



2025 CAPITAL INVESTMENT PROGRAMME

JULY 2026



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INTRODUCTION

2025 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 Cities of Cork, Limerick, Galway and 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.

In 2025, the NTA Capital Programme expenditure was **€1,077 million** of which **€1,052 million** was allocated from Exchequer funding by the Department of Transport (DoT) and **€24.7 million** funded by the NTA, Transport Infrastructure Ireland and Iarnród Éireann, which was distributed across its various projects and initiatives.

In fulfilling its role in securing provision of transport infrastructure, the NTA oversees several distinct capital programmes, including the following:

1. Active Travel Investment | €296.5m in 2025

2. Public Transport Investment | €781m in 2025

€1,077m
Capital Expenditure
in 2025

Number of projects by Programme represented by stage in their lifecycle

The NTA Capital Investment Programme at the end of 2025 was comprised of 1,113 projects and programmes and the categorisation of these across various sub-portfolios is shown in the table below. Overall, 58% (643) of projects/ programmes are at planning and design, 36% (397) are at construction/implementation and the remainder of 7% (73) are at close-out stage.

Programme	No. of Projects	% of Projects in Planning/ Design/ Procurement	% of Projects at Construction/ Implementation	% of Projects at Closeout	2025 Spend
Active Travel	826	59%	36%	6%	296,463,351
Public Transport Infrastructure	287	55%	36%	9%	780,809,199
Heavy Rail	73	53%	30%	16%	331,639,045
Bus Programme	104	52%	44%	4%	190,023,591
Light Rail	11	82%	9%	9%	162,831,646
Integration & Support	46	76%	13%	11%	22,944,179
Accessibility	22	32%	59%	9%	23,628,261
Transport Technology	26	38%	54%	8%	37,737,209
Park and Ride	5	80%	20%	0%	12,005,268
Total	1,113	58%	36%	7%	1,077,272,551

Table 1: NTA 2025 Capital Investment Programme represented by programme and stage

Breakdown by Institution in 2025

Total Spend: €1,077 million

National	744,955,034
Bus Éireann	20,604,140
Iarnród Éireann	339,261,061
Transport Infrastructure Ireland	164,242,833
National Transport Authority	220,847,000

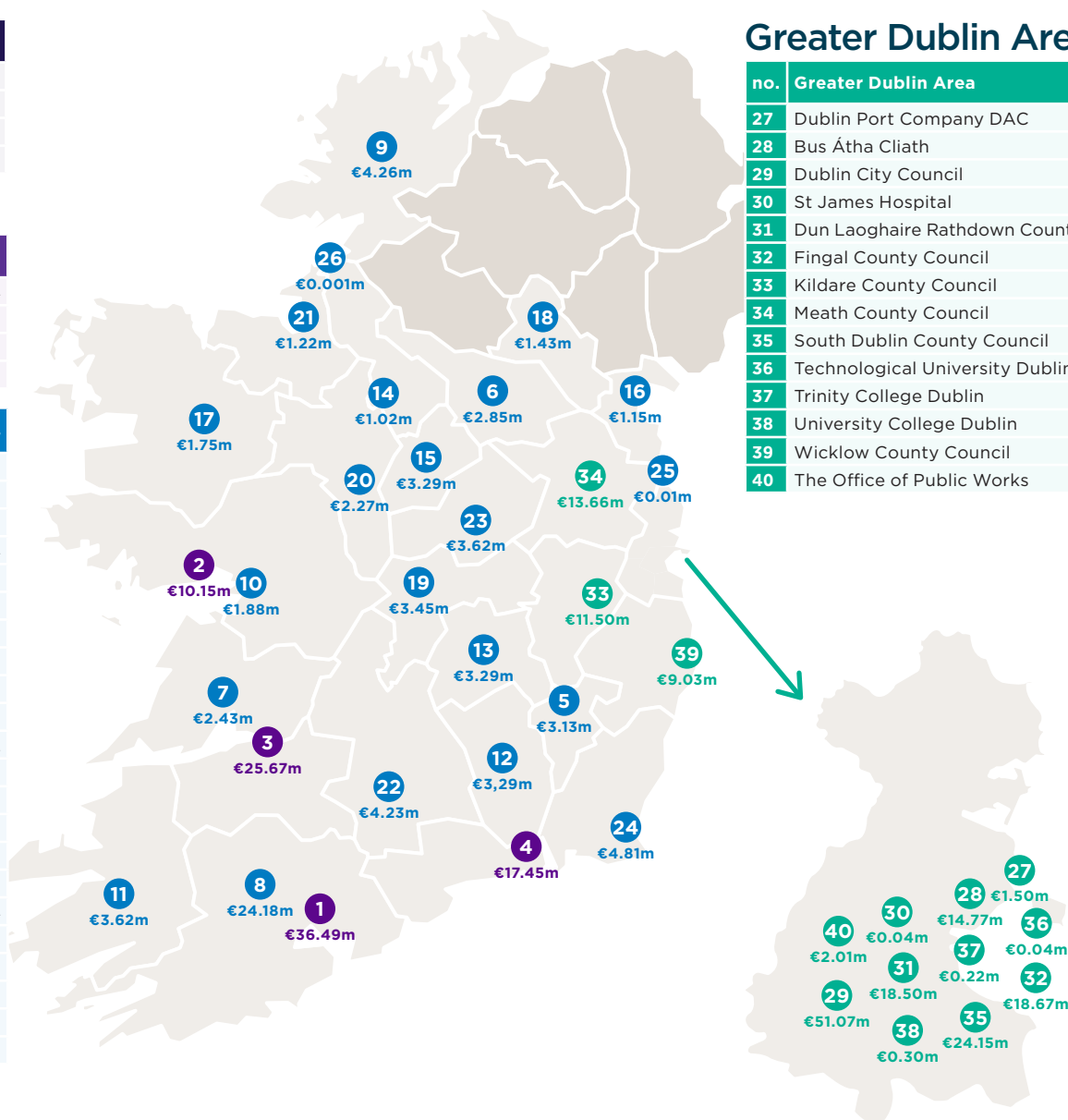
County Map

no.	Regional Cities	89,759,365
1	Cork City Council	36,494,144
2	Galway City Council	10,145,463
3	Limerick City and County Council	25,669,145
4	Waterford City and County Council	17,450,613

no.	Non GDA and Regional Local Authorities	77,106,214
5	Carlow County Council	3,125,685
6	Cavan County Council	2,847,393
7	Clare County Council	2,429,870
8	Cork County Council	24,178,854
9	Donegal County Council	4,258,720
10	Galway County Council	1,881,022
11	Kerry County Council	3,615,262
12	Kilkenny County Council	3,285,920
13	Laois County Council	3,289,385
14	Leitrim County Council	1,019,705
15	Longford County Council	3,237,451
16	Louth County Council	1,153,689
17	Mayo County Council	1,749,626
18	Monaghan County Council	1,428,990
19	Offaly County Council	3,447,742
20	Roscommon County Council	2,269,337
21	Sligo County Council	1,216,024
22	Tipperary County Council	4,226,312
23	Westmeath County Council	3,624,939
24	Wexford County Council	4,806,456
25	Local Link Louth Meath Fingal	11,943
26	Local Link Donegal, Sligo and Leitrim	1,888

Greater Dublin Area (GDA) Map

no.	Greater Dublin Area	165,451,937
27	Dublin Port Company DAC	1,500,000
28	Bus Átha Cliath	14,771,614
29	Dublin City Council	51,069,362
30	St James Hospital	40,352
31	Dun Laoghaire Rathdown County Council	18,496,223
32	Fingal County Council	18,669,624
33	Kildare County Council	11,502,527
34	Meath County Council	13,661,872
35	South Dublin County Council	24,149,186
36	Technological University Dublin	36,178
37	Trinity College Dublin	218,703
38	University College Dublin	298,195
39	Wicklow County Council	9,027,863
40	The Office of Public Works	2,010,240



Active Travel Investment 2025 Key Highlights



70km

of cycle infrastructure improvements



€296.5m

invested in 2025



526

schools in
Safe Routes
to Schools
Programme



99km

of pedestrian infrastructure improvements



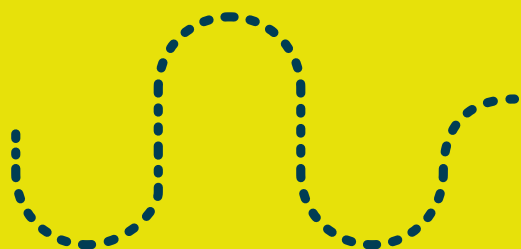
826

projects
received
funding in 31
local authorities



300

new or upgraded
pedestrian crossings
delivered



>1,080

of active travel km
delivered since 2020



317,301

trips were made
on Public Bike
Schemes in 2025
(+40% from 2024)

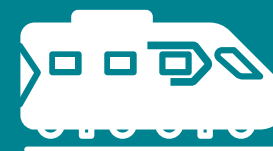
Public Transport Investment 2025 Key Highlights



287 sponsored
projects/programmes
across **27** agencies



€781m
Invested in 2025



2 sets of new
DART carriages
delivered for
testing in 2025



Total of **364**
battery-electric
urban buses inclusive of **55**
single-deck battery-electric
buses by end of 2025



8 Final Local Transport Plans (LTPs)
published including for Dundalk, Gort,
Killarney, Tralee, and Mullingar and **5**
Draft LTPs published for Arklow, Ennis,
Clondalkin, Monaghan and Donegal



Railway Orders
were approved by An
Coimisiún Pleanála for
DART+ Coastal North,
MetroLink and Luas
Finglas



Woodbrook
New DART station
opened in
August 2025

New bus
shelter supply
contract
awarded
with **55** new
shelters installed and
orders for **107** placed.



A Look Back on 2025 and Look Ahead to 2026

2025 represented another record year for investment in sustainable transport as part of the NTA's capital investment programme. In 2025, a number of nationally significant transport projects progressed through planning, design and procurement in preparation for delivery. The year saw both substantial progress and a rapidly evolving delivery environment, requiring continued focus on funding, affordability and programme management across the portfolio.

Alongside these developments, the global economic and geopolitical environment continued to present challenges for infrastructure delivery. International conflicts, trade tensions and supply chain disruptions contributed to ongoing uncertainty in construction markets during 2025. Although inflationary pressures moderated from the peaks experienced in previous years, volatility in labour, materials and energy costs continued to influence project affordability and procurement outcomes across the infrastructure sector. These external factors reinforced the importance of robust cost forecasting, risk management and active market engagement across the NTA's capital portfolio.

The NTA also continued to strengthen its approach to programme delivery in response to the growing scale and complexity of the capital portfolio. Key areas of focus in 2025 included improving cost estimation practices, enhancing project governance, building capability in collaborative contracting models,

and managing the risks associated with statutory approvals and legal processes. Encouraging progress was seen during the year with shorter timelines for statutory planning consents and quick resolution of legal challenges, helping to improve delivery certainty for several major projects. Conversely a small number of projects such as the new DART Fleet, National Train Control Centre and some active travel projects experienced delays due to various risks materialising with associated project cost increases.

Looking ahead to 2026, the focus will be on transitioning strategic priorities into delivery. A key milestone during the year was the publication of the National Development Plan (NDP) Review 2025 and the corresponding Department of Transport Sectoral Investment Plan. Both of these plans were informed by the NTA capital programme requirements reflecting the current status of the various projects and programmes. The NDP Review provides greater clarity on the medium-term funding framework for transport investment and establishes a clear set of priorities across the national infrastructure pipeline. This creates a more structured basis for investment planning and enables the NTA to focus resources on key strategic projects and programmes, including MetroLink, DART+, BusConnects, Active Travel and Regional Cities investments, which will be central to supporting national transport, climate, housing and economic objectives over the coming decade.

The NTA will continue progressing transformative projects such as MetroLink, BusConnects, DART+, and a wide range of sustainable transport investments that support national housing, climate and economic objectives. Continued

engagement with Government departments and stakeholders will be critical to ensuring transport investment remains aligned with national priorities and delivers maximum value for communities, businesses and the wider economy.

The year ahead will also see a strong emphasis on measures designed to accelerate infrastructure delivery. Following the publication of the Government's Accelerating Infrastructure Report and Action Plan, significant work is underway to implement the reforms that can reduce delivery barriers and improve the efficiency of planning, legal and approval processes for nationally important infrastructure projects. Together with wider planning reforms, these initiatives have the potential to provide greater certainty for project delivery, reduce delays, and strengthen Ireland's capacity to deliver strategic infrastructure at the pace required to support economic growth, housing delivery and climate objectives. The NTA will continue to actively support these reforms while advancing a robust pipeline of transport investment projects.

As Ireland continues to experience population growth, increased travel demand and ambitious climate targets, investment in public transport and sustainable mobility infrastructure remains more important than ever. Supported by the strategic direction provided through the 2025 National Development Plan Review, the NTA enters 2026 with greater clarity on national investment priorities, a strong pipeline of transformative projects with many projects entering the construction phase and a continued commitment to delivering transport infrastructure that enhances connectivity, competitiveness and quality of life across the country.

SECTION 1 – ACTIVE TRAVEL INVESTMENT



2025 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 approximately €290 million per year after 2021, with €296 million spent in 2025. By the end of 2025, 1,080km of new or upgraded Active Travel Route was delivered, which exceeded the 1,000km by 2025 target set as part of the 2021 National Development Plan.

The various grants being managed in 2025 (for the 31 local authorities) by the NTA in this area are outlined below:

1. Active Travel Grants Programme
2. Safe Routes to School (SRTS)
3. Public Bike Schemes
4. Other Sustainable Transport Grants

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 2025 funding covered over 800 Active Travel projects located throughout the country, ranging in scale from a single pedestrian crossing to the construction of a major pedestrian/ cycle bridge.

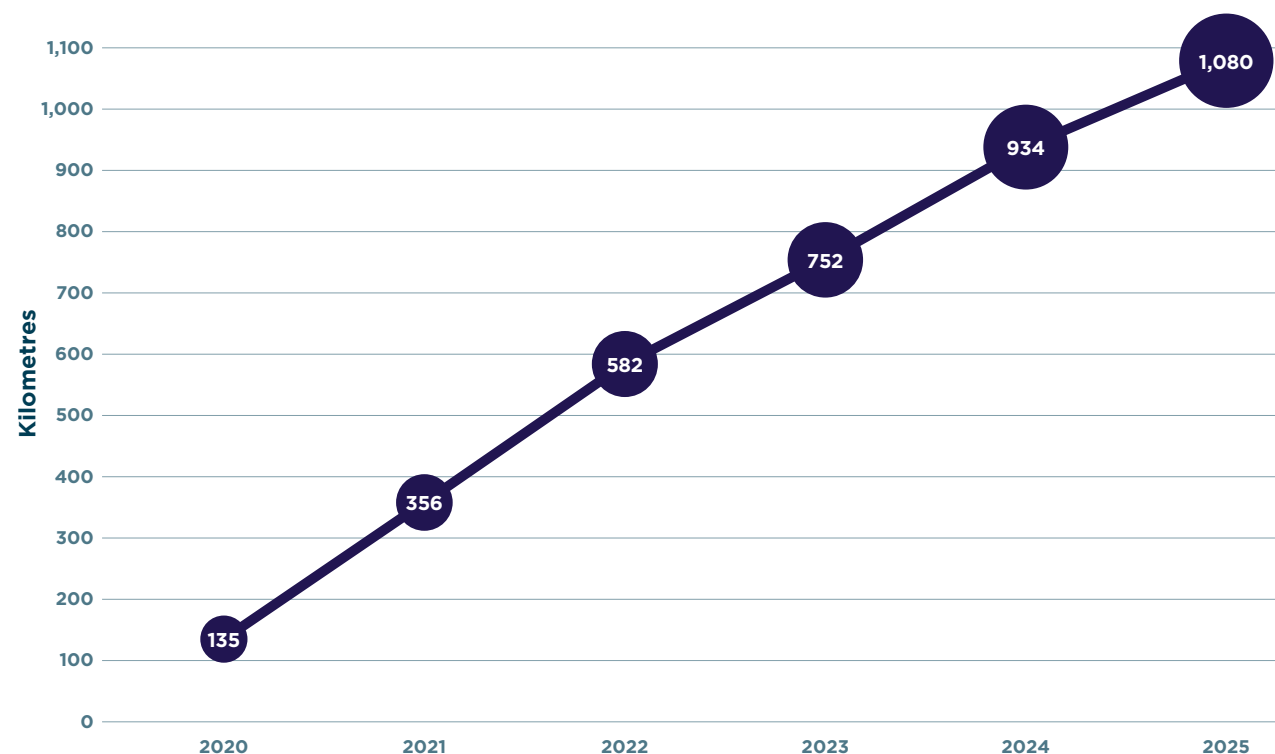


Figure 1: Cumulative Kilometres of Active Travel Infrastructure completed since 2020

Safe Routes to School

In March 2021 the Safe Routes to School programme was launched by the DoT and NTA. The 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. Since 2021, the programme has engaged 526 schools across Ireland through four tranches. By the end of 2025, 156 front-of-school treatments have been completed, and 79 are at detailed design or construction stages. By the end of 2025 cycle and scooter parking has been provided to 881 schools as part of the Safe Routes to School programme.

Some information on completed projects can be seen on the Transport for Ireland YouTube Channel (<https://www.youtube.com/@transportforireland7475>) and additional completed projects will be added throughout the year. The following projects are currently available for viewing:

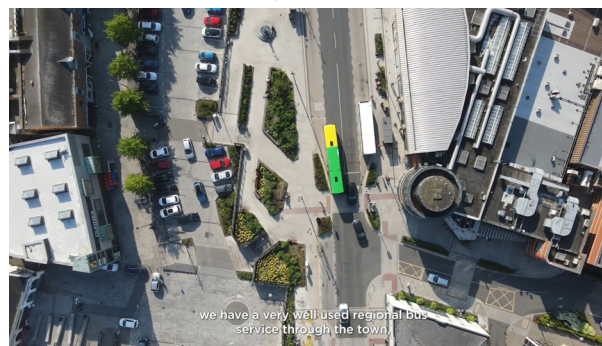
Active Travel review of 2025

Core cycling Network, Longford Town



<https://www.youtube.com/watch?v=Av1qfVhouZU>

Navan Bus Interchange, Navan Town, Co. Meath



<https://www.youtube.com/watch?v=iAJZN6i27Ek>

Other Sustainable Transport Grants for Local Authorities

The NTA also provides other funding to local authorities for bus priority measures, bus stops and other sustainable traffic management measures. For 2025 this equated to a further €31m on top of the active travel funding.

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. In total, almost 317,301 trips were made on Public Bike Schemes in 2025 which was a 40% increase compared to 2024. 2025 was the first post Covid year to exceed the annual trips recorded before 2020 and is just 3% less than the average number of trips per year from 2015 to 2019.



Figure 2: Electric TFI Bikes were introduced in Cork in 2025 and will be expanded to other cities in 2026

SECTION 2 – PUBLIC TRANSPORT INVESTMENT



BusConnects 2025 Key Achievements

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



BusConnects Dublin – Key Milestones

- › Full planning approval is now in place for all 12 Core Bus Corridor (CBC) schemes, with the final three schemes approved in 2025.
- › Construction contracts awarded for two CBC schemes: Liffey Valley and Ballymun-Finglas.
- › Two phases of the Dublin Network Redesign launched: Phase 6A and Phase 7.
- › Since 2024, the electric bus fleet has travelled 5.6 million kilometres, resulting in an estimated 5,400 tonnes of CO₂ emissions avoided.
- › 124 electric buses in service as part of the zero-emission fleet transition.
- › Key progress on bus depots included the opening of Jamestown Road temporary depot, the submission of a planning application for the new Ballycoolin Bus Depot and additional charging points at Phibsboro and Harristown depots.
- › Customer Satisfaction Survey for Phases 5a, 5b and 6a reported a net satisfaction score of 78%.
- › There were 34.5 million TFI 90 fare journeys in 2025, a year-on-year increase of 15.8% compared with 2024.



BusConnects Cork – Key Milestones

- › Cabinet approval of the Preliminary Business Case for the BusConnects Cork programme was granted in October 2025, paving the way for future planning applications to An Coimisiún Pleanála (ACP) for new bus and active travel infrastructure.
- › Development of Black Ash Park & Ride Interchange advanced.
- › Route 31, connecting Knockraha to Parnell Place, launched in April 2025.
- › Tivoli Temporary Depot entered construction in March 2025.
- › Kinsale Road depot site purchased securing a strategic location for future operations and preliminary design work commenced.



BusConnects Regional – Key Milestones

- › **Limerick:** Roxboro Depot second phase of electrification delivered.
- › **Limerick:** Full electrification of Limerick bus fleet operated by Bus Éireann
- › **Galway:** Dublin Road Transport Corridor from Moneenageisha to Doughiska Road approved by ACP in October 2025.
- › **Galway:** Urban Traffic Management Controls (UTMC) construction continued to progress throughout 2025.
- › **Galway:** Contract awarded for charging infrastructure at the Bus Éireann Galway bus depot and planning application submitted.
- › **Waterford:** New bus network redesign plan published in January 2025.

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



DART+ Programme | €78.9m in 2025

The DART+ Programme represents a major upgrade initiative for rail transport across the GDA. Its goal is to enhance and expand current services by boosting capacity, increasing service frequency, and introducing electrification along key routes into Dublin, ultimately delivering a cleaner, more dependable heavy rail network.

The DART+ Programme is a suite of transformative rail projects designed to modernise and significantly enhance heavy rail services across the GDA. Through the electrification and upgrade of existing lines, the current 50-kilometre DART network will expand to more than 150 kilometres, delivering a step-change in sustainable commuter rail travel throughout the region.

In addition to major infrastructure works, the programme includes the procurement of a new fleet of trains. Once complete, DART+ will provide frequent, reliable, electrified services from Dublin City Centre (Connolly and Spencer Dock) to Kilcock and M3 Parkway, Hazelhatch and Celbridge, Drogheda, and Greystones.

Key Benefits of DART+

Provides Sustainable Transport Options

- › Over-reliance on private car use and increasing congestion in GDA
- › DART+ is more sustainable and cleaner than current diesel trains and private car use



Achieve Climate Change Targets

- › Will help to reduce greenhouse gas emissions in the transport sector, which continue to rise
- › Supporting the Government's Climate Action Plan



Integration of Land-use and Transport Planning

- › Co-ordination and integration of spatial planning with rail transport
- › Supporting compact growth and increased densities in the GDA
- › Supports the implementation of the Project Ireland 2040 and the National Planning Framework



Facilitates Integration with other modes of transport

- › Improves integration of rail services with all modes of travel (cycling and walking)
- › Enables greater cross-modal journeys through improved integration with other modes – Bus, Luas, and MetroLink



Supporting Economic and Population Growth

- › Congestion in GDA is increasing
- › Cost of Time Lost in the GDA was €358 million in 2012 forecast to rise to €2.08 billion by 2033
- › Sustainable public transport infrastructure (pedestrian, cycling, bus and rail) will sustain economic and population growth while reducing emissions



Top highlights 2025:

The planning and design of all elements of the DART+ Programme further progressed in 2025.

DART+ West Project

Two High Court judicial reviews lodged in 2024 against the approved Railway Order (RO) were withdrawn in June 2025, clearing the way for the project to proceed. In 2025, Iarnród Éireann advanced procurement activities, including issuing pre-qualification questionnaires (PQQs) for rail systems and civil works to support delivery of the DART+ West scheme.

The proposed new depot facility west of Maynooth was not approved within the RO, and ACP requested a separate RO application. Preparatory work for this new application has progressed in 2025. It is anticipated that an emerging preferred location will be subject of a non-statutory public consultation in 2026.

DART+ South West Project

In 2025, Iarnród Éireann advanced procurement activities, including issuing PQQs for rail systems and civil works to support delivery of the DART+ South West scheme.

DART+ Coastal North project

A RO application for DART+ Coastal North was lodged in July 2024 and was approved by ACP in August 2025. Following the settlement of one Judicial Review, the RO became active, enabling the project to further progress.

Battery-Electric Multiple Unit (BEMU) Charging Infrastructure installed on platforms and siding at Drogheda station



DART+ Coastal South Project

Design work is underway on the DART+ Coastal South project, to plan for the enhanced DART service level between Bray and Greystones. A non-statutory public consultation on the emerging preferred option was carried out at the end of 2025, and further design development is expected throughout 2026.

DART+ Fleet Project

The first of the new DART carriages were delivered in October 2024, followed by two additional sets in 2025. All three sets are currently undergoing extensive testing and commissioning before they can be introduced into operation. The initial batch of 65 battery-electric train carriages is expected to enter service on the Dublin to Drogheda line in 2027.

Battery Energy Storage System for BEMU Charging Infrastructure



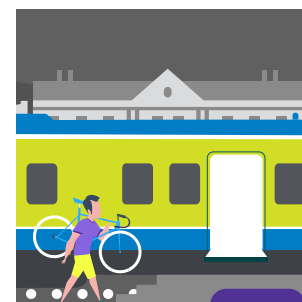
DART+ Charging Infrastructure Project

To enable battery-electric DART operation to Drogheda, new charging infrastructure has been developed at Drogheda station. Installation works were completed in 2025, with testing to be carried out throughout 2026, and full commissioning anticipated in 2026.

Impacts to be delivered to customers and communities:

- › Easier travel opportunities for work, education, or leisure purposes.
- › Facilitates the development and future growth of existing and new communities that will greatly benefit from the connectivity that DART+ will deliver along the line.
- › Building a sustainable and connected City region. Supporting the transition to a low carbon and climate-resilient society.
- › Facilitates people to make sustainable travel choices by encouraging a move away from private cars to a reliable, efficient and safer public transport network.
- › Improves journey time reliability.

New DART+ train in Drogheda station



METROLINK

MetroLink | €138.1m in 2025

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.

MetroLink is Ireland's first major metro project, designed to tackle Dublin's growing congestion and supports the Greater Dublin Area transport strategy, the climate Action Plan and National Development Plan. MetroLink provides a fast, accessible, and low carbon option to connect communities across Dublin and unlock opportunities for housing and business growth across the City and North County Dublin therefore contributing to building new communities and providing access to services, education, and employment.

Key Benefits of MetroLink

Railway

- › The railway will be **fully** electrified, carbon-neutral, and driverless, offering fast and reliable service with trains running initially every 90 seconds during peak time



Stations

- › Station locations have been chosen to make them **accessible to the greatest number of people**, both from their homes and places of work



Accessibility

- › MetroLink will be **inclusive, fully accessible** and **step free**



Rolling Stock

- › **500 passenger capacity** per train with Grade of Automation 4 (GoA4) to permit driverless operation and operational speeds of up to 80kph. The fleet will be accessibility focused incorporating dedicated wheelchair spaces, priority seating and an advanced audio-visual passenger information system.

Health, Safety and Wellbeing

- › MetroLink will operate a safety culture that is founded on a **Target Zero principle**, aiming to prevent all injuries through **proactive risk management** and **ongoing attention to safety** in daily operations



For more information on MetroLink view the following video: [MetroLink - Short Film on Vimeo](#)

MetroLink will integrate seamlessly with Luas, buses and with Iarnród Éireann and DART at Tara Street and Glasnevin, providing links to nationwide rail services to contribute to a nationally connected public transport network. MetroLink provides an essential rail-link between the City Centre and Dublin Airport to improve Ireland's global connectivity and international competitiveness. It will deliver a high-capacity, high-frequency, fully automated and electrified rail service, running nearly 19km, from Swords to Charlemont, via Dublin Airport, with over 60% in tunnel and 16 new stations.

MetroLink will provide benefits across the transport network and provide positive impacts on Irish society, Economy, and Environment.

Top highlights 2025:

- › An Coimisiún Pleanála granted approval for the MetroLink Railway Order in October 2025 which represented a major milestone towards delivering MetroLink. This facilitates MetroLink proceeding to procurement and construction in 2027, subject to Government approval.
- › Throughout 2025 Metrolink successfully engaged with industry leaders through a series of international market engagement events in Dublin, London, Paris, Milan, Berlin, Vienna, Madrid and Istanbul.
- › Government announced that it will establish a new dedicated statutory delivery body that will be responsible for delivering MetroLink. This development reflects the size and importance of MetroLink for the country.

To learn more about MetroLink, please see: metrolink.ie

Impacts to be delivered to customers and communities:

- › Fully Automated electrified Railway System nearly 19km in length.
- › Peak capacity of 20,000 passengers per hour per direction.
- › Maximum system frequency capability of 90 seconds.
- › 16 stations, 11 of which are underground.
- › MetroLink will be inclusive and accessible with step free access.
- › Key interchanges with other modes of transport at Dublin Airport, Glasnevin, Tara St and Charlemont.
- › 3,000 space Park and Ride facility.
- › Over 53 million passengers expected in opening year.



Heavy Rail Programme | €252.7m in 2025

Delivering high quality, reliable rail infrastructure for Ireland.

In 2025, the NTA continued its investment in Ireland's heavy rail infrastructure to improve journey reliability, expand capacity, and support the long term delivery of national rail strategy. Funding was directed towards essential renewals, modernisation of fleet assets, and targeted station upgrades to enhance customer experience and network resilience.

Top highlights 2025:

First set of **new DART carriages** arrived in Oct 2024, with two more sets in 2025. All three are now undergoing testing and commissioning.



DART Fleet Order – placed an order for 100 electric DART carriages, which will fully replace the initial DART fleet so called “8100”, forming the majority and the oldest part of the DART fleet.



Cork Area Commuter Rail –

Commencement of track laying between Glounthaune and Midleton tracking, resignalling.

Second track laid between Glounthaune and Midleton



Platform 5b and 6 in Kent Station Cork



Opening of **Woodbrook DART Station**
Woodbrook Dart Station Opened in August 2025



Galway Line – New roof constructed on Ceannt Station and underpass installed at Oranmore.

Galway Ceannt Station New Roof



Installation of the BEMU Charging Infrastructure in **Drogheda** completed



Oranmore Station Enhancements

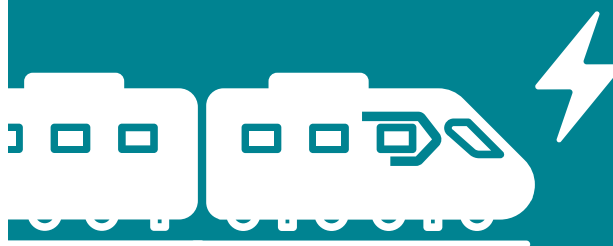
– Major enabling works were completed at the station in 2025, and a tender for the main works contract was issued to the market.

Oranmore Station Enhancements – New Underpass



Wicklow Capacity Enhancement

– Preliminary design work was undertaken in 2025 to identify the infrastructure required to support an **hourly DART service to Wicklow town**, using battery-electric train sets capable of operating on the unelectrified section between Greystones and Wicklow.



During 2025, the Transport Economics team reviewed **four Ex-Post Evaluation (EPE)** reports, one EPE was published with the remaining three in the pipeline. The published EPE was for the Phoenix Park Tunnel project – <https://www.nationaltransport.ie/publications/phoenix-park-tunnel-ex-post-evaluation-report/>



Impacts to be delivered to customers and communities:

- › Intercity fleet expansion → More seats, better reliability, and reduced overcrowding.
- › DART+ Programme → More frequent, electrified commuter services across the Greater Dublin Area.
- › Cork Commuter Rail Upgrades → Higher capacity and better station facilities.
- › Limerick-Shannon and Western Rail Corridor proposals → Regional connectivity and economic uplift.
- › Reduced Traffic Congestion leading to Environmental and Climate Benefits,
- › Better accessibility for mobility impaired customers,



Light Rail | €24.8m in 2025

Delivering high quality, reliable light rail infrastructure for Ireland.

In 2025, the NTA continued its investment in Ireland's light rail network to further develop future light rail infrastructure in line with the National Development Plan, the GDA Transport Strategy and the Cork Metropolitan Area Transport Strategy. New lines progressed include Luas Finglas, Luas Cork, Luas Lucan and Luas Poolbeg.

A Railway Order application was approved by ACP for Luas Finglas. Three Judicial Reviews were lodged; they have all since been withdrawn. A non-statutory public consultation was launched for Luas Cork on the Emerging Preferred Route which received over one thousand submissions. Work continued on Luas Lucan, comprehensive route selection work was undertaken, and the project has narrowed detailed appraisal down to a small number of end-to-end options due to go to public consultation in 2026.

Investment was directed towards essential renewal and upgrades of existing assets improving network resilience and improving customer experience.

Transport Infrastructure Ireland (TII) commenced a procurement process for new Light Rail Vehicles (trams). Following a pre-qualification process, TII shortlisted tenderers and issued the tender documents in April 2025. Tenders have been returned and are currently being evaluated. It is expected to establish the framework in 2026 in line with the planned programme.

Top highlights 2025:

Progress on new lines such as
Luas Cork & Luas Lucan



Continued renewals as part of
Life Cycle Asset renewal (LCAR)
including **track renewals** and
contact wire upgrades



Luas Poolbeg
concluded a **Pre-Feasibility Study**
and commenced
Phase 1 of the
NTA PAGs



Luas Finglas was
granted Railway
Order by ACP,
subject to
3 Judicial Reviews,
now withdrawn.



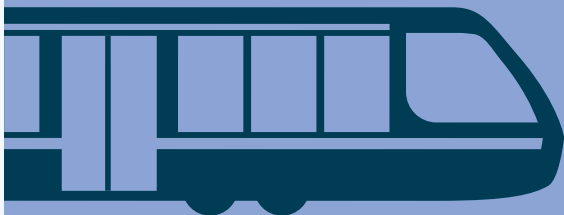
**Public Transport
Luas Upgrades**
(PTLU) Programme
included prefeasibility
studies, repair and
improvement works



Luas Cork held
a non-statutory
public consultation
on the Emerging
Preferred Route



Light Rail Vehicles (LRVs)
tender issued to procure a single party framework for the delivery of supply of new LRVs.



Georges Dock Bridge was reinstated following a major fire.
Georges Dock Bridge Reinstatement



Cork Non-Statutory Public Consultation Open Day



Luas Overhead Line Equipment Maintenance



Impacts delivered to customers and communities:

- › Luas Red Line Spencer Dock bridge reconstruction following a third-party fire bringing tangible, fast, benefits to the communities in one of the highest employment density areas of the city.
- › Advancing new Luas project will contribute to reduced traffic congestion leading to environmental and climate benefits.
- › Luas Finglas, Lucan and Poolbeg will deliver frequent, quality public transport services across Greater Dublin.
- › Luas Cork will deliver frequent, quality public transport services across Cork City.
- › Replacement of the current LRV fleet on the Luas Red Line will provide reliability, improved customer experience and possible higher capacity.

Bus Programme | €190m in 2025

Improving journeys with modern buses, enhanced routes, and better accessibility.

The NTA is advancing the shift to a zero-emission urban bus fleet in Ireland by electrifying bus depots and procuring battery-electric buses. Under the current roadmap, the full urban fleet of roughly 1,800 buses across the five cities is scheduled to transition to zero-emission vehicles by 2035. This timeline aligns with the normal replacement cycle for existing buses and supports planned fleet growth under investment programmes such as BusConnects.

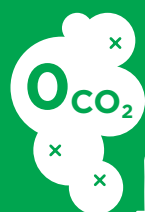
The NTA continued to work closely with local authorities to obtain consents and implement new bus shelters and new enhanced bus stops during 2025. During 2025, a new contractor was appointed for the provision of bus shelters. A new shelter design was developed which introduces a more contemporary and inclusive aesthetic, incorporating a darker colour palette with carefully designed contrasting elements to enhance visibility for pedestrians with visual impairments. The seating arrangement has also been redesigned to improve comfort, accessibility, and usability for people with disabilities, ensuring the shelters better support universal access and a more inclusive public transport environment.

Top highlights 2025:

New contractor appointed for the provision of bus shelters in 2025



55 new bus shelters installed and orders for **107** placed



All Limerick city bus services operated by Bus Éireann are now **zero-emission**

The NTA accepted additional **double-deck battery-electric urban buses** bringing the total to 309, and the total number of battery-electric urban buses to 364, inclusive of 55 single-deck battery-electric buses

27 double-deck battery-electric buses were added to Bus Éireann's Limerick city bus fleet bringing the total to **61**



During 2025, works were completed on the second phase of **40 charging guns** and associated infrastructure at **Bus Éireann's Roxboro bus depot** in Limerick



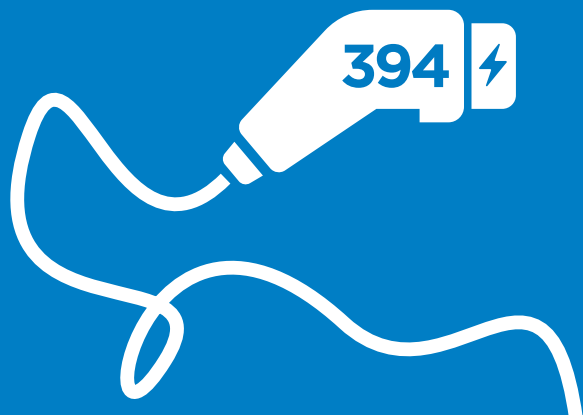
Contract awarded for the provision of **70 charging guns** at **Bus Éireann's Galway bus depot**, with a planning application submitted in May 2025.



Prototypes agreed for **new** more visibly striking and comfortable **bus shelters** to be rolled out in 2026.



Works were also nearing completion at the end of 2025 on the first phase of **40 charging guns** and associated infrastructure at **Dublin Bus' Harristown bus depot**, with works on a second phase to deliver **another 40 charging guns** also having commenced. Completion of all contracts awarded by the end of 2025 for depot electrification projects will make a further 150 charging guns available across Ireland, bringing the **total to 394**, capable of supporting the operation of a minimum of 441 battery-electric buses.



A second phase of charging guns was delivered at **Dublin Bus' Phibsboro bus depot** in Dublin, which is now capable of supporting the operation of upwards of **100 battery-electric buses** on Dublin city bus services.



The NTA has funded a new **state-of-the-art temporary bus depot** on **Jamestown Road** which opened in October 2025. This facility will play a key role in enabling future growth and enhancing the sustainability of public transport in the city. Initially home to a **fleet of 86 buses**, the depot will operate with 93 drivers across 35 daily routes in its initial phase, contributing to a cleaner, more efficient transport network. With **178 dedicated bus parking bays** on site, the depot is well-equipped to support both current operations and future service expansion.



Impacts delivered to customers and communities:

- › Lower carbon emissions from transport.
- › Less traffic congestion when more people shift from cars to buses.
- › Improved safety through upgraded infrastructure and lighting.
- › Low-floor, accessible buses with better wheelchair and buggy space.
- › Safer, modern bus stops with better lighting and footpath upgrades.

New Bus Shelter configurations with a darker colour in comparison to the current shelters, with contrasting strips to make it more visible to pedestrians with sight difficulties.



Accessibility Retrofit Programme | €23.6m in 2025

The NTA's Accessibility Programme is a standalone programme with guaranteed multi-annual funding, supported by DoT, seeking to address sub-optimal provision for persons of reduced mobility both internally and externally at existing transport hubs throughout the state. The programmes' core objective is to bring facilities up to modern accessibility standards and remove barriers faced by people with mobility challenges. Alongside capital works, it funds complementary projects and softer measures—such as grants for wheelchair accessible taxis and travel assistance programmes—to help make sustainable transport easier to access for all.

2025 was another busy year in terms of the accessibility programme with our key stakeholders (Bus Éireann and Iarnród Éireann) delivering a number of improvements across the network. This included a wide range of accessibility projects across the bus and rail network, ensuring that more stations, stops and facilities meet modern accessibility standards. Key milestones included the delivery of new wheelchair-accessible bus stops, significant progress on accessible bus station bays, and the opening of multiple new lifts and bridges at various railway stations throughout the state.

Planning and design work continued at pace across several major stations, reinforcing NTA's long-term commitment to building a safer, more inclusive transport system for all passengers.

Top highlights 2025:

Wheelchair accessible lifts and bridges were opened to the public at **Rathmore, Maynooth, Athy** and **Rathdrum** railway stations in 2025

Accessibility upgrade project including new bridge with lifts at Rathdrum railway station, Co. Wicklow



Accessibility upgrade project including new bridge with lifts at Rathmore railway station, Co. Kerry



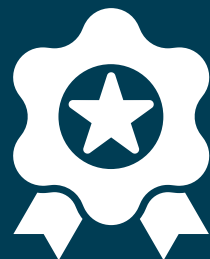
Accessibility upgrade project including new bridge with lifts at Athy railway station, Co. Kildare



Accessibility upgrade project including new bridge with lifts at Maynooth railway station, Co. Kildare



Part V planning consent was granted for a **bus station accessibility upgrade** in **Parnell Place in Cork**



Construction commencing on the next phase of accessibility works at **Boyle and Claremorris** railway stations to provide new lift and bridge crossings.



Planning applications have been lodged in respect of bus station accessibility upgrades in **Monaghan** and **Waterford**



External accessibility upgrade works at bus stations progressed to key planning milestones including **section 5 approval** (Clonmel & Busáras) and **planning application submitted** (Macroom).



Since 2018, **107 wheelchair accessible stops** and **bus bays** have been constructed under the accessibility retrofit programme



Preliminary design work is also well advanced on bus stations in **Sligo, Athlone, and Cavan** for Accessibility upgrades.



Impacts delivered to customers and communities:

- › Increased independence and ease of movement for passengers with reduced mobility,
- › Safe means of navigation across existing rail lines through new lifts, bridges and improved station layouts,
- › More accessible local and regional bus services due to upgraded stops and bays,
- › Better customer experience at stations through modernised internal accessibility features; and
- › Supports wider inclusion goals across the public transport network.



Park and Ride | €12m in 2025

The Park and Ride (P&R) programme seeks to provide increased capacity at existing P&R facilities in conjunction with the delivery of new best in class bus-based P&R facilities to support sustainable commuting and reduce congestion. This programme covers the delivery of new bus-based strategic P&R facilities on approach to urban conurbations, coupled with improvement to facilities at existing heavy rail stations.

During 2025 projects were advanced across the state, particularly in GDA, the Cork Metropolitan Area, Limerick City and Galway City and County. Albeit the focus of the NTA P&R team is primarily towards the delivery of strategic bus-based facilities; significant support was afforded to other work streams. This work saw the NTA secure statutory planning consent for a new bus interchange facility at Blackash in Cork City, whose overarching aim is to increase capacity for planned new bus services as part of Cork's bus network redesign. Furthermore, the P&R team provided support to Limerick City and County Council in relation to temporary P&R facilities for the 2027 Ryder Cup and to Iarnród Éireann in relation to continued improvement works at existing car parks across the heavy rail network.

2025 saw the construction of the first strategic bus-based P&R facility at Fassaroe in Wicklow. In addition, planning consent and land was secured for a further bus-based facility at Ashford/Rathnew in Wicklow. On the M1 corridor a planning application was

lodged in 2025 with an expected decision in 2026 for a new Bus-based P&R facility at Lissenhall to accommodate 733 parking spaces. The development of further new P&R facilities in Kildare, Meath, Cork, Limerick and Galway continued during 2025.

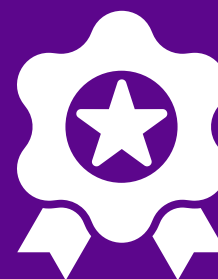
NTA in conjunction with Iarnród Éireann undertook a study (National Car Park Programme) in 2020 to identify and prioritise works at existing rail stations across the

Top highlights 2025:

Extensive
P&R programme
being advanced with
more than **8 locations**
at various stages of design.



Statutory Planning
consent secured and
land purchased for
new bus-based **P&R**
facility in Ashford,
Co. Wicklow



Upgraded **P&R** opened
at **Kildare Rail Station**



Planning application lodged for a **733**
space P&R facility at **Lissenhall** in
North Dublin



New bus-based **P&R** built at **Fassaroe, Co. Wicklow**



Impacts delivered to customers and communities:

- › Greater access to cost-effective and sustainable commuting options.
- › Improved connectivity between car, bus, rail and active travel modes.
- › Supports national climate goals by encouraging modal shift away from private car use.

Computer Generated Image, proposed **new bus interchange facility at Blackash in Cork City**



Transport Technology Projects | €37.7m in 2025

Transport technology plays a central role in supporting and managing public transport services across the State. The NTA places a strong focus on ensuring that all technology underpinning public transport is modern, efficient, fit for purpose, and provides value for money.

A key objective is to enhance integration across all modes of public transport. This is achieved through close collaboration with service providers and transport operators to deliver solutions that improve operational effectiveness and passenger experience.

Core national systems supported include:

- › TFI Leap Card
- › TFI Go mobile ticketing
- › TFI Live journey planning & real time info
- › RTPI Displays

Top highlights 2025:



**€1.2m TFI Leap sold
in 2025**

v €1.1m in 2024 resulting in a **5% increase**

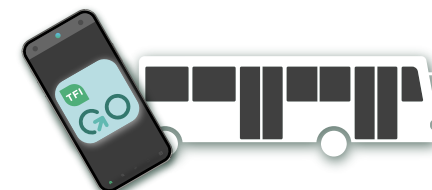


**28,395 child leap 5-8 free
travel cards issued
in 2025**



**€185k Free Travel Passes
issued in 2025**

v €35k issued in 2024
resulting in a **419% increase**



**2.9m journeys taken
in 2025**

v 1.6m journeys taken in 2024
resulting in **84% increase**



**248m journeys taken
on leap cards in 2025**

v 233m journeys in 2024
resulting **6% increase**



**€5.8m tickets sold
in 2025**

in 2025 v €3.6m sold in 2024
resulting in **58% increase**

Key Service Improvements

- › Launch of Child 5–8 Leap Card (free travel for under 9s).
- › Contactless bank card payments introduced on TFI Local Link Tipperary. This represents an important milestone in expanding modern payment options across the network.
- › Continued growth in Leap and TFI Go usage aligned with rising PSO* (Public Service Obligation) patronage.

The NTA is currently overseeing two major national programmes that will shape the future of public transport technology:

Next Generation Ticketing (NGT)

This programme will replace all ticketing equipment used on PSO services nationwide and will ultimately succeed the TFI Leap Card system. NGT will introduce more flexible, modern payment options and streamline the passenger ticketing experience. In 2025, NTA progressed through the detailed design phase in collaboration with the supplier and transport operators, including Bus Éireann and Iarnród Éireann.

Next Generation Automated Vehicle Location (NG AVL)

This project will consolidate five separate bus AVL systems into a single, centralised national system. By doing so, NG AVL will improve service reliability, enhance real-time information, and strengthen operational oversight across the public transport network.

In 2025, NTA completed the extensive retrofit works on bus fleets in preparation for the rollout of the NG AVL system. Retrofit works were successfully completed on 1,116 Dublin Bus vehicles and 220 Go-Ahead Ireland vehicles, ensuring the fleet is equipped to transition to the new national NG AVL platform.

These investments reflect the NTA's commitment to continuous improvement in transport technology, ensuring that public transport users benefit from consistent, high-quality, and accessible services across the country.

Impacts to be delivered to customers and communities:

- › Real time passenger information (RTPI) reduces uncertainty and waiting times.
- › Integrated journey planning tools make travel easier to navigate.
- › Fare capping and integrated fares make travel more affordable and predictable.
- › Digital tools give customers more control over their travel choices.
- › Better transport links attract investment and support local businesses.
- › Affordable, reliable transport connects people to jobs, education, and healthcare.



**Public Service Obligation (PSO) services are bus and rail routes that are not commercially viable, but on which there is a socially desirable advantage to public transport being provided. Such services are provided by an operator for a specified period of time in return for the payment of a subsidy by the NTA on behalf of the Government.*

Integration and Support Projects and Services

| €22.9m in 2025

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.

Top highlights 2025 Transport Modelling:

Purpose: Support transport investment by enabling planners to make informed and data driven decisions.

Key achievements:

- › Completed major updates to the Regional Modelling System, improving modelling of:
 - Park & Ride
 - Public transport
 - Walking and cycling
 - Long distance travel
 - Freight
 - Travel demand representation
- › Delivered the annual national data collection programme, including:
 - National Household Travel Surveys
 - Regional Multi Modal Cordon Surveys
 - National Rail Census
- › Advanced the GDA Demand Management Scheme, supporting climate and environmental goals of the GDA Transport Strategy 2022-2042.

- › Strengthened oversight of capital projects through improved systems, reporting, and data quality.
- › Collaborated with multiple agencies on climate, safety, emissions, and environmental modelling (DoT, RSA, EPA, SEAI, CCAC, Local Authorities).

Governance and Assurance

Purpose: Ensure strong oversight, alignment with national policy, and robust project appraisal.

Key achievements:

- › Completed a comprehensive review of the National Development Plan (NDP) 2021-2030, ensuring alignment with transport investment priorities.
- › Contributed to the NDP Sectoral Investment Plan for Transport 2026-2030.
- › Enhanced the Project Reporting System (PRS) to improve governance and transparency.
- › Conducted multiple economic reviews to support project approvals and business case development.
- › Published updated ICT Project Approval Guidelines.
- › Oversaw major BusConnects Programme governance reviews.

Consolidated Contact Centre

Purpose: Provide a unified customer service hub for Ireland's public transport network.

Key achievements:

- › The contact centre officially launched in September 2024, initially supporting Bus

Éireann. In 2025, the centre expanded to include:

- Iarnród Éireann
- Dublin Bus
- Go Ahead Ireland
- Bernard Kavanagh
- Kilkenny services
- Luas
- NTA Corporate

- › Handled over 615,778 customer cases with strong satisfaction ratings.
- › Delivered improved service quality, operational insights, and a consistent customer experience across operators.

Strategy Development

Purpose: Develop and deliver transport strategies, ensuring alignment between land use and transport planning, and provide analysis and guidance to support integrated transport development nationally and in the Greater Dublin Area.

Key achievements:

- › Established the National Sustainable Urban Mobility Plan (SUMP) Project Management Office with DoT and the European Commission to align Irish transport strategies with EU SUMP requirements.
- › Progressed the NTA's first Biodiversity Action Plan, focusing on habitat, connectivity, climate adaptation, and biodiversity enhancement.
- › Prepared the first Strategic Environmental Assessment Monitoring Report for the GDA Transport Strategy.
- › Advanced the National Forecast Review, collecting and auditing future population, employment, and education data from all 31 local authorities.

APPENDICES



Section 1 Appendices – Active Travel Investment

Appendix 1: Breakdown by Scale of Project per Institution

	Band 1 (<€5m)		Band 2 (€5m-€20m, Incl. NPE)		Band 3 (>€20m)		
	No.	%	No.	%	No.	%	Total
Carlow County Council	6	86%	1	14%	0	0%	7
Cavan County Council	11	92%	1	8%	0	0%	12
Clare County Council	8	73%	3	27%	0	0%	11
Cork City Council	44	76%	14	24%	0	0%	58
Cork County Council	34	69%	15	31%	0	0%	49
Donegal County Council	20	95%	1	5%	0	0%	21
Dublin City Council	41	56%	18	25%	14	19%	73
Dublin Port Company DAC	0	0%	1	100%	0	0%	1
Dun Laoghaire Rathdown County Council	21	64%	10	30%	2	6%	33
Fingal County Council	29	73%	8	20%	3	8%	40
Galway City Council	13	65%	7	35%	0	0%	20
Galway County Council	17	89%	2	11%	0	0%	19
Iarnród Éireann	1	100%	0	0%	0	0%	1
Kerry County Council	8	89%	1	11%	0	0%	9

	Band 1 (<€5m)		Band 2 (€5m-€20m, Incl. NPE)		Band 3 (>€20m)		
	No.	%	No.	%	No.	%	Total
Kildare County Council	12	67%	6	33%	0	0%	18
Kilkenny County Council	26	90%	2	7%	1	3%	29
Laois County Council	14	93%	1	7%	0	0%	15
Leitrim County Council	16	94%	1	6%	0	0%	17
Limerick City and County Council	48	76%	15	24%	0	0%	63
Longford County Council	15	94%	1	6%	0	0%	16
Louth County Council	13	52%	12	48%	0	0%	25
Mayo County Council	12	80%	2	13%	1	7%	15
Meath County Council	26	67%	13	33%	0	0%	39
Monaghan County Council	11	92%	1	8%	0	0%	12
National Transport Authority	2	25%	5	63%	1	13%	8
Offaly County Council	21	91%	2	9%	0	0%	23
Roscommon County Council	11	85%	2	15%	0	0%	13
Sligo County Council	18	95%	1	5%	0	0%	19
South Dublin County Council	17	59%	12	41%	0	0%	29
St James Hospital	1	100%	0	0%	0	0%	1
Technological University Dublin	1	100%	0	0%	0	0%	1

	Band 1 (<€5m)		Band 2 (€5m-€20m, Incl. NPE)		Band 3 (>€20m)		
	No.	%	No.	%	No.	%	Total
The Office of Public Works	0	0%	1	100%	0	0%	1
Tipperary County Council	15	94%	1	6%	0	0%	16
Trinity College Dublin	1	50%	1	50%	0	0%	2
University College Dublin	3	100%	0	0%	0	0%	3
Waterford City and County Council	18	69%	7	27%	1	4%	26
Westmeath County Council	10	48%	11	52%	0	0%	21
Wexford County Council	22	96%	1	4%	0	0%	23
Wicklow County Council	30	81%	7	19%	0	0%	37
Total	616	74.6%	187	22.6%	23	2.8%	826

Table 15: Project Size per institution

Appendix 2: Infrastructure delivered by Institution

The following table shows the type of infrastructure delivered by each institution.

	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	1.0	0.4	2.2	0.5	1.8	0.2	-	0.3
South Dublin County Council	11.1	0.6	0.6	10.3	4.3	-	0.5	-
Dún Laoghaire-Rathdown County Council	0.3	0.0	-	0.2	-	-	-	-
Fingal County Council	1.0	0.8	-	0.2	-	-	-	0.1
Wicklow County Council	1.4	-	-	0.2	0.1	-	-	-
Kildare County Council	3.3	0.2	4.9	2.0	-	-	-	0.1
Meath County Council	3.2	-	-	2.5	-	-	-	-
Cork City Council	11.1	1.8	1.1	7.0	-	0.5	-	-
Limerick City and County Council	9.8	1.5	0.0	1.9	-	-	-	1.5
Waterford City and County Council	0.7	0.4	-	-	-	-	-	-
Galway City Council	0.6	-	-	-	-	-	-	-
Cork County Council	8.1	1.9	0.6	3.4	-	0.1	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)
Carlow County Council	1.9	-	-	1.2	-	-	-	-
Cavan County Council	3.2	0.4	-	3.3	0.7	-	-	-
Clare County Council	0.7	0.3	-	-	-	-	-	0.0
Donegal County Council	1.8	0.7	-	-	-	-	-	-
Galway County Council	0.3	-	-	-	-	-	-	0.0
Kerry County Council	1.5	0.7	-	1.1	0.3	-	-	0.1
Kilkenny County Council	0.3	0.0	0.0	-	2.9	0.0	-	-
Laois County Council	0.4	-	0.1	-	-	-	-	0.5
Leitrim County Council	0.5	-	-	-	-	-	-	-
Louth County Council	0.1	-	-	-	-	-	-	-
Longford County Council	1.8	0.5	-	0.6	-	-	-	0.4
Mayo County Council	1.7	-	0.6	-	-	0.1	-	1.6
Monaghan County Council	0.0	-	-	0.0	-	0.3	-	-
Offaly County Council	1.8	0.3	-	0.4	-	-	-	-

	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	0.4	-	-	-	-	-	-	-
Sligo County Council	0.9	-	0.0	-	-	-	-	-
Tipperary County Council	3.3	1.4	-	1.3	-	-	-	0.0
Westmeath County Council	0.2	0.1	-	0.1	-	-	-	0.4
Wexford County Council	3.7	-	-	-	-	-	-	-
University College Dublin	-	-	0.3	-	-	-	-	-
Trinity College Dublin	-	-	-	-	-	-	-	-
St. James' Hospital	-	-	-	-	-	-	-	-
Safe Routes To Schools (SRTS) Cycle Parking	-	-	-	-	-	-	-	-
Green Schools Cycle Parking	-	-	-	-	-	-	-	-
Total	76.1	12.0	10.4	36.2	10.1	1.2	1.1	5.1

Table 16: Route Infrastructure delivered by institution

Section 2 Appendices – Public Transport Investment

Heavy Rail Safety and Development

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Cork Area Commuter Rail	The Cork Area Commuter Rail (CACR) Programme comprises the development and enhancement of approximately 62 kilometres of rail network extending from Mallow through Cork to Cobh and Midleton. The programme includes network electrification, re-signalling across the three principal routes, and the provision of through-running services at Cork Kent Station. The programme is being delivered through a series of work packages (WP), including: WP0 – Overall Programme; WP1 – Kent Station Through Platform; WP2 – Signalling and Communications Upgrade; WP3 – Glounthaune to Midleton Twin Track; WP4 – Stations and Civil Works; WP5 – New Depot; WP6 – Electrification; and WP7 – Rolling Stock. In 2025, significant progress was achieved across a number of work packages. A key milestone was the opening of the new through platform at Cork Kent Station (WP1). Construction activities also advanced on WP3, with track laying commencing between Glounthaune and Midleton. Progress continued on WP2, the Signalling and Telecommunications Upgrade. In addition, preliminary design work progressed on Work Packages 4, 5 and 6 during the year.	Phase 2 – Concept Development & Option Selection (WP 0, 4-6) Phase 6 – Construction & Implementation (WP 1-3)	105.6
DART Fleet	This project will replace the original DART fleet of 8100/8300 Class Electric Multiple Units (EMUs), which is approaching the end of its useful life, with a brand new, state-of-the-art fleet of 100 carriages formed into 20 EMUs. This will enhance customer experience and safety, reduce overall operating costs and facilitate an increase in the capacity of DART services across the Greater Dublin Area.	Phase 6 – Construction & Implementation	39.8

 Heavy Rail Safety and Development

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
DART+ Programme	The DART+ Programme will deliver a sustainable, reliable and higher-frequency rail service, increasing capacity across key rail corridors serving Dublin, including Drogheda on the Northern Line, Hazelhatch on the Kildare Line, Maynooth and M3 Parkway on the Maynooth Line, and the South Eastern Line as far as Greystones. The planning and design of all elements of the DART+ Programme further progressed in 2025: › DART+ West – In 2025, Judicial Review proceedings relating to the Railway Order lodged in 2023 was withdrawn, clearing the way for delivery to proceed. Iarnród Éireann advanced procurement activities, including the issuance of pre-qualification questionnaires (PQQs) for rail systems and civil works. Preparatory work also progressed on a separate RO application for the proposed depot west of Maynooth. › DART+ South-West – Procurement activities advanced in 2025, including the issuance of PQQs for rail systems and civil works to support project delivery. › DART+ Coastal North – The Railway Order for the project was approved in 2025, representing a key milestone in enabling further progression of the scheme. › DART+ Coastal South – Design development continued during the year. A non-statutory public consultation on the emerging preferred option was undertaken in late 2025, with further design progression planned. › DART+ Fleet – The first of the new DART carriages were delivered in October 2024, followed by two additional sets in 2025. All three sets are currently undergoing extensive testing and commissioning before they can be introduced into operation. › DART+ Charging Infrastructure – To enable battery-electric DART operation to Drogheda, new charging infrastructure has been developed at Drogheda station. Installation works were completed in 2025, with the project progressing to the testing phase.	Phase 5 – Detailed Design & Procurement Phase 6 – Construction & Implementation (DART+ Fleet and Charging Infrastructure)	78.9
Foynes Line	This project involves the re-instatement of the original rail line, including the installation of new track system, new structures, upgrade of existing structures, installation of new signalling telecommunications and other operational infrastructure required to enable the reopening of the Limerick to Foynes rail line for freight services. In 2025, Phase 1 works were completed, including the laying of new track along the line. Work on Phase 2 advanced during the year, with the construction of new CCTV-equipped level crossings and the progression of signalling works along the route.	Phase 6 – Construction & Implementation	20.6

 Heavy Rail Safety and Development

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
National Train Control Centre	The National Train Control Centre (NTCC) will provide a modern, safe and efficient train control system capable of meeting current network requirements and supporting significant planned growth in rail services over the coming decades. The Building Works and the Signalling, Electrical and Telecommunications Enabling Works are complete. However, during 2025, progress on the Traffic Management System (TMS) element of the project has been delayed. Software delivery milestones were not achieved as planned, and testing of software releases identified a number of issues that required resolution before the project could advance to the next stage. In September 2025, the NTA assumed a more active role in managing the software development, working closely with Iarnród Éireann and the TMS contractor to address the issues identified. The software development has since been refocused on delivering an initial phase with a lower level of functionality. The programme and timelines for the delivery of the remaining phases will be confirmed following the successful completion and evaluation of initial phase testing.	Phase 6 – Construction & Implementation	15.8
Train Protection System – Drogheda to Greystones (D2G)	This project involves the deployment of a European Train Control System (ETCS) Level 1 Train Protection System on the Drogheda to Greystones coastal route, including the Howth branch, to support the operation of new DART fleet rolling stock. The works include the design, installation, testing and commissioning of the system across the route. In 2025, testing and commissioning activities were carried out across all sections to support the achievement of Approval to Place in Service (APIS) 5. In addition, works commenced on extending the system southwards to Wicklow.	Phase 6 – Construction & Implementation	12.4
Ceannt Station Redevelopment Galway	This project involves the construction of a new station roof, southern façade and entrance, along with associated building works, track and platform infrastructure at Ceannt Station, Galway. In 2025, the new station roof was completed and Platform 5 was opened to the public.	Phase 6 – Construction & Implementation	11.0
Heavy Rail Maintenance	This project relates to maintenance, refurbishment and repair activities across the heavy rail network to ensure the continued safe and reliable operation of services. In 2025, a range of maintenance and refurbishment works were undertaken across rolling stock and associated infrastructure, including overhauls of key components and mid-life refurbishment activities. Additional remediation works were also carried out in response to operational incidents during the year.	N/A	7.1

 Heavy Rail Safety and Development

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
41 Intercity Railcars (ICRs) Purchase	This project provides additional capacity on existing rail services through the procurement of 41 Intercity Railcar (ICR) intermediate carriages, used to lengthen existing trainsets. In 2025, all 41 railcars were in service, with remaining funding requirements relating to project close-out, including in-service monitoring, performance validation, and warranty payments.	Phase 6 – Construction & Implementation	6.8
Navan Line	The development of a rail connection between Dublin and Navan forms part of the Transport Strategy, with delivery of the line subject to planning and funding approvals. In 2025, progress was made on the option selection stage of the Navan Rail project.	Phase 2 – Concept Development & Option Selection	4.0
DART+ Support Projects	This programme comprises a range of enabling projects to support the delivery of the DART+ Programme, including track renewals at Inchicore, refurbishment of Connolly Depot, and upgrades to maintenance infrastructure at Drogheda Depot. These works are required to facilitate the introduction of new fleet, enhance operational efficiency, and ensure the network is capable of supporting increased service capacity. In 2025, significant progress was made across these projects. At Inchicore, five of six track renewal work packages were completed, with procurement activities advanced for the remaining package. The Connolly Depot Refurbishment project progressed with the approval of the Preliminary Business Case and advancement of detailed design. At Drogheda Depot, procurement activities were advanced for the replacement of the train wash and underfloor wheel lathe.	Phase 6 – Construction & Implementation (Inchicore) Phase 5 – Detailed Design & Procurement (Connolly and Drogheda projects)	4.0
Other Heavy Rail Projects	Other projects were also progressed in 2025 including DART Operational Capacity Enhancement Project, Bray, Shannon Rail Link Technical Study, 2027 Ryder Cup Adare, Rail Transport Plan, Limerick to Athenry Platform Extensions, Limerick Junction Masterplan, Limerick Commuter Rail Programme, Railway station passenger waiting room and toilet upgrades and Colbert Station – Transport Interchange Limerick.	Multiple	3.0
Woodbrook DART Station	Woodbrook Station, located between Bray and Shankill, will serve both existing and future communities in the Woodbrook-Shanganagh area. The station includes two 174-metre platforms with passenger shelters, seating, lighting, CCTV, customer information systems, bicycle parking, and ticketing facilities. In 2025, Woodbrook Station was officially opened to the public on 10 August.	Phase 6 – Construction & Implementation	3.5

 Heavy Rail Safety and Development

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Passenger Information System Replacement – 29000 DMU	This project involves the replacement of the end-of-life Passenger Information System (PIS) on the Class 29000 Diesel Multiple Unit (DMU) fleet. The PIS provides automated audio and visual safety and passenger information, with enhanced capabilities including remote updates, emergency messaging, and diagnostics. In 2025, Passenger Information Systems were replaced across 29 Class 29000 DMU units, with installation of the new PIS equipment completed in September.	Phase 6 – Construction & Implementation	3.0
East Coast Railway Infrastructure Protection Projects (ECRIPP)	ECRIPP comprises a portfolio of five schemes to deliver coastal defence infrastructure, enhancing climate resilience along the railway corridor between Dublin and Wicklow. In 2025, preliminary design development progressed across all five projects, supported by additional surveys and non-statutory public consultation undertaken during the year.	Phase 2 – Concept Development & Option Selection	2.7
Train Protection System – National Rollout	This project involves the rollout of a Train Protection System across the national rail network, with equipment installed on both trackside infrastructure and onboard trains to enhance operational safety. In 2025, pre-procurement activities and design development progressed for both the trackside and onboard elements of the project.	Phase 3 – Preliminary Design	2.1
Other Technology Projects	Other technology projects were progressed in 2025 including CCTV Upgrade, Website Enhancements, Booking Office Machine Pin Entry Device Update, Passenger Information System (PIS) Upgrade for DART EMU Class 8500/8510/8520 and Barrier Pass Replacement.	N/A	1.2
Ceannt Station – Crossover 284	This project involves the installation of an additional crossover (Crossover No. 284) on the approach to Ceannt Station, Galway, to improve operational flexibility and reduce the risk of service disruption arising from delayed or failed trains in the station area. In 2025, this crossover was successfully installed.	Phase 6 – Construction & Implementation	1.5



Heavy Rail Safety and Development

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Ballysimon and Moyross Station	These stations form part of the Limerick Shannon Metropolitan Area Transport Strategy 2040 (LSMATS), which includes the development of new rail stations at Moyross and Ballysimon, along with associated park-and-ride facilities, subject to feasibility and design development. In 2025, planning permission was granted for Moyross Station and detailed design work progressed. For Ballysimon Station, an option selection report was completed to inform the development of a bus-based park-and-ride facility.	Phase 2 – Concept Development & Option Selection (Ballysimon) Phase 4 – Statutory Process (Moyross)	1.4
Galway Line	This aim of this project is to identify the preferred option for the delivery of improved line capacity in the Galway area. In 2025, an option selection study was commenced to identify the most effective solution to increase capacity on the line.	Phase 1 – Scope and Purpose	1.4
CME Main Building Refurbishment	This project involves the refurbishment and energy upgrade of the Chief Mechanical Engineer (CME) Main Office building at Inchicore Railway Works, Iarnród Éireann's primary heavy maintenance facility. The building accommodates the CME management team, technical support staff, and the drawing and design office. In 2025, demolition works and detailed surveys were undertaken to inform the final scope of the project. Refurbishment works progressed during the year, including window upgrades, a full electrical fit-out, and plastering of walls and ceilings.	Phase 6 – Construction & Implementation	1.2
Wicklow Capacity Enhancement	The project aims to improve rail connectivity and support sustainable travel between Dublin City Centre and Wicklow Town. Preliminary design work is underway to identify the infrastructure required to support an hourly DART service to Wicklow Town, using battery-electric train sets capable of operating on the unelectrified section between Greystones and Wicklow.	Phase 3 – Preliminary Design	1.0
Ticket Vending Machine Bank Note Acceptor Update	This project involves upgrading Ticket Vending Machines (TVMs) across the Iarnród Éireann network, including enhancements to bank note acceptors and operating systems, and the introduction of cashless functionality where required. In 2025, deployment of bank note acceptor upgrades progressed, with a significant number of machines updated during the year. In parallel, progress continued on the operating system upgrade programme, alongside the advancement of supporting project approvals and procurement activities.	Phase 5 – Build & Test	0.6



Heavy Rail Safety and Development

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Oranmore Station Enhancements	This project involves the provision of a passing loop and a second platform at Oranmore Station, together with associated infrastructure. In 2025, major enabling works at the station were completed, and the main works contract was brought to market.	Phase 4 – Statutory Process	0.6
Railway Station Roof Renewals	The Railway Station Surfacing Renewals programme addresses degraded surfaces across concourses, platforms, car parks and approach roads at 12 station locations. In 2025, surfacing and lighting column renewal works on Platforms 2 and 3 at Grand Canal Dock Station were completed, along with the renewal of staircase steps at Clontarf Road Station and works at Carrick on Shannon.	Phase 6 – Construction & Implementation	0.4
Train Consists	This project involves the implementation of a train planning and reporting system through the Integrale platform, aimed at enhancing operational planning and reporting capabilities. In 2025, progress continued across the Integrale Plan and Integrale Control systems, including advancement of build, testing and user acceptance activities. Additional development and refinement of reporting functionality were undertaken during the year, supporting ongoing progression towards operational deployment.	Phase 5 – Build & Test	0.4
NTA Heavy Rail Support Costs	This is internal NTA support spend on the Heavy Rail investment programme to conduct independent reviews of the Infrastructure Guidelines deliverables and Feasibility Studies.	N/A	0.4
Kylemore and Cabra Station	The Greater Dublin Area Transport Strategy 2022–2042 identifies a number of new rail stations, including Cabra and Kylemore. In 2025, preferred options for the location and layout of Kylemore and Cabra stations were identified.	Phase 3 – Preliminary Design	0.3
Station Customer Service Systems (SCSS) Enabling Works	This project focuses on the development of systems requirements specifications and a procurement strategy for Station Customer Service Systems (SCSS). It includes the review and update of technical specifications for existing and new station equipment, as well as the development of a Station Management System. In 2025, feasibility and option selection reports were completed, and a preliminary business case was approved towards the end of the year, enabling the commencement of the next stage of design development.	Phase 4 – Statutory Process	0.3



Heavy Rail Safety and Development

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Limerick-to-Limerick Junction Capacity Enhancement	This project aims to deliver improved connectivity and increased capacity between Limerick and Limerick Junction. In 2025, Iarnród Éireann commenced the tender process for the appointment of a multi-disciplinary design consultant to progress the project to preliminary design stage.	Phase 3 – Preliminary Design	0.3
Ennis Line Capacity Improvements	This project involves the review of existing infrastructure on the Western Rail Corridor between Limerick, Ennis and onward to Athenry, with the objective of identifying interventions to increase line capacity. In 2025, an option selection report was completed, setting out recommendations to enhance capacity over the short, medium and long term.	Phase 2 – Concept Development & Option Selection	0.2
Short Hop Zone Extension – Pole Validators	This project involves the installation of pole validators at selected stations to facilitate the extension of the Short Hop Zone (SHZ). In 2025, all 21 pole validators were commissioned, and the project was completed.	Phase 7 – Close-out & Review	0.1
			331.6

 Bus Programme

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
BusConnects Dublin - Core Bus Corridors, Network Redesign and NextGeneration Ticketing	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. In 2025, full planning approval was secured for all 12 Core Bus Corridor schemes, with construction contracts awarded for the Liffey Valley and Ballymun-Finglas routes. Two further phases of the Dublin Network Redesign (Phases 6A and 7) were implemented, supported by continued expansion of zero-emission bus services.	Core Bus Corridors: Phase 4 – Statutory Processes / Phase 5 – Detailed Design and Procurement Network Redesign: Phase 5- Detailed Design and Procurement / Phase 6 – Construction and Implementation Next Generation Ticketing: ICT Phase 4 – Analysis & design	78.0
Depots & Depot Electrification	This programme comprises a portfolio of projects supporting the transition to a zero-emission urban bus fleet through the development and electrification of depot infrastructure across the network. In 2025, significant progress was made across a number of depot electrification projects. Additional charging infrastructure was delivered at Dublin Bus' Phibsborough depot, increasing capacity to support a substantial battery-electric bus fleet. At Harristown depot, works on the first phase of charging infrastructure neared completion, while a second phase commenced during the year. Further progress was achieved at Bus Éireann's Roxboro depot in Limerick, where the second phase of charging infrastructure works was completed, enabling the introduction of additional battery-electric buses to the Limerick city fleet. Additional works were advanced across regional locations, including infrastructure upgrades and enabling works to facilitate electric fleet operations in Athlone, Cork, Limerick, Galway and Sligo. This included civil works, planning and procurement activities to support depot electrification and operational readiness. During 2025, construction was completed on Jamestown Road temporary bus depot in Dublin and construction commenced on Tivoli temporary bus depot in Cork, both being designed to facilitate the zero-emission transition and BusConnects NRD projects. A planning application was submitted in respect of a new bus depot at Ballycoolin in Dublin and initial design work began on new bus depots at Kinsale Road and Little Island in Cork.	Multiple	37.4

 Bus Programme

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Bus Roadside Facilities & Bus Stop Enhancement Programme	This programme involves the maintenance and renewal of existing bus shelters and stops, the provision of new bus shelters across the network, and the enhancement of customer information at bus stops. It also includes the Bus Stop Enhancement Programme (BSEP), which provides capital funding to local authorities to improve bus stop infrastructure and accessibility. As of 1 April 2025, the NTA entered into a new bus shelter contract with a new service provider Bauer Media Outdoor (BMO). BMO appointed under the new contract assumed all responsibility for the technical assessment of bus stop locations, in addition to the supply, installation, management and maintenance of the NTA's bus shelter estate for up to 8 years. In 2025, the BSEP facilitated improvements at over 100 bus stop locations and the installation of approximately ten new bus shelters nationwide. In the context of national bus stop infrastructure delivery it should be noted that during 2025 the following number of bus stops were completed or upgraded: › BusConnects Dublin – 750 stops › Portlaoise Town Service – 73 stops › Cork, Kerry, Clonmel Contract (separate to Cork NRD) – 192 stops › Route 109 – 30 stops › Bus Éireann business as usual upgrades (SLA) – 343 stops Work has commenced on the first three phases of BusConnects Cork with the majority of bus stop works completed in 2025 and the remainder due to complete imminently. Mullingar Town service included a further 60 bus stops with the majority completed in 2025.	Multiple	16.2
BusConnects Cork – Sustainable Transport Corridors and Network Redesign	BusConnects Cork is a major investment programme to deliver a more efficient, reliable and integrated public transport system across the Cork metropolitan area. In 2025, progress was made across both the Network Redesign and Sustainable Transport Corridors elements. Key milestones included planning approval for the Black Ash Park and Ride Interchange, the launch of new bus services as part of the redesigned network, and the commencement of bus stop and shelter infrastructure works. Design for the Sustainable Transport Corridors also reached an advanced stage during the year, with environmental assessment and planning preparation works progressing to support future delivery.	Phase 3 – Preliminary Design	15.0

 Bus Programme

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Bus Fleet Programme	The programme supports the acquisition of new buses and coaches to renew and expand the fleet across multiple service categories, including services in the Dublin Metropolitan Area (BusConnects Dublin Fleet), other city services (BusConnects Urban Non-DMA Fleet), town services (Non-City Urban Buses Fleet), and regional and commuter services (Non-Urban Fleet). During 2025, the NTA accepted additional double-deck battery-electric urban buses bringing the total to 309, and the total number of battery-electric urban buses to 364, inclusive of 55 single-deck battery-electric buses. During the year, fleet management activities also progressed, including 553 inspections of fleet assets placed with transport operators to assess condition and support fleet transfers.	Multiple	14.2
Bus priority measures and sustainable traffic management measures – Dublin	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. In 2025, €4.4m was grant funded across Dun Laoghaire Rathdown County Council, Dublin City Council, Fingal County Council to support a number of projects, programmes and initiatives such as: › The R132 Connectivity Project progressed through the detailed design phase and advanced to tender stage. The tender assessment process was carried out in late 2025, with outcome letters prepared for issue in early 2026 and works scheduled to commence in 2026. › Sustainable Traffic Management Measures include zebra crossings, junction improvements, signalised pedestrian crossings, traffic calming, ramps, upgraded pay and display metres. Projects were progressed in the following areas: Swords (7), Balbriggan (7), Howth & Malahide (13) and Castleknock / Mulhuddart (10) from various stages of tendering through to completion. › Dun Laoghaire Rathdown County Council: Key outputs included the installation of pedestrian crossing on Leopardstown Road, 12 Type B zebra crossings and associated road marking improvements, including bus lane remarking on Kilmacud Road Upper. › South Dublin Safe School Zones: Small scale interventions at schools in South Dublin, works were undertaken at Tallaght Community NS, St. Anne's Primary School, Griffeen Glen ETNS, St Ronan's NS, St. Kilian's JNS › Pedestrianisation of Parliament St. and road space reallocation on Grattan Bridge. › Initial plans for various city centre measures including surveys and investigation works	Multiple	4.4

 Bus Programme

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Bus priority measures and sustainable traffic management measures – Cork	Two key projects in Cork City and County councils progressed: - Little Island Sustainable Transport Interventions project progressed through the design stage, tender documents were prepared and ready to progress. - Ballyvolane Strategic transport corridor, North ring road to Ballincolly: Progress included finishing retaining walls off Ballyhooly Road, service works and extension of culvert ongoing off Ballyhooly Road, completing retaining walls off Banduff Road, preparatory work constructing retaining walls at transport off Banduff Road, commenced works on North Ring Road. Contractor to continue constructing widened corridor on Ballyhooly Road, Banduff Road and junction realignment at Rathcooney Road/Banduff Road junction.	Phase 5 – Detailed Design & Procurement	5.1
		Phase 5 – Detailed Design & Procurement	4.2
BusConnects Galway – Sustainable Transport Corridors and Network Redesign	BusConnects Galway is a programme to deliver a more efficient, accessible and integrated public transport system across the Galway metropolitan area. In 2025, implementation planning for the bus network redesign progressed, including ongoing engagement and collaboration with local authorities. Progress also continued across Sustainable Transport Corridor schemes, with works advancing on a number of priority bus and traffic management projects to support improved public transport reliability.	Multiple	3.9
Bus Éireann (BÉ) (Infrastructure and Technology)	The NTA provide a capital grant allocation to BÉ on an annual basis for a number of infrastructure and technology projects/programmes. In 2025, capital funding supported a range of initiatives, including enhancements to on-board CCTV systems, upgrades to network and communications infrastructure, improvements to passenger information displays at stations, and developments in fleet and depot management systems.	Multiple	3.2
BusConnects Limerick – Sustainable Transport Corridors and Network Redesign	BusConnects Limerick is a programme to deliver a more efficient, accessible and integrated public transport system across the Limerick metropolitan area. In 2025, implementation planning for the bus network redesign progressed, supported by ongoing engagement with local authorities. In addition, progress continued across Sustainable Transport Corridor initiatives, including the advancement of bus priority and active travel measures to support improved public transport reliability.	Network Redesign: Phase 3 – Preliminary Design Milford Plassey Park Junction: Phase 6 – Construction & Implementation	2.8

 Bus Programme

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Fleet Refurbishment	This project involves the refurbishment of mid-life buses across the urban fleet, including Dublin Bus and Go-Ahead Ireland vehicles, to improve reliability, extend asset life, and maintain service quality. In 2025, refurbishment works were undertaken on a number of mid-life vehicles for Go Ahead Ireland, including upgrades to cooling systems, emissions systems and engine components, addressing known performance issues and supporting improved fleet reliability. In 2025, refurbishment works were carried out on a number of Bus Átha Cliath (BÁC) vehicles. The programme progressed significantly during the year, with 44 double-deck buses originally first registered in 2017 successfully completed and returned to service.	N/A	2.3
New Town Services	The New Town Bus Services (NTS) 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. Mullingar NTS: A tender competition was held in 2025 seeking a design build contractor for the delivery of 56 stops for the new Mullingar Town Service. An additional 14 like-for-like stops were included in the package. A contractor was appointed and design and construction works commenced in Q4 2025. The construction contract is expected to reach substantial completion in 2026.	Multiple	1.4

 Bus Programme

Project/Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Connecting Ireland	Connecting Ireland is NTA's plan to transform rural and interurban mobility by improving bus services across the country. 36 new and enhanced bus services were introduced under the Connecting Ireland Plan. Over 120,000 weekly vehicle kilometres were added to the public transport network due to the 10 new services, 26 frequency enhancements and route extensions that were introduced. 31 new towns and villages have been consequently connected to the public transport network. Much of the expenditure related to the marketing of New and Enhanced Connecting Ireland routes and with the service planning team continuing their work on planning and engaging with Local Link offices. Bus Stop Infrastructure was also an expenditure item before moving to the BSEP programme.	Multiple	1.0
Dublin Bus (DB) (Infrastructure and Technology)	The NTA provide a capital grant allocation to Dublin Bus on an annual basis for a number of infrastructure and technology projects/programmes. In 2025, €0.5m 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 and Charge Management Systems, GPS Antenna Replacement and Removal of End-of-Life Promina Equipment (Radio).	Multiple	0.5
BusConnects Waterford - Network Redesign	This project involves the redesign of the public transport network in Waterford to provide a more efficient, accessible and integrated bus service. In 2025, the New Network Plan was published following a comprehensive programme of public engagement. The plan incorporates flexibility to allow for future adjustments based on operational requirements and travel demand, with phased implementation envisaged.	Phase 1 – Scope and Purpose	0.4
			190.0

 Light Rail

Project/ Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
MetroLink	MetroLink is the development of a high-capacity, high-frequency, automated rail line running from Swords to Charlemont, linking Dublin Airport, Iarnród Éireann, DART, Bus and Luas services, creating fully integrated public transport in the Greater Dublin Area. In 2025, a determination on the Railway Order application was received from An Coimisiún Pleanála. A judicial review of the decision was initiated, and the involved parties agreed to enter mediation in December 2025. In parallel, progress was made on the development of the Detailed Business Case, Project Execution Plan and Procurement Strategy, supported by the appointment of a Programme Director and executive team for the programme to proceed to tender.	Phase 4 – Statutory Process	138.1
Luas Lifecycle Asset Renewals Programme	The Luas Life Cycle Asset Renewal (LCAR) Programme comprises a series of projects to upgrade and maintain Luas assets, ensuring the continued safe, reliable and efficient operation of the light rail system. In 2025, the programme included continued contact wire replacement, track renewals, and rolling stock overhauls. Additional works progressed during the year, including upgrades to CCTV systems, software enhancements, radio system improvements, and developments in vehicle location reporting. A mid-life review of the 502 fleet also commenced to identify opportunities to enhance reliability and passenger comfort.	Multiple	15.3
Georges Dock Bridge Reinstatement	This project involves the reinstatement of the Georges Dock bridge and associated Luas infrastructure following significant fire damage. In 2025, following a fire incident in August, it was determined that the bridge and associated rail systems required full replacement. All stages of the Commission for Rail Regulation's Application for Approval process were successfully completed, with final approval granted in November 2025. Following trial running, full Luas Red Line services resumed.	Phase 6 – Construction & Implementation	3.2
Luas Finglas	Luas Finglas is a 3.9 km extension of the Luas Green Line from Broombridge to Charlestown, including a park-and-ride facility and predominantly segregated alignment to support high-quality public transport provision. In 2025, the Railway Order for the project was approved by An Coimisiún Pleanála, subject to conditions. Judicial review proceedings were initiated during the year, with all cases progressing to mediation. In parallel, preparatory work continued for subsequent project phases, including the development of tender documentation for consultancy services, construction contracts, and enabling works.	Phase 4 – Statutory Process	2.4

 Light Rail			
Project/ Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Luas Cork	Luas Cork is a proposed light rail line running from Ballincollig to Mahon Point, connecting key destinations including Munster Technological University, Cork University Hospital, University College Cork, Cork city centre, Kent Station, Cork Docklands, Blackrock and Mahon. In 2025, a non-statutory public consultation on the Emerging Preferred Route was undertaken, with over 1,000 submissions received and subsequently reviewed. The project progressed the assessment of this feedback, informing further refinement of the scheme design.	Phase 2 – Concept Development & Option Selection	1.2
Public Transport Luas Upgrades	The Public Transport Luas Upgrades (PTLU) Programme comprises a series of projects outside the scope of the operator contract, focused on upgrading and undertaking minor works to maintain and enhance the Luas light rail system. In 2025, various minor repairs and improvement works were carried out across the network, including paving repairs on Hawkins Street and enhancements to parking facilities at Red Cow Depot.	Multiple	1.0
Luas Lucan	Luas Lucan is a proposed west-east light rail line connecting Lucan to Dublin City Centre, intended to provide high-capacity public transport along a key corridor. In 2025, early-stage development of the project progressed, including comprehensive route selection and the narrowing of options to a small number of end-to-end alignments. Work continued towards the identification of an Emerging Preferred Route.	Phase 2 – Concept Development & Option Selection	1.0
Fleet Supply Contract	This project involves the development of specifications and procurement of a new light rail vehicle fleet for the Luas network, including the establishment of a framework contract to support future tram orders for fleet replacement, capacity expansion and network extensions. In 2025, following a pre-qualification process, shortlisted tenderers were invited to submit bids, and tender returns were received and progressed through evaluation during the year.	Phase 5 – Detailed Design & Procurement	0.5
NTA Light Rail Support Costs	In 2025, work included identifying a potential Luas alignment along the reserved M50/Dublin Eastern Bypass Corridor, linking the Kilmacud Luas stop to UCD. This work also supported the identification of lands within the corridor with potential for future development.	N/A	0.1
			162.9

 Park and Ride

Project/ Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Dublin Park and Ride	This programme involves the development of park-and-ride facilities to support sustainable transport options in the Greater Dublin Area. In 2025, construction commenced on a new facility at Fassaroe in North Wicklow.	Phase 6 – Construction & Implementation (Fassaroe)	7.7
IÉ Car Park Programme	The Iarnród Éireann Car Park Programme involves the upgrade and improvement of park-and-ride facilities at railway stations across the network. In 2025, upgrade works were completed at Kildare, construction commenced at Edgeworthstown, and statutory planning consent was granted for works at Millstreet and Blackash in Cork.	Multiple	1.9
NTA Park and Ride Development Office	The NTA Park and Ride Development Office (PRDO) provides design services to the NTA to assist in the delivery of new and enhanced park and ride facilities across the State. In 2025, Statutory planning consent was secured for a further facility at Ashford in Wicklow, and a planning application was submitted for a new bus-based strategic park-and-ride facility at Lissenhall in Fingal.	N/A	1.5
Bus Park & Ride at M11 J16 Ashford	This project involves the development of a strategic bus-based park-and-ride facility at Ashford. In 2025, grant funding was provided to enable Wicklow County Council to acquire the land required for the proposed facility.	Phase 5 – Detailed Design & Procurement	1.0
Raheen Park and Ride	This project involves the development of a new bus-based strategic park-and-ride facility at the Raheen industrial estate in Limerick. In 2025, site investigation and due diligence activities were undertaken.	Phase 3 – Preliminary Design	0.0
			12.0

 Accessibility Retrofit

Project/ Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
IÉ Station Accessibility Programme	The objective of the Accessibility Programme is to improve the accessibility across the 54 stations identified as requiring upgrade on the Iarnród Éireann network. In 2025, accessibility works progressed across multiple locations. Construction activities advanced at Boyle and Clarendon. Tender processes were progressed for works at Longford and Dromod. Planning consents were secured for Wicklow, Gorey and Glounthaune, while planning applications were lodged for Muine Bheag. Design development also progressed at Rushbrooke, Fota, Rosslare, Enniscorthy and Farranfore during the year.	Multiple	11.3
Wheelchair Accessible Vehicles Grant Schemes	This scheme supports the provision of wheelchair accessible vehicles within the small public service vehicle (SPSV) fleet, promoting accessibility and improving transport options for passengers with reduced mobility. In 2025, 519 grants were approved under the scheme, including a significant number for new SPSV licence holders. In addition, further growth was recorded in the number of accessible vehicles entering the fleet without grant support, reflecting continued expansion of accessible services across the network.	N/A	8.6
DART Platform Accessibility	This project aims to reduce reliance on ramps and improve accessibility across the DART network by achieving compliance with Persons with Reduced Mobility (PRM) Technical Specifications for Interoperability, particularly at the train-platform interface. In 2025, detailed design and procurement activities progressed to support works required to bring station platforms into vertical and horizontal compliance	Phase 4 – Statutory Process	0.9
Other Accessibility Programmes	NTA provided funding for a range of initiatives to improve accessibility across public transport services and infrastructure. In 2025, capital funding supported a number of projects, including a bus repainting programme, a pilot initiative to enhance accessibility through improved passenger information and wayfinding at bus stations, and a comprehensive review of customer experience for passengers with disabilities.	Multiple	0.8
TFI Independent Travel Support	The TFI Independent Travel Support (ITS) service assists people with additional needs to develop the skills and confidence to use public transport independently. In 2025, the service continued to be delivered across multiple regions. In Dublin, the service, managed by Dublin Bus, provided 1,785 travel supports across bus, Luas and DART services. Bus Éireann delivered the service in Cork, Galway, Limerick and Waterford, and expanded provision to Drogheda and Dundalk, delivering a further 1,684 supports during the year. Pilot initiatives also commenced in Local Link areas, including Donegal/Sligo, and Fingal/Meath/Louth.	N/A	0.7

 Accessibility Retrofit

Project/ Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Bus Station Accessibility Enhancements	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. Section 5 approval has been secured for Cork, with planning permission granted for Tralee and Killarney, while Waterford and Monaghan are currently at Request for Further Information stage. Planning is also due to be submitted for Clonmel in the coming months. Subject to approvals and available funding, Cork, Tralee and Killarney are expected to proceed to tender for construction during 2026.	Phase 3 – Preliminary Design	0.6
Bus Éireann Accessibility Project	This project forms part of Bus Éireann's nationwide programme to improve accessibility at bus station locations, including the provision of enhanced infrastructure such as accessible facilities and parking. In 2025, planning and detailed design activities progressed at the remaining locations of Clonmel, Longford, Macroom and Busáras, bringing the programme towards completion.	Multiple	0.4
Local Authority Accessible Bus Stops	This programme involves the provision of wheelchair-accessible bus stops in locations served by high-floor coach services, supporting improved accessibility across towns and communities. In 2025, accessible bus stop infrastructure works were completed at locations in Laois, Offaly and Limerick.	Multiple	0.2
Clongriffin Lift and Access Upgrade	This project involves the upgrade and replacement of lift infrastructure at Clongriffin Station to provide improved, safe and reliable access across the railway line and to station facilities. In 2025, lift replacement works were completed and the upgraded lift was reopened to the public in December, restoring reliable access for passengers.	Phase 6 – Construction & Implementation	0.2
			23.6

 Transport Technology

Project/ Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Next Generation Automated Vehicle Location	This project involves the implementation of a new, unified Automatic Vehicle Location (AVL) system across bus operators, replacing multiple legacy systems to provide improved real-time data, service monitoring and passenger information. In 2025, key system development milestones were achieved, including system build and technical readiness, with the core system progressing through testing and entering user acceptance testing towards the end of the year. In parallel, enabling works progressed across operators, including the completion of bus retrofits across Dublin Bus and Go-Ahead Ireland fleets, and further rollout of retrofits across the Bus Éireann fleet.	Phase 6 – Deploy / Roll Out	12.7
Finance System Project	This project involves the replacement of existing finance systems with a single integrated solution to support organisational growth and improve process efficiency. In 2025, Phase 1 of the system was successfully implemented, with go-live achieved in September and a full transition from legacy systems completed. The build, testing and deployment phases were concluded during the year, and the project progressed into handover and business-as-usual operations following implementation.	Phase 7 – Hand Over & BAU (Phase 1)	8.6
NextGeneration Ticketing in the Greater Dublin Area (GDA)	This project involves the implementation of a new, more flexible ticketing system for bus and rail services, enabling contactless payments in the Greater Dublin Area and serving as the successor to the existing TFI Leap Card scheme. In 2025, the project progressed through the detailed design phase in collaboration with the supplier and transport operators, including Bus Éireann and Iarnród Éireann.	Phase 4 – Analysis & Design	8.1
Leap Infrastructure Investments	Leap Infrastructure Investments comprise a series of small-scale projects to maintain and upgrade Leap IT hardware and software systems, ensuring they remain operational and up to date. In 2025, a number of IT applications and server systems were upgraded to support the continued processing of increasing Leap transaction volumes associated with growing public transport usage.	Multiple	3.4
Axio	This project involves the introduction of on-board Leap Card validation systems on Cork city bus services to improve boarding efficiency and enhance the passenger experience. In 2025, the supplier completed the build of test and production environments, and a series of system testing phases were undertaken, including software and hardware validation. Following initial testing, a number of system enhancements and performance improvements were identified as being necessary and will be implemented in 2026.	Phase 5 – Build & Test	0.9

 Transport Technology

Project/ Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Finance Reconciliation Tool	This project involves the implementation of a software solution to automate the reconciliation of high volumes of low-value payment transactions, improving efficiency and accuracy in financial processes. In 2025, the initial implementation pilot was successfully delivered and brought into daily operational use by the NTA finance team. The solution supported reconciling transactions associated with the rollout of bank card payments across TFI Local Link services. In addition, operational procedures were established, and the design of the next phase of implementation was completed.	Phase 5 – Build & Test	0.9
Leap Operational Investments	Leap Operational Investments comprise a series of smaller-scale enhancements and improvements to the Leap Card scheme. In 2025, a new Leap Card product providing free travel for children aged 5–8 was introduced, with over 28,000 cards issued following completion of the online validation process. In addition, enhancements were made to the Young Adult and Student online application process.	Multiple	0.8
Fares Determination	This project forms part of the National Fares Strategy and involves the introduction of integrated ticketing products and enhancements to fare structures across the public transport network. In 2025, the implementation of new fare structures and integrated ticketing products was substantially completed, including the consolidation of Leap Card capping and the extension of the Dublin Commuter Zone. Additional enhancements were introduced across Luas, Dublin city bus, Iarnród Éireann and Bus Éireann services during the year.	Phase 6 – Deploy / Roll Out	0.8
cEMV Rollout for Local Link	This project involves the rollout of contactless payment acceptance, including bank cards and mobile payments, across TFI Local Link services. In 2025, the project was mobilised, with all required hardware procured and rollout commencing in the final quarter of the year. Initial deployment was successfully completed on selected services, with the system introduced into customer use. Further deployments will continue throughout 2026.	Phase 5 – Build & Test	0.5
Travel Information Systems and Services (TISS) Applications	This programme involves the management and enhancement of systems supporting the national journey planning and real-time passenger information services, including the TFI Live mobile applications. In 2025, a number of enhancements were implemented to the core application underpinning the National Journey Planning System, including improvements to the portal used for collaboration with bus operators on timetable development.	Phase 6 – Deploy/Rollout	0.4

 Transport Technology

Project/ Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Other Technology Projects	This includes smaller projects such: › TIS System & Display, which relates to the replacing of TFI Displays for Bus Stops/Poles. During the year a number of additional bus stop displays were purchased. › TSG Investments for minor enhancements › PTO Investments: A series of small scale investments in ticketing equipment to support the Leap Card scheme › ICT BMO Investments: Software and hardware components were updated and upgraded in systems necessary for the delivery and operation of the Bus Market Opening (BMO) services. › Public Transport Infrastructure Management System (PTIMS): In 2025 a small enhancement was introduced to the system to allow the recording of additional data about the configuration of bus stops, thus improving the quality of data held by NTA.	N/A	0.4
TFI Go Mobile Ticketing	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. In 2025 several new TFI Local Link routes were added to the system so that customers could select the various origin and destination option served by these new routes and allowed purchase of Child, Young Adult and Adult tickets for those services and contributing to a 93% increase in the number of TFI Go mobile tickets sold in 2025.	Phase 6 – Deploy / Roll Out	0.2
			37.7

Integration and Support Projects and Services

Project/ Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Transport Modelling	This programme involves the development and application of transport modelling to support evidence-based planning and investment decisions across the transport network. In 2025, updates to the Regional Modelling System enhanced modelling across key areas including public transport, active travel, freight and travel demand. The national data collection programme was delivered, and progress was made in demand management initiatives, with continued collaboration across agencies on climate, safety and environmental modelling.	N/A	6.6
Capital Programme Office	The Capital Programme Office (CPO) is responsible for the governance, financial management and oversight of the NTA's Capital Programme. It integrates capital finance, portfolio management and transport economics to support the prioritisation and delivery of transport investment in line with national policy and value-for-money principles. In 2025, the CPO completed a review of the National Development Plan (NDP) 2021-2030 and contributed to the preparation of the Transport Sectoral Investment Plan 2026-2030. Enhancements were made to the Project Reporting System to strengthen governance and transparency, and a number of economic reviews were undertaken to support project approvals. Updated ICT Project Approval Guidelines were published, and governance reviews were carried out across the BusConnects Programme.	N/A	5.2
Transport Technical Support	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. During 2025, the Business Intelligence and Data Analytics team continued to support internal teams and enable progress across key organisational programmes, including the design and early implementation stages of Next Generation Ticketing (NGT) and Next Generation Automatic Vehicle Location (NGAVL), as well as supporting the introduction of the new Finance system. The BI function also enhanced analytical capabilities, including Passenger Journey analysis through the Boarding and Alighting Tool, analysis of Leap card usage across services and transport operators, and the ongoing development of Fleet Emissions reporting, supporting evidence-based decision-making across the organisation.	N/A	2.6
Consolidated Contact Centre	This project involves the establishment of a centralised contact hub for public transport services, enabling customers to access support and information through a single channel. In 2025, the centre expanded its service offerings to include Go-Ahead Ireland, Bernard Kavanagh, Kilkenny services, Luas and NTA corporate services. Over 615,000 customer cases were managed during the year, reflecting the continued scaling of the service.	Phase 6 – Construction & Implementation	2.3

Integration and Support Projects and Services

Project/ Programme	Description and 2025 Progress	Project Phase at Dec 2025	2025 Spend €m
Local Transport Plans	This involves the preparation of Local Transport Plans (LTPs) by the NTA in collaboration with local authorities, using the ABTA methodology developed with Transport Infrastructure Ireland. In 2025, a number of Local Transport Plans were completed, including for Dundalk, Gort, Killarney, Tralee and Mullingar, with further progress made on plans across more than 20 additional settlements.	N/A	2.0
Transport Regulation	During 2025, IT development work was undertaken on the CABS system that supports the NTA's licensing function for small public service vehicles.	N/A	1.6
Project Big Move	This project involved the consolidation of NTA office accommodation into a single, modern workplace to support a hybrid working environment and enhance collaboration across the organisation. In 2025, activities focused on project close-out, including finalisation of contractual and retention payments.	Phase 7 – Close Out & Review	1.4
Strategy Development	This programme supports the development of transport strategies aligned with land use planning at national and regional levels. In 2025, a SUMP Project Management Office was established with the Department of Transport and the European Commission. Progress was made on the NTA's Biodiversity Action Plan and the Strategic Environmental Assessment Monitoring Report for the GDA Transport Strategy. The National Forecast Review also advanced, including data collection and validation across all local authorities.	N/A	0.9
PTS Bus Licensing Solution & Project and Portfolio Management (PPM)	These projects relate to the implementation of digital systems to support bus licensing processes and strengthen project and portfolio management capabilities. In 2025, both projects progressed to completion, with activities focused on final system delivery, transition to operational use, and project close-out.	Multiple	0.4
			22.9

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