

SATURN

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What a Noise!

- Assignment, Variability and Fixed Cost Flow 101

User Group Meeting

Thursday 16th November 2017

Ian Wright, Atkins

20 November 2017


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Structure

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- Fixed Cost Flow Function 101
 - What they are & how they work
 - How they can help with Scheme Appraisal
- Variability within the SATURN Assignment
 - How it arises
 - Possible impacts on Scheme Appraisal



Fixed Cost Flow Function 101

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Background

- The Long View

- Developed in 2012
 - HA Collaboration Project for M60MMS
- HERTMs facing similar challenges
 - Not a new problem!
- 2012 UGM presentation
 - Excellent content ...
 - ... and now adding to




Noise Annoys: Improved Reliability of Highway Travel Time Benefits
Duncan Lockwood (MVA Consultancy)

18 October 2012

mouchel mvaconsultancy

Identifying the Problem (1)




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- Benefits should be:
 - plausible (size and location);
 - stable (or change as expected); and
 - measurable compared to noise

- We tested a range of scheme options and found that benefits were:
 - inconsistent between options;
 - inconsistent between time periods for the same option;
 - did not always change as expected;
 - and we had no way to measure the scale of the benefits against model noise (TAG 10.9.24 only partly addresses this)

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Current Issue



Identifying the Problem (2)


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- Further analysis showed:
 - changes in flows, delays and speeds from implementing the scheme in areas where they were not plausible;
 - and therefore implied benefits (or disbenefits) at nodes where the scheme would not be expected to have a measurable effect;
 - changes in flows, delays and speeds between the (n) and (n+1) assignment of the same scenario
 - and therefore implied benefits (or disbenefits) between the (n) and (n+1) assignment of the same scenario

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Variability in the assignment matching scheme benefits

Quantifying the noise



Benefits using the (n) or (n+1) iteration				
		Benefits	Disbenefits	Net Benefits
DoMin vs DoSome	(n) iteraton	351	-281	69
	(n+1) iteration	390	-333	56
Implied Benefits between (n) and (n+1) iteration				
(n) vs (n+1)	DoMin	277	-261	16
	DoSome	266	-236	29


■ Implied benefits (and disbenefits) from running an extra assignment iteration are of a similar scale to the scheme benefits

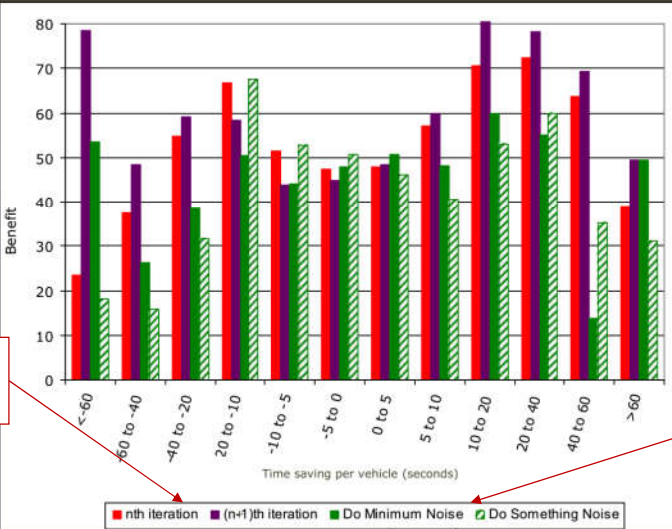
Scenario 'Difference'

Assignment Noise

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Visualising the scale of the noise compared to the benefits






Scheme Difference

Assignment Differences

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The Solution Step 1: Improved Convergence



- Use %GAP as the stopping criteria
- Increase NITS, NITS_M and NITA_M


	Weaker convergence		Tighter convergence	
	10.8.22		10.9.24	
	DoMin	DoSome	DoMin	DoSome
Percentage of links with flow change < 1%	99.7%	99.5%	99.1%	99.3%
	99.7%	99.8%	99.2%	99.3%
	99.8%	99.8%	99.3%	99.4%
	99.7%	99.8%	98.9%	99.5%
%GAP	0.14%	0.16%	0.01%	0.01%
Assignment Delta / number of iterations	0.18 / 2	0.15 / 2	0.01 / 22	0.01 / 30
Loops	17	16	120	120
Run time (minutes)	50	49	117	111

Outside TAG M3-1 Table
4 Recommendation

Aim for highest
practicable level
of convergence

Looks a bit slow now!

Improved Convergence Results




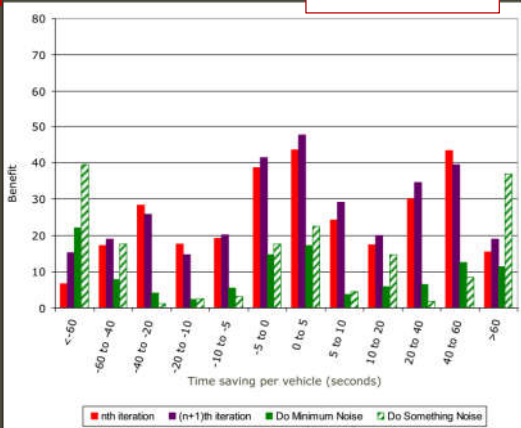
Benefits using the (n) or (n+1) iteration			
	Benefits	Disbenefits	Net Benefits
DoMin vs (n) iteration	174	-127	47
DoSome (n+1) iteration	189	-136	53

Implied Benefits between (n) and (n+1) iteration			
(n) vs (n+1)	DoMin	DoSome	
	57	-56	1
	89	-81	7


Scenario
'Difference'

Assignment
'Noise'

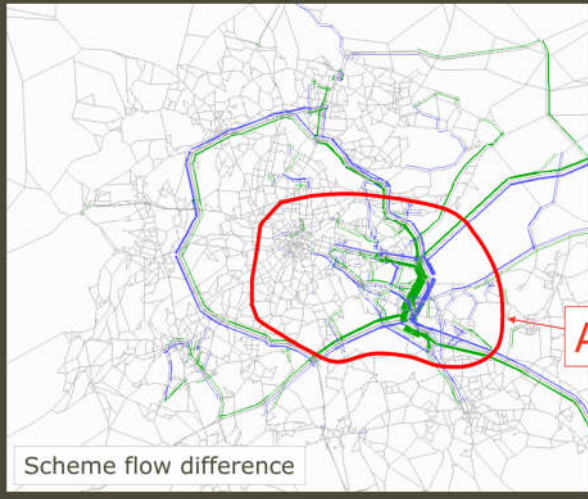
Scheme
Location

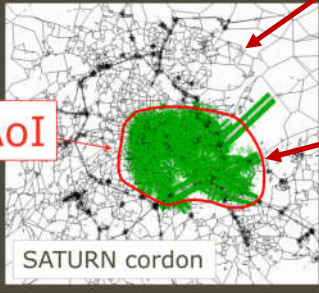
Area of Influence for FCF



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Scheme flow difference




SATURN cordon


FCF-based simulation outside

Standard simulation inside

AoI


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FCF Option 5 Results

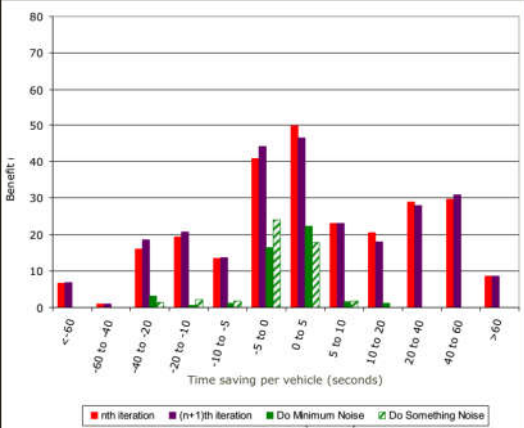


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Benefits using the (n) or (n+1) iteration				
		Benefits	Disbenefits	Net Benefits
DoMin vs DoSome	(n) iteration	160	-97	63
	(n+1) iteration	155	-105	50
Implied Benefits between (n) and (n+1) iteration				
(n) vs (n+1)	DoMin	25	-21	4
	DoSome	20	-29	-9

With FCF, assignment noise significantly reduced






Benefit: i

Time saving per vehicle (seconds)

Legend: ■ nth iteration, ■ (n+1)th iteration, ■ Do Minimum Noise, ■ Do Something Noise

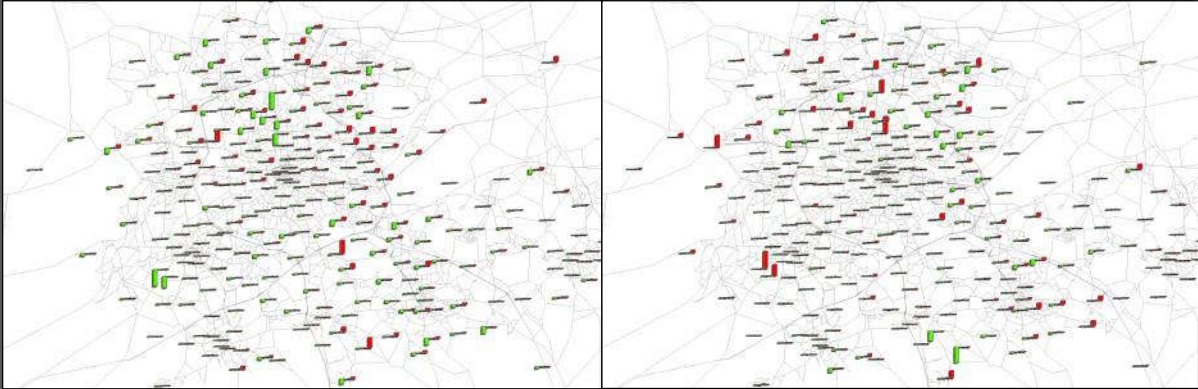

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Weaker Convergence

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Benefits

Noise



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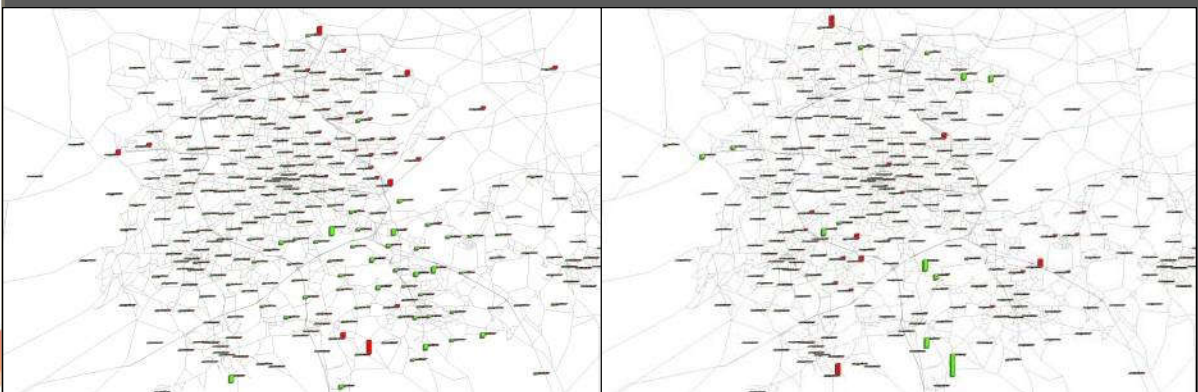
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Tighter Convergence

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Benefits


Noise



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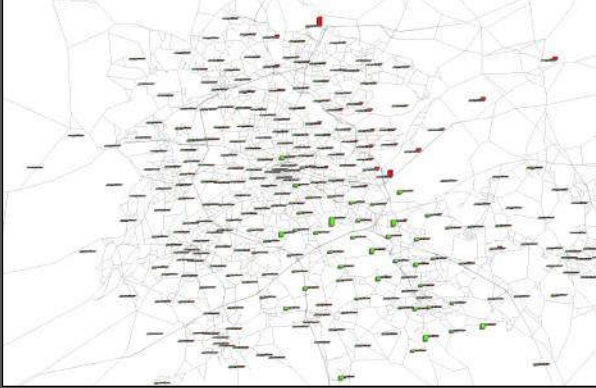
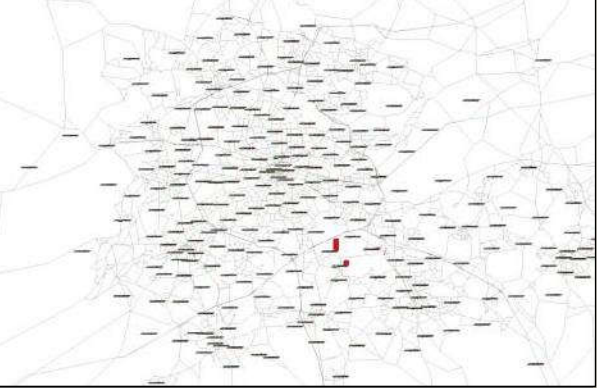
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With FCF




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Benefits
Noise

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How does the Fixed Cost Flow function work?



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- Small modification to the internal junction simulation calculations

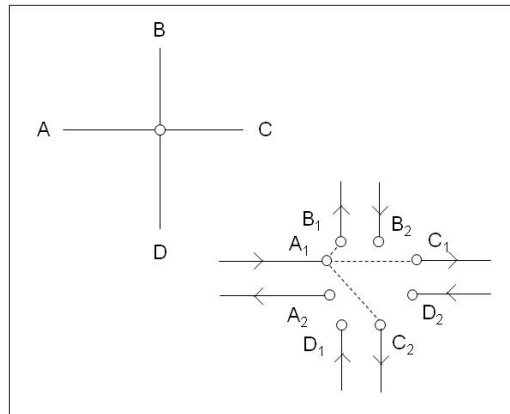
Junction simulation modelling enables delays per turn to take account of:	Std. Node	FCF Node	Buffer Node
Gap acceptance for give-ways & stop lines	✓	✓	✗
Individual turn saturation flows	✓	✓	✗
Lane / turn allocations	✓	✓	✗
Signal timings and offsets	✓	✓	✗
Blocking back between junctions	✓	✓	✗
Downstream flow metering arising from upstream capacity constraints	✓	✓	✗
Platooning effects	✓	✓	✗

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A Simulated Junction (i)

- Representing each individual turn

- Internally, each junction is expanded into a series of one-way links for each turn generating the 'Assignment network'
 - A four-arm junction gives
 - Assignment nodes
 - 4 inbound (X_1)
 - 4 outbound (X_2)
 - Assignment links
 - 12 links (assuming no U-turns)
- (Hence link A-B, turn A-B-C)



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A Simulated Junction (ii)

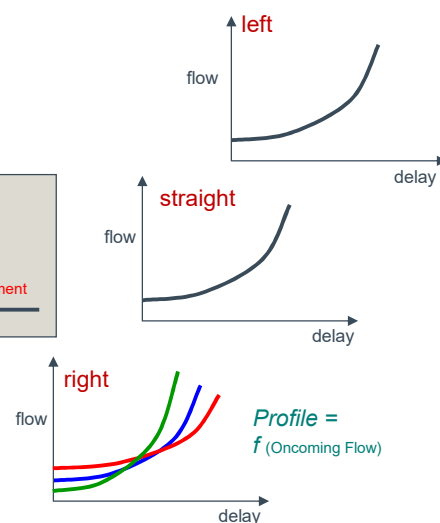
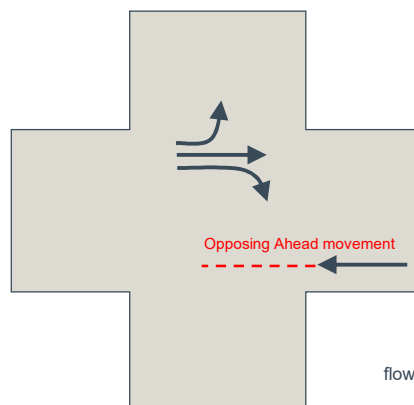
- Flow-Delay Curves

Based on:

- the junction characteristics &
- vehicular interactions

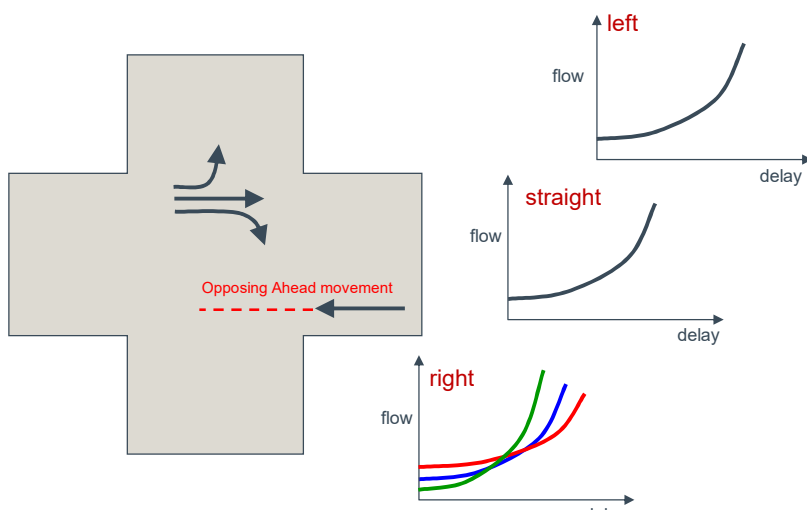
Simulation estimates a bespoke flow-delay curve for each individual assignment turn

- Iterative process



A Simulated Junction (iii) – Fixed Cost Flow Function

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If a node is flagged as FCF-node:

- 'Shape' of the flow-delay curve for each turn is not estimated
- But taken from a previous assignment unchanged
- Hence: a 'Fixed Cost Flow' function

FCF – Advantages / Disadvantages

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Advantages

- Well-established technique
- Retains the benefits of simulation with higher convergence & reduce runtimes
- Significantly reduces convergence noise between DM (say) and DS (say) in peripheral areas
- Same (converged) assignments using simulation and FCF simulation should be similar
- Fully compatible with existing Variable Demand Model – no revisions
- Proven to reduce 'noise' in the economic analysis
- Automated process once set-up

Disadvantages

- Not much from a technical point of view
 - provided the donor (say DM) simulation is considered sound
- Practically, requires an extra DM run with FCF for each scenario

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Variability with the SATURN Assignment

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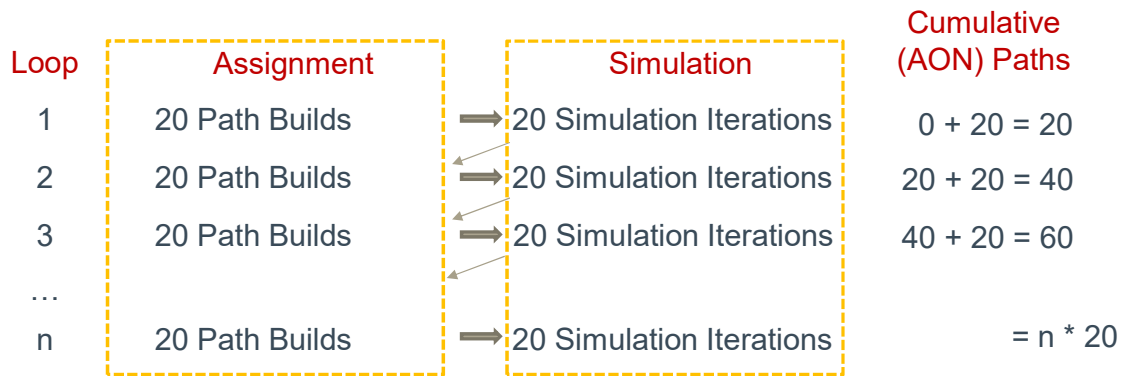
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SATURN Assignment 101 - Quick recap

The diagram illustrates the SATURN Assignment process. It starts with two input boxes: 'Supply Road Network' and 'Demand Trip Matrix'. Arrows from these boxes point to a central 'Assignment' box. From the 'Assignment' box, an arrow points to a 'Traffic Flows' box. A large arrow points from the 'Assignment' box to a larger box labeled 'SATALL'. This 'SATALL' box contains two sub-processes: 'Assignment (Path Building)' at the top and 'Simulation (Junction Modelling)' at the bottom. There are circular arrows around each of these sub-processes. A vertical arrow points from 'Simulation' up to 'Assignment', labeled 'Assigned flows'. A vertical arrow points from 'Assignment' down to 'Simulation', labeled 'Flow / delay relationships'. Large green curved arrows on the left and right sides of the 'SATALL' box indicate a feedback loop between the two sub-processes.

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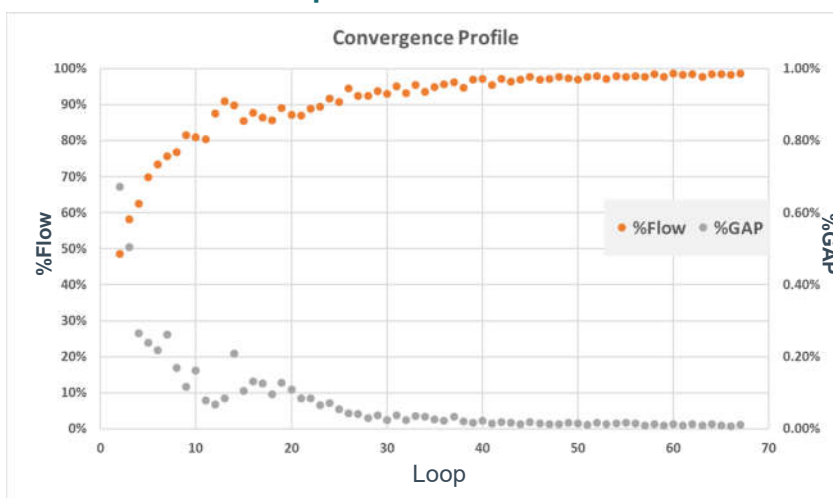
Assignment Process



Iterate until Stability (%Flow) & Proximity (%GAP) targets are satisfied
 - See Table 1 in LPT file

Convergence Profile

- LPT Table 1 plotted



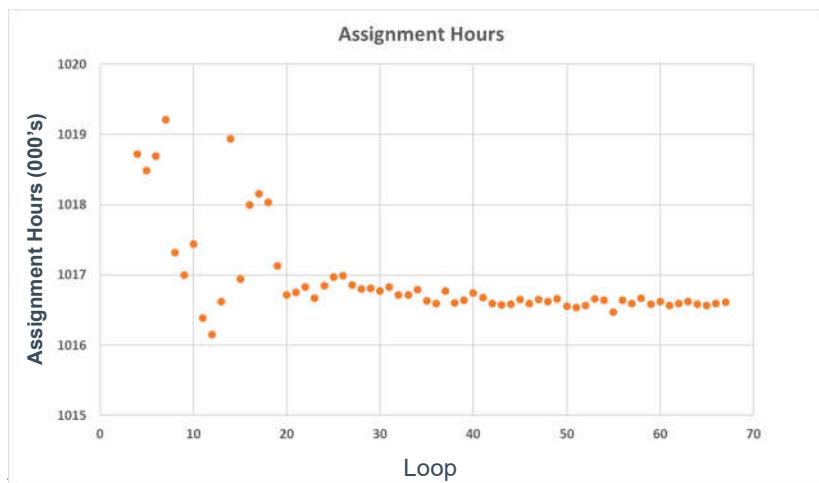
Note:

- Output at end of each loop may be a final converged solution
- NISTOP = 4 but why not 5 instead?
- Each solution will be different
- Variation in each assignment!

Convergence Profile

- LPT Table 2 Assignment Hours

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Note:

- As %GAP reduces, variation between successive loops will reduce
- Perfect convergence = identical
- Scheme Appraisal uses the time skims
- Difference of DM v DS >> DM (n+1) v DM (n)

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Secondary Analysis

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- The Role of **SAVEIT**

- Cost data stored in the UFC file for secondary analysis
- Recreates assignment using either :
 - the original full set of paths used or a SAVEIT approximation
- By default, **UFC109=T** & **NITA_C=256** so
 - full set saved unless cumulative path builds > 256
 - otherwise SAVEIT used - maximum no. of path builds set by **NITA_S**
- **Value of NITA_S is very important**
 - If too small (e.g. 25!) then too few paths used in SAVEIT approximation
 - Likely that very poor Wardrop solution (Approximation %GAP >> Final %GAP)
 - **Use v11.4 default: NITA_S=256**

!!!Don't dump DAT Files from using P1X!!!

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Impact on TUBA Scheme Appraisal

- Illustrative Example

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- Two With & Without Scheme Scenarios, 60 year appraisal

	Ref Case	Run 1	Run 2	Run 3	Run 4	Run 5
NITA_S	256	25	99	256	256	256
NISTOP	4	4	4	5	4	4
RSTOP	98.5%	98.5%	98.5%	98.5%	97.5%	94.5%
AM - %Flow	98.9%	98.9%	98.9%	98.5%	98.0%	96.7%
AM - %GAP (Main)	0.009%	0.009%	0.009%	0.008%	0.010%	0.036%
AM - %GAP (SAVEIT)	0.010%	0.164%	0.016%	0.008%	0.012%	0.036%
PVB (Index)	100	85 !!!	95	95	95	95

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Questions?

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