

Activity 3 – Signing and Marking of Tramways

Problem identified : The signing and marking of tramways in the UK is not as distinct as it could be, with the result that there are more incidents with motorists and pedestrians than there should be. The inability to use standard “No entry” signs on tram-only streets, vehicles parking within the swept path, and motorists and pedestrians failing to see approaching trams are particular areas of concern. “Tram Lanes” do not really exist in the way that bus lanes do.

Scope of Work : Establish existing practice by review of UK schemes.

Review European practice. Are there lessons for the UK to learn?

Make recommendations to the DfT to change current practice / amend the law and update road traffic regulations (eg: Chapter 5 and Chapter 8) as necessary in order to standardise tramway signage and road markings nationally.

Timescale : 6 months

Likely Benefit : Improved service performance through better enforcement of tram priorities.

Reduced accident damage, so reducing tram operating costs.

Better accident record, reducing insurance claims (and A and E costs) and improving the image of the tramway.

Reduced operational risk from changes to local highway regulations.

Reduced risk to other highway users.

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