



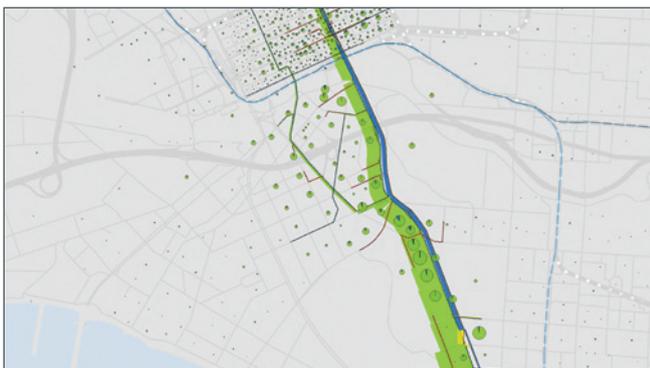
# Public transport forecasts in OmniTRANS

How can a railway connection contribute to better accessibility by Public Transport? Is it wise to travel without the help of a timetable? How many passengers can I expect at this Park & Ride site? What is the impact of replacing this bus route with a tramline? How do I get reliable forecast figures for a new subway system?



An increasing number of mobility issues are related to public transport and that is no surprise.

The space on the road network is limited and construction is not always an option.

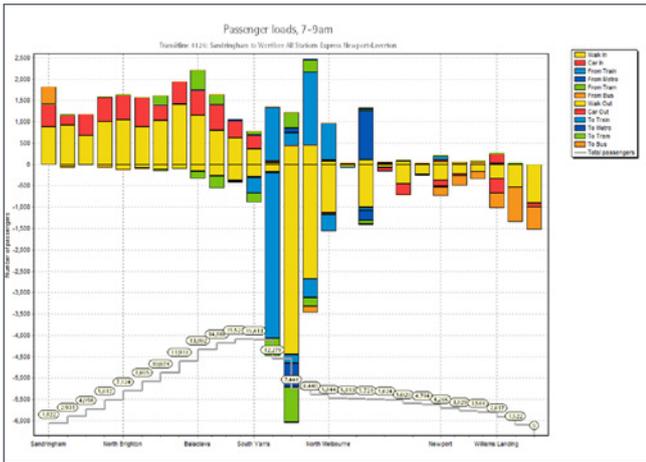


SELECTED LINK ANALYSE SUBWAY

Taking measures in public transport can often deliver results. It is however important to justify policy measures – especially when the consequences for accessibility, built environment, and costs are large.

Forecasts are made using traffic models. Since the outside world is a mix of modes, the current generation of traffic models also has a multi-modal structure.

In the area of public transport movements, the integration with other modalities plays an important role.



#### DETAILED ANALYSIS OF BOARDERS AND ARRIVALS

If a free bus lane is not available, traffic jams are as bothersome to a bus as to a car. Also, the quality of the network of cycling paths and the availability of bicycle facilities influence at which stops passengers will board.

Tooling for public transport forecasts in OmniTRANS are really multi-modal and support behaviour models that match the real world.

Per origin-destination pair multiple alternative routes are considered and selected, in which a trade-off is made between direct connections transfers and alternative walk paths. Within the forecast model the focus can be shifted according to factors such as Park & Ride facilities, additional station facilities and favourable transfer conditions.

A multi-modal traffic model provides a far more accurate picture of the actual situation. In addition to standard indicators such as accessibility and costs matrices, the model also provides detailed information about catchment of stops, pre and post-transport, and data about boarding and alighting per line.

In addition to traffic modelling, DAT.Mobility also provides tooling for an interface for extensively visualising, reporting and analysing data of public transport chip-cards and Automatic Vehicle Location (AVL), GSM data and Bluetooth counts, including passenger behaviour and punctuality analyses. For more information about this, see our separate leaflet 'Better insight into passenger flows and quality using OmniTRANS'.



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