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In this paper we discuss the main calibration results of the residential location submodel which is part of a comprehensive simulation model now being applied to the Turin metropolitan area.

1. Introduction

2. Characteristics and problems in calibrating the residential location submodel

as well as some results of simulation experiments were presented at the Aims Conference, Turin, Italy, 1982.

2.1. Structure of the residential location submodel

2.2. The calibration procedure

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it is a very difficult but most stimulating calibration problem from both theoretical and operational points of view.

In this paper we discuss the main calibration results of the investigation.

3.1. Introduction

3.2. Theoretical and methodological developments

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1. Characteristics and problems in calibrating the residential location submodel

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2.1. Structure of the residential location submodel

In order to clarify the following discussion, we restate the analytical structure of the residential location submodel. To simplify the notation we omit the indices relative to zones ( $i, j = 1, 36$ ), family type ( $f = 1, 8$ ), housing type ( $s = 1, 6$ ), industrial and service activities ( $t = 1, 4, 3 = 1$ ) and transport mode ( $v = 1, 2$ ). Let us define

$Q$  total number of jobs (calculated in the industry and service submodels);