

POSSIBLE EFFECTS?

- In many cases, both trams and other traffic will benefit, particularly on the wider streets. In Flemington Road and Nicholson Street both trams and cars have reduced travel times since trams and cars were separated.
- In narrow streets, in some cases cars will be able to continue using the tram tracks as they do now. This applies particularly on the approaches to intersections. Queue lengths will increase in some cases, but the amount of traffic which can get through an intersection will remain relatively unchanged.
- Every effort will be made to minimise the effects on other traffic, as the Government is particularly concerned at the impact of commuter traffic in local streets and the viability of local shopping areas.
- Signal priority and separation of cars and trams (wherever possible) will improve reliability of tram services. This will enable co-ordination between trams and other vehicles in the wider public transport network.

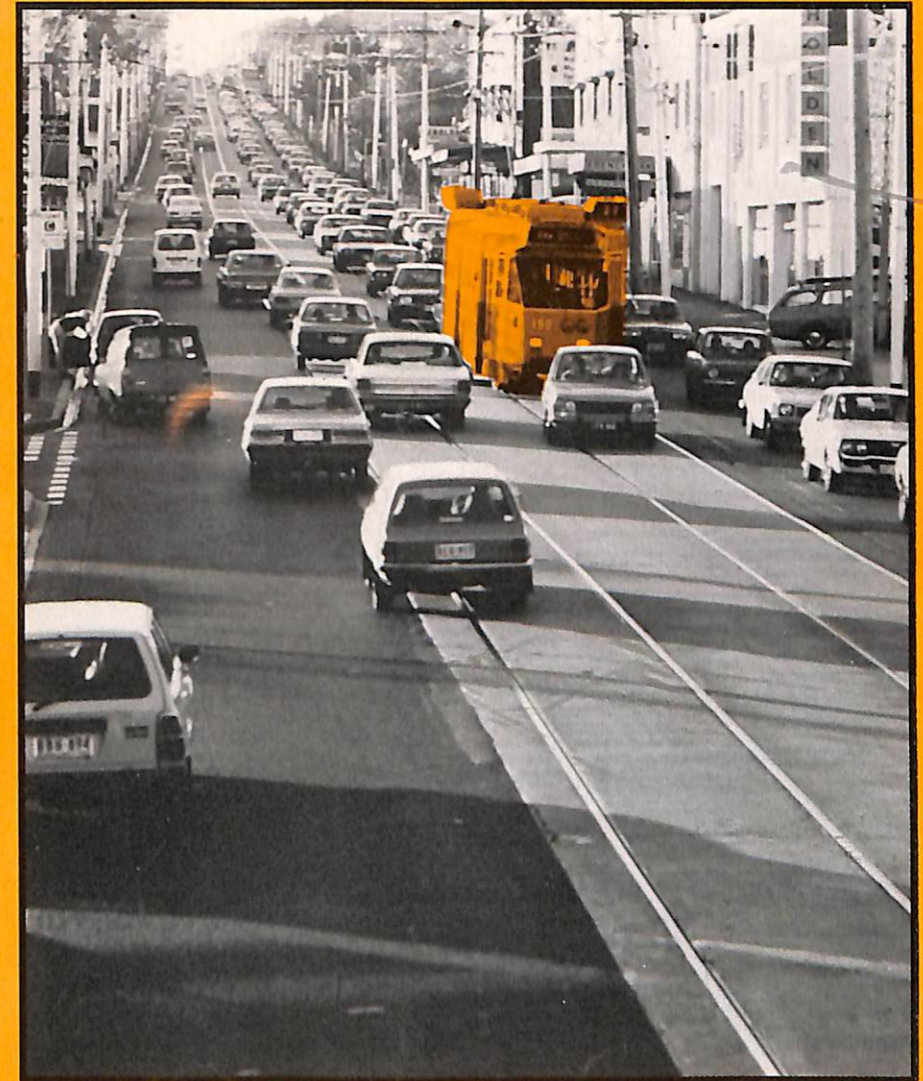
- Timetable co-ordination and reduced travel times may also encourage some commuters to leave their cars at home and use public transport. Increasing public transport patronage is part of the solution to reducing the amount of commuter traffic in local areas.

WHEN?

Plans are being progressively drawn up, in consultation with local Councils, to determine the most appropriate treatments for each situation. Target dates for the completion of the various measures are as follows:

- signing and line marking – early 1984
- traffic signal modifications – mid 1985
- roadwork improvements – mid 1986.

GETTING TRAMS MOVING



IMPROVED TRAFFIC MANAGEMENT ON TRAM ROUTES

MINISTRY OF TRANSPORT

IMPROVED TRAFFIC MANAGEMENT ON TRAM ROUTES

WHY?

- The Government is committed to traffic management measures to achieve a fairer and more economical use of existing road space.
- The SCRAM program to co-ordinate traffic signals is part of this approach to improve the safety and flow of all traffic. However signal co-ordination on narrow tram streets won't achieve full benefits for cars unless signal delays for trams can be overcome since when trams stop, cars must also stop.
- On many city approaches during peak hours, trams account for over 50% of the persons travelling yet form less than 5% of the vehicles, but have no priority at all.
- Delays caused by other road traffic and traffic signals adversely affect trams in two ways, particularly during peak periods. They increase tram running times by up to 40%. Equally of concern is that they increase the tendency for trams to bunch together, which results in longer waiting times, reduced passenger comfort and missed connections.

HOW?

- Traffic signals are being modernised. Tram delays will be minimised through the use of equipment which will allow trams to be detected as they approach signals.
- Bottlenecks in the road network where trams are held up are being examined with a view to carrying out road improvements to improve flow for all traffic.

- Signing and line marking will be undertaken in conjunction with some new Traffic Regulations. Some typical examples of the way these will apply are shown on the following pages.
- Councils will be fully consulted during the development and implementation of treatments.
- Implementation of the new measures will be closely monitored to minimise any adverse effects.
- The media will be used to ensure that all road users are fully informed of the changes.

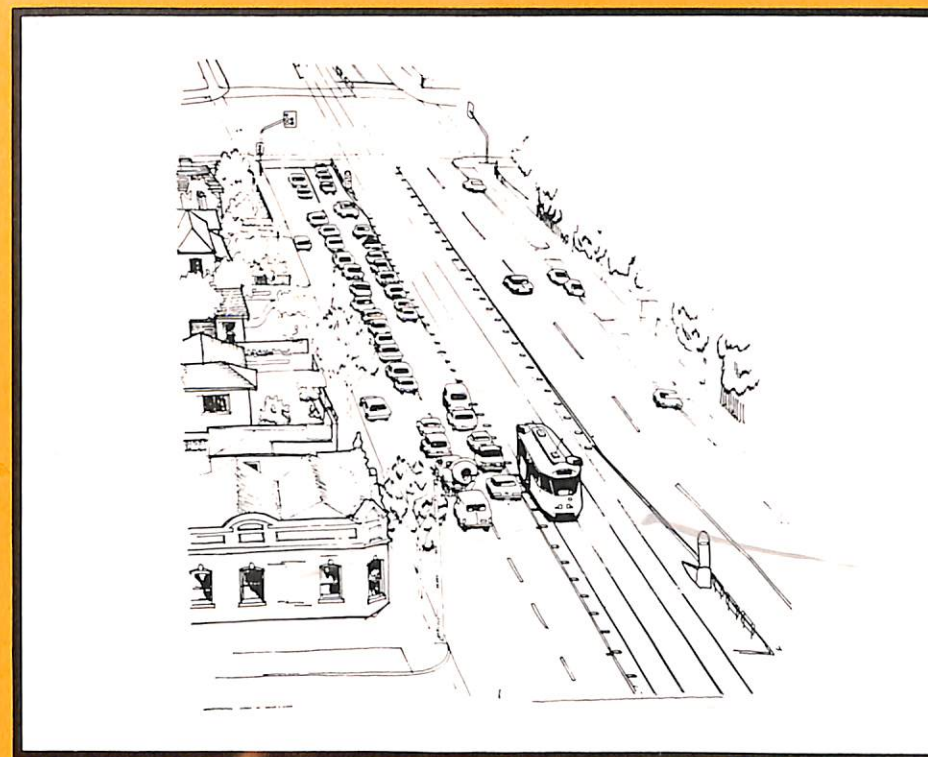
ABOUT THE NEW REGULATIONS...

FULL TIME TRAM LANES will be used to prevent other vehicles using the tram track at all times.

PART TIME TRAM LANES will be used to prevent other vehicles using the tram track during peak hours. These hours will generally coincide with clearway times. New clearways will only be introduced following consultation with Councils.

A **GENERAL REGULATION** will require motorists not to impede the progress of a tram. This regulation will apply wherever it is practical. Locations where motorists will be permitted to wait on the tram track even if they delay trams will be identified using pavement arrows.

WIDE ROAD

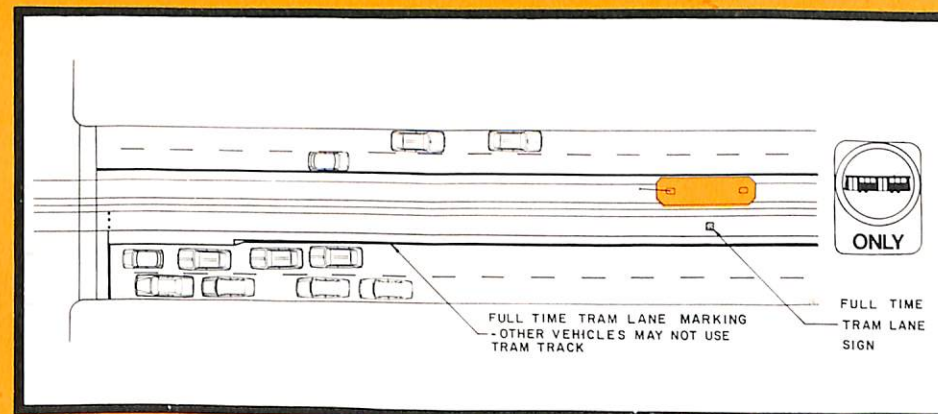


Road with at least two lanes clear of the tram tracks available to traffic.

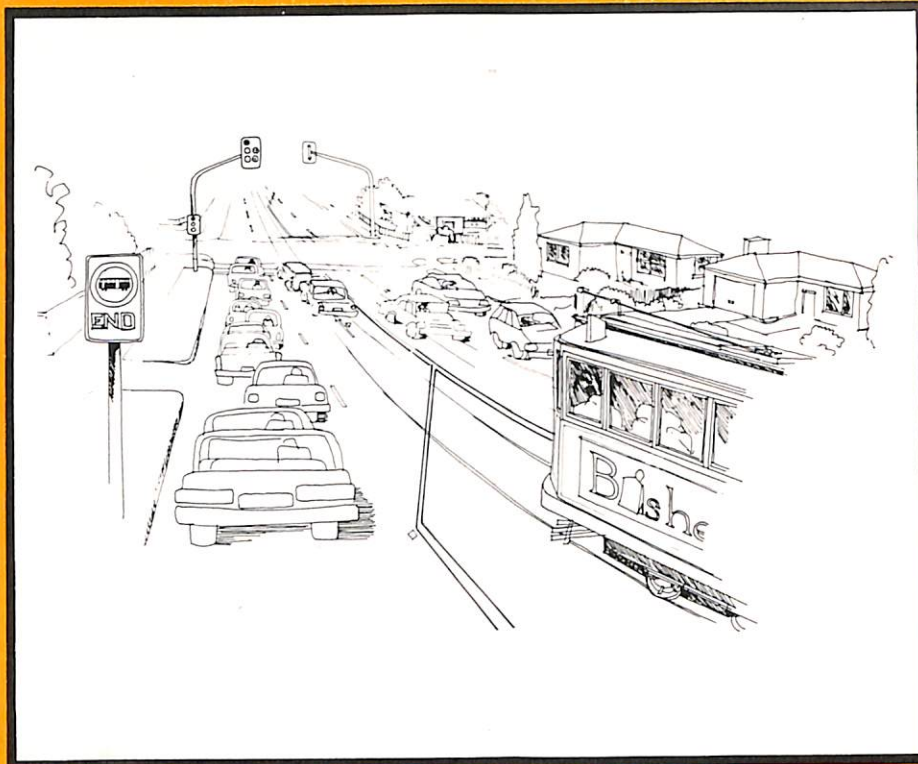
Typical Treatment...

- Full-time tram lane with safety zones at all stops.

- Signal modifications to assist trams and right-turning traffic.
- Full-time tram lane could also be installed where one of the two lanes is used for mid-block parking.

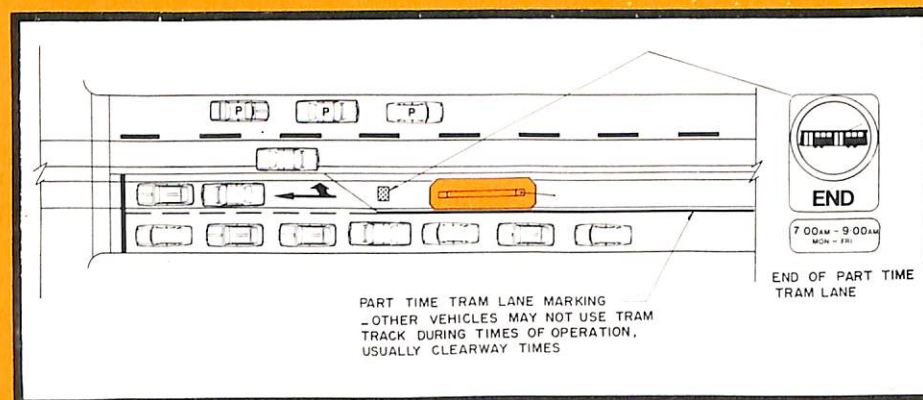


NARROW CONGESTED ROAD WITH CLEARWAYS

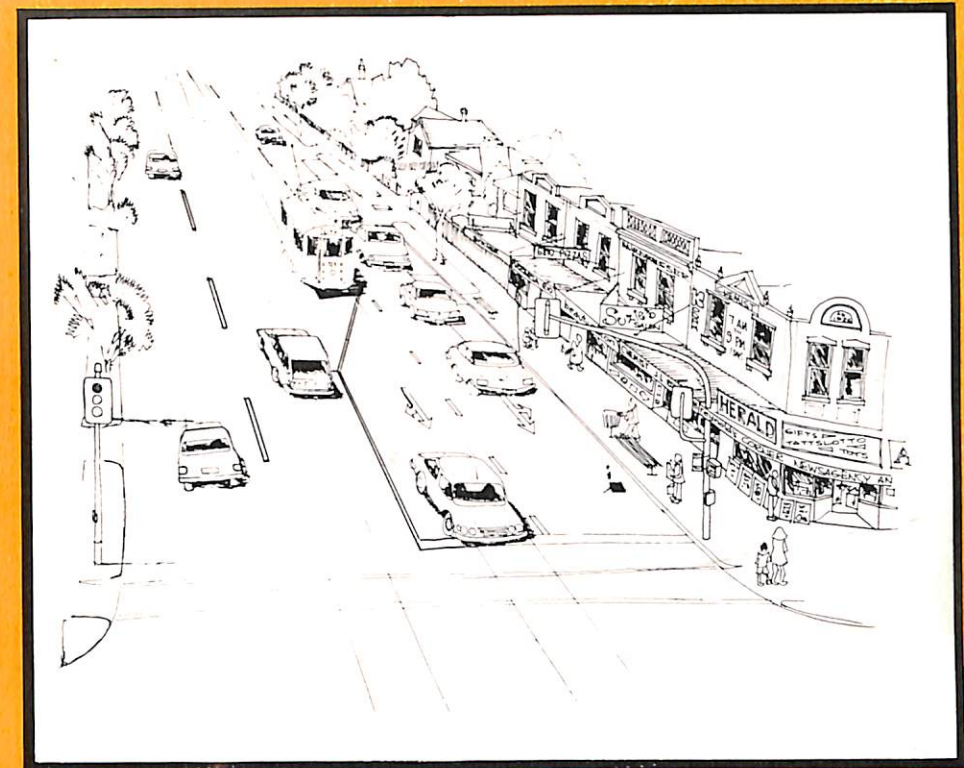


Road with only one lane clear of the tram tracks in places where long queues form in peak hours. Typical Treatment...

- Part-time tram lane to operate during Clearway periods.
- Provision for mixed traffic (trams and cars) to wait on the tram tracks on a "first come, first served" basis on the approach to signals.
- Mixed lane would be long enough to ensure that the number of vehicles which can pass through the intersection in each signal cycle is not significantly reduced compared with the existing situation.
- The tram lane would enable the tram to jump the queue to the back of the mixed traffic lane.

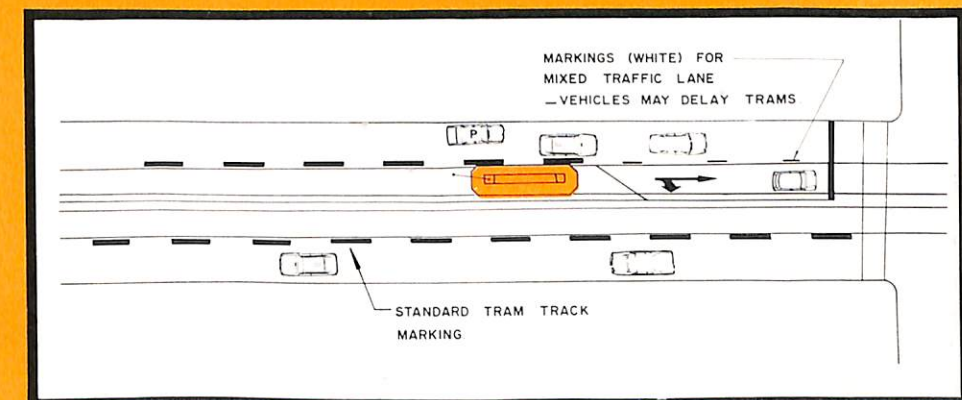


NARROW UNCONGESTED ROAD WITH CLEARWAYS

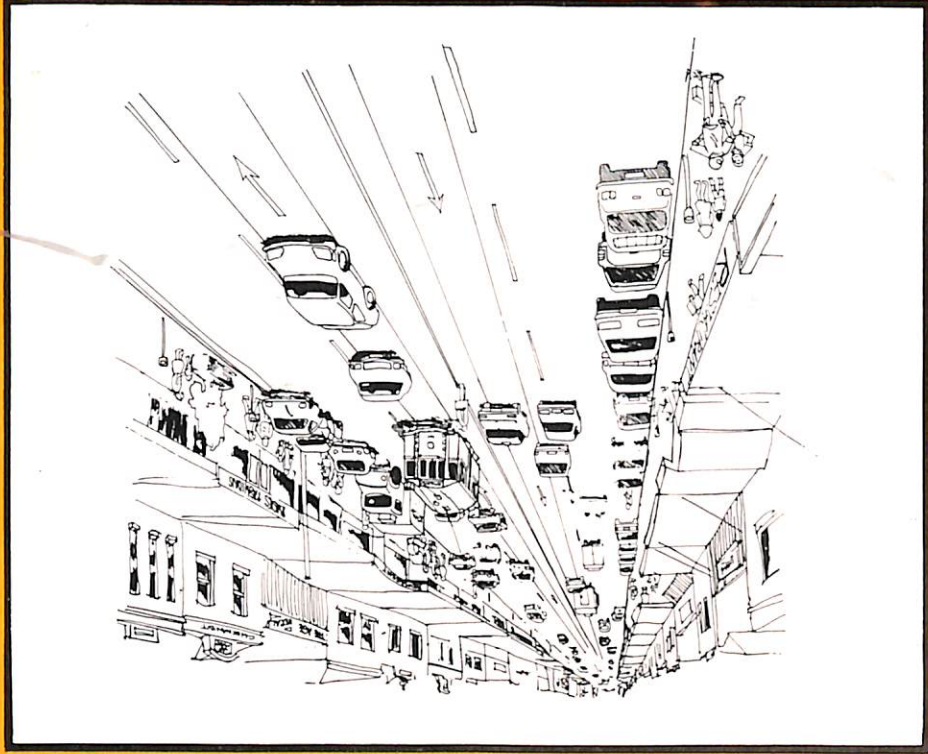


Road with only one lane clear of the tram tracks in places where traffic queues generally clear each signal cycle. Typical Treatment...

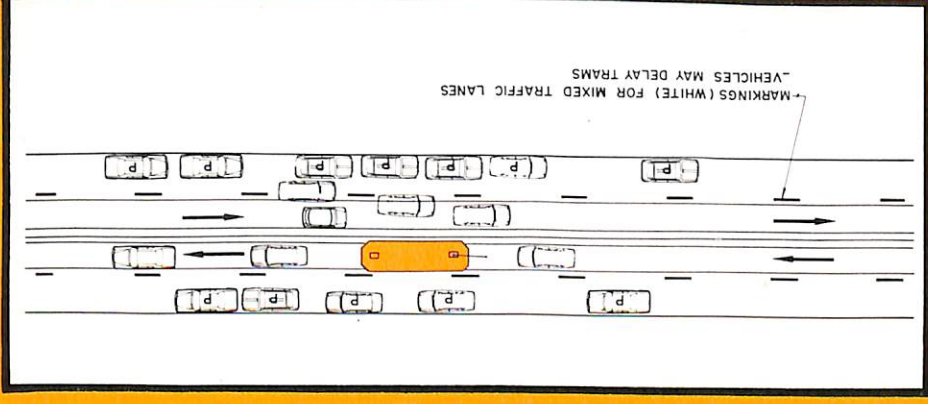
- General regulation applies where motorists may use the track area but must not impede trams.
- Provision at signalised intersections for a mixed traffic lane on the approach and right turn arrows to clear vehicles from in front of the tram.



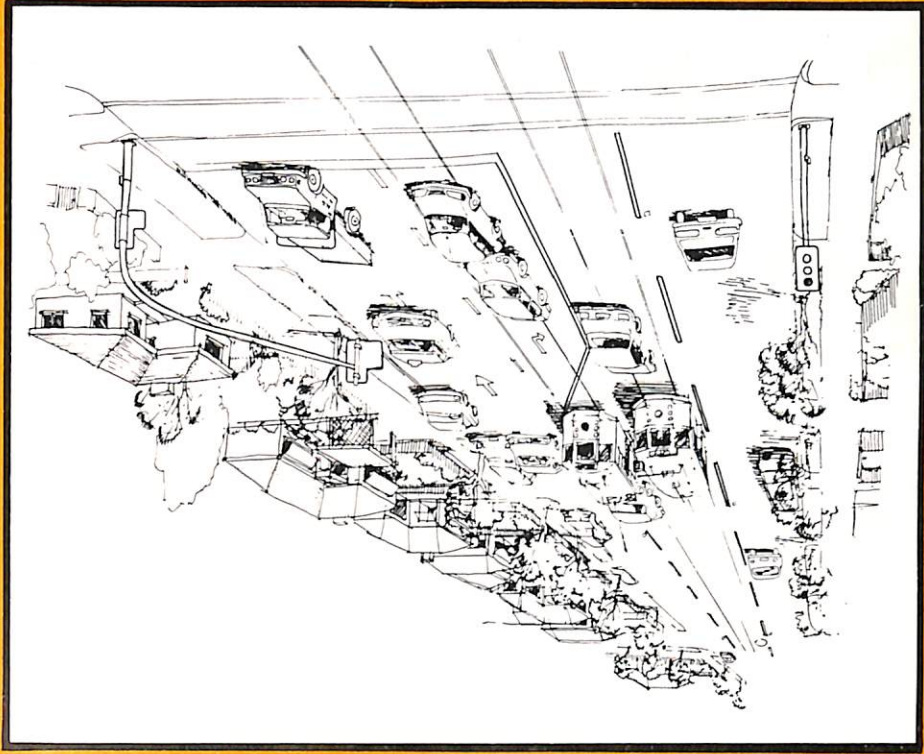
NARROW ROAD WITH EXTENSIVE PARKING AND NO CLEARWAYS



- Road with only one lane clear of the tram track where kerbside parking is extensively used.
- Typical Treatment...
- Special markings to allow motorists to wait on tram tracks.
- Traffic signal features to reduce tram delays.



NARROW ROAD WITH FEW PARKED VEHICLES AND NO CLEARWAYS



- Provision at signalised intersections for a mixed lane on the approach and right turn arrows to clear vehicles from in front of the tram.
- General regulation applies where motorists may use the track area but must not impede trams.
- Typical Treatment...

