

基于PLUS模型模拟规划政策或未来变量对土地利用变化的影响及驱动作用



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CONTENT

01 考虑规划政策的方法原理02 加入规划交通的影响03 加入规划开发区的影响

注意:本功能仅集成在PLUS v1.3.5以后的版本,学习该教程前最好先充分了解教程一的内容。本教程的规划数据皆为虚拟的规划数据,请勿当做真实的规划数据使用。



01

考虑规划政策的方法原理

方法及思路



我们在PLUS模型中集成了基于随机森林的规划交通更新机制和规划开发区内的随机种子机制,将交通规划和规划开发区对城市发展的驱动引导作用考虑到城市发展过程当中。<u>填补了已有研究只能考虑</u>规划的约束作用(保护区、禁建区)、无法考虑规划政策的驱动和引导作用的问题。

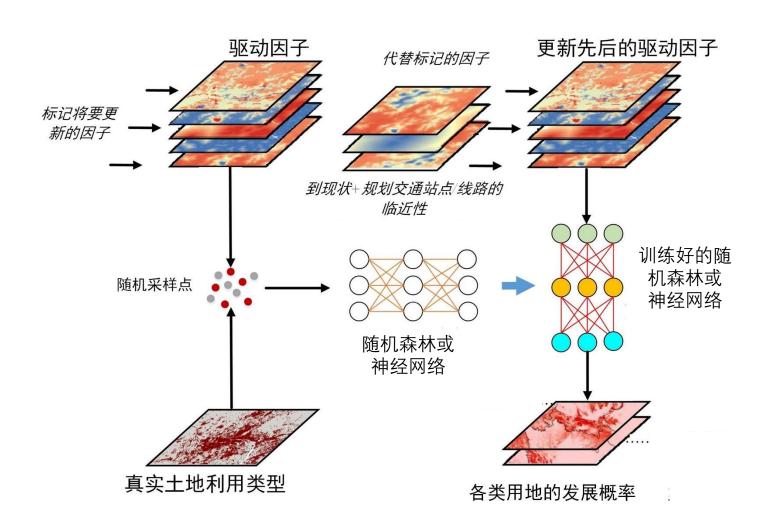
本研究中的规划政策主要指**空间上的规划政策**,而非宏观的调控政策。主要分为两类: 1)规划交通路线、站点; 2)规划开发区。另外,<u>该方法可以理解为考虑未来预测的变量的方法,因而其他模型预测的未来变量也可以用该方法考虑进来</u>,例如:预测的人口、GDP、气温、降水等。

该方法参考论文: Liang, X., Liu, X., Li, D., Zhao, H., Chen, G., 2018, Urban growth simulation by incorporating planning policies into a CA-based future land-use simulation model, International Journal of Geographical Information Science, 32(11): 2294-2316. (ESI高被引论文)

PLUS模型参考论文: Liang X., Guan Q.*, Clarke KC, Liu S., Wang B., Yao Y., 2021. Understanding the drivers of sustainable land expansion using a patch-generating simulation (PLUS) model: A case study in Wuhan, China, Computers, Environment and Urban Systems, 85:101569

基于机器学习模拟规划交通的驱动作用





方法流程

- 首先,对土地利用数据和历史驱动力数据采样,并用采样数据来训练人工神经网络。
- 我们在此步骤中标记将要更新的交通驱动因素(有相应规划方案的交通驱动数据,比如:规划高铁站,规划地铁站等;或者有历史、和未来数据的变量,如历史的和预测的气温、降水等)。
- 训练好网络分类器后,在网络预测过程中, 被标记的交通驱动因素将会被对应的规划交 通结合已有交通数据更新。
- 最后,该模型在规划驱动因素的影响下输出 城市发展的概率。

模拟规划开发区的驱动作用



方法流程

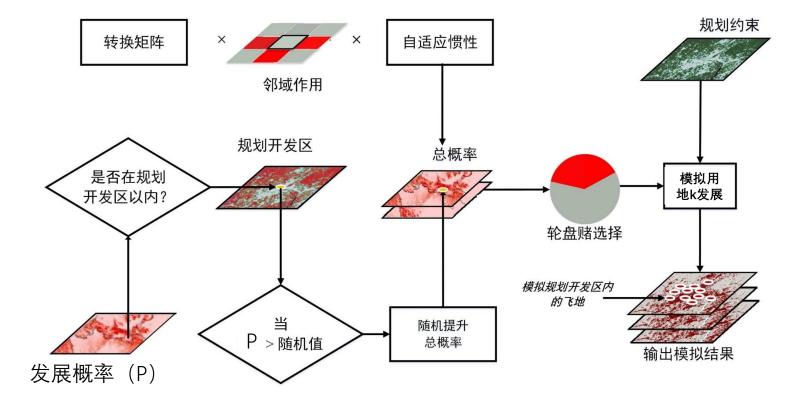
- 在PLUS模型的模拟过程中进行,首先扫描 位于规划开发区域中的非城市单元。
- 如果某类用地(城市或其他用地皆可)的发展概率(P)大于一个范围为[0,1]的随机值,则在元胞中种植随机种子。种植的种子将以以下规则随机调整城市发展的总概率。

$$TP_k = \begin{cases} (r + TP_k) \times w & if \ r + TP_k \le 1\\ 1 \times w & if \ r + TP_k > 1 \end{cases}$$

 TP_{k} - 为规划开发区作用于用地类型k的总概率

r - 0到1之间的随机值

w-开发区政策强度权重,数值越大代表政策的作用越强



High-performance Spatial Computational Intelligence Lab @ CUG



02

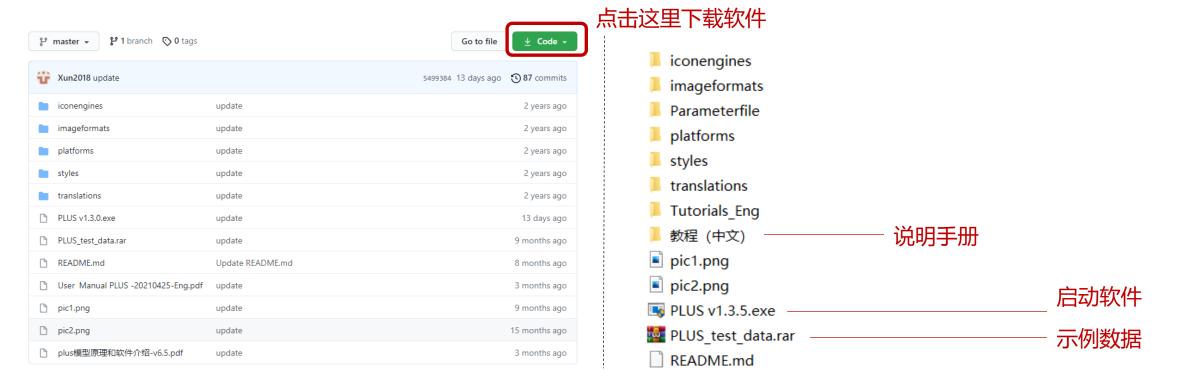
加入规划交通的影响



下载最新版本的PLUS v1.3.5



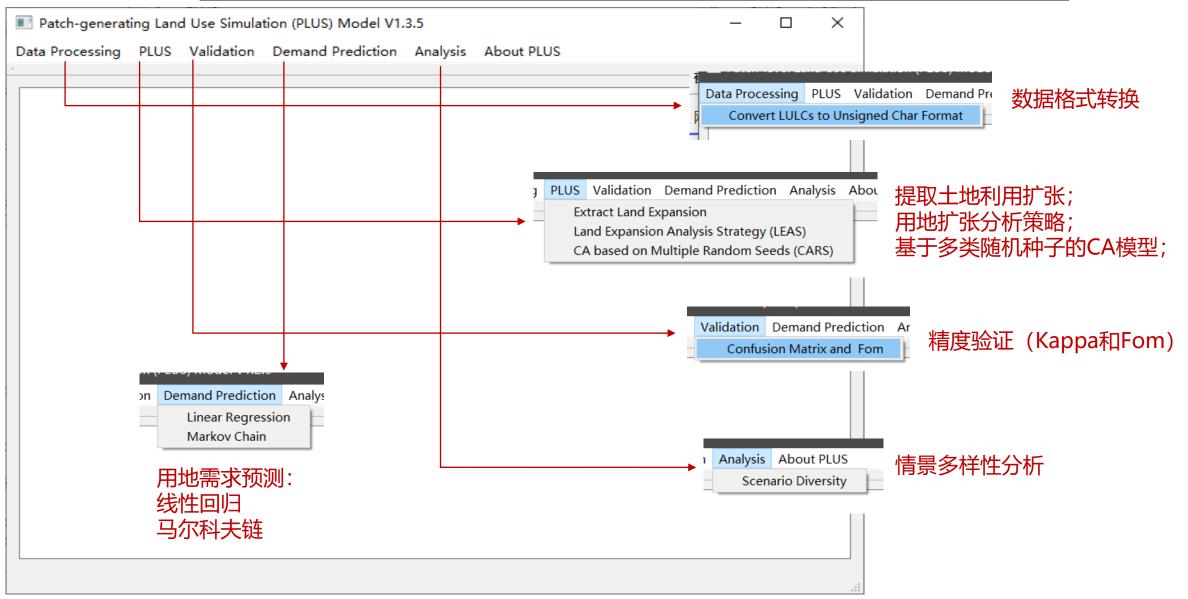
下载链接: https://github.com/HPSCIL/Patch-generating_Land_Use_Simulation_Model



PLUS模型软件可以独立运行在Windows Vista/7/8/X64位环境,没有任何依赖和安装过程

PLUS主界面







基于LEAS加入规划交通的影响



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输入和输出

- ✓ 选择提取好的土地利用扩张数据(见 教程一);
- ✓ 选中存放所有驱动因素的文件夹;
- ✓ 可选项,加载对应的未来变量(规划 驱动数据)
- ✓ 生成每类用地发展概率,填写文件保存路径。

参数设置

(具体请见教程一,这里不再赘述:



加入规划交通数据



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"Dis_to_TertiaryDummyPlanning.tif",
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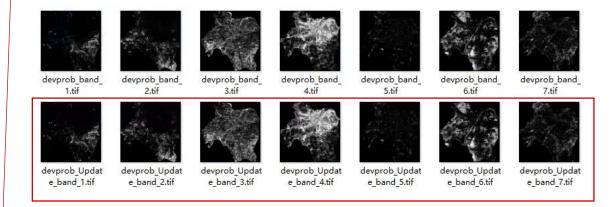


输出规划交通影响下的发展概率



■ LEAS		×
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PLUS/PLUS_test_data/result/ devprob_Update_band_7. tif-band7 total time for one block: 229.141 s	Start	

✓ 点击 "Start" 开始运行,并等待结果输出



✓ 生成两组文件:

devprob_Update_band1-7.tif为未来规划影响下的土地利用变化概率。

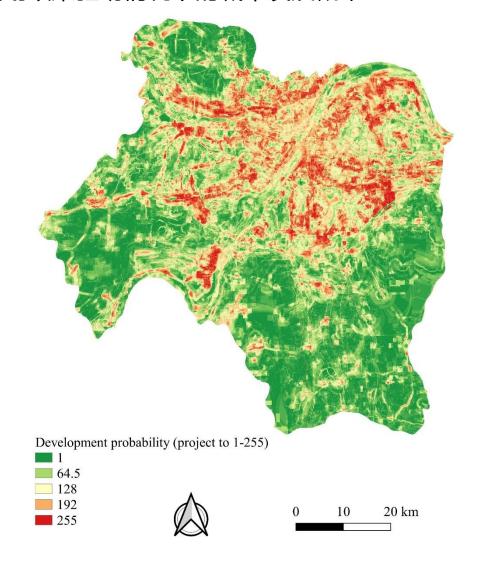
devprob_band1-7.tif为没有未来规划影响下的土地利用变化概率,可用于与前者有规划数据的情况进行对比,不用作为下一步的输入。



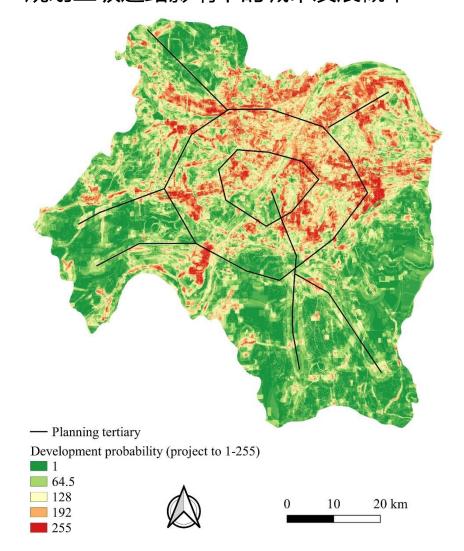
规划三级道路对城市发展概率的影响



无规划政策驱动情况下的城市发展概率



规划三级道路影响下的城市发展概率





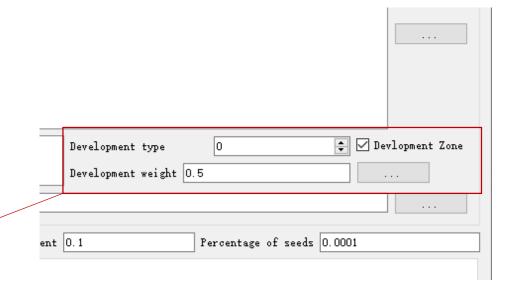
03

加入规划开发区的影响

基于CARS加入规划开发区的影响



■ CARS	AEL DU-					- X
CARS	邻域作员				多线科	
	Neighborhood Size 3					Thread 1
	Land use pattern					
	Development potential					
	Conversion constraints					lopment Zone
	Output Path		结果保存路径			
	Patch generation threshol	d 0.5 Expansion coef	ficient 0.1	Percentage of s	eeds 0.0001	
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	Color Dynami	o Display		Parameter	Stop	Run



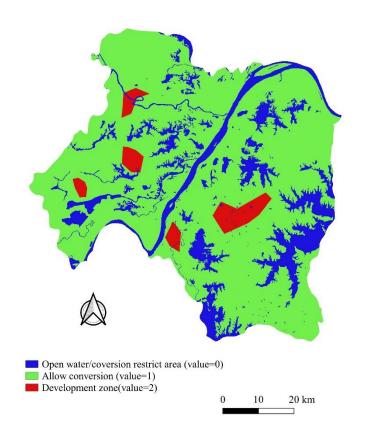
- ✓ 点击 "Development Zone" 激活 "Develoment type"和"Development weight"参数。
- ✓ 前者用于定义开发区作用的类型,如城市开发区,或生态用地建设区;后者定义开发区 政策的实施强度,取值范围为0-1,数值越高,政策的效果越强



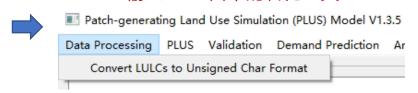
制作规划开发区数据

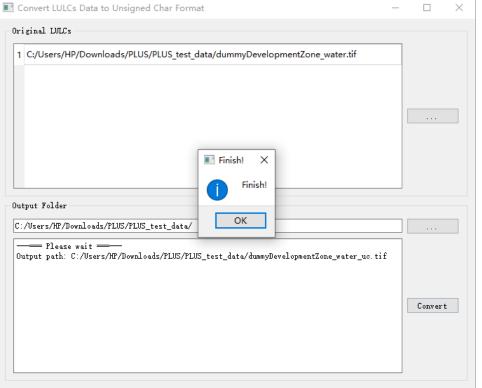


在GIS软件中,制作"转化限制区域和开发区"数据,限制区(蓝色)的数值为0,开发区(红色)的数值为2,其他区域的数值为1(青色)

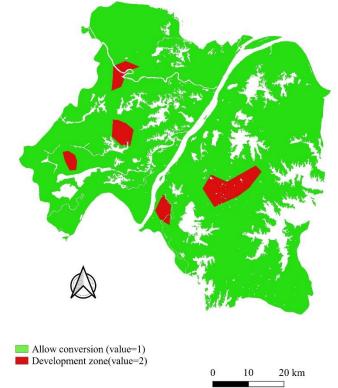


输入PLUS自带的转化工具





转化为PLUS要求的unsigned char格式的 图像。此时数值0会被转为为nodata而不显 示。





基于CARS加入规划开发区的影响



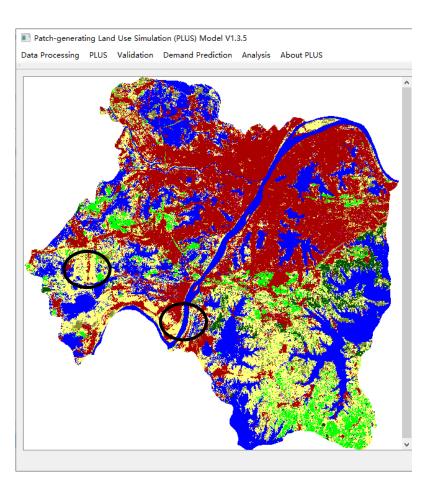
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	5 C:/Users/HP/Downloads/PLUS/PLUS_test_data/result/devprob_Update_band_5.tif							
	6 C:/Users/HP/Downloads/PLUS/PLUS_test_data/result/devprob_Update_band_6.tif							作用于类别4(城市),设为0时,升
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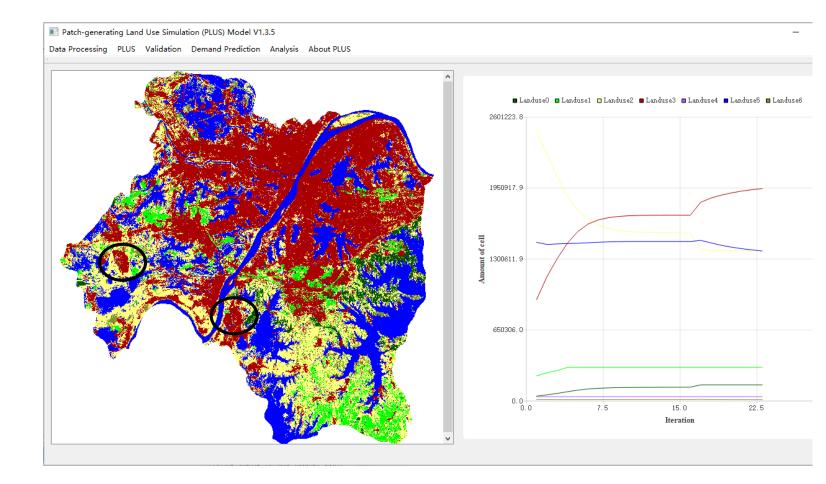


模拟规划开发区对城市发展的驱动作用



左图为不勾选Development zone, 无规划开发区影响下的模拟结果; 右图为勾选Development zone, 设置用地4 (建设用地) 受到规划开发区影响下的的模拟结果。可见在规划开发区影响下,模型模拟出了新的开发区地块。









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谢谢!

