

20th International Emme Users' Conference

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CALL FOR PAPERS

A presentation on EMME and ENIF Application
-Mapping of Journey Time and Accessibility Data at a Level More Detailed Than Model Zoning

Title of the paper

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

Associate Director in FaberMaunsell (UK) with more than 15 year's of EMME modelling experience. He has managed a wide range of transport studies including public transport and highway investment schemes, multi-modal studies, traffic impact assessment, toll road and congestion charging studies, heavy and light rail franchise concession bids, and bank audit traffic advice. He is a leading expert within the company in EMME/2 modelling and has presented EMME/2 related papers in the European and international EMME/2 user conferences. He is responsible for the ongoing development of Faber Maunsell's South East Regional Rail Model (SERRM) and National Rail Model (NRM).

AUDIOVISUAL SUPPORT NEEDED

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

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ABSTRACT (500 words)

Journey time information from origin to destination is a standard output from assignment in most transport modelling packages, and is often analysed together with population and employment data to look at changes in transport accessibility as a result of the proposed transport scheme. In the UK, socio-demographic data can be provided based on the Electoral District (ED) and Super Output (SO) zone boundaries, both of which have a far more detailed zoning than most of the models that currently exist. In many cases, it is desirable to undertake analysis and present journey time and accessibility results at ED or SO level. However, this is often limited by the zoning system incorporated in the model, resulting in analysis undertaken and results presented at a less detailed level, leaving one feeling that there is a lot to be desired for.

One solution to this, in the context of public transport modelling, is to make use of the facilities provided by the EMME modules 5.34 and 5.35, the combination of which allow the user to analyse / assign individual transit trips, and calculate generalised journey time for any given origin and destination coordinates. The advantage of this approach lies in the fact that in almost all models the number of nodes coded is far more numerous than the number of zones specified. Therefore given a sufficient set of origin and destination coordinates, the information obtained this way would enable a much 'smoother' mapping of journey time and accessibility results, compared with the "conventional" journey time matrix based approach.

This presentation shows, with some real examples, how this can be achieved, and how the mapping of journey time and accessibility data can be carried out within ENIF through applying it user-defined configurations.

The current process developed is transparent for ease of detailed interrogation, and is possible to be fully automated to achieve further time efficiency. Also included in the presentation are issues involved in the current applications discussed, and further developments and improvements envisaged.

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