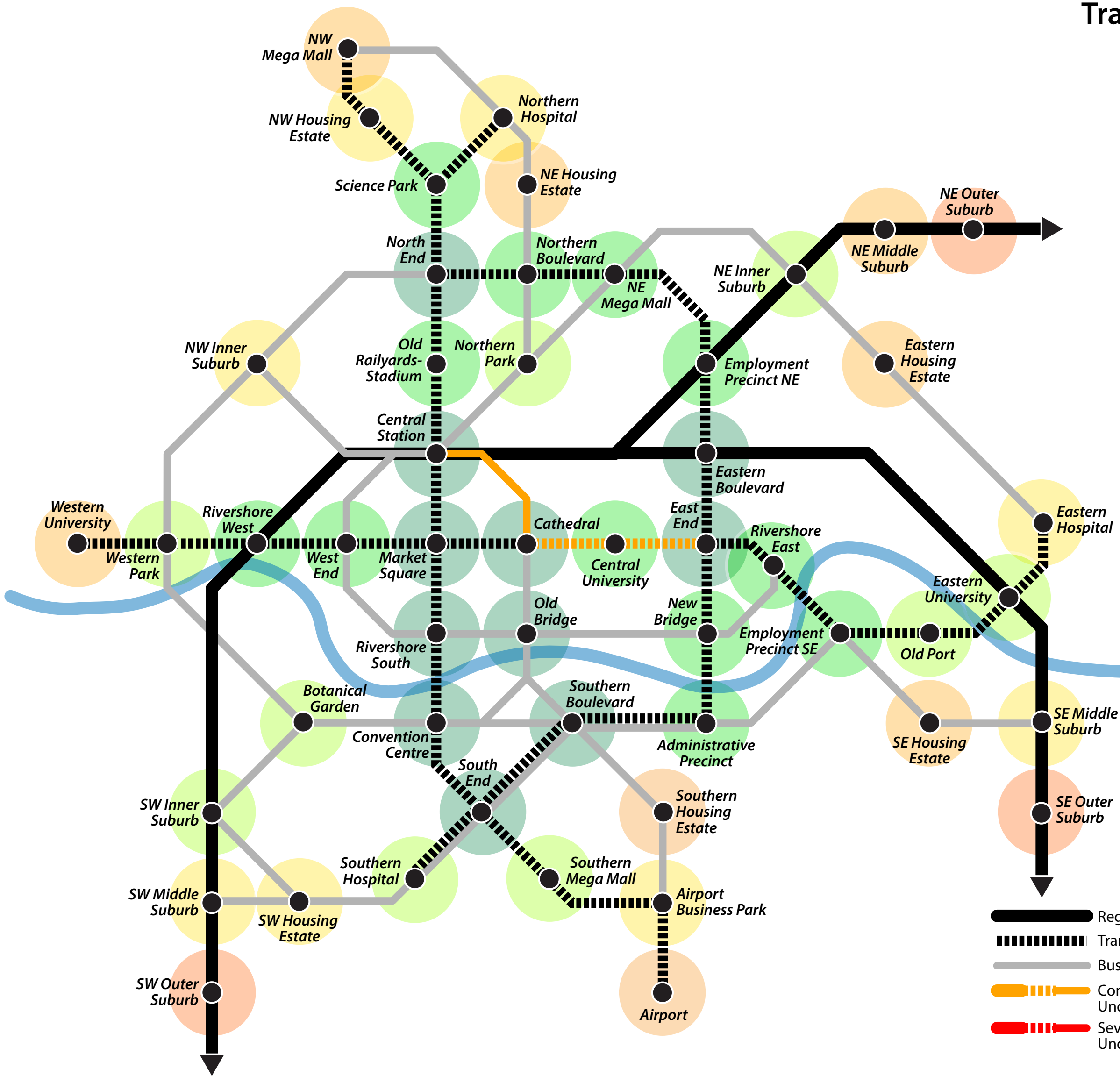# Tram Network Extensions (Stage 1+2)

16.2 Vehicles required per 100,000 inhabitants

66.7% of metropolitan residents and jobs within walking distance of frequent public transport

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

10.2% Resilience Index: Percentage of the network with congestion/underperfomance issues

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

This scenario adds several tram to form a 3-line network, replacing bus routes (some overcrowded) along the same corridors. It achieves better accessibility and relieves overcrowding issues through higher passenger capacity, with only modest additional operational resources.

The construction of tram infrastructure, while acting as an agent of urban transformation, is costly and time-consuming. Without a concurrent process of urban intensification along the tram corridors, it does not in itself increase the number of residents and jobs with walkable access to useful public transport.

Map labels:

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

Legend:

— 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