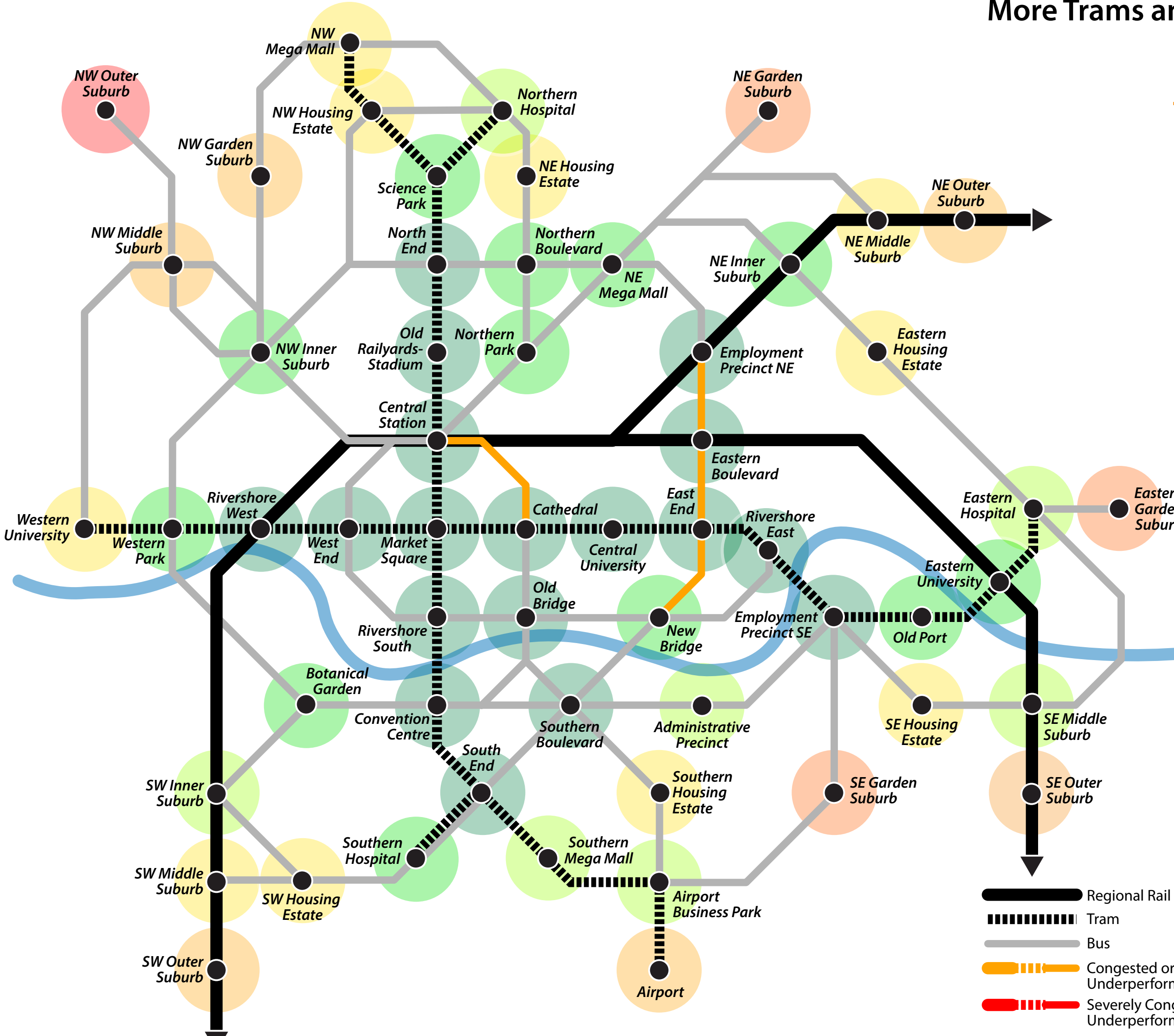


More Trams and Higher Service Frequencies



- 25.0** Vehicles required per 100,000 inhabitants
- 75.0%** of metropolitan residents and jobs within walking distance of frequent public transport
- 556** Index for the penetration of the urban area with useful public transport services
- 7.9%** Resilience Index: Percentage of the network with congestion/underperformance issues
- 27.7** Index for the overall accessibility quality of the public transport system (scale: 0/60)

In this scenario, the tram system becomes a two-line network (replacing some busy bus routes). Frequencies on all modes are increased by half (trams every 5 min, buses every 10-20 min, rail every 20 min). Overcrowding issues decline (due to the higher capacity of trams), while the network expands (due to better suburban buses).

This package of measures requires a relatively high outlay of both capital investment (additional tram infrastructure) and operational costs (more vehicles, more fuel and electricity, more drivers). Despite the improved suburban bus routes, it disproportionately benefits the inner urban area.

| | | | |
|--|--|--|-----------------------------|
| | 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 |