



Fares Determination

**Cash, Leap and pre-paid fares for all
Operators providing contracted public
transport services in the Greater Dublin
Area**

Effective from 28th November 2021

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1. Summary

The National Transport Authority (the Authority) has statutory responsibility for securing the provision of public transport services as outlined in the Dublin Transport Authority Act 2008. The Act gives the Authority responsibility for setting public transport fares on contracted services. This fares determination sets out the fares for all the main Public Service Obligation (PSO) services in the greater Dublin area namely heavy rail (Commuter and Dart services), Luas light rail and bus services, including tendered bus services operated by Go-Ahead Ireland under contract to the Authority. Where reference is made to Dublin city bus in this document it also includes Go-Ahead Ireland.

The onset of the Covid-19 global pandemic in March 2020 resulted in substantial a reduction in fare revenues arising from significant decreases in the use of public transport. This was offset by significant additional Government funding to ensure services could continue at pre-pandemic levels in line with public health restrictions. For this reason the Authority decided not to proceed with a fares determination in 2020, meaning that the vast majority of fares remain at 2018 prices.

In light of the ongoing pandemic and the impact on passenger confidence, the Authority has chosen not to implement a full fares determination in 2021, but rather has decided to focus on making the small number of remaining adjustments necessary to support the roll out of major projects such as BusConnects in Dublin and to bring forward proposals to incentivise a return to public transport. For this reason, this determination will focus solely on changes to fares in Dublin city, to be effective as of 28th November 2021. It is envisaged that a further determination will be necessary in 2022 in respect of other adjustments necessary to fully align Leap with cash and prepaid fares, and in addition, to address all monthly and annual tickets, including Tax saver as well as the changes required to bring into effect the Government's decision to reduce fares on all public transport services to 50% of the adult fare for all young persons under the age of 24.

The BusConnects programme for Dublin will see the transformation of Dublin's bus system, to ensure journeys made by bus will be fast, reliable, punctual, convenient and affordable. Part of the BusConnects plan is a revamp of the fare system to provide a simpler fare structure, allowing seamless movement between different transport services without financial penalty. To deliver on this part of the programme, a revised fare structure is included in this fares determination for public transport in the city.

This fares determination implements this new fares structure, for Leap and cash on Dublin city bus services and for Leap initially on rail and Luas light rail services in the Dublin area. The fare system comprises a short distance fare and a 90 minute fare. The 90 minute fare will cover any journeys taken within 90 minutes of the first journey. These journeys can be taken on Dublin city bus, Luas light rail, Iarnród Éireann DART services and zones 1 to 4 on Short Hop Zone commuter services, or any combination of these services within the Dublin area. A map showing the boundary of the 90 minute fare is included in Appendix E.

It is anticipated that the implementation of short and long distance cash fares on Dublin commuter rail and Luas light rail services will occur in 2022. The timing of this remains subject to technical requirements, on which the Authority is currently engaging with Operators.

This fares determination adjusts fares both upwards and downwards ensuring that the travelling public pays a consistent fare relative to the distance they travel. A summary of the main changes by service are as follows:

▪ **Dublin's city bus services operated by Dublin Bus and Go Ahead Ireland**

- Following three years of no change in Leap fares, this year will see the introduction of a new short adult Leap fare of €1.60, a modest increase of 5 cent on the former 1-3 stage fare, enabling passengers to travel up to 3km consistently across all services.
- The new structure will also see the introduction of the 90 minute adult Leap fare priced at €2.50, combining the former 4-13 and 13+ stage based fare and affording the benefit of free onward transfer within 90 minutes of initial tag on. The Authority has determined that this fare will be introduced at the promotional price of €2.30, which will be in place until 31st March 2022.
- A new short cash fare will replace the former 1-3 stage fare, at the same price point set in 2018 of €2.15.
- A new long distance cash fare will be introduced, combining the former 4-13 and 13+ stage based fare, at the same price point as the 13+ fare set in 2018, however cheaper fares can be availed of by switching to Leap.
- A new flat child Leap fare will be introduced for all children, priced at €0.80, with the former schoolchild fare being retired. This fare will allow all children to travel anywhere on the Dublin city bus network, with the additional benefit of a free transfer to any mode within 90 minutes of initial tag on.
- There will also be a new long distance child cash fare, enabling children to travel anywhere on the Dublin city bus network for €1.10, which is 20 cent cheaper than the equivalent 2018 fare.
- 1, 7 and 30 day Ramblers will continue to provide value for customers wishing to purchase products for non-consecutive travel, being maintained at 2018 price levels for families, adults and students alike.
- Xpresso fares will remain at 2018 prices for both adults and children, with Leap fares enabling free onward transfer for all passengers within 90 minutes.
- Nitelink fares will remain at 2018 prices for adults, with Leap fares on these services affording passengers a free transfer within 90 minutes of initial tag on.

▪ **Luas light rail services operated by Transdev**

- Following three years of no change in Leap fares, this year will see the introduction of a new adult short fare of €1.60, a modest increase of 6 cent on the former zone 1 fare.
- The new structure will also see the introduction of the 90 minute adult Leap fare priced at €2.50, combining the former 1-8 zonally based fares and affording the benefit of free onward transfer within 90 minutes of initial tag on. The Authority has determined that this fare will be introduced at the promotional price of €2.30, which will run until 31st March 2022.
- A new flat child Leap fare will be introduced for all children, priced at €0.80, combining the former 1-3 and 4-8 zonal fares. This fare will allow all children to travel anywhere on the Luas network, with the additional benefit of a free transfer to any mode within 90 minutes of initial tag on.
- All adult and child cash singles and returns will remain as zonal based tickets, with prices being held at 2018 price levels.
- There will also be no change to all adult, student and child fares for 1 Day and 7 Day period tickets, with fares remaining at 2018 prices.

▪ **Rail Services operated by Iarnród Éireann**

- Following three years of no change in Leap fares, this year will see the introduction of a new adult short fare of €1.60, which represents a 10 cent or 5.9% reduction on the former zone 1 fare.
- The new structure will also see the introduction of the 90 minute adult Leap fare priced at €2.50, combining the former zone 1-4 fares and affording the benefit of free onward transfer within 90 minutes of initial tag on, within the new 90 minute fare boundary (See **Appendix E - Dublin 90 minute fare boundary**). The Authority has determined that this fare will be introduced at the promotional price of €2.30, which will run until 31st March 2022.
- The new 90 minute boundary in respect of rail services, constitutes former zones 1 to 4, covering stations as far as Rush & Lusk to the north of Dublin city, Bray to the south, Hazelhatch to the southwest, Maynooth to the west and M3 Parkway to the northwest.
- Existing zones 5 & 6 will remain in the new Dublin fares structure for longer journeys, with associated fares being held at the same prices as set in 2018 for Leap and cash. Those choosing to purchase zones 5 or 6 single tickets on Leap will also be afforded free transfers within 90 minutes of initial tag on.
- A new flat child Leap fare will be introduced for all children, priced at €0.80, with the former schoolchild fare being retired. This fare will allow all children to travel anywhere within the Short Hop Zone, with the additional benefit of a free transfer to any mode within 90 minutes of initial tag on.
- All adult, child and student cash singles and returns will remain as zonal based tickets within the Short Hop Zone, with prices being held at 2018 price levels.
- There will also be no change to all adult and family fares for 1 Day, 3 Day and 7 Day Short Hop Zone period tickets, with fares remaining at 2018 prices.

▪ **Leap Capping**

- ✓ All Leap caps in Dublin, both daily and weekly including multi-Operator caps, will remain at current levels but will be reviewed in the next fares determination in 2022.

All the individual fares for each Operator can be found in the Appendices at the end of this report (**Appendices - Detailed Fare tables**).

2. Introduction

2.1 Background

The National Transport Authority (the Authority) has statutory responsibility for securing the provision of public transport services as outlined in the Dublin Transport Authority Act 2008. To fulfill this responsibility in respect of PSO services operating in the greater Dublin area, the Authority entered into new Public Service Contracts with Dublin Bus in December 2019 for a period of 5 years. The Authority also entered into a Public Service Contract with Iarnród Éireann in December 2019 for a ten year period, as statutorily required. The Authority has entered into a contract with Go Ahead Ireland for the provision of bus services in the Outer Dublin Metropolitan Area (ODMA). The full rollout of these services was completed in in early 2019.

The Luas Operations and Maintenance contract was awarded jointly by the Authority and Transport Infrastructure Ireland (TII) to Transdev in 2019. The Authority has assigned the day-to-day management of the Luas contract to TII and fare revenues are retained by TII on behalf of the Authority.

All public transport contracts must, among other things, provide for “fares to be charged and provision for the variation, including increase or decrease, of fares”. The Authority examines existing fares annually and determines the fares to be charged for the following year. This fares determination has been based on the allocation of PSO payments being comparable to that of 2021, whilst being cognisant of the significant additional financial resources committed by central government to ensure the continued provision of public transport services, which were severely impacted as a result of the Covid-19 global pandemic.

2.2 Determination of fares

This determination will cover the fares for Public Service Obligation (PSO) services provided by Dublin Bus, Go-Ahead Ireland (ODMA), Iarnród Éireann (Dublin commuter rail and Dart services) and Transdev (Luas Light rail services). It will address the price of cash, Leap and pre-paid tickets in the Dublin metropolitan area.

2.3 Factors influencing public transport revenues and expenditure

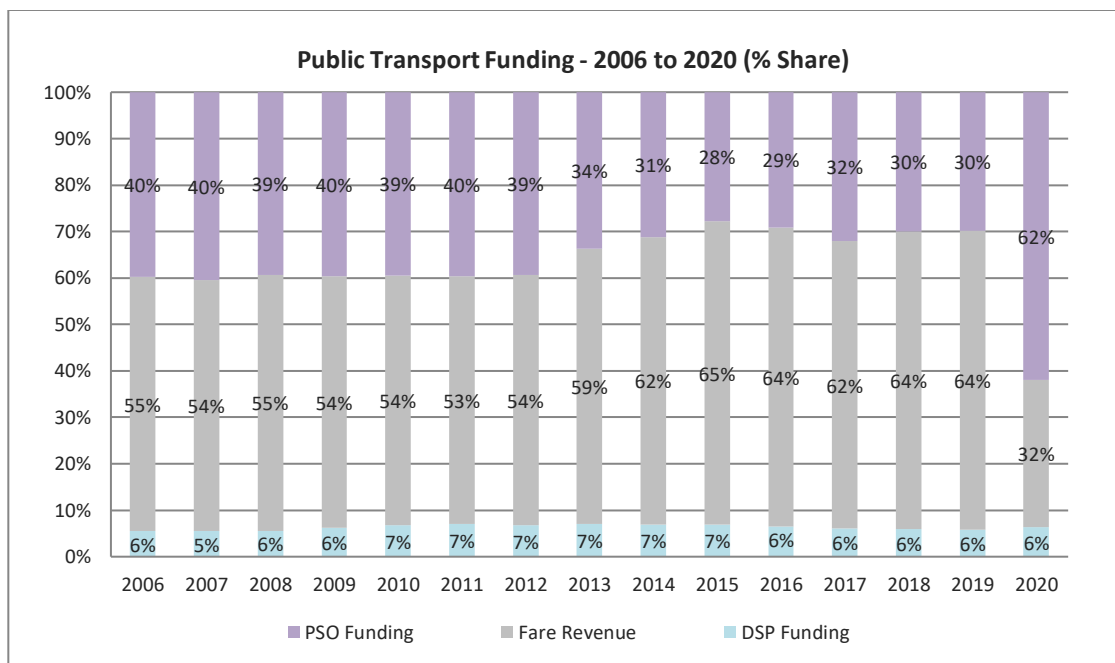
There are four main sources of income, which support the operation of public transport services. These are:

- Fare Revenue
- PSO Subsidy from the Department of Transport (DoT)
- Free Travel Grant from the Department of Social Protection (DSP)
- Income from ancillary activities such as advertising, car park charges etc.

Passenger fare revenues account for a substantial proportion of the revenue required to operate public transport and are dependent on passenger numbers. March 2020 saw the onset of the Covid-19 global pandemic, which had a dramatic negative impact on the usage of public transport and resulted in substantial fare revenue losses for the NTA. These losses were offset by additional funding from Government to ensure services could continue to operate at pre-pandemic levels in line with public health restrictions. Patronage shrank by as much as 80%-90% in the early stages of the pandemic following government public health restrictions with reduced timetables and capacity restrictions to ensure adequate social distancing on all forms of public transport. Total fare revenue on PSO services subsequently shrank by over 50% during the course of 2020, with recovery having commenced as capacity restrictions have gradually been eased. It is clear that as work practices such as working from home have changed during the pandemic with resultant changes in commuting patterns, the return to pre-pandemic levels of demand and therefore fare revenue may take some time.

The Free Travel Grant from DSP is intended to compensate the Operators when they carry free travel pass holders. Currently there are more than 1,000,000 people eligible to avail of the Free Travel Scheme (FTS), with numbers having grown by approximately 2%-3% annually. Additionally, the health of the nation is improving, allowing those eligible for the FTS to travel more often and take longer journeys. Prior to the pandemic in 2020, over 50 million journeys were taken by FTS passengers on PSO funded services, an increase of 29% between 2011 and 2019. The level of funding for the scheme was frozen in 2011 at just over €75 million as part of the National Recovery Plan 2011-2014. The steady increase in free travel passenger numbers has not been matched by increased funding from DSP.

Analysis shows that while passenger journeys increased every year since 2013, to a maximum year on year uplift of 9.5% across all PSO services in 2019, the contribution of free travel receipts towards overall costs represents an ever growing challenge for the Authority. The graph below illustrates the proportion of total costs of operating public transport in Ireland prior to the so called 'Celtic Tiger' years, up to 2020.



While free travel scheme passenger journeys represent approximately 18% of passengers on PSO supported services, funding received from DSP accounted for only 6% of overall costs in 2020, which has remained relatively static. The pandemic in 2020 resulted in substantial losses in fare revenue for the NTA, as a result of a dramatic decline in the use of public transport. Consequently, for 2020, the resulting balance between fare revenue and PSO subsidy shown above has temporarily switched. However, as patronage gradually returns to pre-pandemic levels in 2022, fare paying passengers will be required to make ever an increasing contribution to the overall cost of public transport provision. While the cost of free travel continues to steadily increase in line with other cost increases and the demand for free travel increases, the Authority remains fully committed to supporting the Free Travel Scheme.

Demand for public transport services is also 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. Similar to that seen in other countries, the pandemic sent shockwaves through the domestic economy, with periods of lockdown forcing many businesses to close. Unemployment went from 13 year lows of 4.8% in January 2020 to 7.1% in August 2020 as the virus heavily impacted the labour market. By way of context, the Covid adjusted unemployment figure (including those in receipt of the governments Pandemic Unemployment Payment, PUP) reached an all-time high of 28.2% in April 2020. Recipients of PUP payments peaked at over 600k in early 2020, however, through a number of waves of the virus and as the economy gradually adjusts and reopens in the aftermath of the pandemic, this number has fallen to just over 143k in August 2021.

Despite the effects of the pandemic, Ireland avoided a decline in output (Gross Domestic Product, or GDP) in 2020. Conversely, the strength of a booming multinational sector and higher than expected corporate tax receipts has seen expectations of further economic growth of between 8%-15% for the remainder of 2021, based on projections from leading experts at the Central Statistics Office, the Central Bank, Department of Finance and the Economic & Social Research Institute. However, it is believed that the domestic economy will see a very gradual recovery, which will be dependent upon further easing of public health restrictions, which is expected to aid the recovery of the labour market once labour-intensive service sectors fully reopen once again. Another factor which endangers economic recovery post pandemic is the rate of price inflation, which sat at 2.8% in the year to August 2021, representing the largest increase in almost a decade and well

above the European Central Bank's (ECB) revised 2% target. This has been driven primarily from the effects of demand post-Covid, rising energy prices driving up utility costs, and transport associated increases e.g. petrol and diesel. The ECB expect, however, that inflation will recede to a more sustainable footing in the medium term (2% for 2021 and 1.5% in 2022).

Annual PSO funding from the Department of Transport typically supports approximately 30% of overall public transport costs across the State. PSO funding increased steadily since 2013, which in turn has supported a vast array of new and improved services nationally to meet ever increasing public demand, with patronage on PSO services peaking at 295 million in 2019. The loss in fare revenue incurred by the NTA on PSO services across the state in 2020 had to be met through significantly higher levels of Government funding in order to maintain vital services throughout the pandemic. This resulted in the total PSO spend almost doubling between 2019 and 2020 from just over €300 million to just under €600 million, representing over 60% of the cost of public transport services. Further support in the form of additional funding will continue to be required into 2022 as passengers gradually return to public transport in significant numbers across the state. This is in addition to the funding requirement for major investment schemes such as the continued roll out of the BusConnects programme and also Connecting Ireland, which will see significant additional services providing vast improvements in connectivity between cities, towns and their surrounding villages and rural areas across the state in the coming years.

In addition, other operational cost increases have recently been identified by directly awarded Operators which will require additional PSO funding to maintain and improve current levels of service, which is key to the successful delivery of initiatives such as the BusConnects programme. Congestion is the largest cause of cost increase with more resources required to maintain punctuality and reliability. Along with an increase in the cost of fuel, supervisory costs are increasing as more services are introduced and driver training is also required. All contracted services allow for increased annual costs for employment costs, fuel and other costs in line with any increases in CPI and other agreed national economic indices.

It is clear, therefore, that there are challenges surrounding the funding of existing public transport services as well as the improvements the Authority wishes to see implemented in order to improve provision across the state. In light of current uncertainties in relation to the wider economic recovery in the aftermath of the pandemic, combined with our ambition to increase the use of public transport as a means of addressing the challenges posed by climate change, it is the view of the Authority that the implementation of increased fares as the primary driver towards the overall cost of public transport provision is not appropriate at this time and could drive customers from public transport at a time when we need to see customer journeys increasing.

2.4 The need for fare adjustments

The Authority has been working over many years now to simplify the fares across bus, rail and light rail services and to introduce a fairer distance based structure. There is still more work to do, however, this determination takes a significant step forward in relation to achieving these objectives in Dublin city and the wider Dublin metropolitan area.

While a number of fares will increase moderately this year; some fares will either remain at 2018 prices or see reductions. Decreases in fares are sometimes required to bring fare bands together and allow for a simpler fare structure and interchange between services and modes, or to ensure appropriate levels of discount according to passenger type. On the other hand, public transport fare increases have sometimes been deemed necessary in recent years to compensate for increased operating costs.

There are a number of overriding principles and objectives, which the Authority has taken into account as part of the determination of cash, Leap and prepaid fares in Dublin this year, namely;

- To facilitate the restructuring and simplification of fare structures as envisaged by BusConnects
- To continue to encourage a transfer from cash to Leap
- The consolidation of ticket types within the Short Hop Zone (SHZ) to facilitate greater interchange

2.5 BusConnects & Common Fares Structure in Dublin

In 2017 the Authority launched BusConnects, a plan to fundamentally transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, and allow bus commuting to become an even more viable and attractive choice for employees, students, shoppers and visitors.

Part of the BusConnects plan is revamping of the fare system to provide a simpler fare structure, allowing seamless movement between different transport services without financial penalty. This will allow passengers to complete their journey by two or more modes of travel in Dublin such as Bus, DART or Luas without financial penalty.

The second biggest source of bus delays, after traffic congestion, is the payment process at bus stops so a simpler fare system needs to be in place. The system chosen is a two fare system. There will be one fare for a short journey (similar to the current Dublin city bus fare for 1 to 3 stages) and a higher fare which will allow for 90 minutes of travel on bus, Luas, DART and Iarnród Éireann SHZ services in zones 1 to 4. Currently we have 3 main single fare types on city bus services in Dublin, 4 main fare types on Luas and 5 main fare types on DART.

A 90 minute fare boundary is also proposed, encompassing the Dublin metropolitan area. Within the boundary, a short fare will apply for a trip on any service up to approx. 3km direct distance from boarding point. Journeys beyond this distance or involving transfers between services that take place within 90 minutes of the start will be charged a 90-minute Leap fare. The new short fare will typically enable passengers to travel slightly further in the new structure compared to equivalent existing journeys and will be of particular benefit on bus, where average distances on a 1-3 stage fare varies more significantly than other modes, depending on the journey taken. Analysis of pre-covid ticket demand¹ has suggested that the introduction of the new fares structure could lead to a 40% increase in passengers being able to avail of the new short fare on Leap, who previously would have paid higher equivalent fares.

Consideration has also been given within the new structure to the unique complexities of the network within Dublin city centre in relation to traffic management and the requirement for equal fares being charged on bus services for the same journey in both directions. This also ensures that all passengers, regardless of the mode they use, are more likely to pay the short distance fare within the city centre, without being penalised for indirect services.

A map of the new 90 minute area is shown in **Appendix E - Dublin 90 minute fare boundary**

The new structure provides consistency in fares paid that depend on distance travelled, regardless of the route or mode taken. It also avoids penalising people who cannot complete a journey between two points without transferring between services. Finally it provides an opportunity to create consistent fares across bus, DART and Commuter Rail and Luas light rail services.

To determine where short fares would apply, Dublin has been divided into a lattice of contiguous zones (hexagonal in shape) approximately 1km in diameter. Within each zone, all origin and destination stops on bus, Luas and rail are assigned a zonal reference. Short fare journeys are then defined as those traversing three or less hexagons in a straight line in any direction. Longer journeys or journeys requiring a transfer between services would attract a long (90-minute) fare. The approach is similar to (but a more uniform version of) the system adopted in Denmark, where the fare charged is also based upon the number of zones traversed.

¹ Analysis based on observed 2019 Leap ticket sales for single journeys on bus, rail and light rail services.

The new two fare system will apply initially on Leap across all modes in Dublin (also for cash for Dublin city bus services). New Leap fares will be adjusted both upwards and downwards meaning there will be some passengers paying a higher fare while other passengers will benefit from a slightly lower fare. This process began in our fares determination in 2017, with this determination finalising these changes. By adjusting fares in this manner over a number of years has helped to mitigate against sudden large increases or decreases in fares.

The Authority has determined that fares on Dublin Bus Nitelink and Xpresso bus services along with longer distance rail journeys outside of the 90 minute fare boundary (zones 5 & 6), will remain as part of the new structure. Xpresso and recently reintroduced Nitelink bus services in Dublin city are designed to operate on a more direct, limited stop basis, providing faster and more efficient travel for passengers. Passengers who choose to make zones 5&6 rail journeys within the Dublin area may travel up to 60 kilometers and as such, will also sit outside the two fare bands within the 90 minute boundary for rail services. The Authority has further determined that fares on these premium services will remain at prices set in 2018 and for those passengers paying on Leap, there will be the added benefit of free onward travel on any mode within 90 minutes of their initial tag on within the 90 minute area.

2.6 Determination by the Authority

A number of factors have therefore been considered in setting the fares for Dublin namely:

- Adjustments required under the BusConnects plan, principally the alignment of single fares
- The PSO budgetary constraints in 2022
- The need to simplify the fares structure
- The need to introduce a distance based fare structure and remove inbuilt anomalies
- The need to continue to encourage a transfer from cash to Leap
- The revenue made available through the Free Travel Grant & PSO funding

3. Dublin city bus services

3.1 Introduction

In early September 2018, Go Ahead Ireland began providing public transport services to the people of Dublin. Dublin city bus applies to services in Dublin operated by Dublin Bus and Go Ahead Ireland and the fares set out in this determination are the same for both Operators. Rambler and period tickets valid for one of the Operators are also valid for the other Operator.

As discussed earlier in this report, the Authority have in recent years set out their plans in relation to the rollout of the BusConnects programme, which will improve bus services within the city and surrounding areas. Under BusConnects there will be two main fares namely, a short distance fare (similar to the current 1-3 stages fare on buses in Dublin) and a 90 minute fare which will allow travel on bus, Luas or DART or any combination of those three for 90 minutes. In this determination, we are adjusting Dublin city bus fares to meet the objectives of the two fare system.

3.2 Adult Leap & Cash Fares

Under the BusConnects plan the Authority determined that the fares structure in Dublin will transition into a two fare system across all modes. For Dublin city bus services the new structure will see a new short fare implemented, which will be similar to the existing 1-3 stage based fare. There will also be a second, long distance 90 minute fare, which will replace existing 4-13 and 13+ stage based fares.

The current 1-3 stage fare, which has seen minimal adjustment since 2014, will increase slightly to become the new short distance fare, priced at €1.60 from 28th November. As briefly alluded to above, the new fares structure for Dublin ensures that distances travelled on the new short fare are approximately 3kms, which is slightly longer than the average distance possible on the existing 1-3 stage based fare on bus services. This also means that some customers who previously would have paid €2.25 on the 4-13 stage fare will now pay €1.60 for the same journey.

Existing 4-13 stage and 13+ stage Leap fares will be consolidated to become the new 90 minute Leap fare, priced at €2.50. Passengers travelling on existing 4-13 stage fare journeys will move to the new 90 minute fare but would do so on the basis of the distance travelled under the new structure. Those passengers currently paying €2.50 will therefore see no price increase and will be able to travel any distance on Dublin city bus services, with the added benefit of free onward transfer to any other mode or service within 90 minutes of initial tag on. The Authority has determined that this new fare will be introduced at the promotional price of €2.30, as a means of incentivising a return to public transport. This promotion will run until March 2022.

Passengers using Dublin city bus services will also see cash fares align with the new two band structure on 28th November. The existing 1-3 stage cash fare priced at €2.15 will transition to become the new short distance cash fare, but will remain at the same price point. The Authority has further determined that in order to match the structure on Leap, existing 4-13 and 13+ stage fares will combine to become the new long distance fare and will be priced at €3.30. This will mean an increase of 30 cent for some passengers, however this can be avoided by transferring to Leap and availing of a 90 minute ticket for €2.50.

3.3 Child Leap & Cash Fares

The Authority recognises the need to incentivise the use of public transport across all ages and most critically, to encourage the uptake and regular use of sustainable forms of transport amongst our younger generations. The introduction of the new fares structure in Dublin has facilitated for the first time, the creation of a single flat fare for all children. A new €0.80 cent Leap fare, which will enable children to travel any distance on Dublin city bus services and represents a 20% reduction in the existing child Leap fare. This new Leap fare will also be a 90 minute ticket, allowing children to make free transfers for onward travel within 90 minutes of initial tag on. The €0.80 cent Leap fare will also apply during school hours, and as the price has been reduced to the same level as the existing schoolchild fare, this fare will be retired.

Similar to that of Leap, a new flat child cash fare will be introduced, affording single journey travel of any distance on the Dublin city bus network. This will be priced at €1.10, which is 20 cent cheaper than the existing fare. This cash fare will apply at all times and the schoolchild cash fare will be retired, with passengers being able to avail of the new cheaper Leap alternative.

As with all main fare changes, the Authority is mindful of the effect changes can have on passenger finances and indeed on the finances of the Operator. Therefore, the Authority has determined that all child cash and Leap fares on Xpresso services fares will be held at 2018 price levels.

All fares as determined by the Authority are set out in **Appendix A - Dublin city bus Fares**.

3.4 Daily and Weekly Fare Capping

Fare capping is where there is a maximum charge per day or week for journeys done with a Leap card on a public transport Operator. Therefore, 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 city bus, Luas and DART & Short Hop Commuter Rail.

The Authority has determined that the daily and weekly caps both on Dublin city bus and the multi-Operator caps will remain unchanged at this time, however these will be need to be aligned in due course to reflect the new fares structure implemented in Dublin city and to be considered in the light of the Government's decision to provide Young adult, student and child fares at 50% of the Adult fares in a further determination in 2022.

Leap Capping - Dublin city bus

Dublin city bus Leap Capping				
Passenger type	Ticket Type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	Daily	€7.00	€7.00	0.0%
Student	Daily	€5.00	€5.00	0.0%
Child	Daily	€2.70	€2.70	0.0%
Adult	Weekly	€27.50	€27.50	0.0%

Student	Weekly	€20.00	€20.00	0.0%
Child	Weekly	€8.50	€8.50	0.0%

Leap Capping - Multi-Operator

Multi-Operator Leap Capping				
Passenger type	Ticket Type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	Daily	€10.00	€10.00	0.0%
Student	Daily	€7.50	€7.50	0.0%
Child	Daily	€3.50	€3.50	0.0%
Adult	Weekly	€40.00	€40.00	0.0%
Student	Weekly	€30.00	€30.00	0.0%
Child	Weekly	€14.00	€14.00	0.0%

3.5 Pre-paid Tickets & Xpresso and Nitelink

The Authority has examined current pre-paid Dublin city bus tickets and looked at the value available at their current prices. Rambler tickets continue to offer excellent value. In fact, as they can be used on non-consecutive days, a 30-day Rambler could be used to travel to work 5 days a week over 6 weeks at a cost which is less than the price of the equivalent weekly cap.

For adults, by maintaining current fares, weekly travel can be achieved for less than the current weekly cap and for as little as €5.50 on a daily basis over a 6 week period on a monthly product. For students, existing Rambler fares ensure that they will also continue to receive excellent value on Dublin city bus for weekly travel, less than the current weekly cap, while 30 Day tickets will continue to provide daily travel for approximately €4.00 over a six week period.

Dublin Bus Xpresso services are designed to allow for faster and more efficient bus travel for daily commuters, during both morning and evening rush hour traffic. These routes have fewer stops and therefore, reduce journey times between destinations. The fare on Xpresso routes reflects this faster and more direct service with a slightly higher fare than the regular fare. The Authority has determined that premium fares on these services should remain at their current levels, however if passengers choose to pay by Leap, they will be entitled to free onward travel on any mode within 90 minutes of their initial tag on.

Dublin Bus Nitelink routes depart from city centre locations on Friday and Saturday nights. These routes operate in a somewhat similar manner to the Xpresso routes and the Authority has also determined that fares for these services are to be held at current prices, with the added benefit of free onward transfer within 90 minutes on any mode within the 90 minute area when passengers choose to purchase their ticket on Leap.

These fares will be reconsidered to give effect to the Government's decision to reduce the cost to students and young adults in a further determination in 2022.

3.6 Summary

The fares determined in this section for this year cover Dublin city bus which includes all PSO services operated by Dublin Bus and Go Ahead Ireland in the Outer Dublin Metropolitan Area. Prepaid tickets such as Ramblers can also be used on all Dublin city bus services operated by both providers. The fare adjustments announced in this determination enable a move to a two fare system on both Leap and cash on 28th November.

3.7 Headline changes:

▪ Bus services operated by Dublin Bus and Go Ahead:

- Following three years of no change in Leap fares, this year will see the introduction of a new short adult Leap fare of €1.60, a modest increases of 5 cent on the former 1-3 stage fare, enabling passengers to travel up to 3km consistently across all services.
- The new structure will also see the introduction of the 90 minute adult Leap fare priced at €2.50, combining the former 4-13 and 13+ stage based fare and affording the benefit of free onward transfer within 90 minutes of initial tag on. The Authority has determined that this fare will be introduced at the promotional price of €2.30, which will run until 31st March 2022.
- A new short cash fare will replace the former 1-3 stage fare, at the same price point set in 2018 of €2.15.
- A new long distance cash fare will be introduced, combining the former 4-13 and 13+ stage based fare, at the same price point as the 13+ fare set in 2018, however cheaper fares can be availed of by switching to Leap.
- A new flat child Leap fare will be introduced for all children, priced at €0.80, with the former schoolchild fare being retired. This fare will allow all children to travel anywhere on the Dublin city bus network, with the additional benefit of a free transfer to any mode within 90 minutes of initial tag on.
- There will also be a new long distance child cash fare, enabling children to travel anywhere on the Dublin city bus network for €1.10, which is 20 cent cheaper than the equivalent 2018 fare.
- 1, 7 and 30 day Ramblers will continue to provide value for customers wishing to purchase products for non-consecutive travel, being maintained at 2018 price levels for families, adults and students alike.
- Xpresso fares will remain at 2018 prices for both adults and children, with Leap fares enabling free onward transfer for all passengers within 90 minutes.
- Nitelink Xpresso fares will remain at 2018 prices for adults, with Leap fares on these services affording passengers a free transfer within 90 minutes of initial tag on.

A full list of Dublin city bus fares can be found in **Appendix A - Dublin city bus fares**.

4. Luas light rail

4.1 Introduction

Luas has two tram lines, the green line which runs from Brides Glen to Broombridge 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.

Since the first line began operations in 2004, passenger numbers have grown each year on Luas apart from 2008 and 2009 during the height of the recession, and during 2016 when a partial close down of the red line to allow Luas Cross City works and industrial action saw passenger numbers drop by just 1.6%. Passenger journeys continued to grow significantly from 27.5 million in 2010 to 48 million journeys in 2019, facilitated in part by the opening of the St. Stephen's Green to Broombridge section of the green line in December 2017. Passenger growth, however, has not always been sufficient to cover all operational costs, with losses in some years over the past decade funded through accumulated cash reserves, with the approval of the Authority. Funding from operational returns in more recent years have been used to contribute towards the costs of Luas infrastructure asset improvement works. In 2020, however, Luas experienced deficits between revenue and operating costs for the first time in seven years, largely due to the dramatic decline in passenger numbers brought about as a result of the pandemic.

In 2004, when Luas services began, the Luas operated as a premium product, with fares to match, reflecting the level of traffic priority given to Luas. Between 2004 and 2018 Luas fares experienced more moderate increases in comparison to other forms of public transport. Bus and heavy rail fares had annual fare increases in excess of 5% for a number of years while Luas fares increased by an average of closer to 2%. This resulted in current Luas fares being somewhat cheaper than other forms of public transport, especially for longer journeys.

BusConnects will see greater movement of passengers between different transport services without penalty, and as such, it has been necessary to bring Dublin city bus and Luas fares together for journeys of similar length. These adjustments have been a gradual process over previous years, with changes this year aligning Luas fares to that of other Operators in Dublin city for Leap customers.

4.2 Adult Leap fares

Over the past number of years the Authority, in consultation with TII and Transdev, have worked towards simplifying the fares system and have merged a number of fare types to make it simpler and easier to understand. All of these changes have helped the travelling public to have a clearer picture of the cost of travel and made it easier for them to plan their journeys.

The BusConnects plan will see the implementation of an even simpler fare structure which will allow seamless movement between different transport services without penalty. In order to achieve this, fares have been adjusted over a number of years to facilitate the creation of two main Luas Leap fares namely, a short distance fare and a 90 minute fare. As previously outlined, these new fares will be common across all modes in Dublin city and will be underpinned by the same methodology.

The new short Leap fare on Luas will replace the existing €1.54 zone 1 fare and will be marginally adjusted to a common price point of €1.60 across all modes. The new short distance Leap fare will in some cases, however, afford longer distance journeys than the existing zone 1 fare. This is particularly evident on the edges of the city centre, where 2019 analysis has shown that the top ten highest demand journeys are all

located on the boundary of the current 'Central' zone and will now benefit from a short fare as opposed to the existing zone 2 fare.

The new 90 minute long distance fare will see existing zones 2-8 fares combined to form one single Leap fare, set at €2.50. This will mean that existing zones 3-8 fares will increase by between 4% and 10%. Existing zone 2 fares will increase from €2.00, however the new structure ensures that approximately half of all customers making these journeys currently will move down to the new short fare, thanks to a longer distance being achievable on shorter trips. The new €2.50 Leap fare will also afford passengers free onward transfer within 90 minutes of initial tag on, making return journeys possible in and out of the city centre for example. Whilst the consolidation of zonal fares has resulted in increases for some customers, the Authority believes that there are significant benefits that arise from both new Leap fares and in addition, the changes necessary to bring about a common two band structure in Dublin will not result in additional fare revenue income. The Authority have determined that this new fare will be introduced at the promotional price of €2.30, as a means of incentivising a return to public transport. This promotion will run until 31st March 2022.

4.3 Child Leap fares

The Authority recognises the need to incentivise the use of public transport across all ages and most critically, to encourage the uptake and regular use of sustainable forms of transport amongst our younger generations. The introduction of the new fares structure in Dublin has facilitated for the first time, the creation of a single flat fare for all children. A new €0.80 cent Leap fare, which will enable children to travel any distance on Luas light rail services, represents a 20% reduction from the existing child zone 4-8 Leap fare. This new Leap fare will also be a 90 minute ticket, allowing children to make free transfers for onward travel within 90 minutes of initial tag on. Setting the new child Leap fare at €0.80 cent also means that this fare remains at the same level as that set in 2012.

Fares which will not change on 28th November 2021

It is the Authority's intention to align cash fares and products on light rail services with the new fares structure for Dublin and that which will be fully implemented for Leap customers on Luas services on 28th November 2021. There remain, however, significant technical challenges to be overcome by TII, the Authority and third party software suppliers in order to realise these objectives. Therefore the Authority intends to bring forward these adjustments in a further fares determination in 2022. As such, the following ticket classes and fares will remain unchanged at this time:

- Adult & child zone based cash singles
- Adult & child zone based cash returns
- Adult, student & child 1 & 7 Day cash tickets

4.4 Daily and Weekly Fare Capping

Leap fare capping is where there is a maximum charge per day or week for journeys undertaken with a Leap card on a public transport Operator. So, if a customer makes a lot of trips and pays for them 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. Fare capping was introduced in 2014 and is currently available on Luas and Dublin city bus services and Iarnród Éireann in the SHZ.

The Authority has determined that Luas Leap fare caps will remain at current levels for the next year. The Authority has also determined that there will be no change to the multi-Operator caps at this time and will

remain as they have been since December 2013, however it is likely that these will be need to be aligned in due course to reflect the new fares structure implemented in Dublin city and the Government's decision to reduce Student & Young Adult fares in 2022. The table below outlines both the Luas fare caps and also the multi Operator fare caps.

Leap Capping - Luas

Luas Leap Capping				
Passenger type	Ticket Type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	Daily	€7.00	€7.00	0.0%
Student	Daily	€5.00	€5.00	0.0%
Child	Daily	€2.70	€2.70	0.0%
Adult	Weekly	€27.50	€27.50	0.0%
Student	Weekly	€20.00	€20.00	0.0%
Child	Weekly	€8.50	€8.50	0.0%

Leap Capping - Multi-Operator

Multi-Operator Leap Capping				
Passenger type	Ticket Type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	Daily	€10.00	€10.00	0.0%
Student	Daily	€7.50	€7.50	0.0%
Child	Daily	€3.50	€3.50	0.0%
Adult	Weekly	€40.00	€40.00	0.0%
Student	Weekly	€30.00	€30.00	0.0%
Child	Weekly	€14.00	€14.00	0.0%

4.5 Summary

▪ Luas light rail services operated by Transdev

- Following three years of no change in Leap fares, this year will see the introduction of a new adult short fare of €1.60, a modest increases of 6 cent on the former zone 1 fare.
- The new structure will also see the introduction of the 90 minute adult Leap fare priced at €2.50, combining the former 1-8 zonally based fares and affording the benefit of free onward transfer within 90 minutes of initial tag on. The Authority has determined that this fare will be introduced at the promotional price of €2.30, which will run until 31st March 2022.
- A new flat child Leap fare will be introduced for all children, priced at €0.80, combining the former 1-3 and 4-8 zonal fares. This fare will allow all children to travel anywhere on the Luas network, with the additional benefit of a free transfer to any mode within 90 minutes of initial tag on.
- All adult and child cash singles and returns will remain as zonal based tickets, with prices being held at 2018 price levels.
- There will also be no change to all adult, student and child fares for 1 Day and 7 Day period tickets, with fares remaining at 2018 prices.

5. Iarnród Éireann

5.1 Introduction

Iarnród Éireann operates heavy rail services across Ireland under contract with the NTA. Their services are broken down into commuter services, DART services and intercity services. As outlined earlier in the report, this determination will focus on the small number of fares adjustments necessary to support the roll out of major projects such as BusConnects in Dublin, with all other fares remaining unchanged. As such, the changes described below will take effect as a result of the implementation of the new two band fare structure for Dart and commuter rail services in Dublin only. The new fares will be implemented initially on Leap, with changes to cash likely to take place in 2022, as will be the case on Luas Light rail services.

A key component of the BusConnects programme has been to simplify the fares in Dublin to a two fare system, namely a short fare and a 90 minute fare. The two fares will be common to Dublin city bus, Luas, Iarnród Éireann DART services and zone 1 to 4 fares in the Iarnród Éireann SHZ. The 90 minute fare will allow 90 minutes travel on one or more of Dublin city bus, Luas, DART and zones 1 to 4 in the SHZ. This will allow passengers to easily switch modes of transport without a fare penalty and use more than one mode to reach their destination quickly.

The BusConnects programme, as the name suggests, is mainly about improving the bus connections throughout the city. The new fares structure will provide the ability of bus passengers to travel part, or all of their journey by DART or Luas where it is of benefit to them without having to pay an additional fare. Therefore, fares on heavy rail services in the SHZ need to be adjusted to ensure that there is a short fare and a 90 minute fare, similar to the one on Dublin city bus and Luas.

The Authority has also, over the years, sought to ensure fares relate to distance travelled. Considerable work over the past number of years has seen fares in the SHZ adjusted to better reflect the distance travelled by commuters. Prior to 2018 there was no definable short distance fare in the SHZ, with some zone 1 journeys being greater than an equivalent journey of 13+ stages on Dublin city bus. The realignment of zone 1 and zone 2 journeys on Irish Rail has meant that there is now much greater commonality between a zone 1 journey on Irish Rail to that of other Operators in Dublin namely Luas and Dublin city bus, which in turn facilitates the alignment of a common short fare.

5.2 Adult Leap Fares SHZ

The current zone 1 adult Leap fare has seen gradual reductions in price in recent years, from €1.81 in 2017 to €1.70 in 2018. To facilitate the introduction of a common short Leap fare in Dublin across all modes, the Authority has determined that the new fare will be discounted further to €1.60, offering even better value for passengers.

The process of merging fares in zones 2, 3 and 4 in preparation for the introduction of the 90 minute fare has been ongoing over a number of years. This determination will see the consolidation of these fares on Leap to create the new 90 minute fare on rail services within the 90 minute fare boundary, set at €2.50. Whilst the consolidation of zonal fares has resulted in increases for some customers, the Authority believes that there are significant benefits that arise from both new Leap fares and in addition, the changes necessary to bring about a common two band structure in Dublin will not result in additional fare revenue income. The new 90 minute fare will also result in reductions in fares paid for existing zone 4 travel, with the added functionality of free onward transfer within 90 minutes of initial tag on, allowing passengers to complete

their journeys at no extra cost. The Authority have determined that this new fare will be introduced at the promotional price of €2.30, as a means of incentivising a return to public transport. This promotion will run until 31st March 2022.

Passengers travelling between stations on zone 5 and zone 6 fares are undertaking journeys of between 24 and 60+ kilometers. These trips are longer than most journeys on Dublin city bus or Luas, and therefore, the fares for these two zones will remain outside the 90 minute boundary. The Authority has determined that adult Leap single fares for zone 5 and zone 6 fare will remain at 2018 prices.

5.3 Child Leap Fares SHZ

As is the case for bus and Luas light rail services in Dublin, the introduction of the new fares structure has facilitated for the first time, the creation of a single flat fare for all children. A new €0.80 cent Leap fare, which will enable children to travel on all Dart and heavy rail services in the Short Hope Zone, offers significant savings when compared to existing child fares. For example, the new flat €0.80 Leap fare will include travel on zone 5 & 6 rail services, currently priced at €1.43 and €1.94 meaning reductions in excess of 44% and 58% for these journeys. This new Leap fare will also be a 90 minute ticket, allowing children to make free transfers for onward travel within 90 minutes of initial tag on. The €0.80 cent Leap fare will also apply during school hours, and as the price has been reduced to the same price as the existing schoolchild fare, this fare will be retired.

Fares which will not change on 28th November 2021

It is the Authority's intention to align cash fares and products on rail services with the new fares structure for Dublin and that which will be fully implemented on Leap on Dublin city bus services (and partially introduced for cash tickets) on 28th November 2021. There remain, however, significant technical challenges to be overcome by Irish Rail, the Authority and third party software suppliers in order to realise these objectives. Therefore the Authority intends to bring forward these adjustments in a further fares determination in 2022. As such, the following ticket classes and fares will remain unchanged at this time:

- Adult, child and schoolchild cash singles in the SHZ
- Adult, child and schoolchild cash returns in the SHZ
- Adult and family 1 Day, 3 Day and 7 Day tickets in the SHZ

5.4 Daily and Weekly Fare Capping - Dublin SHZ

Leap fare capping is where there is a maximum charge per day or week for journeys undertaken with a Leap card on a public transport Operator. So, if a customer makes a lot of trips and pays for them 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.

Fare capping was introduced in 2014 on Iarnród Éireann services and is currently available in the SHZ along with on the Luas and Dublin city bus services.

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 city bus, Luas and DART & Short Hop Commuter Rail.

The Authority has determined that Iarnród Éireann Leap fare caps will remain at current levels this year. The Authority has also determined that there will be no change to multi-Operator caps at this time and will remain as they have been since December 2013, however it is likely that these will be need to be aligned in due course to reflect the new fares structure implemented in Dublin city and the Government's decision to reduce student & young adult fares in 2022. The table below outlines both the Iarnród Éireann fare caps and also multi Operator fare caps.

Leap Capping - Iarnród Éireann

Iarnród Éireann Leap Capping				
Passenger type	Ticket Type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	Daily	€7.00	€7.00	0.0%
Student	Daily	€5.00	€5.00	0.0%
Child	Daily	€2.70	€2.70	0.0%
Adult	Weekly	€27.50	€27.50	0.0%
Student	Weekly	€20.00	€20.00	0.0%
Child	Weekly	€8.50	€8.50	0.0%

Leap Capping - Multi-Operator

Multi-Operator Leap Capping				
Passenger type	Ticket Type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	Daily	€10.00	€10.00	0.0%
Student	Daily	€7.50	€7.50	0.0%
Child	Daily	€3.50	€3.50	0.0%
Adult	Weekly	€40.00	€40.00	0.0%
Student	Weekly	€30.00	€30.00	0.0%
Child	Weekly	€14.00	€14.00	0.0%

5.5 Iarnród Éireann Dublin Bus/Luas add-on

Iarnród Éireann 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 the Luas Red Line between Heuston Station and Dublin Connolly station or George's Dock, and on Dublin Bus route 145 to the city centre. The Authority have determined that cash fares for single, return and weekly versions of these tickets will not change this year. Childs add-on tickets will also not see any change in price in 2021.

The detailed fare tables are available in **Appendix C - Rail fares**.

5.6 Maximum Leap Commuter fare

Passengers who use Leap on Iarnród Éireann in the SHZ in Dublin need to tag-on when going onto the train and tag-off when exiting the train platform. In this way, the correct fare will be charged as the Leap card will know the origin and destination station and be able to calculate the correct fare. If a passenger does not tag-off when disembarking from the train they will be charged the maximum Leap fare.

The Authority has determined that the maximum Leap fare will not change for adults or children this year.

5.7 Summary

This year, the Authority has used the fares determination to make adjustments to fares in the Dublin Short Hop Zone, by way of fully implementing a new fares structure as envisaged by the BusConnects programme. The result will see a number of fares on Leap being consolidated to form short distance and 90 minute fares. The consolidation of the new Leap fare structure will result in fares decreasing for passengers on some existing journeys, while others will inevitably see minor increases. The new fares structure in Dublin will not result in a fare revenue increase in overall terms, but rather, the Authority will have achieved its objectives in relation to the creation of a simplified and integrated fares structure, promoting seamless interchange between modes without financial penalty, for the benefit of all passengers.

5.8 Headline changes:

▪ Rail Services operated by Iarnród Éireann

- Following three years of no change in Leap fares, this year will see the introduction of a new adult short fare of €1.60, which represents a 10 cent or 5.9% reduction on the former zone 1 fare.
- The new structure will also see the introduction of the 90 minute adult Leap fare priced at €2.50, combining the former zone 1-4 fares and affording the benefit of free onward transfer within 90 minutes of initial tag on, within the new 90 minute fare boundary (See **Appendix E - Dublin 90 minute fare boundary**). The Authority has determined that this fare will be introduced at the promotional price of €2.30, which will run until March 2022.
- The new 90 minute boundary in respect of rail services, constitutes former zones 1 to 4, covering stations as far as Rush & Lusk to the north of Dublin city, Bray to the south, Hazelhatch to the southwest, Maynooth to the west and M3 Parkway to the northwest.
- Existing zones 5 & 6 will remain in the new Dublin fares structure for longer journeys, with associated fares being held at the same prices as set in 2018 for Leap and cash. Those choosing to purchase zones 5 or 6 single tickets on Leap will also be afforded free transfers within 90 minutes of initial tag on.
- A new flat child Leap fare will be introduced for all children, priced at €0.80, with the former schoolchild fare being retired. This fare will allow all children to travel anywhere within the Short Hop Zone, with the additional benefit of a free transfer to any mode within 90 minutes of initial tag on.
- All adult, child and student cash singles and returns will remain as zonal based tickets within the Short Hop Zone, with prices being held at 2018 price levels.

- There will also be no change to all adult and family fares for 1 Day, 3 Day and 7 Day Short Hop Zone period tickets, with fares remaining at 2018 prices.

A full detailed listing of Iarnród Éireann fares can be seen in **Appendix C - Rail fares**.

6. Appendices - Detailed Fare tables

Appendix A - Dublin city bus Fares

Dublin city bus Leap fares						
Passenger type	Ticket Type	Fare / product type	Current Fare	NTA Approved Ticket	NTA Approved Fare	NTA Approved % Change
Adult	Stages 1 to 3	Leap single	€1.55	Short	€1.60	3.2%
Adult	Stages 4 to 13	Leap single	€2.25	90 minute	€2.30* ²	2.2%
Adult	Over 13 Stages	Leap single	€2.50			-8.0%
Adult	Xpresso	Leap single	€3.00	Xpresso	€3.00	0.0%

Dublin city bus Cash fares						
Passenger type	Ticket Type	Fare / product type	Current Fare	NTA Approved Ticket	NTA Approved Fare	NTA Approved % Change
Adult	Stages 1 to 3	Cash single	€2.15	Short	€2.15	0.0%
Adult	Stages 4 to 13	Cash single	€3.00	Long	€3.30	10.0%
Adult	Over 13 Stages	Cash single	€3.30			0.0%
Adult	Xpresso	Cash single	€3.80	Xpresso	€3.80	0.0%

Dublin city bus Leap fares						
Passenger type	Ticket Type	Fare / product type	Current Fare	NTA Approved Ticket	NTA Approved Fare	NTA Approved % Change
Child	Schoolchild	Leap single	€0.80	Child 90 minute	€0.80	0.0%
Child	Stages 1 to 7	Leap single	€1.00			-20.0%
Child	Over 7 stages	Leap single				
Child	Xpresso	Leap single	€1.26	Xpresso	€1.26	0.0%

Dublin city bus Cash fares						
Passenger type	Ticket Type	Fare / product type	Current Fare	NTA Approved Ticket	NTA Approved Fare	NTA Approved % Change
Child	Schoolchild	Cash single	€1.00	Long	€1.10	10.0%
Child	Stages 1 to 7	Cash single	€1.30			-15.4%
Child	Over 7 stages	Cash single				
Child	Xpresso	Cash single	€1.60	Xpresso	€1.60	0.0%

² The Authority has determined that the new 90 minute fare will be introduced at the promotional price of €2.30, which will run until 31st March 2022. Following this period of promotion, the fare will return to the intended €2.50 level.

Dublin city bus Prepaid fares					
Passenger type	Ticket Type	Fare / product type	Current Fare	NTA Approved Fare	NTA Approved % Change
Family	1 Day	Rambler	€15.00	€15.00	0.0%
Adult	5 Day	Rambler	€33.00	€33.00	0.0%
Adult	30 Day	Rambler	€165.00	€165.00	0.0%
Student	5 Day	Rambler	€24.00	€24.00	0.0%
Student	30 Day	Rambler	€120.00	€120.00	0.0%

Dublin city bus Nitelink fares					
Passenger type	Ticket Type	Fare / product type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	Nitelink	Cash single	€6.60	€6.60	0.0%
Adult	Nitelink	Leap single	€4.50	€4.50	0.0%

Dublin Leap Capping³

Dublin city bus Leap Capping				
Passenger type	Ticket Type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	Daily	€7.00	€7.00	0.0%
Student	Daily	€5.00	€5.00	0.0%
Child	Daily	€2.70	€2.70	0.0%
Adult	Weekly	€27.50	€27.50	0.0%
Student	Weekly	€20.00	€20.00	0.0%
Child	Weekly	€8.50	€8.50	0.0%

Multi-Operator Leap Capping				
Passenger type	Ticket Type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	Daily	€10.00	€10.00	0.0%
Student	Daily	€7.50	€7.50	0.0%
Child	Daily	€3.50	€3.50	0.0%
Adult	Weekly	€40.00	€40.00	0.0%
Student	Weekly	€30.00	€30.00	0.0%
Child	Weekly	€14.00	€14.00	0.0%

³ Leap fare capping applies to all Dublin city bus services, Luas services and Dart/Commuter rail services within the Short Hop Zone.

Appendix B - Luas fares

Luas Leap fares						
Passenger type	Zone	Fare / product type	Current Fare	NTA Approved Ticket	NTA Approved Fare	NTA Approved % Change
Adult	1	Leap single	€1.54	Short	€1.60	3.9%
Adult	2	Leap single	€2.00	90 minute	€2.30* ⁴	15.0%
Adult	3 & 4	Leap single	€2.27			1.3%
Adult	5-8	Leap single	€2.40			-4.2%
Child	1-3	Leap single	€0.80	90 minute	€0.80	0.0%
Child	4-8	Leap single	€1.00			-20.0%

Luas Cash fares					
Passenger type	Zone	Fare / product type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	1	Cash single	€2.10	€2.10	0.0%
Adult	2	Cash single	€2.80	€2.80	0.0%
Adult	3 & 4	Cash single	€3.10	€3.10	0.0%
Adult	5-8	Cash single	€3.20	€3.20	0.0%
Child	1-3	Cash single	€1.00	€1.00	0.0%
Child	4-8	Cash single	€1.30	€1.30	0.0%

Luas Cash fares					
Passenger type	Zone	Fare / product type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	1	Cash return	€3.70	€3.70	0.0%
Adult	2	Cash return	€4.80	€4.80	0.0%
Adult	3 & 4	Cash return	€5.40	€5.40	0.0%
Adult	5-8	Cash return	€5.50	€5.50	0.0%
Child	1-3	Cash return	€1.90	€1.90	0.0%
Child	4-8	Cash return	€2.40	€2.40	0.0%

⁴ The Authority has determined that the new 90 minute fare will be introduced at the promotional price of €2.30, which will run until 31st March 2022. Following this period of promotion, the fare will return to the intended €2.50 level.

Luas Cash fares					
Passenger type	Zone	Fare / product type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	All Zones - Flexi	1 Day	€7.30	€7.30	0.0%
Child	All Zones - Flexi	1 Day	€3.00	€3.00	0.0%
Adult	1	7 Day	€16.50	€16.50	0.0%
Adult	2	7 Day	€20.50	€20.50	0.0%
Adult	3 & 4	7 Day	€25.00	€25.00	0.0%
Adult	5-8	7 Day	€28.00	€28.00	0.0%
Adult	All Zones - Flexi	7 Day	€28.00	€28.00	0.0%
Child	1-3	7 Day	€8.10	€8.10	0.0%
Child	4-8	7 Day	€10.00	€10.00	0.0%
Child	All Zones - Flexi	7 Day	€10.00	€10.00	0.0%
Student	1	7 Day	€12.50	€12.50	0.0%
Student	2	7 Day	€15.00	€15.00	0.0%
Student	3 & 4	7 Day	€17.50	€17.50	0.0%
Student	5-8	7 Day	€19.50	€19.50	0.0%
Student	All Zones - Flexi	7 Day	€19.50	€19.50	0.0%

Appendix C - Rail fares

Dublin Short Hop Zone fares

Iarnród Éireann's Dublin Suburban Short Hop Zone Leap fares						
Passenger type	Zone	Fare / product type	Current Fare	NTA Approved Ticket	NTA Approved Fare	NTA Approved % Change
Adult	1	Leap single	€1.70	Short	€1.60	-5.9%
Adult	2	Leap single	€2.10	90 minute	€2.30* ⁵	9.5%
Adult	3	Leap single	€2.40			-4.2%
Adult	4	Leap single	€2.80			-17.9%
Adult	5	Leap single	€3.80	Zone 5	€3.80	0.0%
Adult	6	Leap single	€4.90	Zone 6	€4.90	0.0%
Child	1	Leap single	€0.85	90 minute	€0.80	-5.9%
Child	2	Leap single	€1.00			-20.0%
Child	3	Leap single	€1.20			-33.3%
Child	4	Leap single	€1.30			-38.5%
Child	5	Leap single	€1.43			-44.1%
Child	6	Leap single	€1.94			-58.8%
Schoolchild	1-6	Leap single	€0.80			0.0%

Iarnród Éireann's Dublin Suburban Short Hop Zone Cash fares					
Passenger type	Zone	Fare / product type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	1	Cash single	€2.25	€2.25	0.0%
Adult	2	Cash single	€2.70	€2.70	0.0%
Adult	3	Cash single	€3.30	€3.30	0.0%
Adult	4	Cash single	€3.60	€3.60	0.0%
Adult	5	Cash single	€4.90	€4.90	0.0%
Adult	6	Cash single	€6.20	€6.20	0.0%
Child	1	Cash single	€1.25	€1.25	0.0%
Child	2	Cash single	€1.45	€1.45	0.0%
Child	3	Cash single	€1.65	€1.65	0.0%
Child	4	Cash single	€1.75	€1.75	0.0%
Child	5	Cash single	€1.95	€1.95	0.0%
Child	6	Cash single	€2.55	€2.55	0.0%
Schoolchild	1-6	Cash single	€1.25	€1.25	0.0%

⁵ The Authority has determined that the new 90 minute fare will be introduced at the promotional price of €2.30, which will run until 31st March 2022. Following this period of promotion, the fare will return to the intended €2.50 level.

Iarnród Éireann's Dublin Suburban Short Hop Zone Cash fares					
Passenger type	Zone	Fare / product type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	1	Cash return	€4.10	€4.10	0.0%
Adult	2	Cash return	€4.80	€4.80	0.0%
Adult	3	Cash return	€6.25	€6.25	0.0%
Adult	4	Cash return	€6.75	€6.75	0.0%
Adult	5	Cash return	€9.00	€9.00	0.0%
Adult	6	Cash return	€11.20	€11.20	0.0%
Child	1	Cash return	€2.10	€2.10	0.0%
Child	2	Cash return	€2.35	€2.35	0.0%
Child	3	Cash return	€3.00	€3.00	0.0%
Child	4	Cash return	€3.20	€3.20	0.0%
Child	5	Cash return	€3.35	€3.35	0.0%
Child	6	Cash return	€4.70	€4.70	0.0%
Schoolchild	1-6	Cash return	€2.05	€2.05	0.0%

Iarnród Éireann's Dublin Suburban Short Hop Zone Cash fares					
Passenger type	Zone	Fare / product type	Current Fare	NTA Approved Fare	NTA Approved % Change
Family	1-6	1 Day Rail Only	€20.00	0.0%	-100.0%

Iarnród Éireann's Dublin Suburban Short Hop Zone Cash fares					
Passenger type	Zone	Fare / product type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	1	3 Day	€12.00	€12.00	0.0%
Adult	2	3 Day	€13.90	€13.90	0.0%
Adult	3	3 Day	€17.00	€17.00	0.0%
Adult	4	3 Day	€19.00	€19.00	0.0%
Adult	5	3 Day	€25.50	€25.50	0.0%
Adult	6	3 Day	€27.80	€27.80	0.0%
Adult	1	7 Day	€20.00	€20.00	0.0%
Adult	2	7 Day	€23.00	€23.00	0.0%
Adult	3	7 Day	€28.75	€28.75	0.0%
Adult	4	7 Day	€32.00	€32.00	0.0%
Adult	5	7 Day	€43.00	€43.00	0.0%
Adult	6	7 Day	€47.00	€47.00	0.0%

Intercity Rail Add-On Cash Fares					
Passenger type	Ticket Type	Fare / product type	Current Fare	NTA Approved Fare	NTA Approved % Change
Adult	Dublin city bus/Luas Add-On to IR Intercity	Single	€1.70	€1.70	0.0%
Adult	Dublin city bus/Luas Add-On to IR Intercity	Return	€3.40	€3.40	0.0%
Adult	Dublin city bus/Luas Add-On to IR Intercity	Weekly	€10.20	€10.20	0.0%
Child	Dublin city bus/Luas Add-On to IR Intercity	Single	€0.80	€0.80	0.0%
Child	Dublin city bus/Luas Add-On to IR Intercity	Return	€1.60	€1.60	0.0%

Appendix E - Dublin 90 minute fare boundary



The 90 minute fare boundary applies to Dublin city bus, rail and Luas journeys within the boundary. The 90 minute fare also applies to Dublin Bus and Go-Ahead bus routes on corridors outside the 90 minute boundary.