EUROPEAN COOPERATION IN SCIENCE AND TECHNOLOGY

COST ACTION TU1103:

OPERATION AND SAFETY OF TRAMWAYS IN INTERACTION WITH PUBLIC SPACE

Final conference – Frankfurt, Germany – 29 September 2015

Infrastructure and design - Introduction

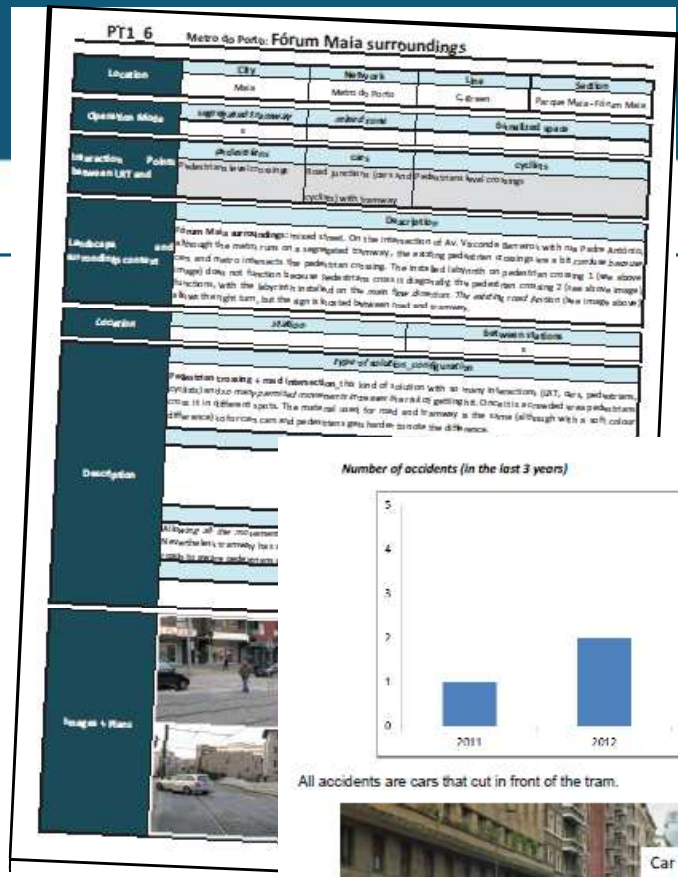
Sources

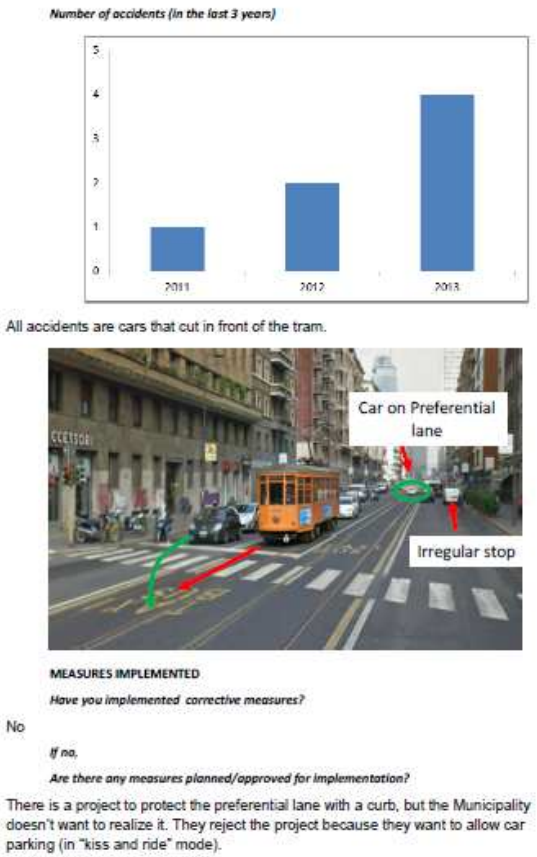
TU1103 members **shared their experiences and knowledge**

- organising them by “interaction points” considering the specific place in the network and the main categories of road user
- collecting examples of practices (≈ 150)
- interviewing operators (24)

⇒ whatever the tram network,
some points/layouts deserve more attention

Systems in every country face similar kinds of risky situations





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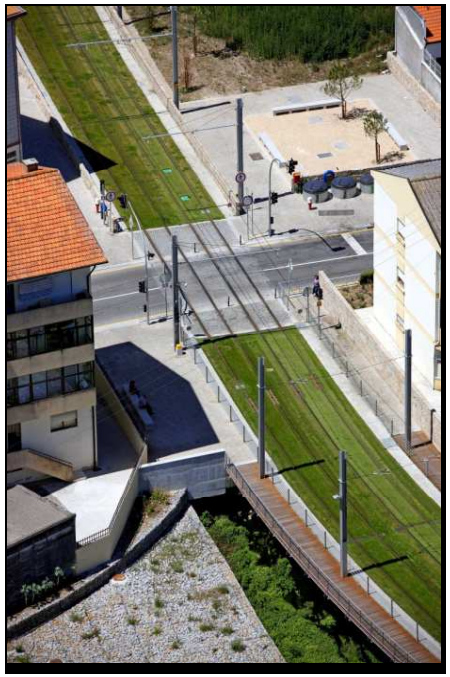
Structure of following presentations

- Important to consider = no system is 100% safe + there **always will be people walking, cycling and driving around the tramway**



- The objective = **to agree on some measures that will protect Interaction Points in a way as natural as possible**.

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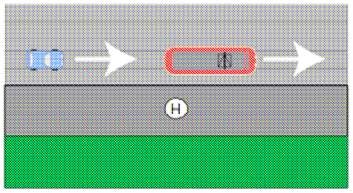
Methodology: for each interaction points

Configuration → Hazard → Objective → Measure → Reference

Configuration	Hazard	Objective	Measure	Reference
1.1 Tracks are located in **lateral** position. There is **no dedicated platform**. Tram **shares** the traffic lanes with road traffic. **1.1.1 Configuration with one lane in each direction** shared by vehicles and tram  1.1.1 no dedicated platform - mixed	When there are staggered platforms (not face to face), pedestrians might cross anywhere and in particular behind a tram when a second tram approaches from the other direction.	To channel pedestrians onto a designated crossing	A pedestrian crossing is drawn between the two platforms. Between the two tracks, there is a physical separator except at the crossing.	FR2_1 (Stations) 
	Road vehic… that o…t… a tram whe… …s at the station surprise another tram or a vehicle arriving from the other direction	To avoid vehicles overtaking the tram when the tram stops in station	To implement a physical barrier between the two tracks. Other types of separator, such as a kerb, white line or rumble strip, can be used; they are less intrusive but may not be so effective. To ensure vehicles stop behind the tram, using Stop-lines etc	FR2_1 (Stations) 

Example

cost

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Thank you for your attention !

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www.tram-urban-safety.eu