



**Consideration of proposal from Transport Infrastructure
Ireland (TII) to change cash, Leap and pre-paid fares for Luas
services in 2016**

Determination No. 5 - 2015

October 2015

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Note: The Railway Procurement Agency (RPA) merged with the National Roads Authority (NRA) to form Transport Infrastructure Ireland (TII) on 1st August 2015. This report will refer to TII in place of the RPA where appropriate.

1 Introduction

1.1 Background

The National Transport Authority (the Authority) has the statutory obligation to secure the provision of light railway passenger services in the Greater Dublin Area (section 48 of the Dublin Transport Authority Act 2008). In September 2014 the Authority and the Railway Procurement Agency (RPA) and Transdev Dublin Light Rail Limited signed a new Luas operation contract, under which Transdev runs the Luas services and also assumes responsibility for the maintenance of the Luas infrastructure and rolling stock through a number of novated maintenance contracts. The Railway Procurement Agency and the National Roads Authority merged on 1st August to form Transport Infrastructure Ireland (TII).

With passenger numbers growing on Luas services in recent times and modest fares increase over the past few years Luas operations is expected to make a small surplus in 2015 and in 2016 for TII.

The determination of fares for 2016 is being undertaken in a single stage with this determination addressing the price of cash, Leap and pre-paid tickets. The changes to the cash, Leap and pre-paid tickets can be implemented from 1st December 2015.

1.2 Factors influencing public transport demand and revenues

Public transport revenues for Luas come from three main sources: passenger fares, subsidy via the free travel grant from the Department of Social Protection, and relatively minor ancillary revenues (e.g. advertising). Passenger fares account for a substantial amount of revenue and are dependent on passenger numbers. These in turn depend on the demand for passenger services.

Demand for public transport services is strongly related to economic activity. Economic growth increases employment, disposable income and consumer spend, all of which lead to greater travel. Economic decline produces the opposite effect.

Passenger numbers on Luas have grown since 2010 following a fall-off in demand in late 2008 and 2009. A Red Line extension of the Luas to the Docklands (Busáras to The Point) opened in December 2009, a Green Line extension to Cherrywood (Sandyford to Brides Glen) in October 2010 and a Red Line extension to Citywest (Belgard to Saggart) in July 2011. Given these extensions, the RPA had expected passenger numbers to have increased by considerably more than actually occurred which would have helped cover the additional operational costs associated with the new lines. This led to a loss in

profitability between 2011 and 2013 but as passenger growth continued since 2014 and modest fare increases were applied in recent years, TII expect Luas to return small surpluses in 2015 and 2016.

1.3 Economic outlook

It is evident that the economy is starting to grow again after 5 or 6 years of decline followed by modest growth. As can be seen in the table showing a number of the key economic indicators on page 5 the forecast of growth in the economy for this year are between 3% and 6% depending on the forecast used. If this predicted level of growth in the economy comes to pass it will help all sectors of the economy and it will put increasing pressure on public transport services at peak times. Public transport operators, while they will benefit from the growth in the economy, they will incur increased cost as more services will need to be provided.

Despite these encouraging forecasts for growth we are aware that some European economies are not enjoying the same level of growth in their economies and if that remains the case this may have an effect on Ireland's economy as we are partly relying on a growth in exports to achieve the expected levels of growth. Slow growth in Europe will dampen the level of exports from Ireland and in turn dampen our growth prospects

As the table overleaf shows, the increase in the Consumer Price Index in 2015 and forecast for 2016 is very small. It should be noted that although the price of energy and fuels is reflected in changes in inflation, the Consumer Price Index is made up of a basket of weighted goods and services and so changes in the rate of inflation may not fully reflect the sometimes large and volatile swings that can occur in the cost of energy in Ireland, which is naturally a major cost component of a transport company.

Table 1: Key Economic Indicators

Key Economic Indicators (real annual % growth)									
	2008	2009	2010	2011	2012	2013	2014	2015 ^d	2016 ^f
Consumer Price Index (CPI)									
CSO	4.1	-4.5	-1.0	2.6	1.7	0.5	0.2		
Central Bank								0.3	1.5
ESRI								0.1	1.0
Department of Finance (HICP)								1.4	1.4
IMF (HICP)								0.8	1.5
Gross National Product (GNP)									
CSO	-1.8	-9.1	0.5	-0.9	1.9	3.2	6.5		
Central Bank								5.3	4.4
ESRI								5.9	4.0
Department of Finance								3.1	3.1
Gross Domestic Product (GDP)									
CSO	-2.2	-6.4	-1.1	2.8	-0.3	0.2	5.6		
Central Bank								5.8	4.7
ESRI								6.0	4.5
Department of Finance								3.4	3.4
IMF								4.8	3.8

Source: Central Statistics Office (CSO), Central Bank Quarterly Bulletin Oct 2015, ESRI Quarterly Economic Commentary Autumn 2015, IMF World Economic Outlook October 2015, Department of Finance Budget 2016 Macroeconomic Forecasts and Department of Finance Monthly Economic Bulletin October 2015 (2016 forecast). Note “f” indicates forecast, “d” indicates to date and HICP is the Harmonised Index of Consumer Prices which differs slightly from the Consumer Price Index (CPI).

1.4 National Payments Plan

The National Payments Plan (NPP) is a three year plan managed by the Central Bank of Ireland. The plan is targeting savings of up to €1 billion per annum for the Irish economy through a doubling of electronic payments by 2015. These savings are intended to be achieved through a significant shift away from cash and paper payments to efficient electronic payment methods.

Public transport users span all sectors of society and as such can include people who will not readily migrate to electronic payment systems. However, recent experience with the introduction of the Authority’s integrated ticketing Leap card system, has shown that significant numbers of people will use a cash replacement system that is convenient, well marketed and provides advantages, in particular price benefits. Currently up to 1.5 million public transport passengers use Leap e-purse each week resulting in over €2.5 million electronic transactions replacing traditional cash payments each week.

There are significant benefits to reforming our payments system on public transport for both the public and the operators. The gains include cashless transactions, ease of use, discounting from cash fares, daily and weekly fare capping, quicker boarding, an improved public transport offer and with the Leap card, an integrated payments format.

Cash transactions involve additional costs for public transport operators. These come from the counting and collection of cash, the need for a logistical system involving security, transportation, insurance, cash depots, et cetera. Public transport operators have also been experiencing increases in the cost of the return of excess cash to banks and overall cash operating costs are high.

The Authority contributes to improvements in Ireland's payment systems' infrastructure through encouraging greater use of electronic payments that enhance both the efficiency and convenience of using public transport.

1.5 The need for fare changes

Luas public transport fare changes have been deemed to be necessary in recent years to compensate for reduced patronage and the increased operating costs due to the opening of three new extensions to the Luas network since 2009. While passenger numbers have grown steadily in recent years, fares changes are required to:

- a) complete the restructuring and simplification of the Luas fares structures;
- b) encourage a transfer to Leap card usage;
- c) incentivise off-peak travel;
- d) contribute to the additional cost of the operation of the Luas services; and
- e) contribute to the cost in the provision of Luas infrastructure.

1.6 Fares Innovations

The Authority has introduced a number of fare innovations over the last few years namely:

Table 2: Fare innovations

Year	Innovation
2013	<ul style="list-style-type: none">• Daily and weekly caps on Luas fares• Multi-operator daily and weekly cap on Luas, Dublin Bus and Iarnród Éireann fares in Greater Dublin Area
2014	<ul style="list-style-type: none">• Visitor Leap Card/Trainee Leap Card• Extension of Child Age to up to 19 for Leap Child Fares
2015	<ul style="list-style-type: none">• Second Journey Discount on Luas, Dublin Bus and Iarnród Éireann fares in Greater Dublin Area• Extended offer on Visitor Leap Card

Fare Capping is where there is a maximum charge per day or week for journeys done with a Leap card on one or multiple public transport operators. So, if a customer makes a lot of trips with their Leap card during a Daily or Weekly (Monday to Sunday) time period, the amount they spend will be capped and the Leap card system will make sure they never pay more than the fare cap limit.

Second Journey Discounts allow the customer to get a discount (€1.00 adults, €1.00 students €0.70 child) on a second journey that has been commenced within 90 minutes of the start of the first journey.

Family Tickets

The Authority recognises that the cost of travel by public transport by families can be prohibitive compared to travel by other modes. In 2016, the Authority proposes introducing a single operator and multi-operator family ticket. A more detailed determination for family tickets will be published in 2016. The introduction of such tickets will impact on the operators' fare revenues therefore the Authority, in this determination, has allowed for these costs.

2 Luas operations

2.1 Introduction

Luas currently has two tram lines, the green line which runs from Brides Glen to St Stephen's Green and the red line which runs from the Point in the Docklands to Tallaght with a spur to Citywest and a spur to Connolly rail station.

The first Luas line was opened in June 2004 between Sandyford and the city centre with the red line between Tallaght and the city centre opening later that year. Between 2009 and 2011 the Luas network was extended with the opening of three line extensions and this increased the operating costs. Passenger numbers also grew over this period but not enough to cover all of the additional costs and Luas operations suffered a deficit each year between 2011 and 2013. To fund these deficits the RPA have used their accumulated cash reserve, with the approval of the Authority. Funding is also required for vehicle asset renewal and infrastructure asset renewal.

Luas operations returned a surplus last year helped by strong passenger numbers and it is expected to return a surplus this year also. Currently Luas Cross City is under construction and expected to open in late 2017. Any surplus generated by Luas operations now will contribute towards the costs of Luas Cross City and any improvement in Luas infrastructure.

Leap was introduced in 2012 and currently offers significant discounts compared to cash. As more passengers transfer from using cash to Leap to avail of large savings the revenue return per passenger is diluted. Luas Leap fares have remained almost unchanged between January 2013 and now with a number of the current Leap fares actually cheaper than in 2013. Luas cash fares have increased over the past few years but the increase has been modest in comparison to other transport operators.

The payments that TII receive from the Department of Social Protection for carrying people with free travel passes has been frozen for the past 6 years at 2010 levels and this is resulting in fare paying passengers partially subsidizing those with free travel passes and adding to the pressures on Luas finances.

Given the deficit on Luas infrastructure activities following the opening of the three line extensions which was met from RPA's accumulated operations cash reserve, the Authority recognises that a small

fares increase is needed to generate increased revenue to ensure reserves will be available should the operations incur a deficit in the future or to assist in meeting the cost of Luas infrastructure.

Table 3: Luas financial results and forecasts for period 2013 to 2016

Year	2013	2014	2015*	2016*
Operating surplus/deficit on Luas infrastructure activities before interest, tax and depreciation	-€2.2m	€1.94m	€1.40m	€3.26

* Forecast July 2015– based on revenue accrued with fares changes applied

2.2 Proposal by TII

TII has proposed to the Authority a fares increase on Luas in respect of cash, Leap and prepaid tickets including tax saver monthly and annual tickets varying from 0% to 9.9% for 2016 although most proposed fare increases are between 0% and 2.2%. TII expect the fare increases to yield about 0.6% increase in passenger fare revenue. TII expect passenger numbers to grow by between 4% and 5% in 2016 which will also contribute to revenue yield.

The minimum increase that can apply to Luas cash fares is 10c due to ticket vending machine constraints. If an increase of 10c was applied on all single fares (including Leap), 20c on return fares, and pro-rata increases on period passes, an average increase of around 6.0% would be the outcome which is far in excess of what is required.

Therefore, in order to increase fares to achieve an average of 0.6% return, TII proposed to increase about half their fares and hold the other fares constant. As Leap card over time will become the main way to pay for public transport the 10 cent constraint will become less of an obstacle to applying a small fare increase over all fares as the Leap fare can be increased in 1 cent increments if necessary.

TII have proposed the final adjustment to 3 zone monthly and 3 zone annual tickets to bring them in line with the all zone monthly and all zone annual tickets facilitating the withdrawal of the 3 zone tickets from the end of 2015. This represents an increase of just over 7% in the cost of a ticket for those customers however they will be able to avail of the full Luas network for the period of the ticket.

TII have also proposed an adjustment of the 7-day and 30-day fares on a phased basis to facilitate their withdrawal over time as Leap offers better value than a number of 7-day and 30-day fares.

3 Determination by the Authority

A number of factors need to be taken into consideration in assessing this request:

- The need to maintain a sufficient level of service frequency.
- The economic climate over the past 7 years,
- The effect of the recession on the public's disposable income and costs,
- That Luas operations returned a deficit in 3 of the past 4 years,
- That any surplus from Luas operations can contribute to Luas Cross City costs and future operating costs,
- The need to simplify the fares structure , and
- The need to encourage a transfer from Cash to Leap and to off-peak travel.

3.1 Monthly and annual fares

The Authority has a policy of consolidating and rationalising tickets so as to reduce the array of ticket options and to offer customers a clear, concise and easy to understand choice. In 2012 and 2013 the Authority aligned the fares on the Red and Green lines reducing the number of single and return fares by half along with reducing the number of 7-day and 30-day fares also. Last year we moved towards a single monthly and annual ticket for all Luas services similar to that offered by Dublin Bus. This year the Authority will finalise this process and from November this year the three zone monthly and three zone annual tickets will be withdrawn.

The fares for Luas only monthly and annual tickets will be as in table 4 below. It should be noted that the Luas all zones monthly and all zones annual tickets have not increase in price since January 2013 and offer excellent value especially when purchased under the tax saver scheme where the actual net cost can be less than €9.00 per week depending on the level of tax paid.

Table 4: Luas annual and monthly tickets

<u>Luas only annual and monthly tickets</u>					
<u>Monthly Tickets</u>	<u>Current price</u>	<u>TII Requested price</u>	<u>Requested % increase</u>	<u>NTA Approved price</u>	<u>Approved % increase</u>
Adult Luas 3 Zones Monthly	€85.00	Withdraw and use All Zones ticket.		Withdraw and use All Zones ticket.	
Adult Luas All Zones Monthly	€91.00	€91.00	0.00%	€91.00	0.00%
<u>Annual Tickets</u>					
Adult Luas 3 Zones Annual	€850.00	Withdraw and use All Zones ticket.		Withdraw and use All Zones ticket.	
Adult Luas All Zones Annual	€910.00	€910.00	0.00%	€910.00	0.00%

3.2 Single and return fares

Since the Leap card was introduced in 2011 the Authority has rolled out a number of measures to ensure that Leap users would generally get the best value in public transport fares. In December 2014 the Authority ensured that all single journeys paid for by using Leap card credit would be at least 20% cheaper than the cash equivalent. The introduction of daily and weekly capping on the Leap card offered certainty to the regular commuter as to their daily or weekly travel costs and the Leap Travel-90 rebate also rewards the customer who has to take two or more inter-modal trips to complete their journey. Last year the Authority introduced a Leap off peak fare for Luas passengers to encourage travel on Luas outside peak hours of 7:45 to 9:30hrs Monday to Friday excluding bank holidays.

All these innovations on the Leap card have reduced the cost of travel for many travellers. Allied to these innovations Luas Leap fares have remained at or close to their January 2013 levels over the past 3 years. Even better value is available on Leap off-peak fares which are on average 9 cent cheaper in 2015 than they were in 2013. However as more passengers switch from cash to Leap to avail of the great value it offers it has a dilution effect on the revenues of the operators.

It is not sustainable in the long run to reduce or hold Leap fares at the same rate for 3 years or more and this year the Authority has determined that the adult Leap peak fares will increase by a modest 5 cent each. This will be the first increase on most Luas adult Leap fares since January 2013 and even with the proposed 5 cent increase a small number of the longer distance trips will still be cheaper than the same trip in 2013 when using Leap.

However to encourage passengers to travel off peak the Authority has determined that off-peak Leap adult fares will not increase. This results in off-peak adult Leap fares in 2016 being cheaper than the equivalent cash fare in 2012, four years earlier, by between 8% and 16%. Off-peak is available over 90% of the time Luas operates namely before 7:45hrs and after 9:30hrs Monday to Friday and all weekends including bank holidays.

In last year's determinations the Authority ensured that a single trip which is paid for by using a Leap card will be at least 20% cheaper than the cash equivalent. The Authority want to maintain this 20% minimum saving when using Leap and as the peak Leap fares have increase by 5 cent the cash fares will also need to increase slightly. Since the Luas ticket machines are configured to accept no coin less than ten cent the minimum increase which can be applied to cash fares is 10 cent. The Authority has determined that adult cash fares will increase by the minimum 10 cent each both for single and return journeys.

Child fares increased in December 2014 for the first time since January 2012 and the Authority has determined that child cash and Leap, single and return journeys will not increase in 2016.

The detailed Fare Tables are available in Appendix A.

3.3 Pre-Paid tickets

As stated above the Authority has a policy of consolidating and rationalising tickets so as to reduce the array of ticket options and to offer customers a clear, concise and easy to understand choice. The different fares for red and green lines which operated since Luas operations began were merged over the past few years and in 2014 a number of combined Luas / Dublin Bus tickets were withdrawn. In general, Leap fares or Leap caps offered similar value than the tickets which were withdrawn and in some cases offers better value to the customer.

The Authority has examined the current 7-day and 30-day fares offered by Luas and compared them to the equivalent Leap fare. For example the current adult 7-day all-zones ticket is €24.00 which is actually €0.50 dearer than the weekly Leap cap for Luas. Therefore this ticket is not required as the Leap cap offers better value and passengers can save money by using Leap. The Authority understand that a considerable number of passengers still use the various 7-day tickets and will not withdraw them until more passengers switch over to using Leap. However to encourage movement to Leap the Authority have determined that all 7-day and 30-day tickets should increase by up to 4% except for the student 7-day fares which will remain at 2015 prices. The student 7-day fares are held at 2015 prices to ensure that the student fares have a reasonable discount compared to the adult fares.

The Authority has decided to retain the daily and weekly caps at the current rates for 2016 while most of the 7-day and 30-day tickets are increasing by up to 4% in 2016. For example, the 4 zones adult 7-day ticket will be €24.90 (which is dearer than the weekly Luas cap of €23.50) and there will be no financial advantage in purchasing the adult 7-day 4 zones ticket compared to using a Leap card to pay for each trip during the week. This is because the cap of €23.50 is the maximum charged when using Leap in any Monday to Sunday period. If there is a day you get a lift or walk and do not use the Luas you may spend less than the weekly cap. If you have pre-purchased an adult 7-day 4 zones ticket you will have paid in advance for your ticket and will not benefit if there is a day you do not use the ticket. Therefore Leap capping will offer better value and in time the 7-day and 30-day fares which do not offer the same value as Leap can be withdrawn.

For those purchasing tickets for shorter Luas journeys such as travelling through 1 or 2 zones only the daily or weekly cap may not offer the best value. Most people who purchase a 7-day ticket will use it only 9 or 10 times and similar or better value can be obtained by paying for each trip using Leap. For example an adult 7-day one zone only pre-paid ticket will be €15.20 in 2016 while 10 single trips paying with Leap will cost €14.90 peak or €13.90 off-peak a saving of between 30 cent and €1.30 depending when you travel. If you do not take 10 journeys during the week you will save even more by using the Leap option.

The pre-paid child and student tickets for shorter distances offer excellent value and in a number of cases offer better value than Leap. While that is the case the Authority will not withdraw the relevant pre-paid fare. Increases for child and student pre-paid fares will be between 0.0% and 4.0%.

Irish Rail intercity customers purchasing rail tickets can opt for a Dublin Bus/Luas add-on to their rail ticket. This add-on entitles them to travel on Luas Red Line between Heuston Station and Dublin Connolly station or George’s Dock, and on certain Dublin Bus routes. Weekly, monthly and annual add-on tickets are considerably cheaper than equivalent Luas tickets. TII and Dublin Bus have requested a 9.9% increase on these adult add-on weekly, monthly and annual fares. The Authority considered the value offered by this ticket and the fact that these tickets have increased considerably over the past few years and determined that a 6.5% increase in the cost of these tickets is reasonable. It should be noted that the number of journeys made with these tickets represents less than 0.2% of all Dublin Bus and Luas journeys. The pre-paid adult Luas add-on fare will still offer excellent value even at this increased price.

The single and return, adult and child add-on fares will not be increased at this time and remain at current levels.

The detailed Fare Tables are available in Appendix A.

3.4 Leap Caps and Second Journey Discount

Fare Capping is where there is a maximum charge per day or week for journeys done with a Leap card on one public transport operator. So, if a customer makes a lot of trips with their Leap card during a Daily or Weekly (Monday to Sunday) time period, the amount they spend will be capped and the Leap card system will make sure they never pay more than the fare cap limit. Capping aims to make paying for public transport easier as users will be able to Pay-As-You-Go without having to decide in advance if they wish to commit to the up-front expense of buying a daily or weekly ticket. Multi-operator capping allows travel on a combination of operators from Dublin Bus, Luas and Iarnród Éireann.

The Authority has determined that the Luas daily and weekly cap will remain at current levels despite the fares increases and this will ensure that more passengers will reach one or other of the caps. The multi-operator caps will also remain at the same level as currently applies.

Table 5: Luas and Multi-Operator daily and weekly Leap caps

Luas daily and weekly Leap capping levels			
	Adult	Student	Child
Luas daily cap	€6.40	€5.00	€2.50
Luas weekly cap	€23.50	€18.00	€8.20

Multi-Operator daily and weekly Leap capping levels			
	Adult	Student	Child
Multi-Operator daily cap	€10.00	€7.50	€3.50
Multi-Operator weekly cap	€40.00	€30.00	€14.00

Second Journey Discounts allow the customer to get a discount (€1.00 adults, €1.00 students €0.70 child) on a second journey that has been commenced within 90 minutes of the start of the first journey. The Leap 90 discount will also remained unchanged at this time.

3.5 Savings when using Leap

As outlined at 3.2 above the Authority has introduced a number of initiatives since 2012 to ensure Leap offers great value to passengers. The minimum 20% discount to users of Leap when paying for a single journey is easy to avail of as are all the Leap discounts. In fact once you have a Leap card and top it up with travel credit or a period ticket the Leap card will automatically select the best value fare for you and apply the relevant discounts such as the Leap 90 discount when you take a second trip on public transport within 90 minutes of starting your first trip when paying with Leap. Leap also automatically applies the daily and weekly caps which limit the amount you will be charged in any one day or week when paying for your public transport by Leap.

Table 6 below summarises the adult single fares available on Luas in 2016 and shows the savings to be made by using Leap instead of cash. The minimum saving to be made is 41 cent or 22% for a short journey at peak times but this can rise to 27% saving at off peak travel times. In all cases significant savings are available when using Leap.

Table 6: Luas adult single fares 2016

<u>Luas adult single fares 2016</u>					
Number of zones traversed	Leap Off-Peak	Leap Peak	Cash	Savings using Leap Off-Peak v cash	Savings using Leap Peak v cash
0	€1.39	€1.49	€1.90	€0.51 / 27%	€0.41 / 22%
1	€1.70	€1.80	€2.30	€0.60 / 26%	€0.50 / 22%
2	€2.03	€2.13	€2.70	€0.67 / 25%	€0.57 / 21%
3	€2.19	€2.29	€2.90	€0.71 / 24%	€0.61 / 21%
4+	€2.35	€2.45	€3.10	€0.75 / 24%	€0.65 / 21%

It is clear from Table 4 above that there are massive savings which can be availed of just by using a Leap card to pay for each journey. For example if traversing 1 zone at peak time passengers can save 50 cent per trip or €1.00 on 2 trips when using Leap compared to cash. Even greater saving is available for off-peak travel with savings of up to 27% by using Leap compared to cash.

Despite the small increase the Authority applied to the Leap single fare for 2016 the Leap fares offer excellent value compared to cash fares. If we look at the 2016 Leap fare and compare it to the cash fare in 2012 we see that there are savings of up to 16% on a green 1, green 2 and green 4 peak cash fares. On average the saving is 12% on peak fares and 13% on off-peak fares with the actual savings between 17 cent and 45 cent.

Table 7 and 8 shows the 2012 cash fares and 2016 Leap fares and the savings which can be made by using Leap.

Table 7: 2016 adult Peak Leap fares compared with 2012 adult single peak fares

2016 adult Peak Leap fares compared with 2012 adult single peak fares				
	Cash 2012 adult single peak fare	Leap 2016 adult single peak fare	Savings in 2016 Leap compared to 2012 cash	2016 Peak Leap % cheaper than 2012 Peak cash
	€	€	€	%
Red 0	€1.70	€1.49	€0.21	12%
Green 0	€1.70	€1.49	€0.21	12%
Red 1	€2.00	€1.80	€0.20	10%
Green 1	€2.10	€1.80	€0.30	14%
Red 2	€2.30	€2.13	€0.17	7%
Green 2	€2.50	€2.13	€0.37	15%
Red 3	€2.50	€2.29	€0.21	8%
Green 3	€2.70	€2.29	€0.41	15%
Red 4	€2.70	€2.45	€0.25	9%
Green 4	€2.90	€2.45	€0.45	16%
		Average savings	€0.28	12%

Table 8: 2016 adult Off-Peak Leap fares compared with 2012 adult single off-peak fares

2016 adult OFF-Peak Leap fares compared with 2012 adult single peak fares				
	Cash 2012 adult single off-peak fare	Leap off-peak 2016 adult single fare	Savings in 2016 off-peak Leap compared to 2012 off-peak cash	2016 off-peak Leap % cheaper than 2012 off-peak cash
	€	€	€	%
Red 0	€1.60	€1.39	€0.21	13%
Green 0	€1.60	€1.39	€0.21	13%
Red 1	€1.90	€1.70	€0.20	11%
Green 1	€2.00	€1.70	€0.30	15%
Red 2	€2.20	€2.03	€0.17	8%
Green 2	€2.40	€2.03	€0.37	15%
Red 3	€2.40	€2.19	€0.21	9%
Green 3	€2.60	€2.19	€0.41	16%
Red 4	€2.60	€2.35	€0.25	10%
Green 4	€2.80	€2.35	€0.45	16%
		Average savings	€0.28	13%

At a time when the cost of almost all forms of transport has increased it represents a significant boost to the leap card user that they can avail of fares which are up to 16% cheaper now than 4 years ago before Leap was introduced.

As indicated above the Authority determined that child single and return fares will not increase in 2016 and continue to provide excellent value especially the Leap fare which continues to offer a discount of 20% compared to the cash fare. See tables 9. And 10.

Table 9: CHILD - CASH & LEAP FARES 2016

CHILD - CASH & LEAP FARES					
Zone	Adult/Child	Fare type	Approved Cash Fare	Approved Leap Peak fare	Approved Leap discount
0-2	Child	Single	€1.00	€0.80	20%
3+	Child	Single	€1.20	€0.96	20%

Table 10: 2016 Child Leap fares compared with 2009 child single cash fares

2016 Child Leap fares compared with 2009 child single fares				
Zones	Cash 2012 child single fare	Leap 2016 child single fare	Savings in 2016 Leap compared to 2009 cash	2016 Leap % cheaper than 2009 cash
	€	€	€	%
0-2	€0.80	€0.80	€0.00	0.0%
3+	€1.00	€0.96	€0.04	4.0%

3.6 Conditions attaching to the approval

TII may introduce the revised fares from 1 December 2015 unless there are technical reasons why this cannot happen but shall be introduced at latest by 1 January 2016.

All the Luas fares as determined by the Authority are outlined in the tables in Appendix A.

3.7 Summary of Fares Changes

The main features of the fare changes on Luas services are:

- Luas Adult Cash and Leap Peak Fares, Adult Cash Off-peak Fares a modest increase of 2.1% to 5.6% to encourage off-peak travel
- No increase on Child Cash and Leap Fares
- 1-day, 7-day and 30-day tickets increased by up to 4% to encourage transfer to Leap where it offers better value
- Three zone monthly and annual tickets to be withdrawn

4 Appendix A – Fare Tables

Luas - CASH & ITS PEAK FARES - Adult

			Cash					Leap Peak							
Zone	Adult/ Child	Fare type	Current Peak Fare	TII Proposed cash Fare	Approved Peak & Off-Peak Fare	Proposed % Increase	Approved % Increase	Current Fare	TII Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase	Current discount	Proposed discount	Approved discount
0	Adult	All day cash & Leap peak	1.80	1.80	1.90	0.0%	5.6%	1.44	1.44	1.49	0.0%	3.5%	20.0%	20.0%	21.6%
1	Adult		2.20	2.20	2.30	0.0%	4.5%	1.75	1.75	1.80	0.0%	2.9%	20.5%	20.5%	21.7%
2	Adult		2.60	2.60	2.70	0.0%	3.8%	2.08	2.08	2.13	0.0%	2.4%	20.0%	20.0%	21.1%
3	Adult		2.80	2.80	2.90	0.0%	3.6%	2.24	2.24	2.29	0.0%	2.2%	20.0%	20.0%	21.0%
4-7	Adult		3.00	3.00	3.10	0.0%	3.3%	2.40	2.40	2.45	0.0%	2.1%	20.0%	20.0%	21.0%

Luas - CASH & ITS OFF-PEAK FARES - Adult

			Cash					Leap Off-Peak							
Zone	Adult/Child	Fare type	Current Peak Fare	TII Proposed Peak cash Fare	Approved Peak & Off-Peak Fare	Proposed % Increase	Approved % Increase	Current Fare	TII Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase	Current discount	Proposed discount	Approved discount
0	Adult	All day cash &	1.80	1.80	1.90	0.0%	5.6%	1.39	1.39	1.39	0.0%	0.0%	22.8%	22.8%	26.8%
1	Adult	Leap Off-Peak	2.20	2.20	2.30	0.0%	4.5%	1.70	1.70	1.70	0.0%	0.0%	22.7%	22.7%	26.1%
2	Adult		2.60	2.60	2.70	0.0%	3.8%	2.03	2.03	2.03	0.0%	0.0%	21.9%	21.9%	24.8%
3	Adult		2.80	2.80	2.90	0.0%	3.6%	2.19	2.19	2.19	0.0%	0.0%	21.8%	21.8%	24.5%
4-7	Adult		3.00	3.00	3.10	0.0%	3.3%	2.35	2.35	2.35	0.0%	0.0%	21.7%	21.7%	24.2%

Child Single - CASH & Leap All-Day Fares

			<u>Child Cash</u>					<u>Child Leap</u>					<u>Cash / Leap differential</u>		
Number of zones traversed	Adult/Child	Fare type	Current Fare	TII Proposed Fare	Approved Off-Peak Fare	Proposed % Increase	Approved % Increase	Current Fare	TII proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase	Current discount	Proposed discount	Approved discount
0 to 2	Child	Single	1.00	1.00	1.00	0.0%	0.0%	0.80	0.80	0.80	0.0%	0.0%	20.0%	20.0%	20.0%
3+ zones	Child	Single	1.20	1.20	1.20	0.0%	0.0%	0.96	0.96	0.96	0.0%	0.0%	20.0%	20.0%	20.0%

<u>Adult Cash Return All- Day</u>							
Fare type	Peak/Off Peak	Zones traversed	Current Ticket Price	TII Proposed Fare	TII Proposed % Increase	Approved Ticket Price	Approved % Increase
Adult Cash Return	All day	0	€3.40	€3.40	0.0%	€3.50	2.9%
Adult Cash Return	All day	1	€4.00	€4.00	0.0%	€4.10	2.5%
Adult Cash Return	All day	2	€4.80	€4.80	0.0%	€4.90	2.1%
Adult Cash Return	All day	3	€5.20	€5.20	0.0%	€5.30	1.9%
Adult Cash Return	All day	4 to 7	€5.50	€5.50	0.0%	€5.60	1.8%

<u>Child Cash Return All- Day</u>							
Fare type	Peak/Off Peak	Zones traversed	Current Ticket Price	TII Proposed Fare	TII Proposed % Increase	Approved Ticket Price	Approved % Increase
Child Cash Return	All day	0 to 2	€1.70	€1.70	0.0%	€1.70	0.0%
Child Cash Return	All day	3+ zones	€2.10	€2.10	0.0%	€2.10	0.0%

<u>Adult PREPAID Fares 1-day, 7-Day & 30-Day</u>							
Fare type	Fare type (7 Day, 30 Day, etc.)	Number of zones traversed	Current Fare	TII Requested Fare	% Increase requested	Approved fare	Approved % increase
Adult	1 Day Flexi	All zones	€6.80	€6.80	0.0%	€6.80	0.0%
Adult	7 Day	0	€14.70	€15.00	2.0%	€15.20	3.4%
Adult	7 Day	1	€17.50	€17.80	1.7%	€18.20	4.0%
Adult	7 Day	2	€21.30	€21.70	1.9%	€22.10	3.8%
Adult	7 Day	3	€23.10	€23.60	2.2%	€24.00	3.9%
Adult	7 Day & 7 Day Flexi	4 to 7 & all zones	€24.00	€24.50	2.1%	€24.90	3.8%
Adult	30 Day	0	€58.50	€59.70	2.1%	€60.80	3.9%
Adult	30 Day	1	€70.00	€71.40	2.0%	€72.80	4.0%
Adult	30 Day	2	€84.00	€85.70	2.0%	€87.00	3.6%

Fare type	Fare type (7 Day, 30 Day, etc.)	Number of zones traversed	Current Fare	TII Requested Fare	% Increase requested	Approved fare	Approved % increase
Adult	30 Day	3	€93.00	€95.00	2.2%	€96.00	3.2%
Adult	30 Day & 30 Day Flexi	4 to 7 & all zones	€95.00	€97.00	2.1%	€98.00	3.2%

Child PREPAID Fares 1-day, 7-Day & 30-Day

Fare type	Fare type (7 Day, 30 Day, etc.)	Number of zones traversed	Current Fare	TII Requested Fare	% Increase requested	Approved fare	Approved % increase
Child	1 Day Flexi	All zones	€2.80	€2.80	0.0%	€2.80	0.0%
Child	7 Day	0 to 2	€7.20	€7.30	1.4%	€7.40	2.8%
Child	7 Day & 7 Day Flexi	3 to 4 & All Zones	€8.60	€8.60	0.0%	€8.90	3.5%
Child	30 Day	0 to 2	€29.00	€29.50	1.7%	€30.00	3.4%
Child	30 Day & 30 Day Flexi	3 to 4 & All Zones	€35.00	€35.00	0.0%	€36.00	2.9%

Student PREPAID Fares 1-day, 7-Day & 30-Day

Fare type	Fare type (7 Day, 30 Day, etc.)	Number of zones traversed	Current Fare	TII Requested Fare	% Increase requested	Approved fare	Approved % increase
Student	7 Day	0	€11.70	€11.70	0.0%	€11.70	0.0%
Student	7 Day	1	€13.20	€13.20	0.0%	€13.20	0.0%
Student	7 Day	2	€16.00	€16.00	0.0%	€16.00	0.0%
Student	7 Day	3	€17.10	€17.10	0.0%	€17.10	0.0%
Student	7 Day & 7 Day Flexi	4 to 7 & All Zones	€18.50	€18.50	0.0%	€18.50	0.0%
Student	30 Day	0	€42.50	€42.50	0.0%	€44.00	3.5%
Student	30 Day	1	€49.00	€50.00	2.0%	€50.90	3.9%
Student	30 Day	2	€57.50	€58.50	1.7%	€59.50	3.5%
Student	30 Day	3	€63.00	€64.00	1.6%	€65.50	4.0%
Student	30 Day & 30 Day Flexi	4 to 7 & All Zones	€70.00	€70.00	0.0%	€72.50	3.6%

Luas/Dublin Bus add-on to Irish Rail Intercity Fare

Fare type		Peak/Off Peak	Current Ticket Price	TII Proposed Fare	TII Proposed % Increase	Approved Ticket Price	Approved % Increase
Adult	Single	All day	€1.70	€1.70	0.0%	€1.70	0.0%
Adult	Return	All day	€3.40	€3.40	0.0%	€3.40	0.0%
Adult	Weekly	All week	€9.80	€9.80	0.0%	€9.80	0.0%
Child	Single	All day	€0.80	€0.80	0.0%	€0.80	0.0%
Child	Return	All day	€1.60	€1.60	0.0%	€1.60	0.0%

Luas only annual and monthly tickets

Monthly Tickets	Current price	TII Requested price	Requested % increase	NTA Approved price	Approved % increase
Adult Luas 3 Zones Monthly	€85.00	Withdraw and use All Zones ticket.		Withdraw and use All Zones ticket.	
Adult Luas All Zones Monthly	€91.00	€91.00	0.00%	€91.00	0.00%
<u>Annual Tickets</u>					
Adult Luas 3 Zones Annual	€850.00	Withdraw and use All Zones ticket.		Withdraw and use All Zones ticket.	
Adult Luas All Zones Annual	€910.00	€910.00	0.00%	€910.00	0.00%

<u>Luas combined annual and monthly tickets</u>					
<u>Monthly Tickets</u>	Current price	TII Requested price	Requested % increase	NTA Approved price	Approved % increase
Adult Bus/Luas Monthly (Dublin Bus & Luas)	€155.00	€159.00	2.6%	€159.00	2.6%
Adult Short Hop Rail/Luas Monthly (Irish Rail & Luas)	€171.00	€178.00	4.1%	€176.00	2.9%
Adult Short Hop Monthly (Dublin Bus, Irish Rail & Luas)	€208.00	€216.00	3.8%	€214.00	2.9%
Adult Bus/Luas Add on Monthly (Dublin Bus & Luas)	€38.50	€42.30	9.9%	€41.00	6.5%
<u>Annual Tickets</u>					
Adult Bus/Luas Annual (Dublin Bus & Luas)	€1,550.00	€1,590.00	2.6%	€1,590.00	2.6%
Adult Short Hop Annual (Irish Rail & Luas)	€1,710.00	€1,780.00	4.1%	€1,760.00	2.9%
Adult Short Hop Annual (Dublin Bus, Irish Rail & Luas)	€2,080.00	€2,160.00	3.8%	€2,140.00	2.9%
Adult Bus/Luas Add on Annual (Dublin Bus & Luas)	€385.00	€423.00	9.9%	€410.00	6.5%
Adult Irish Rail all services & Luas annual	€5,280.00	€5,490.00	4.0%	€5,430.00	2.8%