



Courtesy: TfL

Modelling for All Modes

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- **Traffic models help us to maximise the benefits of a scheme by predicting and mitigating potential impacts.** Many schemes are being planned in London at any one time - modelling enables the co-ordination between different scheme designs and signal timing strategies to comprehensively understand wider scheme impacts.
- There are a wide variety of **strategic, local and junction specific modelling tools** employed by modellers.
- **Models are only as good as the data put in.** If the information isn't right at the start the model won't be able to predict outcomes correctly, so make sure all models go through a stringent calibration and validation process.
- **Microsimulation models are valuable in providing a detailed representation of queuing behaviour and graphical outputs.** They help in predicting the degree of traffic saturation at junctions and are widely used in assessing bus priority schemes.
- **For pedestrian modelling, aim to identify pedestrian experiences by using measures such as journey times, wayfinding, safety and pedestrian comfort levels.** There are five main types of pedestrian schemes that may need reviewing – High Street, office and retail, residential, tourist attraction and transport interchange.
- **Air quality assessments of schemes should consider the impacts from road traffic with and without the scheme and make conservative assumptions on future air quality.** Be mindful that these assessments do not take into account the impact of green infrastructure on air quality.
- **TfL are currently revising their modelling guidelines** – this includes updated guidance on cycle modelling, validating cyclist journey times and recommending the new cyclist desired speed distribution for London.



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Speakers:

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Attendees: 88