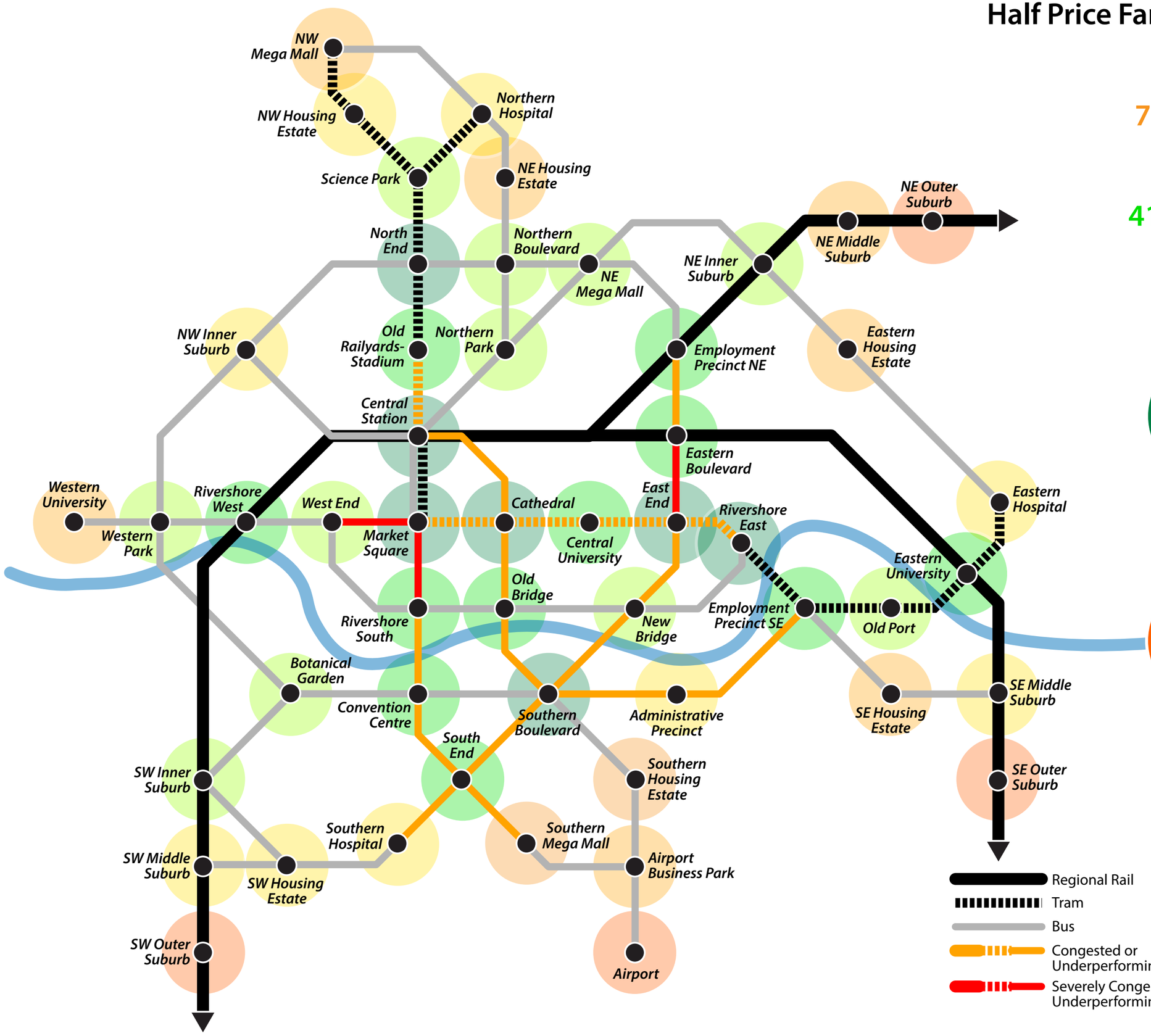
Half Price Fares and Urban Intensification



14.3 Vehicles required per 100,000 inhabitants

71.7% of metropolitan residents and jobs within walking distance of frequent public transport

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

41.1% Resilience Index: Percentage of the network with congestion/underperfomance issues

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

This scenario directs 75% of urban growth over the next decade into the tram corridors and rail station precincts, combined with a reduction of public transport fares by half. It creates a more public transport-oriented city without requiring more operationalresources.

The geographical concentration of more residents and jobs around public transport and the attraction of additional passengers through lower fares will result in serious overcrowding issues in the central area and the (bus-dominated) inner south. Only higher frequencies or vehicle capacities (more tram lines) can overcome this shortfall.