

# 20<sup>th</sup> International Emme Users' Conference

Montreal, October 18 to 20, 2006



## CALL FOR PAPERS

Bring back the Tram!	
<b>Title of the paper</b>	
Steve Miller	Transport for London
<b>Main Author</b>	<b>Organization</b>
Portland House, Bressenden Place	19 <sup>th</sup> Floor
Address	Suite / floor
London	UK SW1E 5RS
City	Province/State – Country – Postal/Zip Code
(+44) 20 8433 6970	(+44)20 8433 7005
Telephone	Fax
Stevemiller@tfl.gov.uk	
e-Mail	
Phil Hawkins, Steer Davies Gleave	
<b>Names &amp; Organization of co-author(s)</b>	

### **BIOGRAPHICAL SUMMARY FOR MAIN AUTHOR** (100 words mini-CV)

Steve Miller is Transport & Traffic Planning Manager for TfL's Major Projects Business Unit, leading a team of in-house staff developing a variety of projects through to Feasibility stage, assisted by Consultants on specific project commissions. He has extensive experience in transport planning in both public and private sectors, particularly associated with the development and application of network based models. These have included urban and regional models for both private (auto) and public (transit) transport systems. He has been involved with emme/2 since Release 3, but won't admit to the year! He has previously presented to a number of emme/2 User Group Meetings in Europe and North America.

### **AUDIOVISUAL SUPPORT NEEDED**

(A PC with Office XP, a projector, and a microphone will be provided. Please mention any other needs.)

That should be fine – death by PowerPoint!

**ABSTRACT** (500 words)

The paper will outline how Transport for London is developing plans for what could be the first tram service in central London for decades.

It will focus on how demand for the tram, and possible impacts on highway traffic and farebox revenues, together with a full Cost Benefit Analysis, has been and are being quantified and evaluated.

An initial assessment has been undertaken, and refined models are being developed at present. The paper will outline the current status and planned developments.

This will include a summary of the emme/2 based "Railplan" model used for all major public transport demand forecasts in London (the proposed Tram derives patronage from both conventional bus services and the Underground (metro) system, as well as serving areas of deprivation and regeneration).

It will describe how Railplan has been integrated with a local highway model (SATURN based), junction models (TRANSYT based) and micro-simulation models (VISSIM based).

The route options currently being evaluated, which pass through the existing Central London Congestion Charging zone (and are influenced by the presently planned Western Extension zone) will be described, together with how traffic demand in the zone is forecast and has responded.

Another interesting feature of the highway demand model is the impact of taxi (cab) traffic. The approach being adopted will be discussed. This has become of greater importance as one response to the present Congestion Charge scheme has been an increase of taxi traffic of around 20 to 25%.

**Please send the completed form to the attention of:**

***Pierre Tremblay,***

**Fax: +1 (514) 864-1765**

**eMail: *pierre.tremblay@mtq.gouv.qc.ca***

**Reserved zone**

Reception date:    /    /

N°: