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Docklands Light Railway - Modelling for the Real World**7th European Emme/2 Users Conference, London, June 1998****Background**

The title of this paper is not intended to be provocative. It is trying to draw a distinction between the long term strategic forecasting undertaken with most transport models, and the use of the Docklands Public Transport Model (DPTM), which in recent years has directly informed multi-million pounds investment decisions by both the public and the private sector. This paper is not about any innovative uses of modelling techniques. It focuses on the practical problems that were encountered in the modelling for the Docklands Light Railway (DLR) and intends to show how certain pieces of information are easy to extract from an EMME/2 model but impossible to derive in the real world. On the other hand, some apparently straightforward questions can be surprisingly difficult to answer with EMME/2.

However, for the benefits of those who are unfamiliar with London Docklands and the Docklands Light Railway, I will firstly give you some background.

London Docklands

"London Docklands" generally describes the area in East London where the London Port facilities used to be located.

