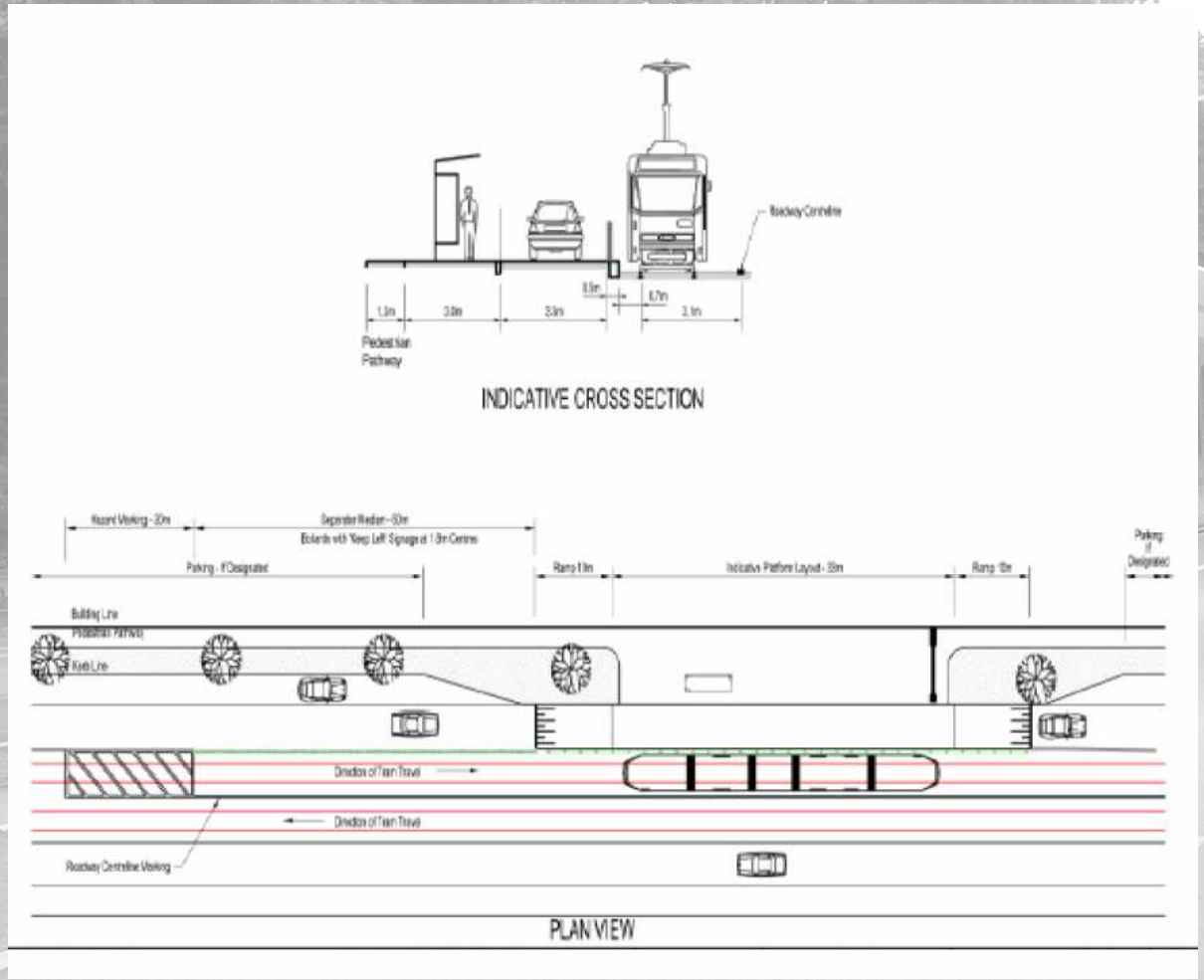
Trafficable platforms – an additional design option?

Definition: Trafficable platforms

- **“Trafficable platforms” are based on parallel, elevated car lanes in the stop area where car traffic has to wait in front while the spaces are in use as “level access” platforms for tramway passengers …**
- **A similar approach is now also taken for taking cycle routes through stop areas.**

Definition: Trafficable platforms



Source: Client Sesign Requirements for accessible tram stops, Department of Transport, Victoria/Australia

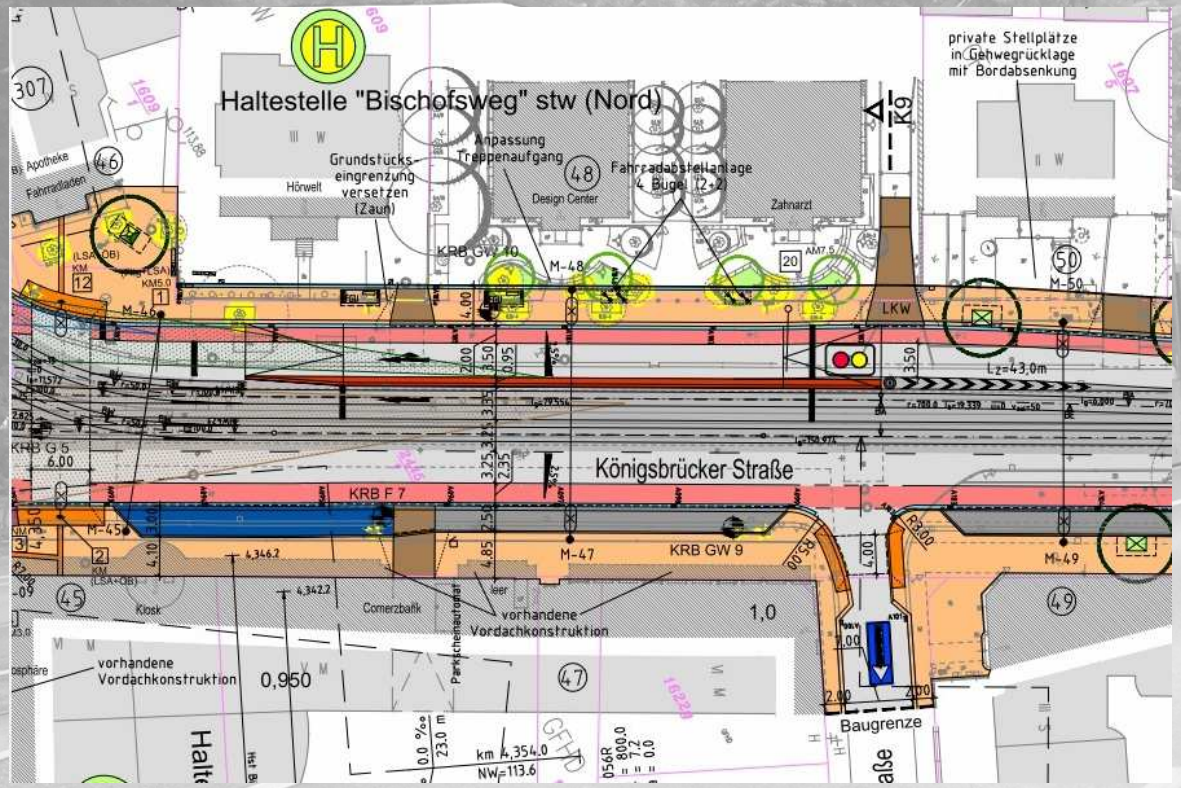
Definition: Trafficable platforms

Picture shows an old style “street stop” which does not fulfil todays level access requirements. Trafficable platforms are to be seen as an upgrade to these stop types.

Trafficable platforms: examples

Dresden: Standard platform in one direction – trafficable platform in the other (with traffic signal for car traffic)

Trafficable platforms: examples



Dresden: trafficable platform in a location with two parallel car lanes (with traffic signal for car traffic)

Source: DVB

Trafficable platforms: examples

Gera: trafficable platform in a location with low car traffic (without traffic signal for car traffic)

Trafficable platforms: examples

Nordhausen: trafficable platform

(without traffic signal for car traffic)

Trafficable platforms: examples

Linz: trafficable platform

(without traffic signal for car traffic)

Trafficable platforms: examples

Darmstadt: trafficable platform

(with traffic signal for car traffic + additional warning signs)

Design-wise not so nice ...

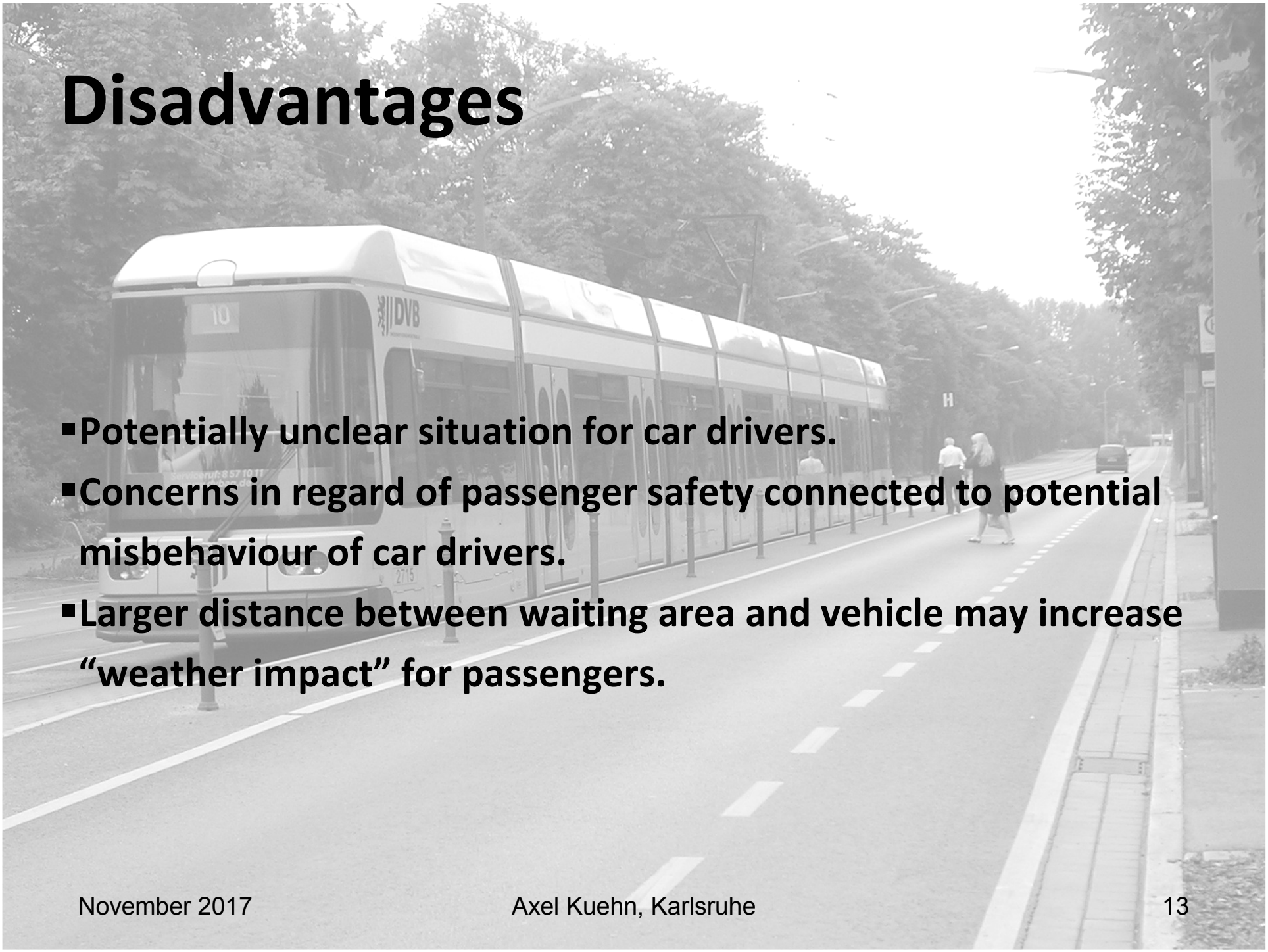
Trafficable platforms: examples

Karlsruhe: partial trafficable platform (with traffic signal for car traffic)

Advantages

- Reduced space requirement in cross section due to use of sidewalk as waiting area.
- Potentially reduced requirement to buy private properties.
- No visual disruption of street appearance and thus reduced impact for trees and/or other neighbouring areas.
- Full length of vehicle can be safely accessed and thus independence from a single, signalled pedestrian crossing (avoidance of “last second” runs to departing vehicles through car traffic).
- Layout can be seen as supportive for traffic calming measures (ramps for car traffic).

Disadvantages



- Potentially unclear situation for car drivers.
- Concerns in regard of passenger safety connected to potential misbehaviour of car drivers.
- Larger distance between waiting area and vehicle may increase “weather impact” for passengers.

Experience

- The solution is in use for several years in several countries and cities (only few examples shown here) and the number of applications is further increasing.
- Dresden can be seen as the hot spot where this solution has become quite a standard!
- However, the solution is clearly dependent on some level of “traffic culture” (respecting rules ...).

Trafficable platforms for cycles

Berlin:

Cycle route kept in front of shelter and not deviated behind

Thank you and discussion

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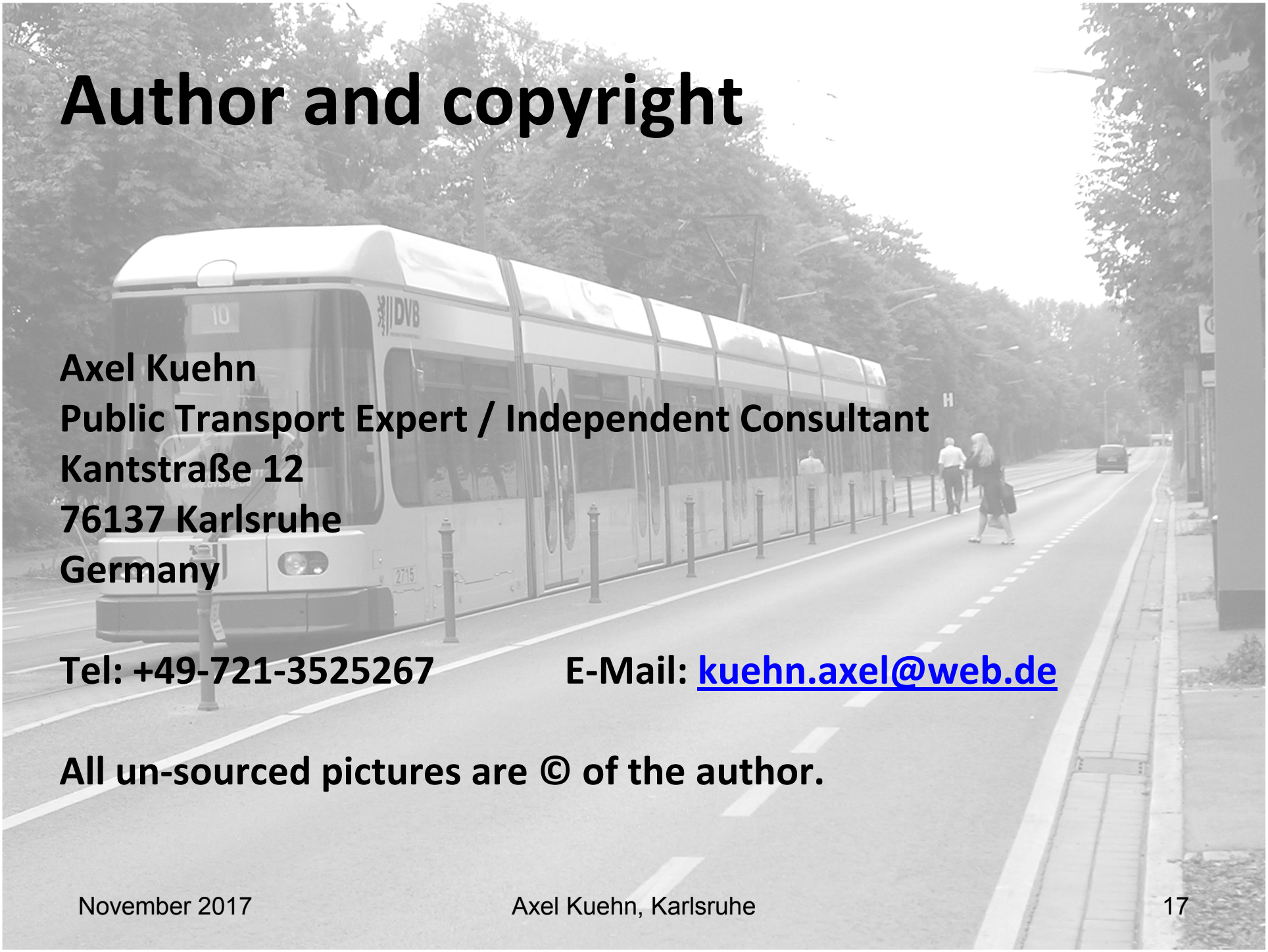

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