

# DESIGN STANDARDS AND TRAM ROUTE AMENITY



# **Current DRAFT design standards indicate 3 distinct forms of On-Street Tramways:-**

## **Integrated On-Street Tramways**

the tracks are in the roadway and can be used by other vehicles and pedestrians

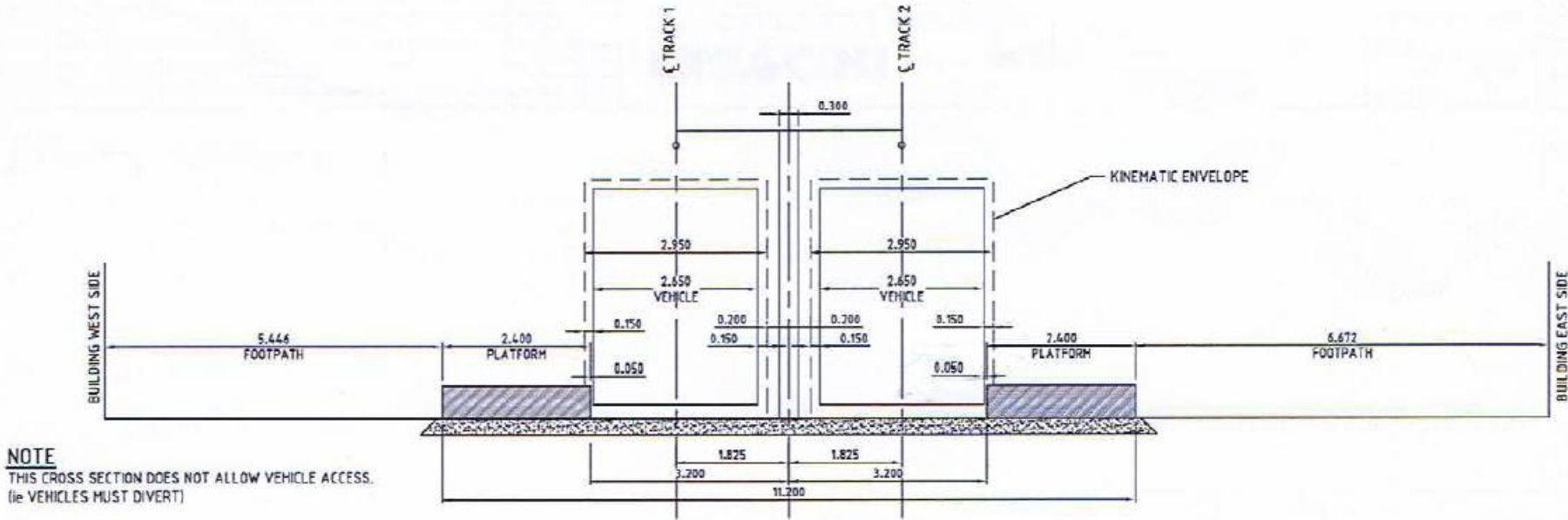
## **Segregated On-Street Tramways**

tracks can be crossed or used sometimes

## **Protected On-Street Tramways**

physical barrier “protects” the tracks from other vehicles

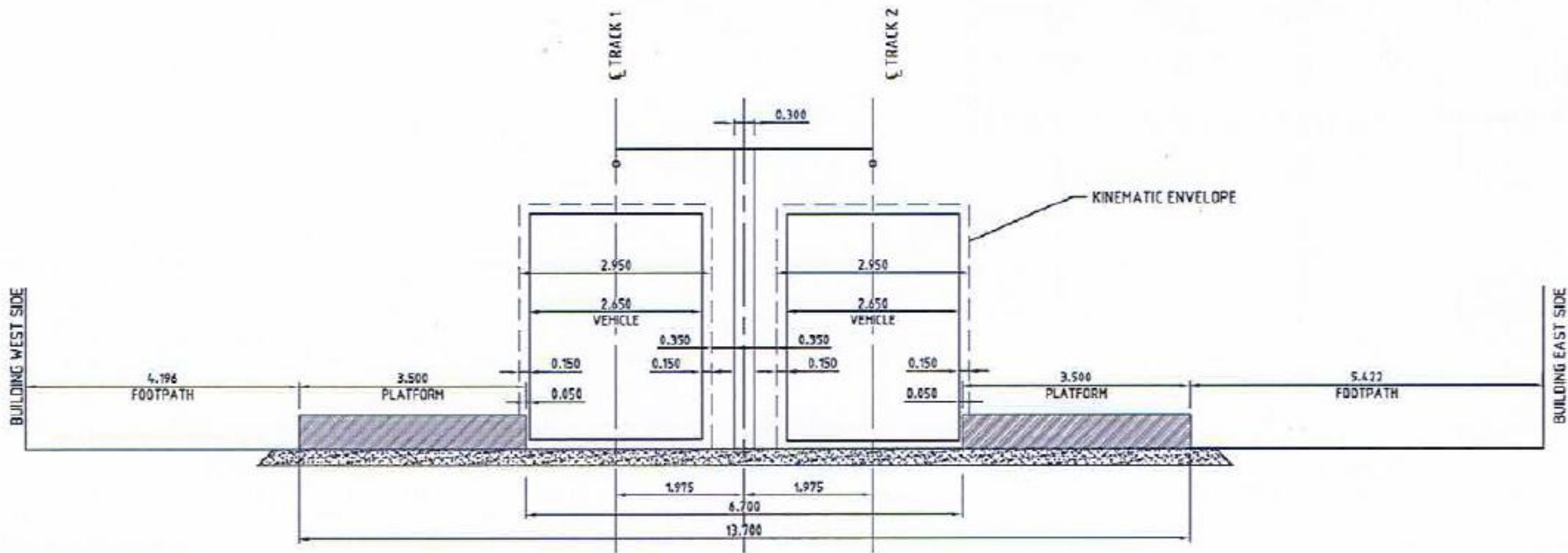
This one does not allow vehicle access -  
vehicles must divert  
The tram facilities are 10.6 metres wide



LRT MINIMUM TYPICAL STATION CROSS SECTION - INTEGRATED ON STREET TRAMWAY  
SCALE: 1:50

**In this one vehicles can follow the Tram.**

**The tram facilities are 11.4 metres wide, leaving space for 2 x 4.3m wide footpaths but no car parking in a 20.12 metre width street.**



**NOTE**  
THIS CROSS SECTION ALLOWS VEHICLE ACCESS.  
(ie VEHICLES FOLLOW LRV'S)

**LRT DESIRABLE TYPICAL STATION CROSS SECTION - INTEGRATED ON STREET TRAMWAY**

SCALE: 1:50

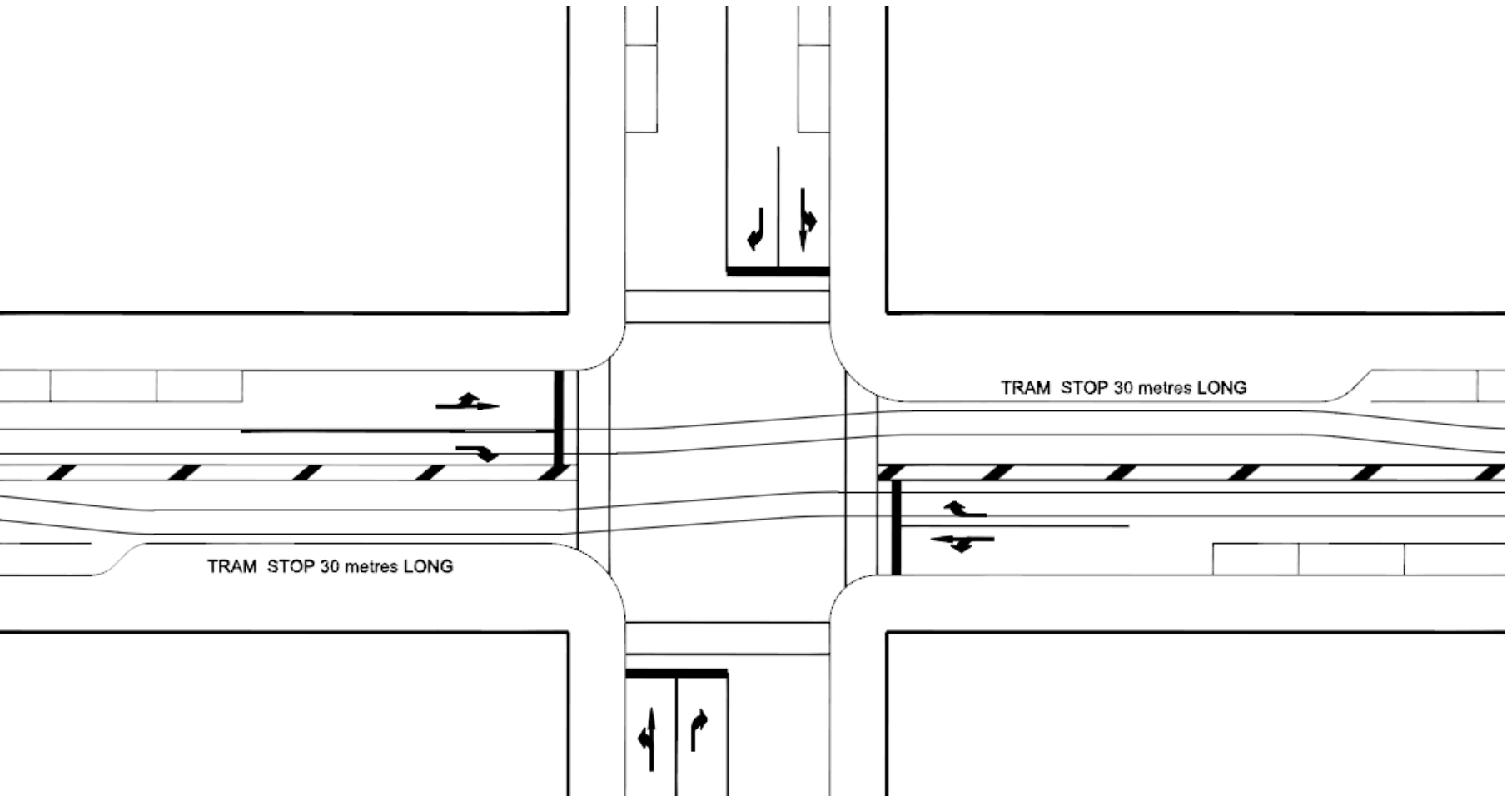
So – if we want to retain the amenity in the streets, especially the “one-chain” width streets, we need to:-

have INTEGRATED On-Street Tramways with cars sharing tracks,  
keep (and maximize) car parking,  
separate the stops so everything can fit.

We need to think “**TRAM**” NOT “**TRAIN**” to protect the local activity centres



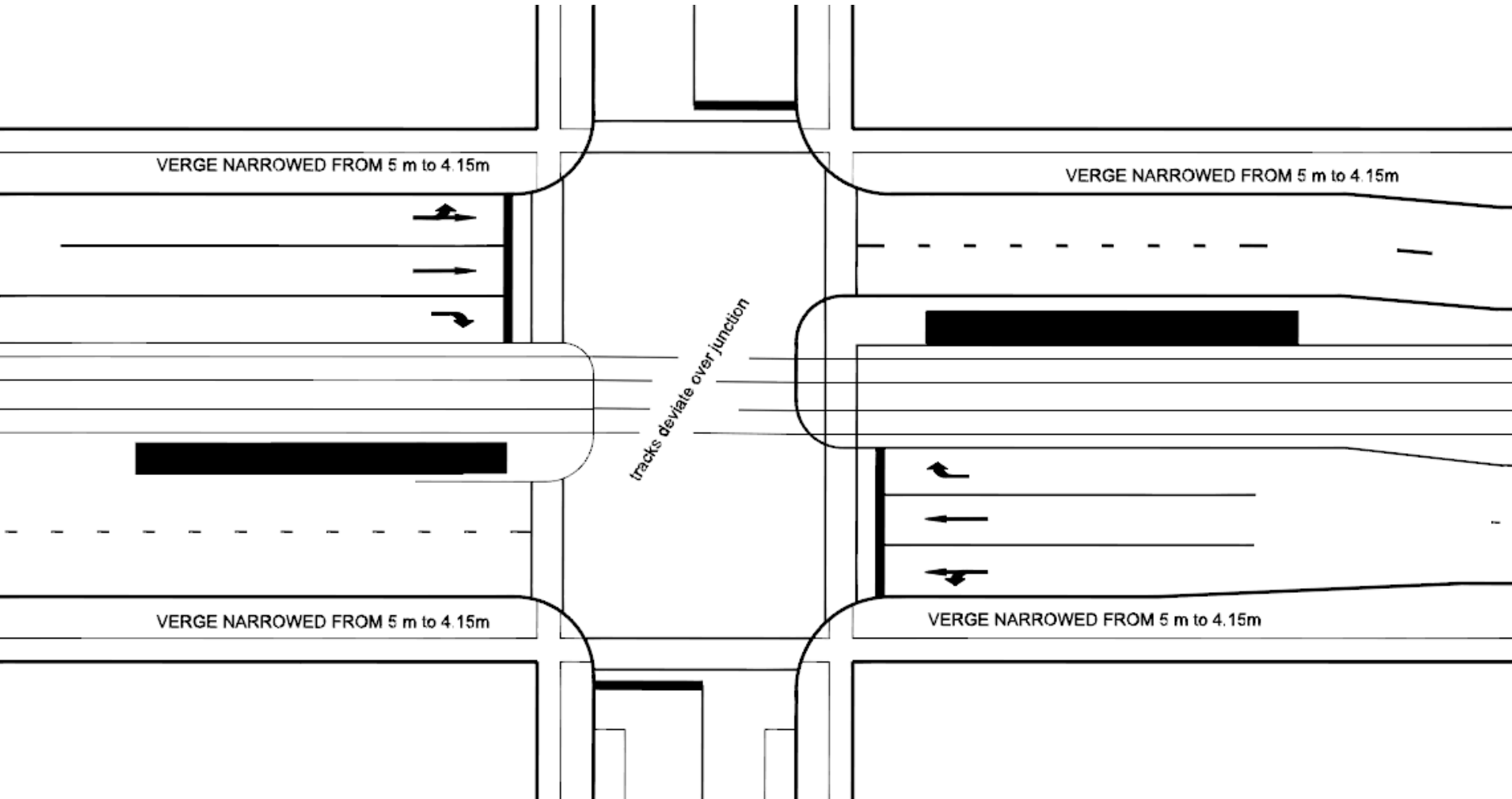
# OFFSETTING THE STOPS IN 20.12 metre STREETS



**And this is how we can do it in a 34 metre reservation.**

**The verges need to be narrowed near the junction, tree planting opportunities are minimal, traffic lanes are 3.2m wide**

**How easy is it a 30.0 metre reservation?**



# Food For thought

















