

Service Frequency Improvements (Stage 1+2)

33.2 Vehicles required per 100,000 inhabitants

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

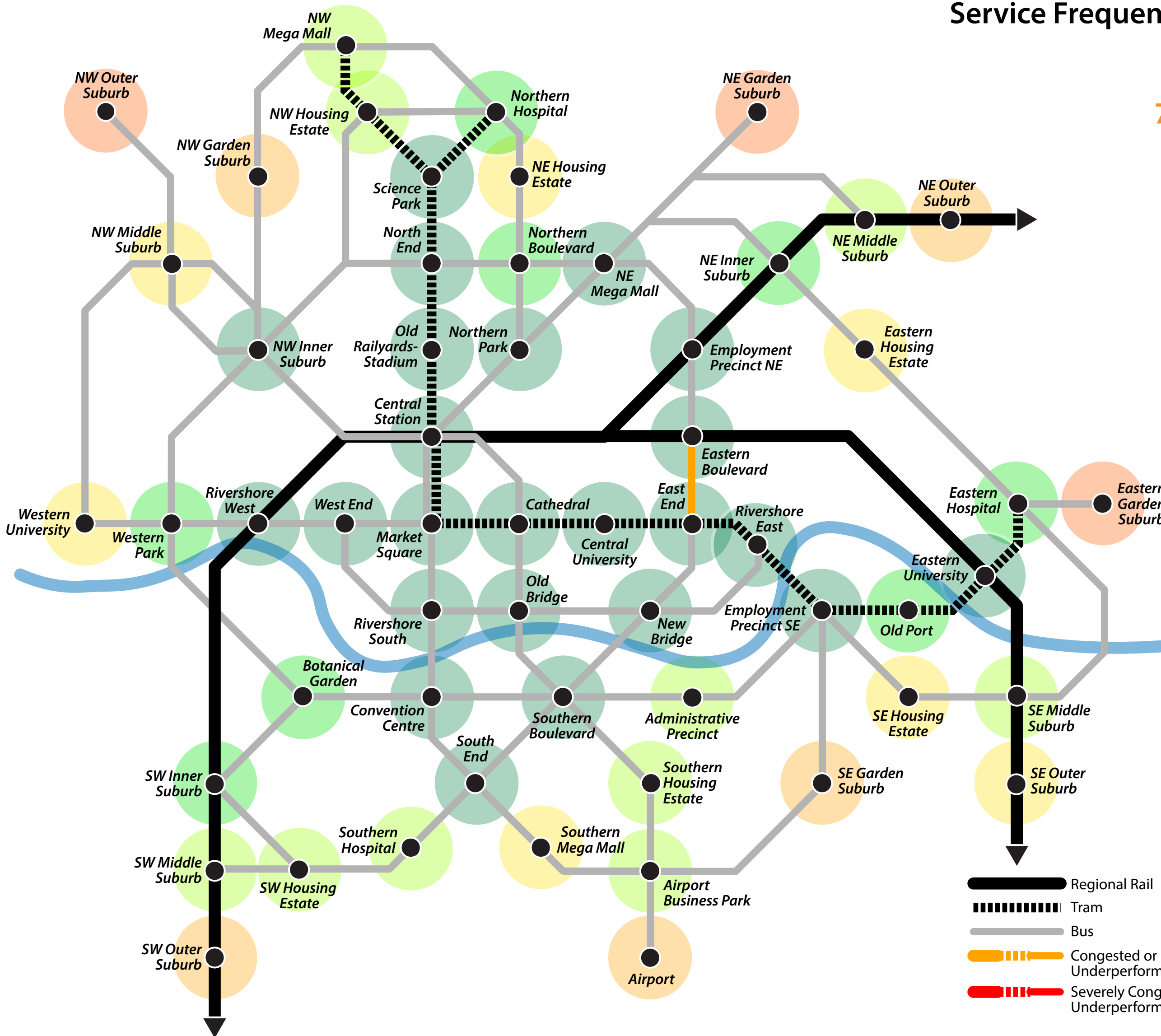
579 Index for the penetration of the urban area with useful public transport services

0.9% Resilience Index: Percentage of the network with congestion/underperformance issues

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

This package of improvements doubles service frequencies across the network (3-4 min for trams, 7.5-15 min for buses and 15 min for rail lines). As more bus routes now meet the 20-min minimum frequency, the geographical reach of the network expands, and overcrowding issues all but disappear.

High service frequencies incur relatively high operational costs, require the purchase and maintenance of more trams, trains and buses, and the recruitment of more staff. Bus routes with very high service frequencies are also vulnerable to delays and other operational disruptions, making the system less reliable.



- Regional Rail
- Tram
- Bus
- Congested or Underperforming Segments
- Severely Congested or Underperforming Segments

- Excellent Accessibility
- Very Good Accessibility
- Good Accessibility
- Average Accessibility
- Below Average Accessibility
- Poor Accessibility
- Minimal Accessibility