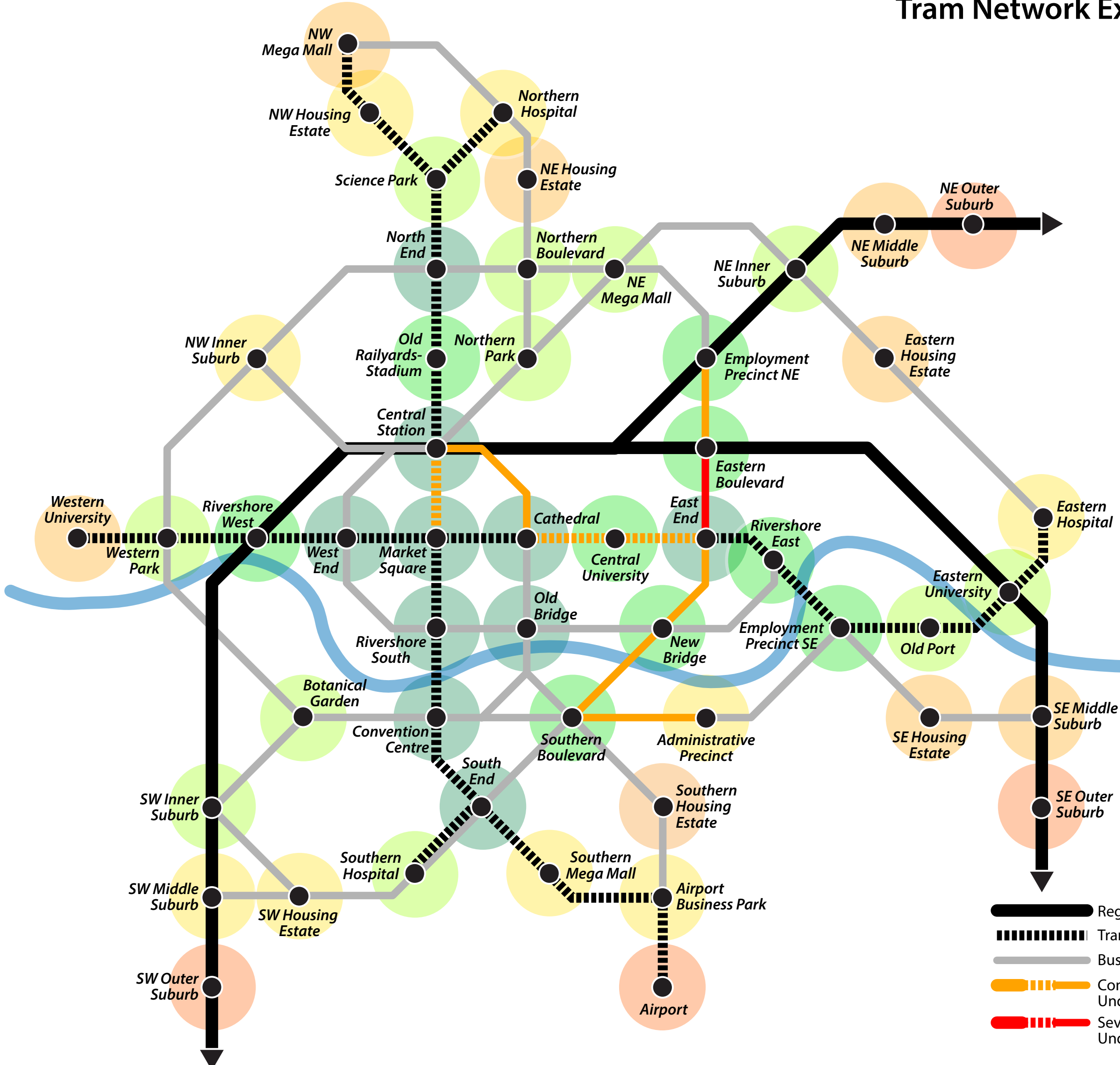


Tram Network Expansion and Urban Intensification



- 14.4** Vehicles required per 100,000 inhabitants
- 72.0%** of metropolitan residents and jobs within walking distance of frequent public transport
- 565** Index for the penetration of the urban area with useful public transport services
- 20.6%** Resilience Index: Percentage of the network with congestion/underperformance issues
- 26.0** Index for the overall accessibility quality of the public transport system (scale: 0/60)

This scenario combines infrastructure and land use measures to create a contemporary 'transit city': urban intensification around existing and new tram lines amounting to 75% of projected urban growth in a decade. These benefits are achieved through the higher capacity of trams over buses; the outlay of operational resources remains frugal.

While representing a plausible template for strategic growth of both infrastructure and the urban fabric, this package might deepen a divide between the 'transit-rich' tram corridors (which can expand only gradually due to the cost and time they take to build) and the 'transit-poor' and partly overcrowded bus corridors and suburbs.

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