

# Better Service Frequencies and Half Price Fares

**24.9** Vehicles required per 100,000 inhabitants

**75.0%** of metropolitan residents and jobs within walking distance of frequent public transport

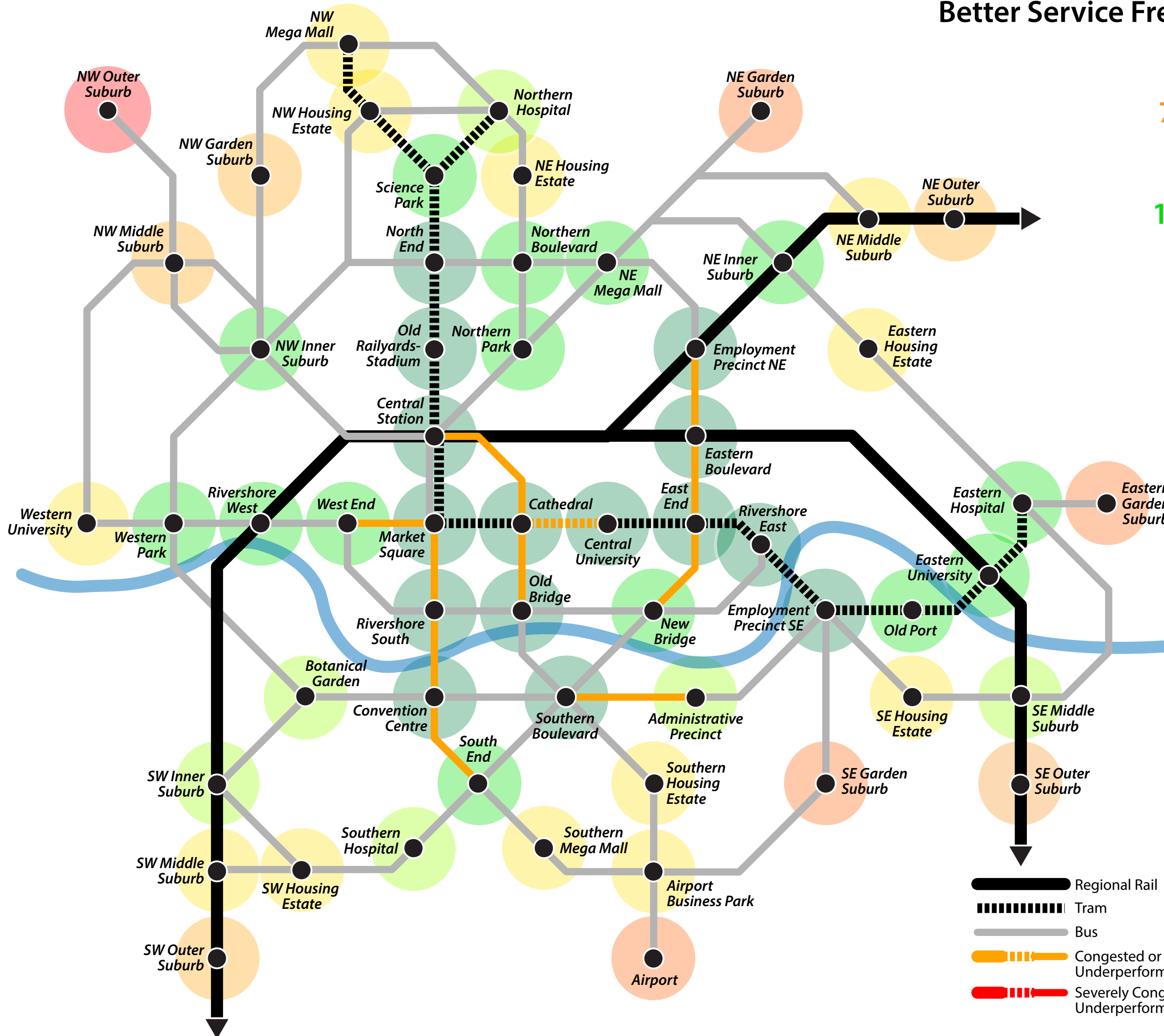
**538** Index for the penetration of the urban area with useful public transport services

**17.7%** Resilience Index: Percentage of the network with congestion/underperformance issues

**27.2** Index for the overall accessibility quality of the public transport system (scale: 0/60)

This scenario increases service frequencies across the network by half (trams every 5 min, buses every 10-20 min, rail every 20 min) while also halving public transport fares (assuming this leads to a 25% increase in patronage). More frequent suburban bus routes expand the geographical reach of the network.

The combination of service improvements and fare reductions can usually be delivered in the short term. However, the additional passengers attracted by lower fares partly counteract the overcrowding relief achieved by higher frequencies, and predominantly so in the most congestion-prone (ie. central) areas.



	Regional Rail		Excellent Accessibility
	Tram		Very Good Accessibility
	Bus		Good Accessibility
	Congested or Underperforming Segments		Average Accessibility
	Severely Congested or Underperforming Segments		Below Average Accessibility
			Poor Accessibility
			Minimal Accessibility