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
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.
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