hearing was held between February and March 2024. In mid-2024 Dr. Sean Sweeney was appointed as MetroLink Programme Director. Planning, design and tender documentation for the MetroLink Programme, including advanced and enabling works, developed throughout 2024. Proposed future designs can be seen in the adjacent pictures. To learn more about the MetroLink, please see: metrolink.ie



Proposed Glasnevin station



Proposed Tara Street entrance

Number of projects by programme represented by stage in their lifecycle

The NTA's Capital Investment Programme at the end of 2024 was comprised of 1,121 projects and programmes and the categorisation of these across various sub-portfolios is shown in the table below. Overall, 59% (665) of projects/ programmes are at planning and design, 32% (358) are at construction/implementation and the remainder of 9% (98) are at close-out stage.

Programme	No. of Projects	% of projects in planning/design/procurement	% of projects at construction/implementation	% of projects at closeout	2024 spend
Active Travel	848	63%	29%	8%	€320,929,020
Public Transport Infrastructure	273	48%	42%	10%	€685,459,482
Heavy Rail	71	58%	34%	8%	€221,783,042
Bus Programme	109	48%	45%	7%	€284,993,362
Light Rail	11	73%	9%	18%	€90,204,952
Integration & Support	34	24%	65%	12%	€39,888,515
Accessibility	19	37%	42%	21%	€18,050,000
Transport Technology	24	50%	42%	8%	€23,268,018
Park and Ride	5	40%	20%	40%	€7,271,593
Total	1,121	59%	32%	9%	€1,006,388,502

Table 1: NTA 2024 Capital Investment Programme represented by programme and stage

Key Challenges of 2024

The challenges and uncertainties that impacted the sustainable transport infrastructure programme in previous years persisted throughout 2024. Delivering the NTA's ambitious infrastructure programme in 2024 required navigating a complex and evolving environment. The scale of investment, coupled with systemic constraints, presented a range of challenges for stakeholders across the transport sector. These included, but were not limited to:

Planning delays: Significant delays in obtaining planning permissions from ABP continued to impact project timelines and costs. As an example, the Railway Order application for the DART+ West project was submitted to ABP in July 2022 and received approval 2 years later in July 2024. Reforms to the planning system, such as those proposed in the Planning and Development Bill 2024, are essential to streamlining approvals.

Legal Challenges: Judicial reviews and the timelines associated with them have become a significant barrier to the delivery of transport infrastructure in Ireland, affecting both the pace and certainty of project development. Delays to projects arising from judicial reviews can stretch for years, significantly increasing costs and uncertainty surrounding the delivery of the schemes. In 2024, there were several live Judicial Reviews in respect of the BusConnects Dublin CBC schemes. Regarding the DART+ West project, two judicial reviews

were lodged in the High Court against the approved Railway Order in 2024 which are currently under review and an outcome is expected in 2025.

Construction market constraints: The scale of infrastructure planned under the NDP will create significant future capacity challenges. Labour shortages, particularly in skilled trades, pose a growing risk as multiple large projects and programmes progress concurrently. 2024 represented a critical juncture to plan ahead with extensive workforce planning analysis undertaken, to ensure the workforce pipeline is strengthened into the future to avoid delivery bottlenecks in the years to come.

Funding Uncertainty: Unpredictable funding and the absence of multi-annual funding envelopes for public transport infrastructure in Ireland remained a significant challenge to effectively plan and deliver long-term sustainable transport projects.





In response to these challenges, the NTA and its delivery partners continued to implement mitigation strategies. These included:

- › Engaging with DoT to refine multi-annual funding profiles and assess the implications of constrained funding scenarios;
- › Conducting robust cost forecasting and scenario planning to ensure projects are delivering against budget, schedule, and benefits;
- › Strengthening market engagement with domestic and international contractors to address capacity gaps;
- › To ensure resilience in the capital

investment portfolio, a pipeline of sustainable public transport infrastructure projects is being developed and maintained. This approach ensures that a suite of 'shovel-ready' projects is available, enabling swift mobilisation when funding becomes available. This strategy mitigates the risk of delays experienced in previous downturns, such as following the 2008 financial crisis, when project development was halted due to funding constraints, resulting in a slow recovery once investment resumed; and

- › As in other years, across the sustainable infrastructure portfolio (including the Metrolink programme), organisational and governance arrangements remained a key focus to ensure they are fit-for-purpose to enable the successful delivery of programme and portfolio outcomes.

The projects in the pipeline (all at different stages in their lifecycles) include but are not limited to:

-  New Luas Lines in the GDA such as Lucan, Finglas, Bray, Poolbeg;
-  New Luas Lines in Regional Cities such as Cork, Galway, Limerick;
-  New railway stations such as Kyelmore and Cabra in the GDA, and Ballysimon.
-  Rail line capacity enhancements in Ennis and Limerick to-Limerick Junction Capacity, and new rail lines such as Navan.

SECTION 1 - ACTIVE TRAVEL INVESTMENT



Background to 2024 Active Travel Grant Programme

The NTA is the Approving Authority for sustainable travel projects being implemented by local authorities throughout the State, with funding predominately focused on Active Travel projects which improve facilities for those walking, wheeling and cycling. Active Travel is seen as a critical component of Ireland’s Climate Action Plan, with a 50% increase in daily active travel journeys required by 2030. To facilitate this, NTA funding to local authorities has increased from an average of €34 million per

year, between 2015 and 2019, to an average of €324 million.

Over the last 4 years over €1 billion has been invested in sustainable infrastructure. This level of funding is to continue into 2025 with €290 million allocated for NTA funded Active Travel projects.

Local authorities, engineering consultants, contractors and the NTA increased their capacity to respond to this increased budget through upskilling of all those involved over a very short period. This has resulted in the delivery of approximately 938 km new or upgraded active travel infrastructure since 2019.

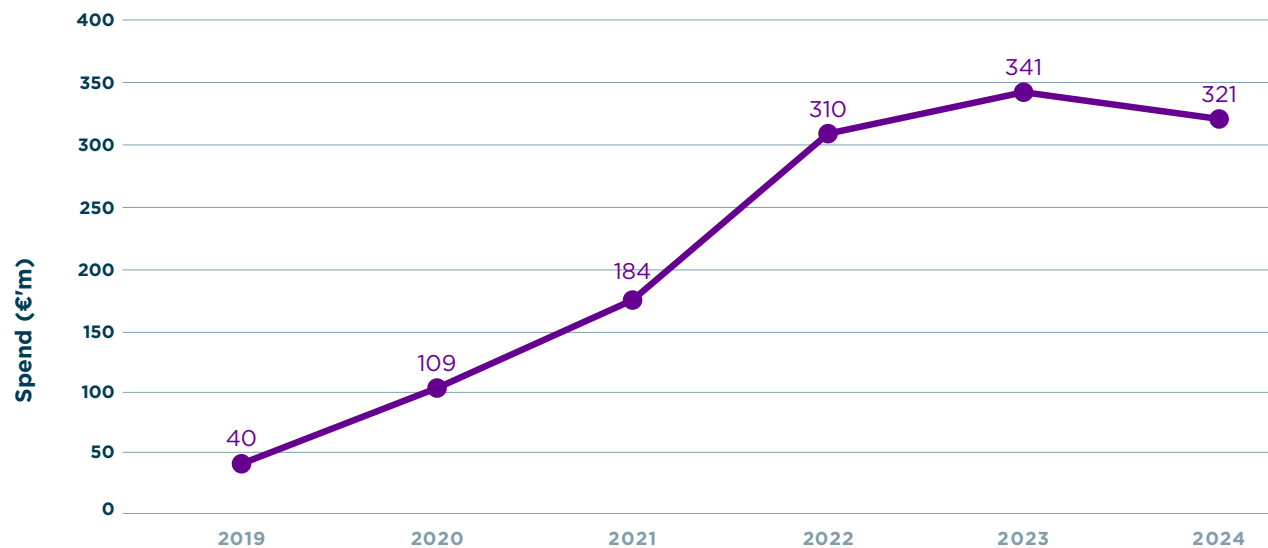


Figure 6: Active Travel Investment Spend Profile 2019 to 2024

Grants

The various grants being managed in 2024 (for the 27 local authorities) by the NTA in this area are outlined below:

1. Active Travel Grants Programme

The National Sustainable Mobility Policy, the Climate Action Plan, and other government policies encourage modal shift, where possible, away from private car use and towards more sustainable transport modes such as walking or cycling.

The Active Travel Grants Programme funds projects supporting strategic pedestrian and cyclist routes, access to schools, permeability links, urban greenways and some minor public transport improvement projects. The aim of the programme is to provide active travel infrastructure that will help deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030 in line with metrics for transport set out in the Climate Action Plan.

The 2024 funding covered over 800 Active Travel projects, which will contribute to reaching the target of delivering 1,000 km of new, or improved, walking and cycling infrastructure across the country by the end of 2025.

2. Safe Routes to School (SRTS)

The Safe Routes School programme was launched by DoT and the NTA in March 2021. This programme aims to create safer walking and cycling routes within communities, alleviate congestion at the school gates, and increase the number of students who walk or cycle to school by providing walking and cycling facilities. The improvements to the school commute could range from an upgraded footpath or new cycle lane to a redesign of the front of school's environment.

At the closing date for applications, over 930 Schools from every county in Ireland had requested to participate in the new programme. Following assessment 170 schools were selected for inclusion in the Round 1 programme in June 2021. By the end of 2024, 80 Front of School Treatments of Round 1 schools were completed, with a further 38 at detailed design or construction stage.

Round 2, which included 109 schools throughout the country, was launched in December 2022. By the end of 2024, 11 Front of School Treatments of Round 2 schools

were completed, with 25 more at detailed design or construction stage. Round 3 was launched in November 2024 with 142 schools, 67 of them located in higher speed rural roads. Surveys and delivery plans for Round 3 are to be produced throughout 2025.

By the end of 2024 cycle parking has been provided to 822 schools as part of the Safe Routes to School programme, representing over 12,000 spaces provided for bicycles and over 2,000 for scooters.

3. Other Sustainable Transport Grants

The NTA also provides other funding to local authorities for bus priority measures and other sustainable traffic management measures. For 2024 this equated to a further €15.8m on top of the active travel spend across the local authorities.



2024 Outturn

The NTA provided funding of €321m in 2024, comprising €156m across the 7 GDA local authorities, €102m to the Regional Cities of Cork, Limerick, Galway and Waterford, and €52m to the remaining 19 local authorities, as shown in Table 2. In addition, a further €11m was expended on TFI Bikes, SRTS programme and works in campuses and Hospitals.

Geographic Area	2024 Spend
GDA Countries	€156m
Regional Cities	€102m
Rural Counties	€52m
TFI Bikes, SRTS, Campuses	€11m
Total	€321m

Table 2: GDA/Regional/Rural Spend in 2024

Trend in Spending on Active Travel

The 2024 active travel outturn represented a 6% reduction on the 2023 outturn, although the overall spend by local authorities increased to €341m as more was spent on other sustainable transport projects such as bus priority in 2024, a 3% increase in comparison to 2023.

Figure 7 shows the increase in overall funding from 2019-2024 per the project category.

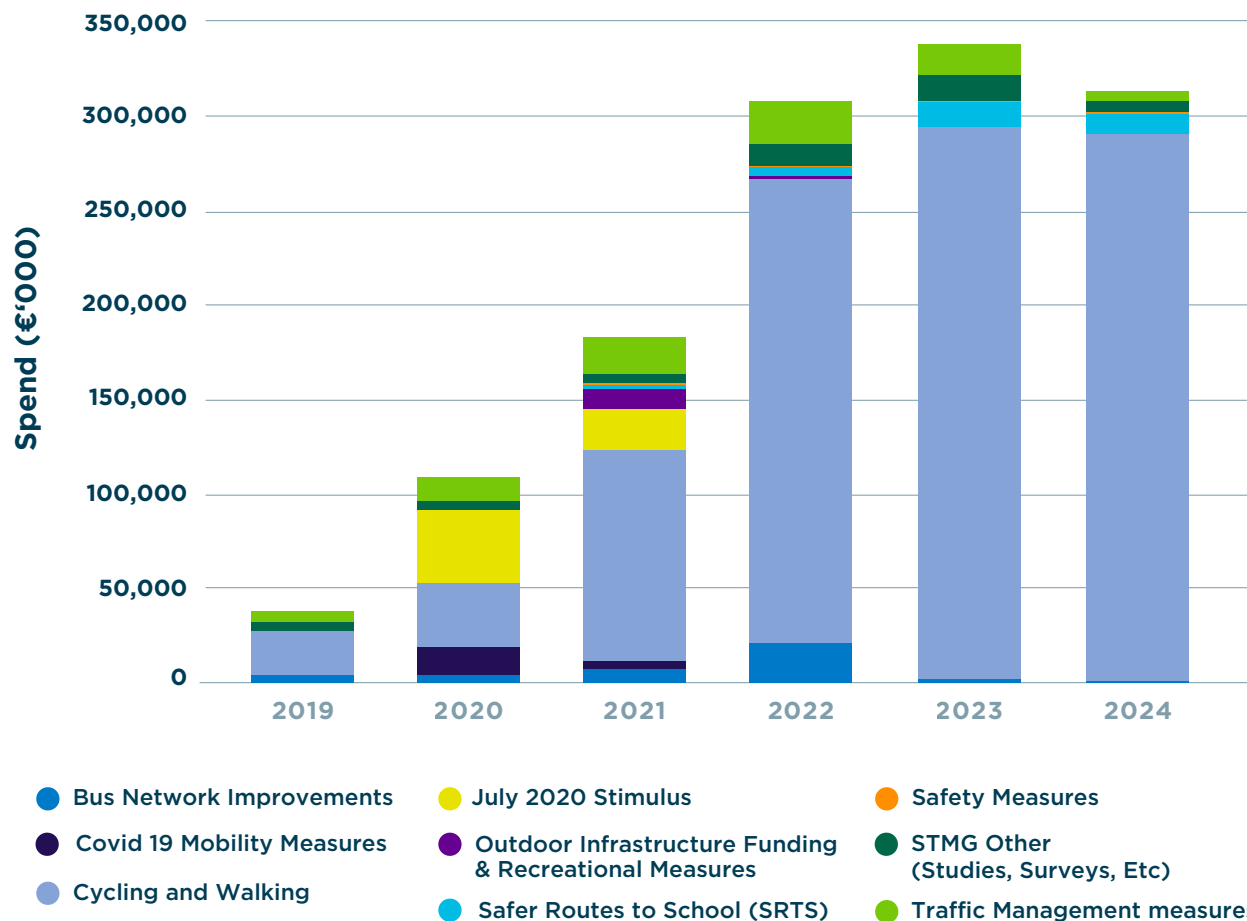


Figure 7: Active Travel Investment Spend Profile 2019 to 2024 by Category

Breakdown by Scheme Type

Tables 3 to 5 show the breakdown of spend by category in the GDA, the Regional Cities and the Rural Counties.

GDA Financial Outturn By Scheme Type 2024

Total	Walking and Cycling	Traffic Management	Safe Routes to School	Bus Network	Safety	Other
€164,960,126	€151,803,155	€2,946,054	€5,021,625	€584,948	€35,787	€4,568,557
100%	92%	2%	3%	0%	0%	3%

Table 3: GDA Financial Outturn By Scheme Type 2024

Total	Walking and Cycling	Traffic Management	Safe Routes to School	Bus Network	Safety	Other
€102,245,155	€95,089,865	€1,915,324	€2,554,154	€360,139	€444,851	€1,880,82
100%	93%	2%	2%	0%	0%	2%

Table 4: Regional Cities Financial Outturn By Scheme Type 2024

Total	Walking and Cycling	Traffic Management	Safe Routes to School	Bus Network	Safety	Other
€53,723,739	€44,949,027	€882,825	€6,497,470	—	€246,398	€1,148,020
100%	84%	2%	12%	0%	0%	2%

Table 5: Rural Counties Financial Outturn By Scheme Type 2024

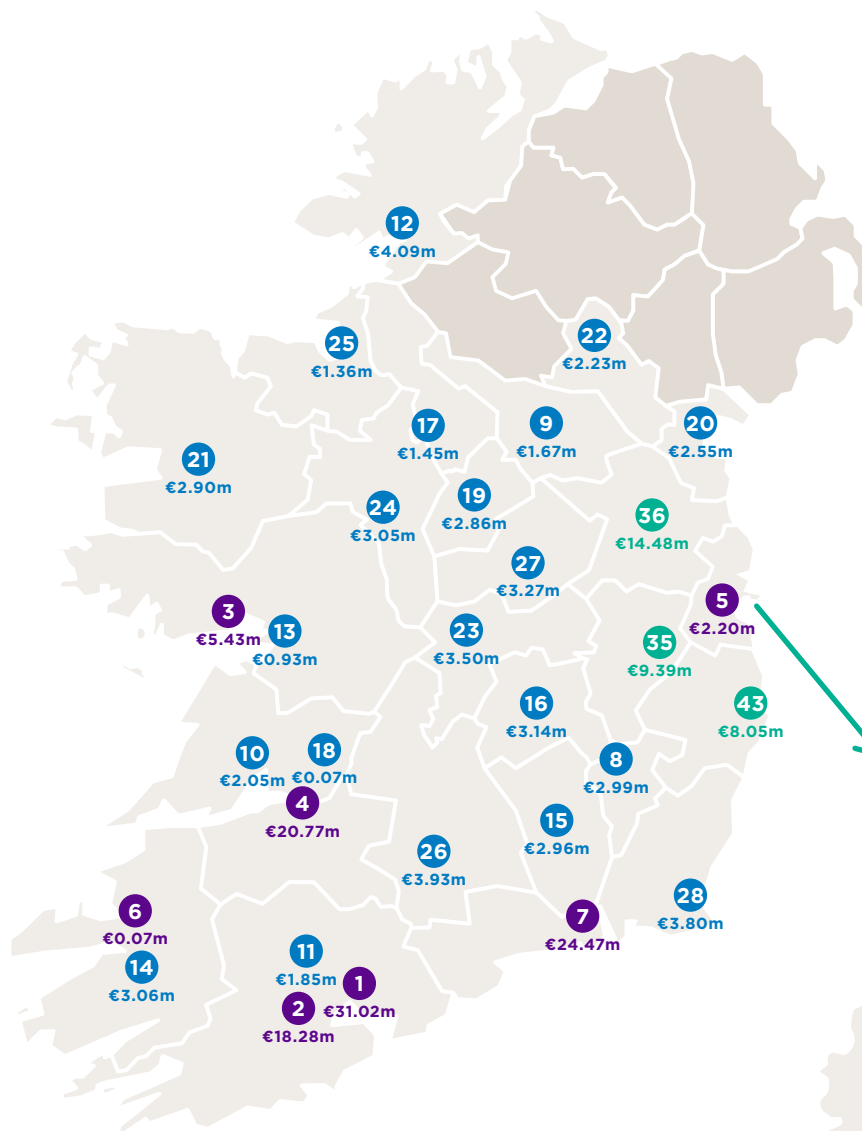
Breakdown by Institution in 2024

Total Spend: €321m

County Map

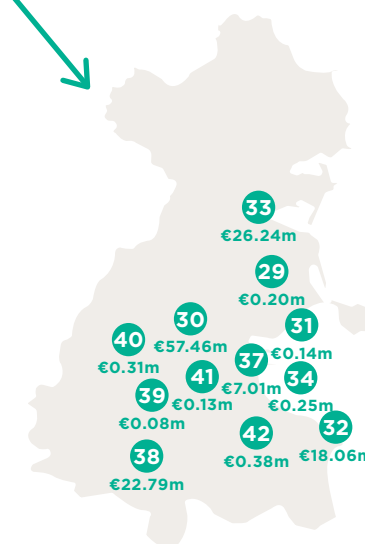
no.	Regional Cities	102,245,155
1	Cork City Council	31,024,772
2	Cork County Council	18,277,386
3	Galway City Council	5,433,907
4	Limerick City and County Council	20,768,151
5	National Transport Authority	2,200,197
6	University Hospital Kerry	70,000
7	Waterford City and County Council	24,470,743

no.	Regional Local Authorities	53,723,739
8	Carlow County Council	2,994,259
9	Cavan County Council	1,668,010
10	Clare County Council	2,046,561
11	Cork County Council	1,851,413
12	Donegal County Council	4,093,641
13	Galway County Council	934,656
14	Kerry County Council	3,063,639
15	Kilkenny County Council	2,956,902
16	Laois County Council	3,140,159
17	Leitrim County Council	1,454,839
18	Limerick City and County Council	74,997
19	Longford County Council	2,863,647
20	Louth County Council	2,547,660
21	Mayo County Council	2,903,144
22	Monaghan County Council	2,228,550
23	Offaly County Council	3,499,890
24	Roscommon County Council	3,049,995
25	Sligo County Council	1,362,094
26	Tipperary County Council	3,925,387
27	Westmeath County Council	3,268,459
28	Wexford County Council	3,795,837



GDA Map

no.	Greater Dublin Area	164,960,126
29	Dublin Airport Authority	195,068
30	Dublin City Council	57,459,685
31	Dublin City University	136,949
32	Dun Laoghaire Rathdown County Council	18,059,555
33	Fingal County Council	26,239,706
34	Iarnród Éireann	250,000
35	Kildare County Council	9,388,515
36	Meath County Council	14,479,659
37	National Transport Authority	7,010,266
38	South Dublin County Council	22,785,622
39	Technological University Dublin	81,733
40	Transport Infrastructure Ireland	310,000
41	Trinity College Dublin	128,159
42	University College Dublin	382,028
43	Wicklow County Council	8,053,181



Breakdown by Scale of Project

The NTA's Project Approval Guidelines stipulate project management requirements commensurate with the scale of the overall project cost. The Project Approval Guidelines categorise projects as follows: > Band 1 Projects under €5 million > Band 2 Projects between €5 million and €20 million > Band 3 Projects over €20 million.

A total of 848 projects were funded by the NTA across the various funding programmes in 2024, broken down by project scale as shown in Table 6.

The table below shows the number of projects by project scale. It is worth noting that some projects start off as Band 1 feasibility studies and progress into a larger band later.

	Band 1 < €5m	Band 2 > €5m < €20m	Band 3 > €20m	Total
No. of Projects	685	141	22	848
Percentage	81%	17%	3%	100%

Table 6: Breakdown by scale of project overall programme. A further breakdown of project size per local authority is available in Appendix 1



Band 3 Projects

The number of Band 3 projects >€20m has substantially increased in recent years. This reflects the increased size, complexity and ambition of Active Travel projects.

Band 3 Projects i.e. Projects > €20m	
Dublin City Council	Bayside to Donaghmede Cycle Scheme
	Blood Bridge
	Chesterfield Avenue (OPW - Phoenix Park) Cycle Scheme
	Clonskeagh to City Centre Cycle route
	College Green Plaza Development
	Dodder Greenway - Permanent
	Fairview to Amiens Street Cycle Route
	Finglas to Killester Cycle Scheme
	Glasnevin to Clontarf Rd Cycle Scheme
	Grand Canal Cycle Route
	Howth Road - Baldoyle to Fairview Cycle Scheme
	Liffey Cycle Route - Permanent
	Point Pedestrian and Cycling Bridge
	Royal Canal Cycle (Phibsborough to Ashtown)
Royal Canal Cycle Route Phase 3 (North Strand Road to Phibsborough Road)	
Dun Laoghaire Rathdown County Council	DLR Connector Active Travel Scheme
	Dun Laoghaire to N11 (Mounttown Road and Kill Avenue)
Fingal County Council	Broadmeadow Estuary Cycle & Pedestrian Bridge
	Royal Canal Cycle Route
	S2S Extension Sutton to Malahide
Kildare County Council	Naas Mobility Network Integration
Waterford City and County Council	Waterford and Environs Urban Regeneration - North Quays (SDZ TM Construction Stage)

Table 7: List of Projects over >€20m

Infrastructure delivered by Type and Region

The following tables show the type of infrastructure delivered by regional breakdown. This information is provided by local authorities. Note when measuring distances, where footpaths or cycle tracks or lanes were provided on both sides of a carriageway, the measurement includes both sides. However, for pedestrianised streets, greenways, traffic free links, 2-way cycle tracks, quiet ways (signed low speed low traffic roads), and traffic calming, the centreline measurement is used.

Walking Route Infrastructure	All	GDA	Regional Cities	Rural Counties	Campus
Pedestrianised Street	1.52km	0.09km	1.43km	0.00km	0km
Footpath Upgrade or Improvement	69.23km	25.24km	22.94km	21.05km	0km
New Footpath	34.78km	3.34km	16.24km	15.20km	0km
Shared Use Ped Cycle Path	9.90km	1.40km	5.38km	3.13km	0km
Urban Greenway/Traffic Free Link	12.43km	2.32km	3.57km	6.54km	0km
Totals	127.86km	32.38km	49.56km	45.93km	0km

Table 8: Walking Route Infrastructure km by type and region

Cycling Route Infrastructure	All	GDA	Regional Cities	Rural Counties	Campus
Shared Use Ped Cycle Path	9.90km	1.40km	5.38km	3.13km	0km
Protected Cycle Lane	12.39km	10.33km	0.50km	1.56km	0km
Segregated Standard or Stepped Cycle Track	38.61km	17.95km	11.19km	9.48km	0km
Urban Greenway/Traffic Free Link	12.43km	2.32km	3.57km	6.54km	0km
Quietway/Mixed Street - Signed cycle routes on low-trafficked and low speed roads	2.27km	1.67km	0.19km	0.42km	0km
Mandatory Cycle Lane	0.96km	0.78km	0.00km	0.18km	0km
Totals	76.57km	34.44km	20.83km	21.30km	0.00km

Table 9: Cycling Route Infrastructure km by type and region

Other Infrastructure	All	GDA	Regional Cities	Rural Counties	Campus
New Pedestrian Bridge	1	0	0	1	0
New Pedestrian and Cycle bridge	5	2	1	2	0
Junction upgrade	154	48	38	68	0
Side Road Junctions upgrade	323	119	91	113	0
Isolated ped or zebra crossing	272	109	84	79	0
School Zone	74	30	18	26	0
School Streets	2	1	1	0	0
Modal Filter	3	1	2	0	0
Cycle Parking Stands	2494	1117	211	255	911
Bus Stop	244	181	40	23	0
Island Bus Stop	46	24	18	4	0
Traffic Calming km	2km	0.8km	1.3km	0.2km	0km
Bus Lane	2km	1km	1km	0km	0km
Asset Renewal Cycle Lane km	3km	2.9km	0.2km	0km	0km
Asset Renewal Bus Lane km	5km	5.1km	0km	0km	0km

Table 10: Other Infrastructure by type and region. A further breakdown of infrastructure by type per local authority is available in Appendix 2

Trends in Infrastructure Delivery

There was a large increase in the kilometres of active travel infrastructure delivered between 2019 and 2024. This reflects the increased investment and expanded geographical spread of the Active Travel Investment programme. The delivery of walking and cycling route kilometres in 2024 rose slightly over 2023, however it was still lower than 2022 as the programme has shifted from the rapid build schemes implemented during, and immediately after, Covid to larger permanent schemes, such as Clontarf to City Centre in Dublin and Waterford Pedestrian and Cycle Bridge.

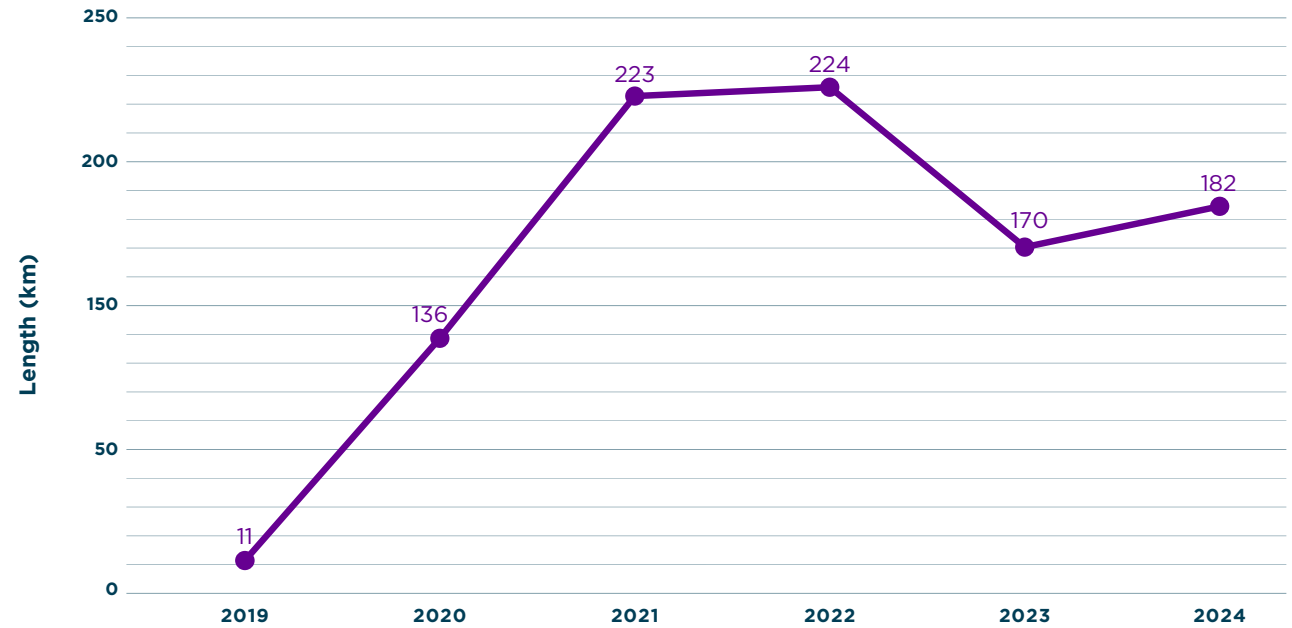


Figure 8: Trends in Walking and Cycling Route Infrastructure Delivery 2019-2024



Public Bike Schemes

The regional bike scheme has been operated by the NTA since 2014, with schemes in Cork, Limerick and Galway. In 2022 a bike scheme was added in Waterford. While Covid-19 had a significant impact on bike usage in all locations, the significant rebound in 2023 continued in 2024, particularly in Limerick and Cork. In total, almost 223,000 trips were made on Public Bike Schemes in 2024 which was a 23% increase compared to 2023.

Total Trips	2019	2020	2021	2022	2023	2024
Cork	241,064	81,504	54,615	109,699	143,557	175,645
Waterford	-	-	-	9,637*	18,527	16,997
Limerick	22,129	10,447	4,862	9,414	13,945	24,027
Galway	27,190	6,604	7,898	6,264	8,916	10,045
Total	290,383	98,555	67,375	135,014	184,945	226,714

*No. of trips after 6 months

Table 11: Public bike schemes (trips made)

Total Trips	2019	2020	2021	2022	2023	2024
Cork	6,594	5,220	4,048	4,230	4,792	6,403
Waterford	—	—	—	1,284*	1,319	1,283
Limerick	1,824	1,344	829	843	928	1,238
Galway	4,127	4,349	937	832	785	1,081
Total	12,545	10,913	5,814	7,189	7,824	9,824

*No. of subscribers after 6 months

Table 12: Public bike schemes (number of registered users)

Spotlight Active Travel Projects

The active travel programme includes over 800 projects in all parts of the State. The following are just a few spotlight projects that are being built at a rapid pace.

- › **Spotlight 1:** Marina Promenade, Cork
- › **Spotlight 2:** Newtown Road, Co. Wexford
- › **Spotlight 3:** Clontarf to City Centre, Dublin
- › **Spotlight 4:** Wolfe Tone Bridge, Galway
- › **Spotlight 5:** Rock Road, Killarney, Co. Kerry

In addition to the above 5 projects that are spotlighted in the following slides, other completed projects can be seen on the Transport for Ireland YouTube Channel and these will be added throughout the year. The following are currently available for viewing:

1. D24 Cycle Scheme, Tallaght, Co. Dublin
2. Broadmeadow Estuary Greenway, Malahide, Co. Dublin
3. Scoil Bhríde GNS, Crosshaven, Co. Cork
4. Gaelscoil Chluain Meala, Clonmel, Co. Tipperary

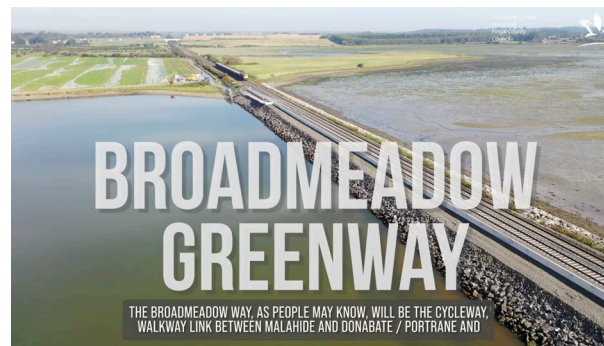
1. Active Travel review of 2024

<https://youtu.be/zyUj6Cp-GZo?si=fA8Yrcu4eu0fzDWb>



D24 Cycle Scheme, Tallaght, Co Dublin

https://youtu.be/TVvkvJmYtak?si=o_L5Qs9ePY8dNB80



Broadmeadow Estuary Greenway, Malahide, Co Dublin

2. Safe Routes to School Programme

<https://www.youtube.com/watch?v=w1F-skggO3Y>



Scoil Bhríde GNS, Crosshaven, Co. Cork

<https://www.youtube.com/watch?v=w1F-skggO3Y>



Gaelscoil Chluain Meala, Clonmel, Co. Tipperary

Spotlight 1: Marina Promenade, Cork City | €4.3m in 2024

The Marina Promenade Project involves the construction of a new six-metre wide pedestrian and cycle corridor to replace the existing road and the construction of new plazas, riverside balconies, new seating areas, and the installation of environmentally sensitive public and feature lighting.

The project includes new pedestrian and cycle access points to the adjacent Marina Park, where Phase 2 work its major redevelopment is ongoing, including the Atlantic Pond, and on to the Cork City to Passage West greenway. It forms part of the wider Lee to Sea project and connects to segregated cycle lanes on Centre Park Road and Monahan Road. New access roads serving the rowing clubs, Páirc Uí Chaoimh and the Atlantic Pond area, were also built.



Before

Pre-Development:

The Marina Road featuring a concrete carriageway in need of repair



After

Post-Development:

The road space has been transformed into a pedestrian and cycle-only link connecting to existing greenways

Spotlight 2: Newtown Road Cycle Scheme, Co. Wexford | €3m in 2024

The Newtown Road Cycle Scheme project consists of segregated facilities for pedestrians and cyclists along Newtown Road, in the western side of Wexford Town. The project looked to address the needs of vulnerable road users while providing a traffic calming element on approach to Wexford Town by reducing carriageway widths and creating a more urban environment for approaching vehicles. In 2024, the Newtown Road Pathfinder Scheme extends from the western extents of Wexford Town towards Wexford Town Centre. The scheme is approximately 1km in length and has delivered the following significant improvements:

- › 1825m of new/upgraded footpath
- › 1947m of segregated cycle track
- › 5 side junctions upgraded
- › 3 new pedestrian crossings added
- › 2 Upgraded Bus Stops
- › 180m of updated safety barrier
- › 4 Lighting columns added/upgraded
- › Localised Greening
- › Carriageway resurfacing for the majority of the scheme
- › Reduced carriageway widths conducive to urban areas and associated reduced speeds on approach to Wexford Town.

Before and After Photos



Before

Location 1: Looking east along Newtown Road towards Wexford Town Centre



Before

Location 2: Looking east from western extents of scheme



After

Location 1: Looking east along Newtown Road



After

Location 2: Upgraded Bus Stop Area

Spotlight 3: Clontarf to City Centre, Dublin | €26.5m in 2024

The Clontarf to City Centre Cycle & Bus Priority Project (C2CC Project) provides segregated cycling facilities and bus priority infrastructure along a 2.7km route that extends from Clontarf Road at the junction with Alfie Byrne Road, to Amiens Street at the junction with Talbot Street. The route is identified as a primary route in the Greater Dublin Area Cycle Network Plan.

The C2CC scheme began construction in 2022 and reached substantial completion in 2024. It provides a high quality, continuous and consistent cycling facility which provides a safe and attractive route for commuter and recreational cycling, along with the upgrade and provision of additional pedestrian crossings. The scheme has also improved the urban realm, landscape and built environment along the route. Along with the walking and cycling benefits, the scheme has improved bus journey times and reliability and will encourage a reduction in transport emissions through a modal shift to active travel and public transport use.

Before and After Photos



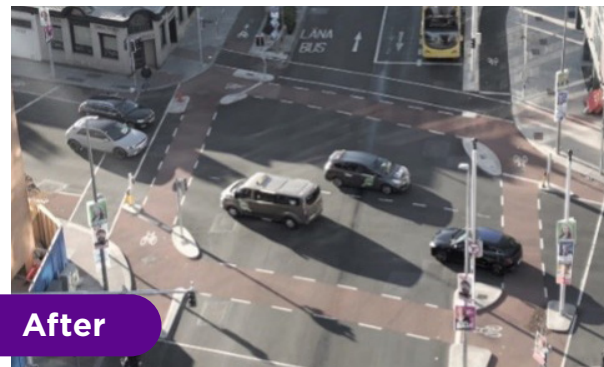
Before

Five Lamps Junction Street View



Before

Alfie Byrne Road Junction Street View



After

Five Lamps Junction Aerial View



After

Alfie Byrne Road Junction Aerial View

Spotlight 4: Wolfe Tone Pedestrian Bridge, Galway City | €1.5m in 2024

The Wolfe Tone Pedestrian Bridge II project involved the construction of a new cantilever pedestrian bridge on the south side of the existing Wolfe Tone Bridge, one of the busiest crossings of the River Corrib. The narrow width of the footpath on the southern side of the carriageway created safety issues for pedestrians using the bridge. The existing footpath widths were inadequate to cater for mobility impaired, wheelchair users or buggies.

The project included upgrades to the junction between Fr. Griffin Road and Claddagh Quay. New signalised pedestrian crossings were installed on both approaches to the bridge, improved overall pedestrian and cyclist safety and enhanced public lighting to improve visibility and safety for pedestrians including landscaping enhancements. The Wolfe Tone Pedestrian Bridge II project has made a substantial contribution to improving road safety, safer route for students and residents (pedestrian accessibility), and connectivity in Galway City.

Before and After Photos



Existing Wolfe Tone Bridge



Wolfe Tone Bridge with the new cantilever section

Spotlight 5: Rock Road, Killarney, Co. Kerry | €1.4m in 2024

The Interconnected Network of Cycleways project involved the construction of over 700 metres of segregated cycle lanes, over 800 metres of footpath improvements and the construction of over 100 metres of protected cycle lanes along Rock Road Killarney.

The project extended from the Cleeney Roundabout on Rock Road, connecting into the existing shared path on Rock Road at the Rock Road car park. As part of the project, the Rock Road junctions with St. Margarets Road, Oakwood Retirement Village and multiple entrances to businesses were upgraded to give priority to Active Travel users along the route. The Rock Road project involved improvements in public lighting and landscaping enhancements. The works also included three raised pedestrian crossings which have contributed to traffic calming along the route.

Before and After Photos



Before

On-street view of Rock Road pre-construction



Before

On-street view of Rock Road pre-construction



After

Aerial view of the Rock Road Active Travel traffic calming intervention



After

Aerial view of the Rock Road Active Travel traffic calming intervention

SECTION 2 – PUBLIC TRANSPORT INVESTMENT



Public Transport Investment (PTI) Programme

The NTA is the Approving Authority and in some cases holds a dual role of Sponsoring Authority and Approving Authority for Public Transport Investment projects and programmes within the GDA, the Regional Cities of Cork, Limerick, Galway, Waterford and other areas of the State. While the NTA has statutory responsibility for the GDA, the NTA manages projects and programmes through the rest of the State on behalf of DoT.

Investment in public transport has increased significantly from an average of €188m per year between 2015 and 2019, to €685m in 2024. This increase in funding over the last number of years reflects major strategic capital programmes entering late stages of planning and design development and progressing towards construction stage.

A €132m increase was noted from 2023 to 2024 largely due to progression of the BusConnects Dublin Programme and MetroLink.

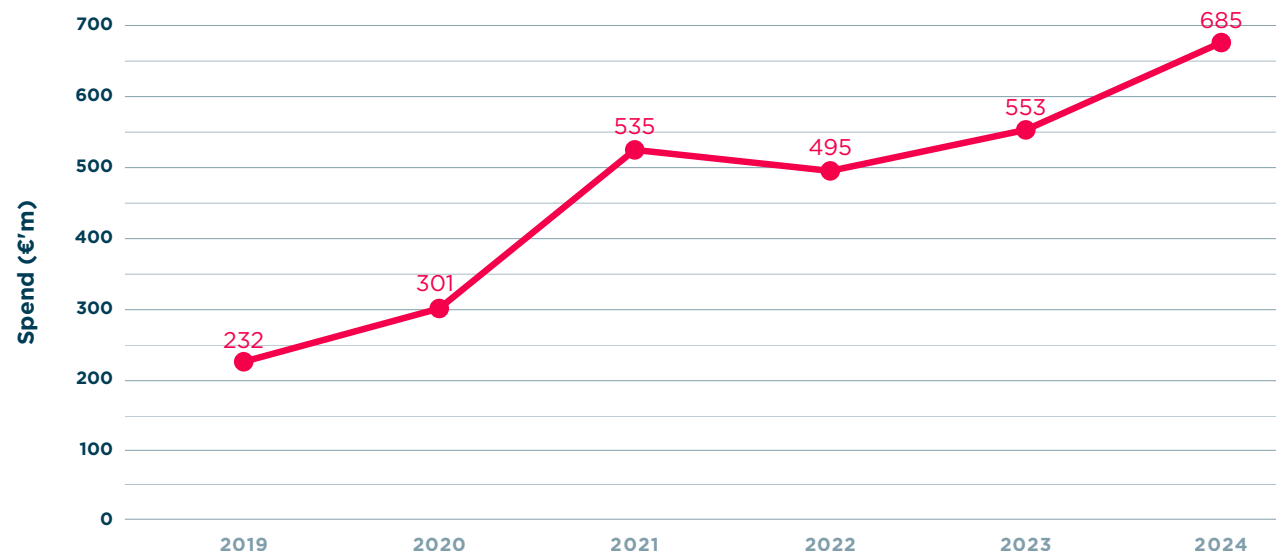


Figure 9: Public Transport Investment Spend Profile 2019 to 2024

2024 Outturn

The NTA provided funding of €685m in 2024 to 273 projects/programmes outlined in Table 13 below:

Programme	No. of Projects	Spend in 2024
Heavy Rail	71	€222m
Bus Programme	109	€285m
Light Rail	11	€90m
Park and Ride	5	€7m
Accessibility	19	€18m
Transport Technology	24	€23m
Integration and Support Projects and Services	34	€40m
Total	273	€685m

Table 13: PTI Spend in 2024

Trend in Spending on Public Transport

The 2024 outturn represented a 24% growth in comparison with the 2023 outturn, with a 39% increase in comparison with the 2022 outturn. Figure 10 shows the increase in overall funding from 2019-2024 by programme.

Spending Trend Graph by Programme

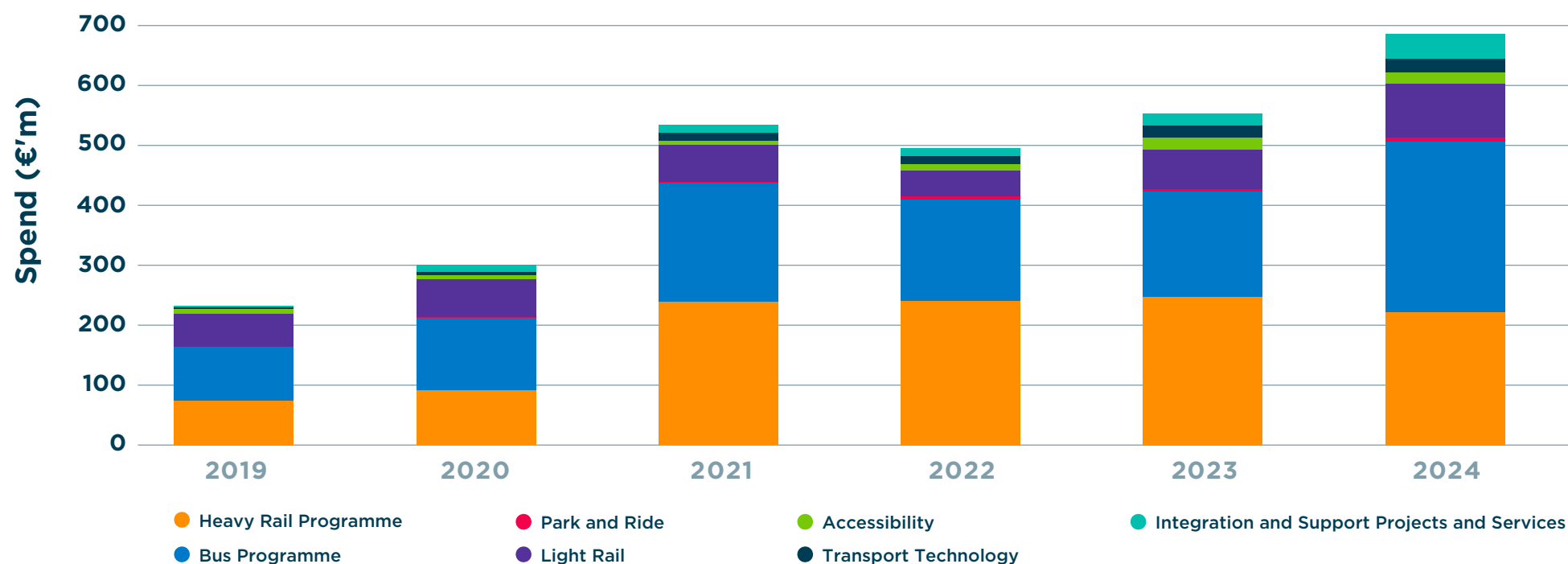


Figure 10: Public Transport Investment Spend Profile 2019 to 2024

Heavy Rail Programme Spotlight 1:

Cork Area Commuter Rail (CACR) Programme | €69.9m in 2024

The CACR Programme is a major investment aimed at transforming the Cork Rail Network. It will increase train capacity and frequency, improving connectivity and promoting sustainability. The programme includes developments and enhancements to the rail network from Mallow through Cork to Cobh and Midleton, featuring new rail infrastructure, electrification, and re-signalling across these lines. This initiative represents the largest investment in the Cork Rail Network to date.

In 2024, significant progress was made across various elements of the programme. At Cork Kent Station, work on an additional platform advanced substantially, with the new structure now in place and commissioning expected in 2025. The main civil works contract for the twin-tracking of Glounthaune to Midleton was awarded, and the contractor began site clearance and fencing works. Additionally, upgrades to the signalling and communications infrastructure in the Cork area progressed, including the installation of new trackside troughing and modelling of the new systems.

Furthermore, a contract was awarded to the joint venture of TYP SA and Roughan O'Donovan to continue advancing the

designs for the remaining programme elements which include new stations, a new depot and the electrification of the network. In 2024, the design team mobilised,

and several design reviews commenced in preparation for a public consultation on the preferred options, scheduled for 2025.



Cork Kent Station - Additional Platform Construction Work Works

Heavy Rail Programme Spotlight 2:

Kishoge Station Opening | €2.5m in 2024

As part of the Kildare Route Project (KRP), completed in 2009, a series of infrastructure improvements were made between Inchicore Depot and Cherryville Junction on the Dublin to Cork line, including the provision of Kishoge Station. However, due to the cessation of residential development in the area, Iarnród Éireann decided not to open the station at that time.

In 2023, work commenced on-site to refurbish the Station for passenger use. This included replacing life expired assets, improving weather protection in the station concourse, and enhancing safety related features of the station.

Following the completion of these works, Kishoge Station was opened to the public in August 2024. It now serves the Portlaoise to Heuston commuter services, with a 14-minute journey time to Heuston, as well as trains on the Newbridge/Hazelhatch to Connolly/Grand Canal Dock route. This station opening enhances local transport connectivity and supports the area's ongoing development.



Kishoge Station



Heavy Rail Programme Spotlight 3:

Limerick Colbert Station Transport Interchange | €2.9m in 2024

Colbert Station Interchange is a key transport node in the Mid-West Region of Ireland. This project aimed to develop a new and improved interchange facility at the station. A staged handover of the new facilities to the bus and rail operators was completed in 2024, and the public is now benefiting from the enhanced ticket offices, toilets, bus concourse, set-down areas, and parking.



Limerick Colbert Station

Bus Programme Spotlight:

Transition of Urban Bus Fleet to Zero-Emission

In line with the relevant actions contained within the Climate Action Plan 2024 and the National Sustainable Mobility Policy Action Plan 2022-2025, the NTA is progressing the transition of the urban public bus fleet in Ireland to operation by zero-emission buses through the electrification of bus depots and the purchase of battery-electric buses. The current roadmap plans to transition the entire urban bus fleet, approximately 1,800 buses, in the 5 cities to zero emission vehicles by 2035 in line with the steady state renewal of existing buses and support the expansion of the fleet as part of other investments programmes such as BusConnects.

During 2024, NTA accepted delivery of 149 double-deck battery-electric urban buses and 10 single-deck (long length) battery-electric urban buses. These deliveries represented the completion of two second orders for a combined total of 101 single and double-deck battery-electric buses and the first deliveries from a third order for 130 double-deck battery-electric buses.

Works were completed in early 2024 on the first phase of charging guns and associated infrastructure at Bus Éireann's Roxboro Depot in Limerick and Dublin Bus' Phibsboro Depot in Dublin. This enabled the first 34 double-deck battery-electric buses to enter service on Limerick city services and a

further increase in the number of double-deck battery-electric buses in service in Dublin to 111 buses.

During 2024, works were also progressed on the first phase of 40 charging guns and associated infrastructure at Dublin Bus' Harristown Depot, a second phase of 20 charging guns and associated infrastructure at Dublin Bus' Phibsboro Depot and a second phase of 40 charging guns and associated infrastructure at Bus Éireann's Roxboro Depot.

Completion of all works underway at the end of 2024 will make available a further 100 charging guns, bringing the total to 284, capable of supporting the operation of a minimum of 308 battery-electric buses.

Stops and Shelters

There are over 16,000 bus stops nationwide with varying provision of bus stop facilities. NTA is progressing programmes to provide enhanced facilities and travel information across all stops nationally. The enhancement of bus stop facilities and travel information continued nationwide throughout 2024 with the following key highlights:

- › Over 500 new TFI-branded poles were installed, improving passenger waiting areas and kerbing.
- › New infrastructure was installed at 66 bus stop locations in County Laois ahead of the launch of the Portlaoise town bus service.
- › Construction work completed at 58 bus stops to support the launch of a new Northern Orbital route (N4) in September 2024.

- › Construction works progressed for the introduction of the E-Spine, F-Spine and O-Route under the BusConnects Dublin programme.
- › Approximately 120 additional bus stop upgrades were completed at rural locations and in Dublin city to enhance Route 83.
- › 420 new and enhanced bus stops were tendered during 2024 to commence construction in 2025 to support the BusConnects Cork Network Redesign.
- › Enhanced travel information posted at over 3,489 stops nationwide.
- › Multiple on-site stop location assessments were undertaken with Dublin and Cork local authorities to progress future phases of the BusConnects Network Redesign.



Light Rail Spotlight 1:

Luas Lifecycle Asset Renewals (LCAR) | €19.7m in 2024

The LCAR Programme, running over 6 years (2021-2026) with an overall value of circa €66 million, is a series of projects that invest in the renewal of existing Luas assets to ensure a high quality, resilient and reliable Luas service. The current Luas light rail system is in operation since 2004 and the LCAR programme has been developed to renew assets that fall outside of the current operation and maintenance contract. The aim of the programme is to protect the value of past investments, and to ensure that Luas' infrastructure continues to operate effectively, reliably and safely.

Renewals cover various aspects of the light rail system such as track and power control systems as well as station and bridge infrastructure.

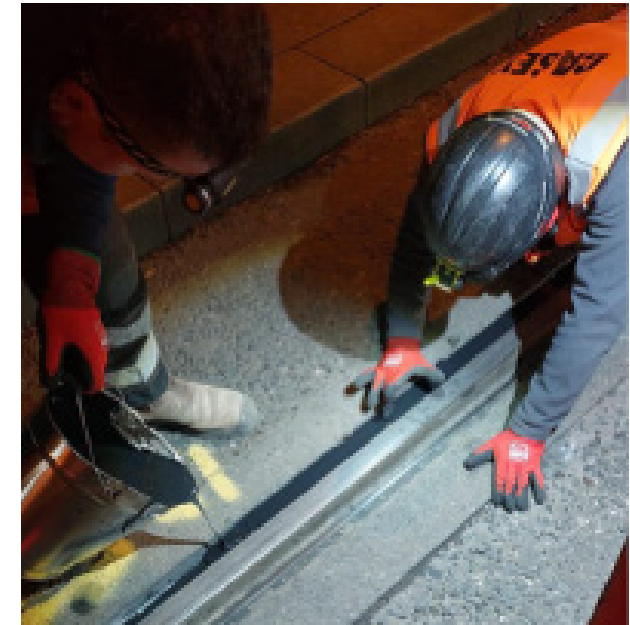
The LCAR Programme for 2024 saw continuing contact wire replacement works, track renewals and overhauls of rolling stock. The programme also included several other projects, such as the replacement of wash plant, upgrades to the passenger lifts at stations and CCTV systems, updates to the software used to manage various systems such as fare collection and improvements to lighting at platforms



Overhead line replacement



New Wash Plant



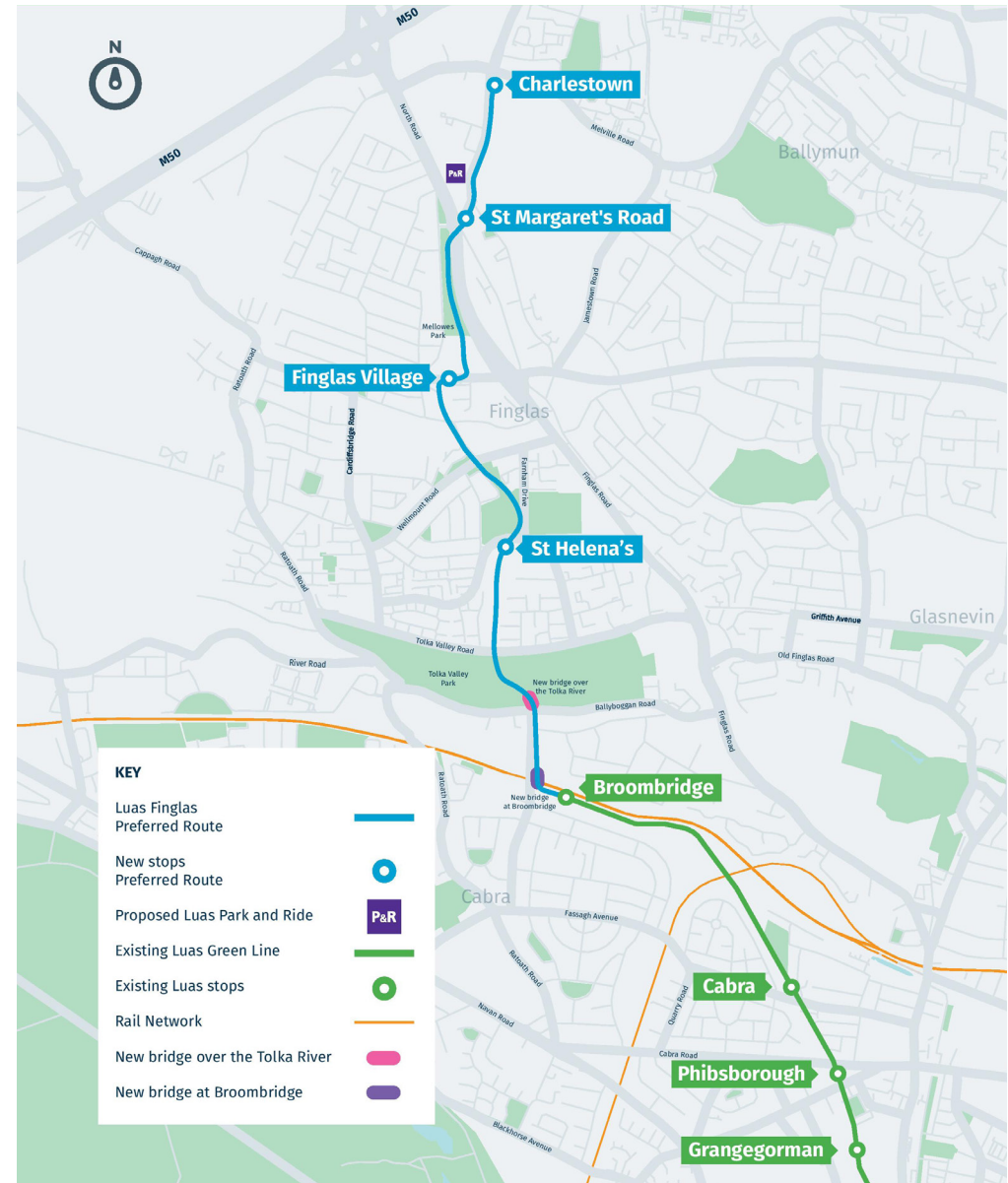
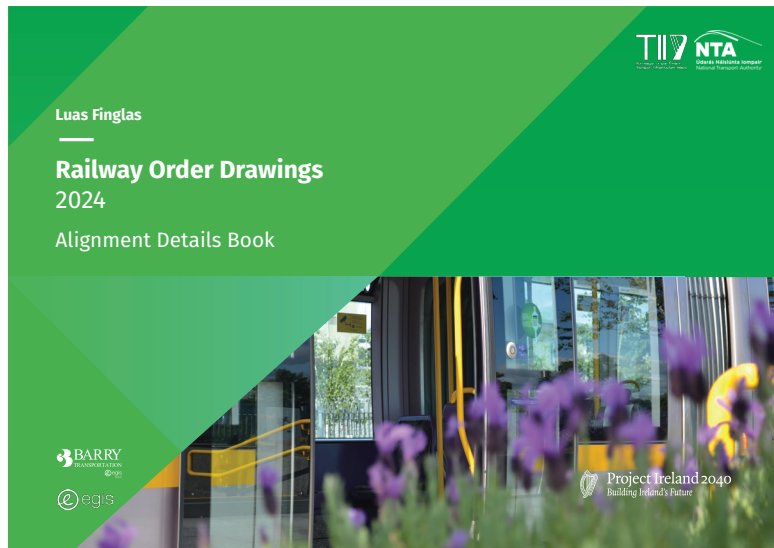
Polymer Sealant installation

Light Rail Spotlight 2:

Luas Finglas | €3.2m in 2024

Luas Finglas is a 3.9km extension of the Luas Green Line from Broombridge to Charlestown via Finglas, with a 350-space Park and Ride facility located just off the M50 at St Margaret's Road. The alignment is primarily off-road and segregated from traffic providing a high-quality public transport service. In the year of opening, Luas Finglas will provide for a tram in each direction every 7.5 minutes during peak times with an approximate journey time of 30 minutes from Charlestown to Trinity College.

During 2024, TII advanced the scheme's reference design and Environmental Impact Assessment Report. In parallel, the project's Preliminary Business Case underwent an External Assurance Process (EAP) and a review by the Major Projects Advisory Group (MPAG) in accordance with the Infrastructure Guidelines. Government consent at Approval Gate 1 to approve the investment proposal in principle was granted on 22nd October 2024, following which the NTA approved TII to lodge a Railway Order Application for the scheme on the 18th of November 2024.



Park and Ride | €7.3m in 2024

The NTA's Park and Ride Development Office (PRDO) established in 2020 enables the delivery of key Park and Ride (P&R) facilities across all regions providing full time specialist resources on these projects. The plans to expand the P&R network are set out in the various metropolitan area transport strategies. The PRDO is continuing to progress P&R sites as set out in these strategies.

Key achievements during 2024 were:

Fassaroe Co. Wicklow

In 2024, tendering for the construction of a new P&R facility at Fassaroe on the western outskirts of Bray in County Wicklow was undertaken and contract award is expected in 2025, with construction commencing soon thereafter.

Ashford/Rathnew

Proposals for a new P&R facility at Ashford/Rathnew further south along the N11/M11 were presented to Wicklow County Council in 2024 and are now progressing through the Part VIII statutory planning process. A final decision is expected in 2025.

Lissenhall/Swords North

The layout for a new P&R facility at Lissenhall/Swords North was close to being finalised at the end of 2024, following extensive discussions with Fingal County Council and TII. Work also continued to finalise the required Environmental Assessment with an application for statutory planning approval expected to be made during 2025.

Black Ash P&R facility

Designs for an upgrade of the existing Black Ash P&R facility on the southeast side of Cork city were developed during the year, with an application through the Part VIII statutory planning process expected to be made in 2025.

Annacotty Co. Limerick

As part of the development of strategic P&R sites identified in the LSMATS, the PRDO assisted Limerick City and County Council to purchase land. In 2024, land was acquired at Annacotty in County Limerick to facilitate the provision of a new P&R facility.



Existing Lissenhall/Swords North Site view from South



Proposed Lissenhall/Swords North Site view from South

Accessibility Retrofit Programme | €18.1m in 2024

The NTA Public Transport Accessibility Programme is a targeted retrofit programme to improve existing public transport infrastructure by retrofitting and upgrading existing facilities. The programme aims to upgrade infrastructure to current accessibility standards and to remove barriers for those with mobility issues. The programme is cognisant of the fact that it is important to support end users of the system and not just provide infrastructure improvements in isolation. In addition to

funding infrastructure improvements, this programme funds other projects and softer measures to help reduce barriers to access to sustainable modes of transport such as Travel Assistance Schemes.

Rail Stations | €9.4m in 2024

The NTA Board approved the Iarnród Éireann business case to bring all stations in its programme up to current accessibility standards. Wheelchair accessible lifts and bridges were opened to the public in Little Island and Banteer Co. Cork. Construction also commenced on accessibility works including lifts and bridges at Rathmore, Maynooth, Athy & Rathdrum in 2024.

Bus Stations Internal Accessibility Upgrade | €0.4m in 2024

Accessibility Works to bring bus stations to the required standard under Technical Guidance Document (TGD) - Part M, is continuing. The TGD - Part M is a key component of Ireland's Building Regulations, specifically focused on accessibility and universal design. This project will enhance Bus Éireann stations for all users.

Following the approval of the Bus Station Programme Business Case in early 2024, Bus Éireann has continued to develop the designs for the first group of stations to be upgraded to the required internal accessibility standards. The initial priority locations are Sligo, Waterford, Athlone and Cork.

Wheelchair Accessible Bus Stops/Bays | €0.8m in 2024

During 2024, construction was completed on 19 wheelchair accessible bus stops including locations in Clare, Tipperary, Monaghan, Limerick, Laois and Cork. Wheelchair accessible bus bays and upgrades of the external bus stations environs were completed in Cork and Ennis and the remaining four locations at Macroom, Clonmel, Longford and Busáras progressed through the design process.



Rail Accessibility Lift and Bridge Banteer

Transport Technology Projects | €23.3m in 2024

The NTA undertakes a vast array of transport technology projects and programmes in light of the increasing emphasis on the role that technology has to play in the delivery of public transport infrastructure and services. These projects and programmes include, but are not limited to:

1. Next Generation Automatic Vehicle Location (NG AVL)
2. Integrated Ticketing (TFI Leap Card)

Next Generation Automatic Vehicle Location (NG AVL)

Automatic Vehicle Location (AVL) technology is required for service control of buses, communications with drivers, tracking of route performance, and generation of real time passenger information for on-street displays and mobile apps. It is at the core of the contract management function of the NTA in tracking kilometres operated and punctuality by operator by route.

The five separate legacy AVL systems currently used for bus operations are approaching their end of life. In 2021 the NTA commenced a public procurement competition to find a single supplier of a modern system to replace the five systems with one central system common to all bus operators. NTA successfully completed the procurement and awarded the NG AVL contract to Trapeze ITS Ltd at the end of 2023.

In 2024, the project mobilised and commenced work on the design of the solution and to plan

the on-bus implementation. A critical enabler for this project was also initiated, preparatory works upon the bus fleet nationwide to ensure that they are ready for the installation of the new AVL equipment. This work included re-wiring the buses and segregating the wiring connected to the AVL so that the old AVL equipment can be disconnected and new AVL equipment more easily installed in order to streamline the installation process on buses, which can only take place outside of service hours.

By the end of 2024 more than 400 buses had been retrofitted with the new wiring arrangements. In parallel, work commenced with each of the Public Service Obligation (PSO) bus operators to upgrade their planning tools to interoperate with the new NG AVL solution. In preparation for installation starting in 2025, manufacturing of the first batch of NG AVL equipment was initiated with the supplier.

Integrated Ticketing (TFI Leap Card)

Integrated Ticketing, better known as TFI Leap Card, is the overall Leap Card system to which the NTA makes enhancements on an ongoing basis. Amongst the Leap systems is the TFI Leap Top-Up App, which is a free application available for Apple and Android phones. It allows customers to instantly top-up a TFI

Leap Card, check their balance, check if they are able to travel for free under the 90-minute fare, and to purchase and collect tickets. During 2024 minor changes were made to the Leap top-up apps as required to keep them up-to-date with changes in the Leap systems. Additionally, during 2024 a number of IT servers and software applications that underpin the Leap Card system were upgraded and replaced. The IT equipment supporting Leap requires regular refreshes and replacements to ensure the systems are operating on supported software versions and to reduce potential cyber security risks. Other changes implemented in 2024 included the introduction of new online application process for Young Adults and Students and extending the Young Adult Card entitlement to those aged up to 25 following a government decision to extent the eligibility of the discounted fares.

TFI Leap Card

In 2024, nearly 1.2 million new Leap Cards were issued, a 1% increase on 2023 volumes. The total value of top-ups increased by 10% to €274m, 70% of which were completed using the Leap Top-Up App. By the end of 2024, over 8.6 million Leap Cards had been issued since the launch of the Leap Card scheme. Overall journeys taken in 2024 using Leap Cards reflected the overall growth in usage of public transport, increasing by 12% over 2023.

Measure	2023	2024	% Change YoY
Leap Cards sold	1,170,505	1,187,204	+1%
Value topped up	€249.5m	€273.8m	+10%
Value used	€210.1m	€228.7m	+9%
Ticket product sales	€33.7m	€34.3m	+2%
Journeys (exc. Department of Social Protection's Free Travel Scheme)	207.8m	233.2m	+12%
Leap Top-Up App Top-Ups Value	€179.5m	€188.7m	+17%

Table 14: Leap Card Statistics

Integration and Support Projects and Services | €40.3m in 2024

The NTA undertakes a vast array of activities in support of its significant portfolio of capital projects and programmes. These services and projects include, but are not limited to:

- › Transport Modelling;
- › Governance and Assurance;
- › Consolidated Contact Centre; and
- › Strategy Development.

1. Transport Modelling

In 2024, work on updating the Regional Modelling System continued with significant progress on upgrades to the modelling of Park and Ride, walking and cycling, the Long-Distance Model and the representation of travel demand. The Regional Modelling System continued to be used intensively for a wide range of projects and initiatives. In 2024, third party use of the models was moved to Amazon Web Services (AWS) which enhanced security, capacity and access for major projects such as Metrolink and BusConnects.

The Annual Data Collection Programme for 2024 included the National Household Travel Surveys, the Regional City Multi-modal Cordon surveys and the National Rail Census.

The Annual National Household Surveys published on the NTA website presents detailed data on all the trips taken by the representative sample in the survey.

Significant progress was made on Greater Dublin Area (GDA) Demand Management Scheme which will deliver the GDA Transport Strategy 2022-2042 Environment and Climate goals. Necessary co-ordination with the National Demand Management Strategy has delayed the finalisation of the draft scheme. The project led to the development of the Carbon Reduction Playbook, the All-Ireland Freight Model, and Stock Models for Car and Goods which will be integrated into the Regional Models.

The NTA continued to develop its collaboration on transport modelling, data and transport planning with other agencies on key projects in the sector such as but not limited to the Freight Pilot Projects, Speed Limits Review, Cost of Congestion and Climate Action Plans; Vulnerable Road Users and Accident Rates Research; Carbon Budgets and Projections; School Transport Business Case Review; and Noise and Air Quality Mapping. Engagement with academia continued with a number of peer reviewed publications, conference papers and lecture modules delivered throughout 2024.

2. Governance and Assurance

Throughout 2024, significant work was undertaken to further enhance various governance and assurance related aspects of the NTA's Capital Programme. Further progression was made to the governance

arrangements for major programmes, systems development to support effective financial and project management of the NTA's portfolio, various project and programme assurance reviews, and independent external expert reviews of key deliverables for various major projects and programmes. In 2024, the NTA further enhanced its Project Reporting System (PRS) which digitised the approval workflow of the capital projects and programmes through its lifecycle as set out in NTAs Project Approval Guidelines (PAGs).

3. Consolidated Contact Centre

To support the growing public transport network and ensure that customers receive a consistent and positive customer experience, the NTA established a Consolidated Contact Centre for public transport in Ireland. The aim of this project was to establish a centralised contact hub, enabling customers to route their queries in relation to a wide array of public transport services via a single source.

The Consolidated Contact Centre commenced operations in 2024 with the first phases with Bus Éireann Public Services Obligation (PSO) service queries from 17th September 2024, Iarnród Éireann on 15th October 2024, followed by Dublin Bus on the 3rd December 2024. It is planned to roll out Go Ahead Ireland, Luas, and NTA corporate in 2025.

4. Strategy Development

A good transport system is one that benefits people by facilitating and encouraging social, cultural and economic development. From this point of view Ireland's needs are set to become more and more complex in the years ahead, and providing for those future needs is at the heart of what NTA is about.

Throughout 2024, NTA continued to engage with local authorities nationally on the preparation of development plans and local area plans as well as being consulted on the preparation of numerous local transport plans (LTPs) for key towns and other settlements. Much of this work was undertaken to assist with the prioritisation of transport investment in local areas.

Transport Planning Initiatives

Key transport planning initiatives undertaken by the NTA in 2024 included:

- › **Dublin City Centre Transport Plan**
The purpose of the Dublin City Centre Transport Plan is to identify and prioritise changes to the current transport arrangements which are necessary to fulfil the vision for the city as a sustainable, dynamic, and inclusive place, as set out in the Dublin City Development Plan.

The plan also facilitates the implementation of the NTA's Transport Strategy for the Greater Dublin Area 2022-2042 by providing a more detailed framework for accommodating significantly higher numbers of people

travelling into the City Centre, in particular by rail, bus, cycling and walking. The Plan was published in July 2024 and the first elements of the Plan (bus gates on north and south quays) have been implemented, resulting in a significant reduction in through traffic which has allowed for quicker and more reliable bus movement through the city.

- › **Local Transport Plans (LTP) and Studies**
The LTPs sets out the detailed framework for investment in public transport, walking and cycling for settlements. They are undertaken based on the methodology developed by the NTA with TII.
In 2024, NTA continued to collaborate with local authorities on the LTP Programme. Work progressed on 30 LTPs in 2024, with the publication by local authorities of 10 draft LTPs for public consultation and 11 final LTPs. It is expected that 10 LTPs will be published in draft form in 2025 with a number to be finalised during the year.
- › **Planning Submissions**
The NTA made 56 submissions relating to various stages in the preparation of County and City Development Plans, Local Area Plans and other plans. These submissions often represent the final stages of detailed and comprehensive engagement with local authorities throughout the plan-making processes.
- › **Planning Applications**
The NTA reviewed 170 applications for developments in 2024, on which 96 submissions were made. These range in scale from small infill developments

on NTA Core Bus Corridor Schemes to Large-Scale Residential Developments of several hundred units and major infrastructure developments such as DART+, the Slane Bypass, and a formal submission on the planning application for a major development proposal for Dublin Port.

During 2024, work continued on the NTA's National Forecasting Project, its purpose being to collect information from each local authority, relating to future population, employment and education development, which will feed directly into the Regional Models ensuring a more accurate distribution of future year growth. This work will tie into the NPF forecasts once published and should be completed in 2025.

The NTA published two planning guidance documents in 2024, including Planning Cities and Towns for Successful Bus Services, to guide future planning decisions towards outcomes that are supportive of public transport and Area-Based Transport Assessment (ABTA) and LTPs - Supplementary Advice Note to provide further brief guidance on the application of ABTA.

APPENDICES

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Section 1 Appendices – Active Travel Investment

Appendix 1: Breakdown by Scale of Project per local authority

	Band 1 <€5m		Band 2 >€5m<20m		Band 3 >€20m		Total
	No.	%	No.	%	No.	%	
Cork City Council	43	66%	22	34%	0	0%	65
Dublin City Council	26	46%	17	33%	15	21%	57
Limerick City and County Council	70	85%	12	15%	0	0%	82
Dun Laoghaire Rathdown County Council	28	76%	7	22%	2	3%	37
Cork County Council	38	95%	2	5%	0	0%	40
Fingal County Council	32	76%	7	19%	3	5%	42
Tipperary County Council	25	100%	0	0%	0	0%	25
Kildare County Council	13	57%	9	35%	1	9%	23
Meath County Council	17	63%	10	37%	0	0%	27
South Dublin County Council	20	63%	12	34%	0	3%	32
Wicklow County Council	24	86%	4	14%	0	0%	28
Donegal County Council	21	100%	0	0%	0	0%	21
Louth County Council	9	38%	15	58%	0	4%	24
Cavan County Council	17	100%	0	0%	0	0%	17

	Band 1 <€5m		Band 2 >€5m<20m		Band 3 >€20m		Total
	No.	%	No.	%	No.	%	
Kilkenny County Council	20	87%	3	13%	0	0%	23
Sligo County Council	23	100%	0	0%	0	0%	23
Monaghan County Council	20	100%	0	0%	0	0%	20
Waterford City and County Council	16	67%	6	17%	1	17%	24
Galway City Council	19	86%	3	14%	0	0%	22
Wexford County Council	11	100%	0	0%	0	0%	11
Clare County Council	14	88%	2	13%	0	0%	16
Leitrim County Council	20	100%	0	0%	0	0%	20
Westmeath County Council	23	96%	1	4%	0	0%	24
Laois County Council	13	100%	0	0%	0	0%	13
Mayo County Council	19	95%	1	5%	0	0%	20
Galway County Council	11	100%	0	0%	0	0%	11
Offaly County Council	21	95%	1	5%	0	0%	22
Carlow County Council	13	93%	1	7%	0	0%	14
Kerry County Council	18	100%	0	0%	0	0%	18
Longford County Council	14	100%	0	0%	0	0%	14
Roscommon County Council	11	100%	0	0%	0	0%	11

	Band 1 <€5m		Band 2 >€5m<20m		Band 3 >€20m		Total
	No.	%	No.	%	No.	%	
National Transport Authority	2	29%	5	57%	0	14%	7
University College Dublin	5	100%	0	0%	0	0%	5
Transport Infrastructure Ireland	1	100%	0	0%	0	0%	1
Dublin City University	1	100%	0	0%	0	0%	1
Dublin Airport Authority	3	100%	0	0%	0	0%	3
Iarnród Éireann	1	100%	0	0%	0	0%	1
University Hospital Kerry	1	100%	0	0%	0	0%	1
Technological University Dublin	0	0%	1	100%	0	0%	1
Trinity College Dublin	2	100%	0	0%	0	0%	2
	685	81%	141	17%	22	3%	848

Table 15: Project Size per local authority

Section 1 Appendices – Active Travel Investment

Appendix 2: Infrastructure delivered by local authority

The following table shows the type of infrastructure delivered by each local authority


	Pedestrianised Street/New Footpath/Footpath Upgrade or Improvement (km)	Shared Use Ped Cycle Path (km)	Urban Greenway/Traffic Free Link (km)	Segregated Standard or Stepped Cycle Track (km)	New Protected Cycle Lane (km)	Quietway - Signed cycle routes on low-trafficked and low speed roads (km)	Bus Lane (km)	Traffic Calming (km)
Dublin City Council	7.9	0.0	1.2	3.1	1.0	0.0	0.1	0.0
South Dublin County Council	2.3	0.8	0.0	0.8	6.7	0.6	0.0	0.0
Dun Laoghaire Rathdown County Council	5.8	0.1	0.0	1.8	2.3	0.5	0.0	0.3
Fingal County Council	6.7	0.4	1.0	6.0	0.4	0.5	0.6	0.0
Wicklow County Council	2.0	0.0	0.1	2.9	0.0	0.0	0.0	0.4
Kildare County Council	2.0	0.1	0.0	1.5	0.0	0.0	0.0	0.0
Meath County Council	2.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0
Cork City Council	11.7	0.4	3.5	5.9	0.5	0.0	0.0	0.1
Limerick City and County Council	12.5	0.3	0.0	4.4	0.0	0.1	0.7	0.0
Waterford City and County Council	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Galway City Council	2.4	0.8	0.0	0.0	0.0	0.0	0.6	0.1

	Pedestrianised Street/New Footpath/Footpath Upgrade or Improvement (km)	Shared Use Ped Cycle Path (km)	Urban Greenway/Traffic Free Link (km)	Segregated Standard or Stepped Cycle Track (km)	New Protected Cycle Lane (km)	Quietway - Signed cycle routes on low-trafficked and low speed roads (km)	Bus Lane (km)	Traffic Calming (km)
Cork County Council	13.1	3.9	0.1	1.0	0.0	0.1	0.0	1.1
Carlow County Council	1.4	0.0	0.0	1.7	0.0	0.4	0.0	0.0
Cavan County Council	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Clare County Council	1.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Donegal County Council	8.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Galway County Council	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Kerry County Council	1.5	0.4	0.0	0.7	0.1	0.0	0.0	0.0
Kilkenny County Council	0.7	0.1	1.7	0.0	0.0	0.1	0.0	0.0
Laois County Council	1.5	0.0	0.7	1.4	0.0	0.0	0.0	0.0
Leitrim County Council	0.5	0.5	0.1	0.0	0.0	0.0	0.0	0.1
Louth County Council	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Longford County Council	3.9	0.0	0.0	2.8	0.0	0.0	0.0	0.0
Mayo County Council	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Monaghan County Council	1.5	0.3	0.7	0.0	0.0	0.0	0.0	0.0
Offaly County Council	4.2	0.0	3.0	0.0	0.0	0.0	0.0	0.1

	Pedestrianised Street/New Footpath/Footpath Upgrade or Improvement (km)	Shared Use Ped Cycle Path (km)	Urban Greenway/Traffic Free Link (km)	Segregated Standard or Stepped Cycle Track (km)	New Protected Cycle Lane (km)	Quietway - Signed cycle routes on low-trafficked and low speed roads (km)	Bus Lane (km)	Traffic Calming (km)
Roscommon County Council	0.5	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Sligo County Council	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tipperary County Council	4.0	0.4	0.0	1.0	1.4	0.0	0.0	0.0
Westmeath County Council	0.7	0.6	0.3	0.0	0.0	0.0	0.0	0.0
Wexford County Council	1.9	0.1	0.0	1.9	0.0	0.0	0.0	0.0
Campuses and Schools	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	105.5	9.9	12.4	38.6	12.4	2.3	2.0	2.4

Table 16: Route Infrastructure delivered by local authority

Section 2 Appendices - Public Transport Investment

 Heavy Rail Safety & Development			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Cork Area Commuter Rail	<p>The Cork Area Commuter Rail (CACR) Programme involves the development and enhancements to the rail network over approximately 62 kilometres from Mallow through Cork to Cobh and Midleton. This will include electrification and re-signalling across the three main routes along with the provision of through running services at Cork Kent Station.</p> <p>In 2024, significant progress was made on the Cork Area Commuter Rail Programme. At Cork Kent Station, the new platform structure was largely completed, with commissioning set for 2025. The twin-tracking contract for Glounthaune to Midleton was awarded, with site clearance and fencing works underway. Upgrades to signalling and communications advanced with new trackside troughing and infrastructure modelling. Additionally, TYPISA and Roughan O'Donovan were contracted to progress designs for the remaining programme elements, with their design team mobilised and preparations initiated for a public consultation in 2025.</p>	<p>Phase 2 - Concept Development & Option Selection (Overall Programme)</p> <p>Phase 6 - Construction & Implementation (Kent Station Through Platform, Signalling and Telecommunications Upgrade, and Glounthaune to Midleton Twin Track)</p>	€69.9m
DART+ Programme	<p>The DART+ Programme will provide a sustainable, reliable and more frequent rail service improving capacity on the rail corridors serving Dublin, to Drogheda on the Northern Line, Hazelhatch on the Kildare Line, Maynooth and M3 Parkway on the Maynooth Line, and on the South Eastern Line as far south as Greystones.</p> <p>As part of the electrification of the commuter rail network serving Dublin, a single fleet manufacturer has been appointed for the provision of both EMU and BEMU rail fleet for the expanded DART network. An initial order for 13 x 5-car BEMUs and 6 x 5-car EMUs, was placed under this framework in December 2021, with the first of these trains arriving in Ireland in 2024.</p> <p>The DART+ Programme will deliver a more sustainable, frequent, and reliable rail service across key Dublin commuter corridors: Drogheda (Northern Line), Hazelhatch (Kildare Line), Maynooth/M3 Parkway (Maynooth Line), and Greystones (South Eastern Line).</p> <p>A single manufacturer was appointed to supply both EMU and BEMU trains. An initial order of 13 BEMUs and 6 EMUs was placed in December 2021, with the first of these trains arriving in Ireland in 2024.</p> <p>DART+ West received planning approval from ABP in July 2024 for electrification, resignalling, track upgrades, and station works from Dublin to Maynooth. However, the proposed depot west of Maynooth was not approved and requires a new Railway Order application. ABP also issued its approval for progressing all of the work needed to enable electrified DART services to operate on the line - electrification, resignalling, the installation of additional track (to 4 tracks) between Heuston and Park West/Cherry Orchard), a new station at Heuston West, and various other works. A Railway Order was submitted to ABP July 2024 for the DART+ Coastal North project and decision is anticipated in 2025.</p>	<p>Phase 4 - Statutory Processes</p> <p>Phase 6 - Construction & Implementation (DART+ Fleet)</p>	€64.4m

 Heavy Rail Safety & Development

Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
<p>National Train Control Centre</p>	<p>The aim of the new National Train Control Centre (NTCC) is to provide a modern, safe, efficient train control system that can effectively meet the current network needs and the significant growth in services which are planned over the next two decades. The NTCC building at Heuston has been occupied since November 2022 by An Garda Síochána and a limited number of Iarnród Éireann staff. There is also a facility allocated to Dublin City Council Traffic Control department within the building.</p> <p>Significant progress was made on the development of the Traffic Management System (TMS product). Two Software Releases (SWR1 and SWR2) were completed and deployed onto NTCC workstations between April and July 2024 which allow Iarnród Éireann operational training to progress. Commissioned into Operational Service of the Rosslare Line (CP1) is expected in late Q4 2025/early Q1 2026.</p>	<p>Phase 6 - Construction & Implementation</p>	<p>€16.0m</p>
<p>Foynes Line Phase 2 (Operational Readiness)</p>	<p>This project involves the installation of new signalling, telecoms and other operational infrastructure required to enable the reopening of the Limerick to Foynes rail line for freight services. It follows Phase 1 of the project which involved the renewal of the track infrastructure on the line.</p> <p>2024 saw the project move into Phase 6 (Construction & Implementation) with work commencing at a number of CCTV level crossings.</p>	<p>Phase 6 - Construction & Implementation</p>	<p>€9.8m</p>
<p>Ceannt Station Redevelopment Galway</p>	<p>This project involves the construction of the station roof; southern façade and entrance; building works; tracks and platforms at Ceannt Station, Galway.</p> <p>Following the approval of the Final Business Case and the signing of the main works contract in 2023, significant progress was made on-site in 2024. The old train hall roof was removed and work commenced on the foundations for the new roof structure. Work began on the transformation of the old Engine shed into staff accommodation and the foundations for three new platforms at the station were completed.</p>	<p>Phase 6 - Construction & Implementation</p>	<p>€9.7m</p>

 Heavy Rail Safety & Development

Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
<p>Woodbrook DART Station</p>	<p>Woodbrook Station, located between Bray and Shankill, will serve both existing and new communities in Woodbrook-Shanganagh area. The station will feature two 174-meter-long platforms equipped with passenger shelters, seating, lighting, CCTV, customer information displays, bicycle parking, and ticketing facilities.</p> <p>On-site works commenced in 2023 and continued throughout 2024. The majority of the platform construction was completed in 2024, along with the construction of a new telecommunication and electrical room. Additionally, the steel structure of the footbridge was installed, which will provide access to the station platforms and the lands to the east of the railway line.</p>	<p>Phase 6 - Construction & Implementation</p>	<p>€9.2m</p>
<p>Train Protection System - Drogheda to Greystones (D2G)</p>	<p>The overall objective of the Train Protection System (TPS) project - Phase 1 is to deploy an European Train Control System (ETCS) Level 1 TPS on the Drogheda to Greystones (including the Howth branch) coastal route to support the commissioning of new trains as part of the new DART Fleet project. This will involve the design, installation, testing and commissioning of TPS equipment on this coastal route which will be used by the new rolling stock that will be delivered as part of the new DART Fleet project. These areas are referred to as the Drogheda to Greystones Railway, or 'D2G' Project. The project will conclude upon the submission of the Approval to Place In Service (APIS) 5 Application 'Interim Operation' to the Commission for Rail Regulation (CRR).</p> <p>Iarnród Éireann progressed with the trackside installation works for work packages:</p> <ul style="list-style-type: none"> › DG1 - Howth Branch, › DG2 - Malahide to East Wall Junction, › DG4 - Malahide to Drogheda, › DG5 - Sandymount to Greystones, and › DG6 - North Ireland Border to Drogheda. <p>Civil works and testing phase for DG1 were complete and safety approval process is ongoing. Civil works for DG2 to DG6 were progressed during the period. On board Installation works for the head of a series were complete and safety approval process is ongoing.</p>	<p>Phase 6 - Construction & Implementation</p>	<p>€3.9m</p>

 Heavy Rail Safety & Development

Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
<p>Inchicore Track Renewals</p>	<p>The Inchicore Track Renewals project comprises of renewal or removal of hand points (HP); altering existing radius over P&C units to accommodate new fleet; relaying of plain line track; and realignment to match where DART+ ties-in from the mainline. The overall project is split up into 6 work packages:</p> <ul style="list-style-type: none"> › Work Package 1 (HP 18, 16 and 15) commenced on site in October 2023 and completed in January 2024. › Work Packages 2 (HP 48, 49, 50 and 51) and 3 (HP 52, 53, 54 and 55) commenced on site in September 2024. › Detailed design for Work Packages 4 (HP 43, 44, 45 and 46) and 5 (HP 12 and 13) commenced in December 2024. › Work Package 6 (HP 64, 65, 66, 67 and 69) designs have been completed and material order placed with manufacturer in August 2024 with delivery and on site works commencing in 2025. 	<p>Phase 6 - Construction & Implementation</p>	<p>€3.3m</p>
<p>Lifts & Escalator Renewal Works</p>	<p>This investment in lift and escalator renewal works is part of the Iarnród Éireann “Big Lift” project. It comprises the upgrade or replacement of lifts, escalators and systems to improve reliability and performance of existing facilities for persons with reduced mobility.</p> <p>Iarnród Éireann completed the upgrade and renewal of 1 new heavy duty stainless steel electric traction lift, 6 electrical control system modifications and 28 lift mechanical safety gear systems in 2024.</p>	<p>Phase 6 - Construction & Implementation</p>	<p>€3.2m</p>
<p>Railway Station Renewals 2024</p>	<p>The Railway Station Renewals project addresses the historic underfunding of buildings & facilities assets throughout the railway network.</p> <p>In 2024, additional trades crews were recruited to reduce the number of items on the Iarnród Éireann Building Inspection Station Defect Log and address age-related station management faults reported. Over 50 station sites benefited from funding provided under this project.</p>	<p>Phase 7 - Close-out & Review</p>	<p>€3.0m</p>
<p>Colbert Station - Transport Interchange Limerick</p>	<p>The Colbert Station Interchange project delivers a new customer focused station building designed to cater for both rail and bus services.</p> <p>A staged handover of the new facilities to the bus and rail operators was completed in 2024, and the public is now benefiting from the enhanced ticket offices, toilets, bus concourse, set-down areas, and parking.</p>	<p>Phase 7 - Close-out & Review</p>	<p>€2.9m</p>

 Heavy Rail Safety & Development

Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
<p>Kishoge Station Opening</p>	<p>The project includes the opening of Kishoge station to passenger service utilising the existing station building and platforms based on the current track and platform configuration and operational needs.</p> <p>Kishoge Station was opened to the public in August 2024. It now serves the Portlaoise to Heuston commuter services, with a 14-minute journey time to Heuston, as well as trains on the Newbridge/Hazelhatch to Connolly/Grand Canal Dock route. This station opening enhances local transport connectivity and supports the area’s ongoing development.</p>	<p>Phase 6 - Construction & Implementation</p>	<p>€2.5m</p>
<p>41 Intercity Railcars (ICRs) Purchase</p>	<p>The objective of the project is to provide additional capacity on existing rail services. An order was placed in December 2019 for an additional 41 InterCity Rail (ICR) train carriages, to add extra capacity to the existing train fleet. These additional carriages are what is referred to as “intermediate carriages”, meaning they can only be used for lengthening trains sets.</p> <p>All 41 carriages have been deployed into services after completing various stages of testing and commissioning.</p>	<p>Phase 6 - Construction & Implementation</p>	<p>€2.3m</p>
<p>East Coast Railway Infrastructure Protection Projects (ECRIPP)</p>	<p>The ECRIPP is a collection of five projects, the scope of which is the provision of coastal defence infrastructure to provide climate resilience to the railway line between Dublin and Wicklow.</p> <p>The project has progressed to Phase 2 (Concept Development & Option Selection), where Iarnród Éireann developed the project through an option selection process, carried out an assessment of options and alternatives and identified an emerging preferred option. A Non-statutory Public Consultation was held on the emerging preferred option in Q4 2024.</p>	<p>Phase 2 - Concept Development & Option Selection</p>	<p>€2.3m</p>

 Heavy Rail Safety & Development

Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
<p>Passenger Information System Replacement - 29000 DMU</p>	<p>This project is to replace the End-of-Life Passenger Information System (PIS) on the Class 29000 Diesel Multiple Unit (DMU) fleet. The PIS system is an audio and visual communication system which predominantly delivers automated safety and destination information to passengers. The new PIS will also have remote access capability to allow live updating of timetables or transmission of emergency messages, as well as remote diagnostics to aid failure identification and maintenance.</p> <p>In May 2023, Iarnród Éireann awarded the contract to IKUSI for the upgraded PIS on the 29000 DMU fleet with implementation progressing during 2024. 12 units entered service in 2024, with the remaining 17 units planned for completion in 2025.</p>	<p>Phase 6 - Construction & Implementation</p>	<p>€1.8m</p>
<p>Railway Station Roof Renewals</p>	<p>This project consists of executing repairs and renewals at six station roofing locations.</p> <p>In 2024, Iarnród Éireann completed the reconstruction of the Victorian platform canopy at Howth Station and began roof renewal works on the old engine shed at Carrick-on-Shannon, which are expected to be completed in 2025.</p>	<p>Phase 6 - Construction & Implementation</p>	<p>€1.7m</p>
<p>Replacement of Drogheda Depot Train Wash and Underfloor Wheel Lathe</p>	<p>This project is to replace the underfloor wheel lathe and train wash at Drogheda depot. There are knock on effects to operations and facilities at Drogheda depot due to the expansion of the Irish Rail fleet with the new DART+ fleet introduction. The majority of the necessary facility modifications are provided under the DART+ Coastal North projects, however this new Wash and Tandem Lathe project is CME dept managed. It provides new equipment for a number of reasons such as obsolesce, current poor production levels, managing differences in current and new fleet parameters. Award of two goods framework contracts for both Wash and Lathe is expected in 2025.</p>	<p>Phase 5 - Detailed Design & Procurement</p>	<p>€1.5m</p>
<p>Railway Station signage and wayfinding programme</p>	<p>The signage and wayfinding programme replaced non-compliant, inadequate, and deteriorated station signage, improving navigation for all railway customers.</p> <p>In 2024, updates were completed at 12 stations on the Westport Line, 5 on the Waterford Line, 5 between Thomastown and Athy, and 9 on the Kilcoole to Rosslare EuroPort route. This ensures that all current stations on the Iarnród Éireann network now comply with Iarnród Éireann wayfinding guidelines and standards.</p>	<p>Phase 7 - Close-out & Review</p>	<p>€1.3m</p>

 Heavy Rail Safety & Development

Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
<p>Ballysimon and Moyross Station</p>	<p>The Limerick Shannon Metropolitan Area Transport Strategy 2040 (LSMATS) outlines proposals for new rail stations at Moyross and Ballysimon, alongside a park-and-ride facility, subject to feasibility assessments. The potential for additional stations on the existing rail network, including Corbally and Parkway, remains under review, with consideration for park-and-ride integration.</p> <p>In 2024, Iarnród Éireann advanced the identification of an emerging preferred location for Ballysimon Rail Station and confirmed the preferred location for Moyross Station following a non-statutory public consultation and further engagement with key stakeholders.</p>	<p>Phase 2 - Concept Development & Option Selection (Ballysimon)</p> <p>Phase 3 - Preliminary Design (Moyross)</p>	<p>€1.0m</p>
<p>Station Customer Service Systems (SCSS) Enabling Works</p>	<p>The overall objective of the project is to develop preliminary designs for the Station Customer Service Systems to align with Iarnród Éireann's vision for Customer Information Systems (CIS). The SCSS Enabling Works project will develop systems requirements specifications and a procurement strategy for these systems. This includes a review of existing CIS equipment technical specifications, developing new technical specifications for station equipment, and the specification of a Station Management System.</p> <p>In 2024, Iarnród Éireann progressed the system requirements specification, typical station layouts design and customer requirements specification (CRS), to progress through Phase 2 (Concept Development & Option Selection), where Iarnród Éireann is developing an option selection process to identify the preferred option.</p>	<p>Phase 2 - Concept Development & Option Selection</p>	<p>€0.9m</p>
<p>LTCD Service Slab Cover</p>	<p>The objective of the project is to give shelter to staff conducting maintenance works for class 22000 fleet, which place on the service slab at Laois Train Care Depot (LTCD).</p> <p>The project was complete in 2024 and the objective has been achieved with the extra inclusion of a rainwater harvesting which reduce dependency on mains water. The work was conducted in a safe and timely manner hitting the strict timeline for completion.</p>	<p>Phase 6 - Construction & Implementation</p>	<p>€0.9m</p>

 Heavy Rail Safety & Development

Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Station surfacing renewals 2024	<p>The Railway Station surfacing renewals programme will address concourse, platform, car park and approach road surfaces degraded asset conditions at 12 station locations.</p> <p>In 2024, Iarnród Éireann completed the resurfacing of Heuston Secondary Concourse, Drogheda Station car park, and Longford Station car park, as well as the demolition of derelict residences in Bray to install a secure bike park as part of a pilot project.</p>	Phase 6 - Construction & Implementation	€0.8m
2600 & 2800 On-Board CCTV	<p>This project aims to install in all units for both, the 2600 & 2800 fleets, a CCTV system including drivers cab display, cameras, recorders, and associated equipment required to monitor all of the passenger areas and cab mounted cameras.</p> <p>Fleet installation and commissioning was complete across all 2600 and 2800 DMUs in 2024.</p>	Phase 6 - Construction & Implementation	€0.7m
Heating system efficiency upgrades 2024	<p>This project involves the replacement and upgrade of life expired heating systems providing welfare services to booking offices, public waiting rooms and public toilets.</p> <p>In 2024, new hot water heating systems were installed at 8 stations on the network.</p>	Phase 7 - Close-out & Review	€0.6m
Ticket Vending Machine Bank Note Acceptor Update	<p>This project relates to upgrading 133-260 Ticket Vending Machines (TVM's) on the Iarnród Éireann rail network to update the Bill Note Acceptor or convert the TVM's to cashless operation. This includes upgrading the Operation Systems for the TVM's.</p> <p>In 2024, Iarnród Éireann progressed initiation, planning and procurement of the project.</p>	Phase 5 - Build & Test	€0.6m
Tax Saver Distribution Upgrade	<p>This project includes required updates to the TaxSaver website to ensure GDPR compliance and the cookies directive. Two software deployments were released in Oct 2024 and Nov 2024. The tax saver website is fully operational as of late November.</p>	Phase 7 - Close-out & Review	€0.6m

 Heavy Rail Safety & Development


Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
<p>Emergency Lighting Renewals DART Region 2024</p>	<p>The Emergency Lighting Programme involves replacing life-expired assets in degraded condition. In total, 417 emergency lights across 28 locations (platforms and concourses) will be installed by the end of the programme. The installation of new luminaires and terminations will improve passenger safety during power failures, provide three-hour backup lighting on platforms during hours of darkness, and enhance asset reliability by reducing recurring failures.</p> <p>In 2024, works were completed at 27 DART stations, with only Grand Canal Dock Station remaining to be completed in 2025.</p>	<p>Phase 7 - Close-out & Review</p>	<p>€0.5m</p>
<p>Navan Line</p>	<p>The issue of a rail connection between Dublin and Navan was re-examined as part of the development of the Transport Strategy. That re-examination supported the development of a rail line from Dublin to Navan and the final Strategy now includes delivery of the line between 2031 and 2036, subject to planning and funding approvals.</p> <p>In 2024, the NTA allocated funding to Iarnród Éireann for the establishment of a design team to commence work on the Navan rail line project. This work involves route option selection, planning and design phases of the project. Iarnród Éireann commenced the procurement process for this pre-construction phase of the project, and issued a tender to prequalified consultants at the end of May 2024. In November 2024, multi-disciplinary consultants were appointed by Iarnród Éireann for the duration of the project to work with the rail company's in-house project team.</p>	<p>Phase 1 - Scope and Purpose</p>	<p>€0.5m</p>
<p>Ennis Line Capacity Improvements</p>	<p>The upgrade and enhancement of the Western Rail Corridor between Limerick and Ennis, and onward line to Athenry, is a Policy Objective (No.7) set out in the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS). This project will review the existing infrastructure and develop a solution to improve capacity on the line.</p> <p>In 2024, Iarnród Éireann prepared the Phase 1 (Scope and Purpose) Project Outline Document (POD). The POD was reviewed by the NTA project team, and an updated version is due to be submitted in 2025. The project has also advanced to Phase 2 (Concept Development and Option Selection), during which an option selection process was carried out to assess various options and alternatives, leading to the identification of an emerging preferred option, which is expected to be adoption in 2025.</p>	<p>Phase 2 - Concept Development & Option Selection</p>	<p>€0.5m</p>


 Heavy Rail Safety & Development


Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Train Consists	<p>This project includes the implementation of a Train Consists/Rolling Stock Rostering System as identified in the ICT Strategy 2020 and will also greatly facilitate the future implementation of the Traffic Management System (TMS).</p> <p>In 2024, Software for the Integrale Plan was deployed. Software for Integrale Control remained in development and undergoing safety reviews with the Iarnród Éireann Safety Board.</p>	Phase 5 - Build & Test	€0.5m
DART Platform Accessibility	<p>This project aims to prevent the increase of, or reduce, ramp usage on the DART network (existing and proposed).</p> <p>In 2024, Iarnród Éireann completed the Strategy, Feasibility Study and Implementation Plan and progressed the preliminary design.</p>	Phase 3 - Preliminary Design	€0.4m
Real Time Customer Information (RTCI)	<p>The Real-Time Customer Information (RTCI) project is a foundational project for improving the provision of real time service information to Iarnród Éireann customers and staff and is included in the Customer Information System (CIS) Strategy recommendations. The project will support the creation of real time data services utilising onboard equipment, the latest data management tools and will include the delivery of occupancy information and real time train location information, improved arrival time calculations and a vastly more reliable IT infrastructure. The RTCI project supports the Traffic Management System project in becoming the ‘single source of truth’ for real time customer information.</p> <p>In 2024, the Pre-Qualification Questionnaire (PQQ) was re-opened seeking AI possibilities. The preliminary business case of the project was approved in November 2024, proceeding the project to develop the tender and procurement documentation.</p>	Phase 3 - Procure	€0.4m
Rail Infrastructure coastal works at Rosslare, Bray head and Killiney	<p>The rail infrastructure coastal works at Rosslare Wexford, Bray Head Wicklow and Killiney Dublin involve the continuation of interim coastal repair works south of Rosslare Strand, Bray Head and Killiney and adjacent to the railway.</p> <p>In 2024, Iarnród Éireann progressed and completed with emergency works in Killiney.</p>	Phase 6 - Construction & Implementation	€0.4m


 Heavy Rail Safety & Development

Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Short Hop Zone Extension - Pole Validators	At the request of the NTA, Iarnród Éireann were asked to facilitate the extension of the Short Hop Zone (SHZ) by installing pole validators at eight railway stations. Installation of the validators was completed in 2024, and commissioning is expected in 2025.	Phase 6 - Construction & Implementation	€0.4m
Connolly Depot Refurbishment	<p>The objective of this project is the refurbishment of Connolly Depot. It is required to create an area where certain diesel fleets displaced from Drogheda Depot can have maintenance exams and servicing carried out on a 24/7 basis following the introduction of the BEMU fleet.</p> <p>In 2024, a multi-disciplinary consultant was appointed by Iarnród Éireann which produced a Preliminary Business Case. Construction is expected to commence at the end of 2025.</p>	Phase 3 - Preliminary Design	€0.4m
Kylemore and Cabra Station	<p>The Greater Dublin Area Transport Strategy 2022-2042 specifically identifies new rail stations at Cabra, Glasnevin, Heuston West, Kylemore, Woodbrook, west of Sallins, west of Louisa Bridge and west of Maynooth.</p> <p>The NTA provided funding to Iarnród Éireann in 2023 to commence the preparation of designs and planning for the Kylemore Road and Cabra rail stations. Optioneering to identify a preferred option was progressed during the period.</p>	Phase 2 - Concept Development & Option Selection	€0.3m
Railway station passenger waiting room and toilet upgrades	<p>This project comprises of upgrades to 10 station toilets at Pearse, Bray, Drogheda, Dundalk, Kildare, Killarney, Limerick Junction, Longford, Mullingar, and Thurles; and 5 waiting rooms at Dundalk, Longford, Malahide, Mallow and Kildare.</p> <p>In 2024, Iarnród Éireann completed upgrades to toilets at Kildare and Drogheda stations, followed by the completion of upgrades across all 10 designated stations. Additionally, a sensory pod pilot trial at Cork Kent Station in the travel centre and waiting room area.</p>	Phase 7 - Close-out & Review	€0.2m
Limerick-to-Limerick Junction Capacity Enhancement	<p>This project is to deliver enhanced connectivity between Limerick and Limerick Junction.</p> <p>In 2024, Iarnród Éireann completed Phase 1 (Scope and Purpose) and continued advancing to Phase 2 (Concept Development and Option Selection), aiming to identify an emerging preferred option for adoption in 2025.</p>	Phase 2 - Concept Development & Option Selection	€0.2m


 Heavy Rail Safety & Development			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Oranmore Station Enhancements	<p>This project is to deliver a passing loop and second platform at Oranmore Station along with associated infrastructure.</p> <p>In 2024, Iarnród Éireanns preliminary business case the project was approved, allowing the station planning application to be lodged, with a decision expected in 2025. Enabling works also commenced on the site.</p>	Phase 4 - Statutory Process	€0.1m
Other Heavy Rail Projects	<p>Other new projects have also commenced or are at early stages of planning and design such as DART Station Enhancement Study, Wicklow Capacity Enhancement and Galway Line. Additional projects, at the construction and implementation phases, had small payments in 2024 such as Boring Machine replacement, Clongriffin Railway Station vandalism retrofit, Upgrade of Fire & Voice Alarm Systems, Railway Station furniture and bike parking, and new bicycle racks and tip-up seats for 29000 railcars.</p>	N/A	€0.9m
Other Technology Projects	<p>Other technology projects were progressed in 2024 including Revenue Protection Unit - Back Office, Website Enhancements, Booking Office Machine Pin Entry Device Update, Barrier Pass Replacement and Customer Communication Centre.</p>	N/A	€0.3m
NTA Heavy Rail Support Costs	<p>This is internal NTA support spend on the Heavy Rail investment programme to conduct independent reviews of the Public Spending Code deliverables and Feasibility Studies.</p>	N/A	€0.8m
			€221.8m

 Bus Programme			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Bus Fleet Programme	<p>The main areas of fleet acquisition include new buses to renew and expand the fleet operating services within the Dublin Metropolitan Area (BusConnects Dublin Fleet), services within the other main cities in Ireland (BusConnects Urban Non-DMA Fleet) and town services (Non-City Urban Buses Fleet), in addition to new buses and coaches to renew and expand the fleet operating regional and commuter services (Non-Urban Fleet).</p> <p>During 2024, NTA accepted a further 149 double-deck battery-electric urban buses bringing the total to 309, and a further 10 single-deck (long length) battery-electric urban buses bringing the total to 55. These deliveries represented the completion of two second orders for a combined total of 101 single and double-deck battery-electric buses and the first deliveries from a third order for 130 double-deck battery-electric buses.</p> <p>Works were completed in early 2024 on the first phase of charging guns and associated infrastructure. This enabled the first 34 double-deck battery-electric buses to enter service on Limerick city services and a further increase in the number of double-deck battery-electric buses in service in Dublin to 111 buses. In total, the electric bus fleet covered nearly 2 million kilometres in 2024.</p>	Phase 6 - Construction & Implementation	135.5
Depots & Depot Electrification	<p>In order to support the transition to a zero-emission urban bus fleet, significant progress was made in 2024 with regards to the provision of charging infrastructure at a variety of depots nationwide.</p> <p>In Dublin in 2024 charging capacity was in place in Summerhill and Phibsborough depot allowing the electric bus fleet to cover nearly 2 million kilometres in 2024. This led to approximately 1,900 tonnes of avoided CO2 emissions, when compared to the emissions of diesel buses travelling the same distance.</p> <p>In Cork in 2024, civil works were ongoing at the Capwell bus depot to increase the maximum import capacity (MIC) in the area, supporting the rollout of electrical charging infrastructure. Additionally, the identification of one or more sites for new bus depots began in 2024 to accommodate the expanded electrified fleet needed for the redesigned bus network.</p> <p>The procurement process for the electrification of the Galway depot was underway in 2024, and a contractor is expected to be selected in 2025.</p> <p>In 2024 the electrification of Roxboro depot in Limerick was completed, with further expansions anticipated by 2025.</p>	Multiple	34.5

 Bus Programme			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
BusConnects Dublin - Core Bus Corridors, Network Redesign and NextGeneration Ticketing	<p>BusConnects Dublin is a major investment programme to overhaul the current bus system in Dublin through a programme of integrated actions to deliver a more efficient, reliable and improved bus system for a larger audience.</p> <p>Some of the key elements that progressed at different phases during 2024 included:</p> <ul style="list-style-type: none"> › Completing the procurement for the supply of Next Generation Ticketing equipment and successfully awarding the contract to implement on buses in Dublin. › As part of Phase 6A, the Orbital route N2 commenced service at the end of September 2024, serving areas including Blackhorse Avenue, Nephin Road, Broombridge, Ballyboggan Road, Old Finglas Road, Griffith Avenue, Marino offering brand new connections and interchange opportunities with other TFI bus, rail and tram services. › As of the end of 2024, planning consents have been granted for another 9 Core Bus Corridors making a total of 10 schemes approved. 	<p>Core Bus Corridors: Phase 4 - Statutory Processes / Phase 5 - Detailed Design and Procurement</p> <p>Network Redesign: Phase 5 - Detailed Design and Procurement / Phase 6 - Construction and Implementation</p> <p>Next Generation Ticketing: ICT Phase 4 - Analysis & design</p>	50.3
BusConnects Cork - Sustainable Transport Corridors and Network Redesign	<p>BusConnects Cork aims to transform the region’s bus system, making public transport more accessible to more people.</p> <p>In 2024, the Cork programme went through extensive planning and design phases for its projects. The design development for the proposed Sustainable Transport Corridors was a key focus. Significant progress was made in finalising the designs and conducting environmental impact assessments. Service planning for the network redesign was prioritised. Proposed changes for routes were discussed, and significant progress was made in defining the locations for stops and termini.</p>	<p>Phase 3 - Preliminary Design</p>	22.9


 Bus Programme			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
BusConnects Limerick - Sustainable Transport Corridors and Network Redesign	BusConnects Limerick – Network Redesign Implementation planning for the new bus network for Limerick started in April 2024 with regular consultations with local authorities taken place, and preferred stop locations identified and reviewed, encompassing all 200 new stops.	Network Redesign: Phase 3 - Preliminary Design Milford Plassey Park Junction: Phase 6 - Construction & Implementation	5.3
	BusConnects Limerick – Sustainable Transport Corridors The Milford Plassey Park Junction project was delivered in 2024, adding traffic signals to previously unsignalised junctions at Plassey Road/Plassey Park Road, creating dedicated pedestrian and cycle crossings, and implementing a bus priority through the junction. The scheme includes the improvement of footpaths, the creation of segregated cycle tracks, bus lanes, and minor junction improvements at the Enterprise Park and Lonsdale Road. In addition to the transport elements, a new plaza area at the University Road junction, landscaping and drainage improvements, and new trees are also integral to the scheme.		
BusConnects Galway - Sustainable Transport Corridors and Network Redesign	BusConnects Galway – Network Redesign A pivotal aspect of BusConnects is the comprehensive redesign of bus networks, with the goal of revolutionizing urban transportation and enhancing its accessibility. Implementation planning for the new network commenced in May 2024 with regular meetings with local authorities held, and preferred stop locations drafted and reviewed.	Multiple	5.6
	BusConnects Galway – Sustainable Transport Corridors Galway currently has three Sustainable Transport Corridor schemes in implementation. The Cross City Link scheme has received conditional approval from ABP (subject to Judicial Review), with the procurement strategy report complete and awaiting further decisions. The Dublin Road scheme has its Preliminary Business Case approved, with an ABP submission scheduled for 2025. Lastly, the Parkmore Road scheme was completed in December 2024.		
BusConnects Waterford - Network Redesign	In Waterford, the network redesign’s first public consultation concluded in early August 2024, with the consultation report complete and the Design Report being finalised.	Phase 1 - Scope and Purpose	0.4


Bus Programme			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Bus Roadside Facilities (Bus Shelters & Bus Stops)	<p>Bus Roadside facilities includes the maintenance and repair of existing bus shelters and the provision of new bus shelters on bus routes throughout the State and the provision of improved customer information at bus stops.</p> <p>In 2024, the NTA installed 195 new standard bus shelters nationwide. Further progress was made on a programme to deliver solar-powered courtesy lighting solutions at bus shelters where lighting was not available due to power supply issues, with a further 79 locations so-fitted.</p>	Multiple	12.5
Bus priority measures and sustainable traffic management measures	<p>The NTA provide a capital grant allocation to local authorities on an annual basis for a number of bus priority measures and sustainable traffic management measures type projects.</p> <p>In 2024, €6.3m was grant funded across Dublin City Council, Fingal County Council, Cork City Council, Cork County Council to support a number of projects, programmes and initiatives such as:</p> <ul style="list-style-type: none"> › Further works on the pedestrianisation of Capel Street and the design works for the Westland Row element of the Dublin City Centre Transport Plan, › Detailed design work, site investigation, commencement of construction at Little Island in Cork County, › Detailed design work and continuation of construction at McCurtain Street in Cork City, › Progression of planning on the Ballyvolane strategic transport corridor (North ring road to Ballincolly) in Cork City, › Upgrade of three junctions on the R132 (Swords Inner Bypass) in Dublin, › Staff salaries to support these projects and civil Interventions. 	Multiple	6.3
Dublin Bus Fleet Refurbishment	<p>In order to maintain the reliability and availability of mid-life buses within the urban bus fleet, refurbishment of various components is undertaken at approximately mid-life.</p> <p>During 2024 refurbishment of 65 double deck buses first registered in 2016 were completed.</p>	Phase 6 - Construction & Implementation	3.7

 Bus Programme			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Bus Éireann (Infrastructure and Technology)	<p>The NTA provide a capital grant allocation to Bus Éireann on an annual basis for a number of infrastructure and technology projects/programmes.</p> <p>In 2024, €3.5m was grant funded to Bus Éireann to support a number of infrastructure and technology projects, programmes and initiatives including, but not limited to: Hydrogen Buses, Bus Station Additional Displays, Bus Repainting, CCTV on Buses, and others.</p>	Multiple	3.5
Dublin Bus (Infrastructure and Technology)	<p>The NTA provide a capital grant allocation to Dublin Bus on an annual basis for a number of infrastructure and technology projects/programmes.</p> <p>In 2024, €0.4m was grant funded to Dublin Bus to support a number of infrastructure and technology projects, programmes and initiatives including, but not limited to: Driver Welfare Facilities, Depot & Charge Management Systems, Online Website Stabilisation, AVL Enhancements, and Rear Engine Doors Safety Upgrades.</p>	Multiple	0.4
Connecting Ireland	<p>Connecting Ireland is NTA's plan to transform rural and interurban mobility by improving bus services across the country over five years (2021 - 2025) inclusive. Phase 1 was completed in 2022 which developed an implementation plan and delivered 38 new and enhanced bus services throughout Ireland.</p> <p>The ongoing investment in TFI Local Link, through the Connecting Ireland Rural Mobility Plan, saw further expansion of the network along with continued increase in passenger numbers. Journey numbers reached a record high during 2024 with approximately 100,000 journeys a week on Local Link services. Total passenger journeys on all TFI Local Link services were 5.8 million for 2024, a 33% increase on the 4.35 million journeys completed in 2023. The main growth in passenger journeys is seen on the Regular Rural Services (RRS) with 4.7 million passenger journeys in 2024, compared to 3.2 million in 2023.</p>	Multiple	1.9


 Bus Programme


Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
<p>New Town Services</p>	<p>The New Town Bus Services Programme aims to provide regular bus network services across the urban footprint area of Ireland's larger towns. The services will be provided by high-capacity single-deck buses that will operate from early morning until late evenings, offering direct, legible routes, at low-flat fares, offering discounts to children, students, young adults, and Leap card holders. The Programme aims to integrate bus services with other public transport services where possible.</p> <p>TFI Local Link introduced the Clonmel town service at the end of 2023. The town service has proved to be another success carrying almost 240,000 passengers during 2024.</p> <p>NTA has started to upgrade the existing network of Demand Responsive Routes (DRTs) to the next generation of Smart DRT services, with a competitive tender completed during 2024. Following a competitive tender process, fifteen new contracts were awarded to transport co-ordination units (TCUs) to manage and administer TFI Local Link on behalf of NTA along with providing insight and connections into the local community.</p>	<p>Multiple</p>	<p>0.4</p>
<p>Dublin Airport Integrated Transport Hub</p>	<p>The NTA in collaboration with DAA commenced an options analysis and development a concept design for a high-quality Integrated Transport Hub (ITH) at Dublin Airport. The study is determine integration between all modes of transport, focusing on public transport, as part of a long-term project to develop best in class surface access facilities to help the airport grow and address elevated pedestrian connections for the Metrolink and to identify a high-level preferred concept option.</p>	<p>Phase 3 - Preliminary Design</p>	<p>1.1</p>
			<p>€284.5m</p>


 Light Rail			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
MetroLink	<p>MetroLink is the development of a high-capacity, high-frequency, automated rail line running from Swords to Charlemont, linking Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services, creating fully integrated public transport in the Greater Dublin Area.</p> <p>During 2024, TII appointed a MetroLink Programme Director to deliver the MetroLink Project. TII continued progress on the development of tender documents for the main contract works. A public Oral hearing and a second round of public consultation was undertaken.</p>	Phase 4 - Statutory Process	63.0
Luas Lifecycle Asset Renewals Programme	<p>The Luas Life Cycle Asset Renewal (LCAR) Programme is a series of projects to upgrade and maintain Luas assets to protect the value of past investments, and to ensure that that the Luas Light Rail System continues to operate effectively, reliably and safely.</p> <p>In 2024, renewal of contact wires as well as track rail sections continued with the length targets for these projects met for the year. In addition, upgrade works were undertaken on CCTV and Station Lighting systems. The vehicle overhaul programmes also continued with the €300k and €900k major maintenances packages being rolled out to vehicles reaching these milestones.</p>	Multiple	19.7
Luas Finglas	<p>Luas Finglas is a 3.9 km extension of the Luas Green Line from Broombridge to Charlestown via Finglas, with a 350-space Park and Ride facility located just off the M50 at St Margaret's Road. The alignment is primarily off-road and segregated from traffic providing a high-quality public transport service. In the year of opening, Luas Finglas will provide for a tram in each direction every 7.5 minutes during peak times with an approximate journey time of 30 minutes from Charlestown to Trinity College.</p> <p>During 2024, the project progressed through preliminary design including the completion and approval of the Preliminary Business Case (PBC). The Railway Order submission including the full Environmental Impact Assessment Report (EIAR) and scheme preliminary design was completed. On the 18th of November 2024 the Railway Order application was submitted to ABP.</p>	Phase 4 - Statutory Process	3.2


 Light Rail			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Public Transport Luas Upgrades	<p>The Public Transport Luas Upgrades (PTLU) Programme is a programme of works which go beyond general operation and maintenance which is undertaken by the Operator (currently Transdev) on Luas Light Rail systems. The scope of the programme includes projects which are not covered by the Operator contract and focus on upgrading and carrying out minor works on Luas assets to ensure the standard of Luas operations is maintained and enhanced.</p> <p>In 2024, Polymer Sealant works continued to improve the rail infrastructure. In addition, survey work was undertaken on switch points across the network and tendering was completed for solar PV to be fitted on Depots.</p>	Multiple	2.0
Luas Lucan	<p>Luas Lucan is a west-east mass transit running from Lucan (Adamstown) to Dublin City Luas network providing a high capacity service from this area to Dublin City Centre, sufficient to cater for the high transport demand along this corridor.</p> <p>In 2024, following the appointment of an Engineering Designer, Phase 1 and Phase 2 of the project commenced. A Project Outline Document (POD) was completed and TII have begun the concept development and option selection phase. A number of end to end routes have been identified and TII will continue to examine route options into 2025 to work towards an Emerging Preferred Route.</p>	Phase 2 - Concept Development & Option Selection	1.1
Luas Cork	<p>Luas Cork is a proposed light rail line running from Ballincollig to Mahon Point, connecting key destinations such as Munster Technological University (MTU), Cork University Hospital, University College Cork (UCC), Cork City Centre, Kent Station, Cork Docklands, Blackrock and Mahon.</p> <p>Planning and route design development progressed in 2024 and a non-statutory public consultation on the Emerging Preferred Route alignment is planned for 2025 to seek community feedback and to continue progressing the scheme towards a preferred route alignment.</p>	Phase 2 - Concept Development & Option Selection	0.6


Light Rail			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
NTA Light Rail Support Costs	<p>In 2024, Aecom were engaged under the Technical Advisory Framework on Emerging Trends. They provided the NTA with a series of workshops and other materials from end of 2023 to early 2024.</p> <p>They also provided technical and commercial support to the Fleet Supply Contract.</p>	N/A	0.2
Fleet Supply Contract	<p>The fleet supply contract is a project to develop the specification for a new light rail vehicle for the Luas network as well as tender for and award a supply contract for these new vehicles.</p> <p>In 2024, The Preliminary Business Case for the contracts first order (new fleet for the red line) was approved and the project moved past approval gate 1. Tender specifications for the new fleet were developed in preparation for Approval Gate 2 of the Infrastructure Guidelines in 2025.</p>	Phase 4 - Statutory Process	0.3
			90.2


 Park and Ride			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
IÉ Car Park Programme	<p>The Iarnród Éireann Car Park Programme consists of the upgrading and improving park and ride at Irish Rail Stations throughout the country. The strategy is being rolled out with an initial group of 12 priority stations as identified in the Iarnród Éireann National Car Park Strategy Report; Portlaoise, Millstreet, Ballybrophy, Bray, Portmarnock, Leixlip Louisa Bridge, Kildare, Edgeworthstown, Farranfore, Carlow, Athy and Charleville.</p> <p>In 2024, progress continued which included the construction of the upgrade including additional 50 spaces at Kildare and the remaining stations progressed through various stages of preliminary design and planning.</p>	Phase 4 - Statutory Process	3.0
Fassaroe Strategic Bus Based Park and Ride	<p>Following the approval of Part 8 planning consent for a Park and Ride at Fassaroe, NTA funded the purchase of the required land and progressed the procurement process for the development of a 388 space park and ride.</p>	Phase 5 - Detailed Design & Procurement	2.7
NTA Park and Ride Development Office	<p>The NTA Park and Ride Development Office (PRDO) provides design services to assist in the delivery of park and ride projects, predominately in the Greater Dublin Area but also across the State.</p> <p>Following on from the work completed in the transport strategies, in 2024 the PRDO progressed several strategic sites through an options selection process and continued the preparation of planning documentation including Environmental Impact Assessment Reports, discussion with landowners on agreements and development of options for bus services and site designs. The project at Fassaroe was also tendered in 2024 via the PRDO.</p>	N/A	1.5
N51 Park and Ride, Navan	<p>The N51 P&R facility includes a new offline bus bay along the westbound lane of the N51 capable of accommodating up to 4 large coaches, incorporating two new bus shelters, a new bus stand area and cycle parking. This new Park and Ride car parking area will be capable of accommodating a total of 181 car parking spaces, including 6 mobility impaired parking spaces and 18 e-car charging spaces.</p> <p>The project was completed and opened to the public in 2023 and was closed out in 2024. The NX bus route now serves the site.</p>	Phase 7 - Close-out & Review	0.1
			7.3


 Accessibility			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Iarnród Éireann Station Accessibility Programme	<p>The objective of the Accessibility Programme is to improve the accessibility across the 54 stations identified as requiring upgrade on the Irish Rail network.</p> <p>Wheelchair accessible lifts and bridges completed and opened to the public at Little Island station and Banteer in Co. Cork in 2024. Also construction commenced for accessibility works at Rathdrum, Athy, Rathmore and Maynooth in 2024.</p>	Multiple	9.4
Wheelchair Accessible Vehicles Grant Schemes	<p>A key objective of the NTA under the Taxi Regulation Acts 2013 and 2016 is the promotion of a quality service by small public service vehicles (SPSV) and their drivers and the promotion of access to small public service vehicles by persons with disabilities.</p> <p>In 2024, 352 non-grant aided new taxi and hackney licences were added to the fleet. In 2024, NTA met its 2025 target under the National Sustainable Mobility Policy Action Plan to grow the number of accessible vehicles in the fleet. In 2024, 20.5% of all SPSVs are now wheelchair accessible.</p>	N/A	6.1
Local Authority Accessible Bus Stops	<p>This programme of works involves the construction of wheelchair accessible bus stops in locations served by high floor coaches, initially focusing on towns with a population over 5,000 and now over 1,000.</p> <p>During 2024, construction was completed on 18 wheelchair accessible bus stops including locations in Laois, Monaghan, Limerick and Cork.</p>	Multiple	0.8
Bus Éireann Accessibility Project	<p>This is Bus Éireann's Nationwide Bus Station Accessibility Programme. Site inspections were carried out in 2018 of 17 locations across the country. Outline proposals were prepared for each location. The objective is to provide wheelchair accessibility at all locations. Accessible car spaces are also to be provided at each location where possible.</p> <p>In 2024 wheelchair accessible bus bays and upgrade of the external bus stations environs were constructed in Drogheda, Cork and Ennis.</p>	Multiple	0.7

 Accessibility			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Bus Station Accessibility Enhancements	<p>Accessibility works to bring bus stations to the required standard under Technical Guidance Document (TGD) - Part M, is continuing. This large-scale project will enhance Bus Éireann stations for all users.</p> <p>The Bus Station Programme Business Case was approved by the NTA board in 2024. Preliminary designs were progressed for the first group on stations including Cork, Waterford, Sligo, Monaghan and Tralee.</p>	Phase 3 – Preliminary Design	0.4
TFI Independent Travel Support	<p>The NTA continue to support the TFI Independent Travel Support (ITS) service (formerly Travel Assistance Scheme). The service aims to support people with additional needs and provide training to teach them to use public transport independently.</p> <p>The Dublin Independent Travel Support service is managed by Dublin Bus. The service provides an assistant to train people who need help using public transport on Dublin Bus, Go Ahead, Luas and DART services in the Greater Dublin Area, and help them to plan and familiarise the journey. The ITS in Dublin carried out 2,122 assists in 2024.</p> <p>The NTA launched the ITS service in Cork in September 2022. 681 assists were carried out in 2024. The NTA extended the ITS service to Limerick in Q4 2023 and carried out 290 assists in 2024, and also to Waterford in 2024 where 166 assists were carried out.</p>	N/A	0.4
Other Accessibility Programmes	NTA provided capital funding to other accessibility projects in 2024 which included Bus Shelter Seating Retrofit Programme.	N/A	0.2
			18.1

 Transport Technology			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Next Generation Automated Vehicle Location	<p>Automatic Vehicle Location (AVL) is required for service control of buses, communications with drivers, tracking of route performance, generation of real-time passenger information for on-street displays and mobile apps and is at the core of the contract management function of the NTA in tracking kilometres operated and punctuality by operator by route.</p> <p>Following the award of the contract at the end of 2023, in 2024 the project team mobilised and commenced work on the design of the solution and to plan the on-bus implementation. A critical enabler for this project was also initiated, preparatory works on the bus fleet nationwide to re-wire the buses so that they are ready for installation of the new AVL equipment.</p> <p>By the end of 2024 more than 400 buses had been retrofitted with the new wiring arrangements. In parallel work commenced with each of the PSO transport operators to upgrade their planning tools to interoperate with the new AVL solution. In preparation for installation starting in 2025, the first batch of AVL equipment was ordered from the supplier and manufacturing commenced.</p>	Phase 6 - Deploy / Roll Out	10.5
Finance System Project	<p>The Finance system project aims to replace the existing finance systems in a phased manner with a single integrated finance solution which will support growth, and enable process improvement resulting in greater effectiveness and efficiencies for the NTA.</p> <p>During 2024, the project team agreed a baseline plan for the implementation of the new solution. The Analysis and Design phase was commenced and completed. The Build and Test phase commenced and progressed through the remainder for 2024.</p>	Phase 5 - Build & Test	6.1
Axio	<p>As an interim measure to improve the passenger experience for Cork bus passengers prior to the rollout of Next Generation Ticketing in Cork, the NTA is installing self-service Leap Card validation machines on poles inside the doors of Cork City buses. Passengers who already have a Leap Card or Public Services Card for Free Travel and who currently all have to go to the driver when boarding, will instead be able to tap their Leap card at this validator as they board the bus. This will significantly enhance bus boarding times and speed up overall journeys and should also improve the passenger experience. This validator installation is expected to take place during 2025.</p>	Phase 1 - Initiation	1.5

 Transport Technology			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Leap Operational Investments	<p>Leap Operational Investments is a series of smaller scale enhancements and additions to the Leap Card scheme that were made during the year.</p> <p>Changes implemented in 2024 included the introduction of new features in the Leap Top-Up applications, implementation of new application process for students and extending the Young Adult Card entitlement to those aged up to 25.</p>	Multiple	1.5
Transport Management Systems	<p>Transport Technology directorate within the NTA provides and manages the technology solutions that support the following transport management systems: Integrated Transport Management System, AVL, Next-Generation AVL.</p> <p>Expenditure in 2024 involved securing additional electronic ticket machines and validators to support the delivery of bus services. In addition, there were changes required to the bus AVL systems to support the various BusConnects phases.</p>	Phase 6 – Deploy/Rollout	1.1
Finance Reconciliation Tool	<p>The Finance reconciliation project aims to secure a software application which can assist by automatically reconciling a high volume of low value payment transactions that have been made against the NTA bank account reports of payments received, thereby enabling process improvement resulting in greater effectiveness and efficiencies for the NTA.</p> <p>During 2024, the project team engaged in detailed design and implementation planning and then commenced the implementation of the tool. An initial pilot implementation of the tool was initiated at the end of 2024 with subsequent implementations planned for 2025 across multiple payment channels in preparation for use to support the Next Generation Ticketing project.</p>	Phase 4 – Analysis & Design	0.6
Travel Information Systems and Services (TISS) Applications	<p>The Travel Information Systems and Services Team is responsible for administering and updating the data and systems underpinning the national journey planning and real-time passenger information system and the TFI Live mobile applications.</p> <p>In 2023, the NTA launched the first iteration of the TFI Live mobile apps, and during 2024 several enhancements were made to the central systems that generates the journey planning results and republishes the real-time information received from each PSO transport operator. Additionally, a project was initiated to improve the process under which data about proposed bus route changes is exchanged between the PSO operators and NTA. This is expected to be delivered during 2025, providing efficiencies and time savings to NTA.</p>	Phase 6 – Deploy/ Rollout	0.4

 Transport Technology			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Leap Infrastructure Investments	<p>Leap Infrastructure Investments is a series of smaller scale projects to keep the Leap IT hardware and software systems operational and working on up-to-date versions.</p> <p>During 2024 a number of IT servers and software applications were replaced, patched and upgraded. The IT equipment requires regular refreshes and replacements to ensure Leap is operating on supported software versions and to reduce potential cyber security risks.</p>	Multiple	0.4
TFI Go Mobile Ticketing	<p>TFI Go is a free mobile phone application available for both Android and iOS that sells tickets for 31 bus operators across Ireland, including tickets for all Bus Éireann PSO services nationwide, all TFI Local Link scheduled services, Go Ahead Ireland Dublin Commuter services as well as for 27 private bus operators who participate in the Young Adult fares discount scheme.</p> <p>In 2024 growth was experienced across the board with tickets sold worth over €2.6m across nearly 1m passenger journeys. During 2024 some minor enhancements were made to the TFI Go solution including to internal tools used to manage the ticketing and fares data used by TFI Go.</p>	Phase 6 - Deploy / Roll Out	0.3
ICT BMO investments	<p>The NTA directly operates certain systems necessary for the delivery and operation of the Bus Market Opening (BMO) services.</p> <p>During 2024 a number of IT servers and software applications were replaced, patched and upgraded in order to keep them on supported versions and to reduce potential cyber security risks.</p>	Phase 6 - Deploy / Roll Out	0.2
Fares Determination	<p>NTA, as part of the National Fares Strategy and subsequent fares determinations, is introducing a new range of consolidated 'all mode' tickets, consolidating the Leap Card capping and is also extending the Dublin Commuter Zone to approximately 50km from Dublin city centre to include towns such as Drogheda, Navan, Trim, Enfield, Clane, Prosperous, Newbridge, Kildare, Greystones and Wicklow.</p> <p>This project was initiated in 2024 to oversee the changes that are necessary to all of the individual transport operator systems to support these changes.</p>	Phase 1 - Initiation	0.1

 Transport Technology			
Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Next Generation Ticketing in the Greater Dublin Area (GDA)	<p>The NTA is seeking to implement new and more flexible ticketing systems through its Next Generation Ticketing (NGT) project, which is intended to be the eventual successor to the successful TFI Leap Card integrated ticketing scheme.</p> <p>In 2024 the business case to expand NGT beyond bus and to deploy onto Luas and Irish Rail services in the Greater Dublin Area was approved, and the contract to implement NGT was signed with the NGT Supplier (Indra Sistemas S.A.) in August 2024. By the end of the year the project team had mobilised and commenced work on the planning and solution design which will be progressed during 2025.</p>	Phase 4 - Analysis & Design	0.1
Public Transport Infrastructure Management System	<p>The Public Transport Infrastructure Management System (PTIMS) is the central system in use for the recording of information regarding the infrastructure at public transport nodes (i.e. such as where there are shelters, poles, and RTPI signs at bus stops) around the country. PTIMS in turn feeds into other systems within the Transport Technology department (signs, real-time, schedules etc.) as this application provides data needed to publish Journey planning and Real Time Passenger Information.</p> <p>During 2024 a number of minor upgrades were performed on the underlying ICT systems that support the operation of the PTIMS application.</p>	Phase 7 - Handover & BAU	0.1
			23.0

 Integration and Support Projects and Services

Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
<p>Project Big Move</p>	<p>The NTA was located across 5 different buildings in Dublin City Centre with some leases that were due to expire at the end of 2024. Project Big Move (PBM) provides a modern single site workplace capable of accommodating all NTA staff working in a hybrid/blended pattern. A modern single site workplace will put a greater emphasis on providing staff with a variety of work settings capable of supporting individual focus work, collaboration and opportunities to connect with colleagues from across the organisation.</p> <p>NTA successfully completed the transition to the new offices in 2024 consolidating multiple offices into a single headquarters.</p>	<p>Phase 6 – Construction and Implementation</p>	<p>18.9</p>
<p>Transport Modelling</p>	<p>The NTA undertakes transport modelling to support transport investment by enabling planners to make informed and data driven decisions. The NTA undertakes strategic modelling to analyse planned transport investments and make informed decision for Ireland’s future.</p> <p>In 2024, the NTA work continued on updating the Regional Modelling System, progression of the Greater Dublin Area Demand Management Scheme, and continued to develop its collaboration on transport modelling, data and transport planning.</p>	<p>N/A</p>	<p>8.9</p>
<p>Capital Programme Office</p>	<p>The Capital Programme Office (CPO) is responsible for the oversight, management and administration of the NTA’s Capital Grants Management Process and the dissemination of Capital Grant funding to grantees, the central review of Infrastructure Guideline deliverables, and assisting in ensuring compliance, and acts as a central hub of reporting for the Capital Programme.</p> <p>In 2024, the CPO continued with further improvements of NTA’s Capital Grants Management and Project Reporting System to better manage and monitor capital funded projects. Additionally the CPO team completed a number of governance reviews across major projects in line with its requirements under the Infrastructure Guidelines.</p>	<p>N/A</p>	<p>4.1</p>

 Integration and Support Projects and Services

Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
<p>Transport Technical Support</p>	<p>The NTA engages services to support internal teams and enable progress across capital projects such as data analytics, technical advisory, finance advisory and other areas.</p> <p>During 2024, foundational work was completed for major projects with business requirements, solution designs and build phases successfully initiated. Enhancements to the YAC solution, including the integration of Turnit, further streamlined data flows and improved service planning capabilities. On the analytics front, the team delivered impactful solutions including the Transport Modelling Dashboard, the Ghost Bus Dashboard for the Contracts and Service Planning team, and PSO Fleet Emissions forecasts for 2030, which were incorporated into the 2025 Climate Action Plan. Several process enhancements were implemented, including the full transition to the Power BI reporting suite, automated GL validation, and optimisation of reporting queries through the use of views in periodic and monthly pipelines. The team also played a key role in organisational enablement, delivering four Data Literacy Programme sessions across five directorates.</p>	<p>N/A</p>	<p>2.8</p>
<p>Consolidated Contact Centre</p>	<p>To support the growing public transport network and ensure that customers receive a consistent and positive customer experience, the NTA progressed its plans to establish a Consolidated Contact Centre for public transport in Ireland. The aim of this project is to establish a centralised contact hub, which will enable customers to route their queries in relation to a wide array of public transport services via a single source.</p> <p>The Consolidated Contact Centre commenced operations in 2024 with the first phases with Bus Éireann Public Services Obligation (PSO) service queries from 17th September 2024, Iarnród Éireann on 15th October 2024, followed by Dublin Bus on the 3rd December 2024.</p>	<p>Phase 6 – Construction and Implementation</p>	<p>2.2</p>
<p>Strategy Development</p>	<p>The NTA has responsibility for the development and delivery of strategic transport plans. Throughout 2024, the NTA continued to engage with local authorities nationally on the preparation of development plans and local area plans as well as being consulted on the preparation of numerous local transport plans for key towns and other settlements. Much of this work was undertaken to assist with the prioritisation of transport investment in local areas.</p>	<p>N/A</p>	<p>2.0</p>

 Integration and Support Projects and Services

Project/ Programme	Description and 2024 Progress	Project Phase at Dec 2024	2024 Spend €m
Transport Regulation	During 2024, IT development work was undertaken on the CABS system that supports the NTA's licensing function for small public service vehicles.	N/A	0.9
Project Management Office	This strategic initiative is centred around enhancing the current Project and Portfolio Management (PPM) tool, KeyedIn. The primary aim to address current system limitations and accommodate the evolving requirements of the NTA's ICT PMO and the wider organisation. The project is structured into two phases, with the first phase focusing on configuration upgrades set to commence in November 2024. Workshops to finalise the initial design were conducted throughout November and December 2024.	Phase 1 - Initiation	0.1
			39.9

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