# 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/underperfomance 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 (replacingsome 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 disproportionaly benefits the inner urban area.

NW Mega Mall
NW Outer Suburb
NW Housing Estate
Northern Hospital
NW Garden Suburb
NE Garden Suburb
NE Housing Estate
Science Park
NE Outer Suburb
NW Middle Suburb
North End
Northern Boulevard
NE Middle Suburb
NE Mega Mall
NE Inner Suburb
NW Inner Suburb
Old Railyards-Stadium
Northern Park
Eastern Housing Estate
Employment Precinct NE
Central Station
Eastern Boulevard
Western University
Rivershore West
Cathedral
East End
Eastern Hospital
Eastern Garden Suburb
Western Park
West End
Market Square
Central University
Rivershore East
Eastern University
Old Bridge
Rivershore South
New Bridge
Employment Precinct SE
Old Port
Botanical Garden
Convention Centre
Southern Boulevard
Administrative Precinct
SE Housing Estate
SE Middle Suburb
South End
SW Inner Suburb
Southern Housing Estate
SE Garden Suburb
SE Outer Suburb
Southern Hospital
Southern Mega Mall
SW Middle Suburb
SW Housing Estate
Airport Business Park
SW Outer Suburb
Airport

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