

HUMAN DESIGN APPLIED TO OPERATING LIGHT RAIL STUDIES

M. Hemour*. A. Philippot**. N. Messai**.
D. Caligny* . B. Riera****

**Regie Autonome des Tranports Parisiens, LAC VP43 54,
Quai de la Rapée, 75599 PARIS Cedex 12
France (Tel: 0033158782534; e-mail: mathieu.hemour@ratp.fr).
** CReSTIC, Université de Reims Champagne-Ardenne,
Moulin de la Housse BP 1039, 51687 REIMS cedex 2,
France (e-mail: alexandre.philippot@univ-reims.fr)*

Abstract: This paper reports on the improvement of the theoretical simulation models by using feedback acquired from the operating data recorded in the field. It allows permit to take into account the specificity of the light rail lines operation and to evaluate the robustness of a timetable by including the driver and traffic controller's behavior. Whether he is at the commands of his train or at line management, the main actor in railway operation is the human operator. His behavior deserves to be included with precision in the theoretical studies. We demonstrate the importance to have a reliable model of the driver behavior on case with a specific operation.

Keywords: Light rail operation, Design evaluation, Human behavior, Light rail simulation.
