



Operation and safety of tramways in interaction with public space

What is this COST⁽¹⁾ Action dealing with ?

In our Action, **safety** deals with **risk** and with the precautions taken to reduce the level of risk related to accidents and injuries, such as urban design insertion and measures which can be taken within the institutional framework.

Regarding **tramways and Light Rail Transit**, our Action will look at **urban fully guided public transport systems** which shares **public space** with road, bike and pedestrian traffic.

We will look at **accidents** and **near-misses** when they are registered, and the whole tram system, including **infrastructure design** and **equipment management**, is important. All good ideas or bad experiences might be shared in this Action within these limits.

Objectives of our Action

The ultimate aim of TU1103 is to **improve tram and LRT safety**, through a better management of their **insertion in urban spaces**, and therefore to minimize accidents and their impacts on both the transport system and the society.

Our Action would enable a better understanding of problems, solutions, and a **shared feedback**, at a European scale, about:

- **LRT safety assessment**, through a harmonised approach in order to facilitate comparisons,
- **LRT running** in various infrastructure configurations, through a **shared analysis** of advantages, drawbacks and impacts on transport system functioning.

Our goals also are to measure **accidents' impact** on the system's **productivity**, and to verify if a greater investment in safety allows savings on the future operation.

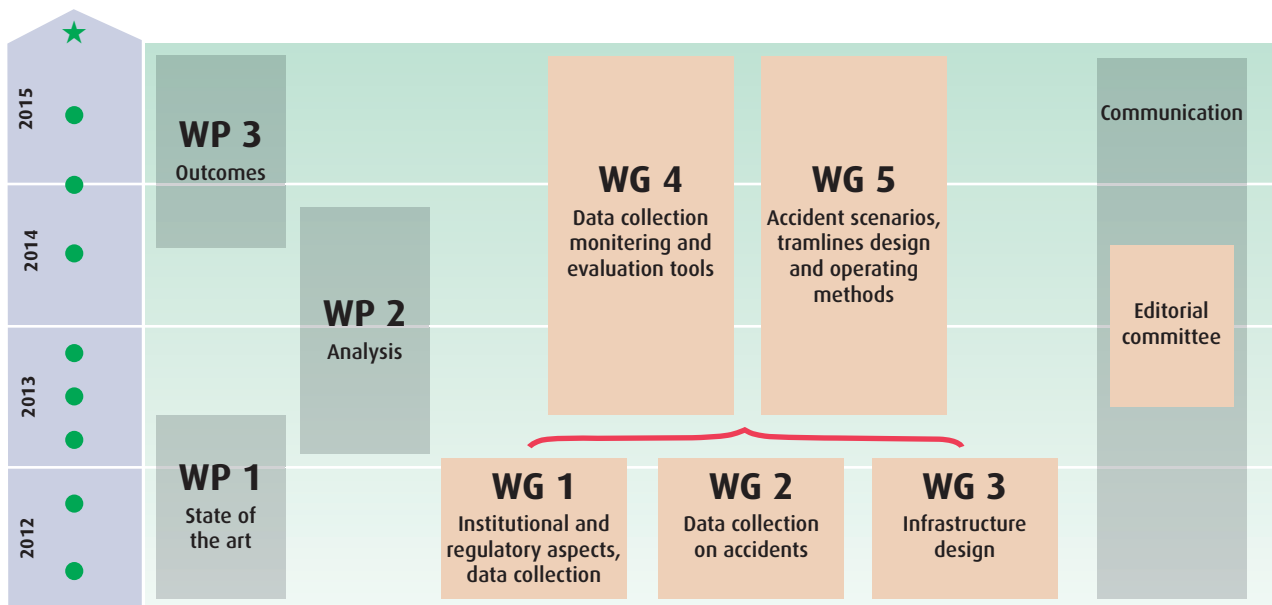
Our Action is setting up a **network of various stakeholders and specialists**, all together striving to achieve the following practical outcomes:

- harmonisation of accidents and operation's **data collection** and **analysis tools (indicators)**,
- common knowledge on **safety issues** (problems, levels, impacts, indicators, causes of accidents and incidents),
- assessment of various tools' efficiency (e.g. **signage, street furniture**), **road design** and **traffic handling** methods, regarding safety and operation,
- identification of **good practices** and **innovative configurations** of LRT's insertion in public space, and their dissemination to all actors.

One main objective is to make all **information available** to every public transport authority, operator, road network manager and firm concerned by **LRT** and its **interaction with public space**. This might also be very fruitful for **research bodies** dealing with these topics.

Organisation

TU1103 Action started on September 2011 and should end on September 2015 ; it is divided in 3 phases, and some working groups have been set up, while an Editorial Committee is in charge of communication during the all Action.



● Plenary sessions ★ Conferences WP: Work phase WG: Working group

Expected outcomes and benefits of the Action

Broad benefits will be improvements in LRT safety and decrease in number and gravity of accidents between LRT and public space users (pedestrians, car drivers, cyclists, etc.). It will thus take part in improving road safety in general, and for vulnerable users in particular.

The Action will more precisely contribute to:

- improving safety in European LRT networks, through a **better knowledge of accidents causes**,

- bringing to light and qualifying the **link between safety and productivity**,
- raising the question of **"increase in safety vs. increase in costs"**,
- decreasing **accidents costs** (maintenance / operation),
- rationalising and optimising investments in LRT, **improving its insertion, its safety and its efficiency and reliability**,
- and indirectly taking part of **moderating the place of cars** in towns.



Dublin



Reims



Barcelona



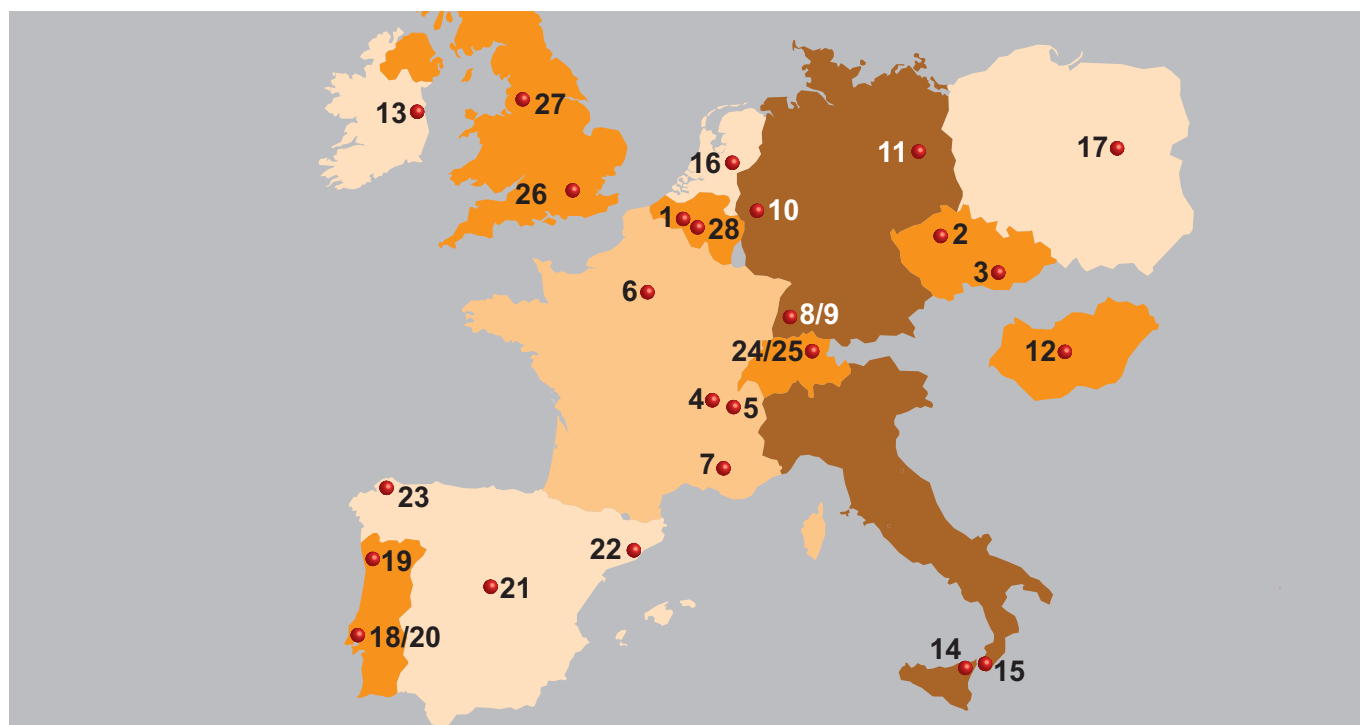
Prague



TU1103 partners

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⁽¹⁾for more details and contact, please see <http://www.tram-urban-safety.eu/spip.php?rubrique33>



A focus on pending phase: WP1

The first phase of our Action is dealing with the present **state of the art** and a **context exploration**. During this first phase (WP1), an **inventory of the current situation** is being made, for every participating country, regarding three main subjects:

- **institutional and regulatory aspects:** legal basis and technical requirements for LRT systems construction and operation, control and supervision practices, as well as operational measures to increase safety and users' awareness (considering social and cultural issues) ;
- **data collection on accidents:** tools and mechanisms for data collection and processing, at various levels, criteria of analysis, indicators and results ;
- **infrastructure design:** practical aspects related to existing configurations, running handling, signage and operational performance, as well as tools (guidelines, regulations) related to infrastructure design existing in each country.

At the end of Work Phase 1, a **first deliverable** would be published, containing an **overview** of the **situation in every involved country**, regarding **tram safety in interaction with public space**. This deliverable, which should be divided in three parts, corresponding to the three main subjects mentioned above, is expected to be available during the second half of Year 2013.

Management of the Action

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 (a form to be in touch is available in contact section)
 COST Actions website :
http://www.cost.eu/domains_actions/tud/Actions/TU1103



Countries involved in the action

