COST ACTION TU1103:
OPERATION AND SAFETY OF TRAMWAYS
IN INTERACTION WITH PUBLIC SPACE
Background

We wanted to know, as much as possible, about:

- Practices on collecting data;
- Documentation used / typology of reports;
- Other tools available / used ...
Background

...and we took some important conclusions that helped us to:

• Identify crucial items that should be part of an Ideal Accident Report;
• Make a Questionnaire to Operators about main problems and the identification of hotspots;
• Define a strategy for our analyses based in Problems / Hazards / Objectives / Measures.
Then we went back to the Ground and studied the Interaction Points of the Infrastructure.

We went through:

- **Stops and Stations**
- **Pedestrian Crossings**
After the study of the Interaction Points, and crossing with the information of the Operators’ Hotspots, we arrived to the same type of hazards!

“I did not see him!”

**Angle of sight**
Intervention on geometry of the sight is very important in order to achieve the best angle when road users interact between them.
Objective – 90º Perpendicular.

**Obstacles**
Clean sight from any obstacles (trees, urban furniture, pools, cabinets,...)

**Contrast**
Enhance the presence of the vehicle using bright colours and circulate with the lights On...
I did not understand!

Intervention on the tramway system infrastructure through:

**Tramway**
Highlighting the presence of the tramway bed and swept path, using different materials, textures, colours and/or other elements like fences, bushes etc.

**But!**
Do not forget to guarantee the visibility between road users.
I did not know!

Use **understandable** and **sufficient** information to make clear the presence of a tramway system and to regulate the movements of road users, through:

- **signage**;
- **traffic signs**;
- **traffic lights**;

... 

And other type of information to “shape” the behaviour of road users for a safe circulation in a Tram zone:
- **flyers**;
- **outdoors**;
- **Social networks campaigns**

...
Considering that tramway systems operate in the cityscape, interacting with other the road users, urban insertion design must create all the conditions that allows people:

**To See**
creating physical conditions

**To Understand**
improving the perception of trams and tramway infrastructure parts

**To Know**
providing and/or taking information to road users

...in order to guarantee a pacific and safe use of the public space among all.
Thank you for your attention!

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