

# 1. London's underground resilience

## 1.1. Measures

The 3 **centrality** measures would be introduced in the report are:

- **degree centrality**  
According to Freeman in 1979, within a network, a point with a high degree, would be considered as "in the thick of things" which should be part of the mainstream of information flow. In short, it is the number of edges that link to the point.
- **betweenness centrality**  
Another measure about nodes is defined as betweenness, which calculates the sum of the number of the shortest paths that pass through the vertex. With a low value, it would be less possible to express the network which is lack of centrality.
- **closeness centrality**  
Freeman also defined the closeness centrality of a node, which is a sum of all shortest path between it and other nodes. If it is low for a point, it indicates it should rely on other points to deliver information which illustrates a weak centrality.

The 2 **evaluation** measure of centrality are:

- **giant component size of network**  
It calculates the sum of rest nodes in the network after the elimination of the node.
- **normalized diameter of the network**  
It equals to the maximum of the calculated shortest path in a network after the removal of the vertex.

The **criterion of elimination** is to start with the node that has the highest value of centrality. Notice the highest "node" could be different for 3 different centrality measurements. After each removal, calculate the size and diameter of the network. In addition, there are 2 distinct **strategies** to follow. For sequential strategy, after calculating the size and diameter of removing last point, the calculation of the 3 centrality measures should be computed once again to get the next point that need be deleted. And this step of computation should be running at each step. But for non-sequential strategy, it is enough to just follow the list of first calculation of centrality to delete nodes and get the corresponding sizes and diameters.

To consider **applicability** of these 2 evaluations, it is able to measure the resilience of not only London underground but also other network. The logic behind this is to firstly

"attack" the network by selecting some most important nodes in the network and eliminating them, then evaluate how many information the updated network would still contain. In other words, without considering flow, just for network, it wants to know how the left network would react after losing "essential" points.

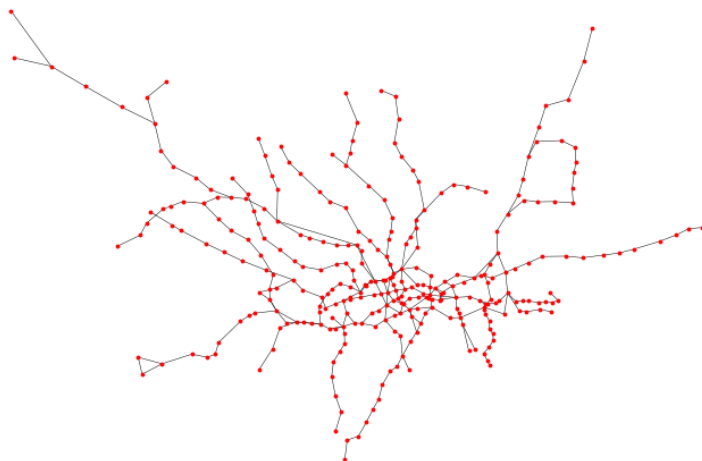
While thinking about the **selection** of measures, notice with more nodes being deleted, unconnected part appears, and the network would get smaller and smaller until finally cannot be considered as a network which means value 0 of size would decrease to 0. And for diameter, as the network gradually disintegrates, the number of nodes would decrease accompanied by the decreasing number of edges, the diameter which is the longest shortest path should be larger.

That is to say, though there are different types of network, with removing "important" nodes, size would always drop, and diameter would always rise. It should be noted that there may be fluctuations in growth or decline, and also the degree of growth and decline may vary depending on the type of network. Therefore, these should be carefully discussed in analysis. In general, if a network has a good performance in resilience, it should have relatively small changes in size and diameter after removing nodes, vice versa.

## 1.2. Analysis

Below is the sketch of the network graph of London Tube. Red points are stations and grey edges are the link between them. As in network, direction is not important, there is no arrow in this part.

*Figure 1*



In this analysis, to ensure enough iteration of measurements, every centrality method would all move 15 vertexes. For better visualisation of comparison, show the 2 different strategies side by side, while left is for non-sequential and right for sequential. Firstly, use

network graph to show the change in map. Then, use line graph to compare stations with corresponding sizes and diameters.

Figure 2 Degree Map

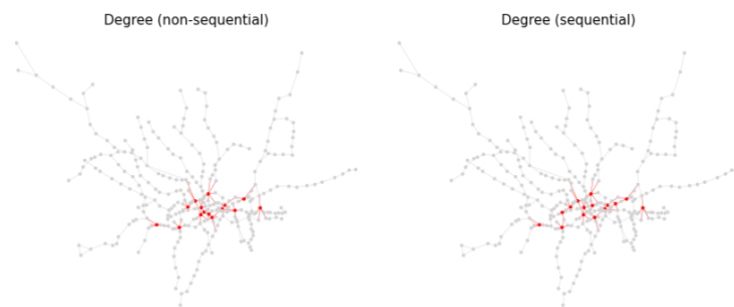
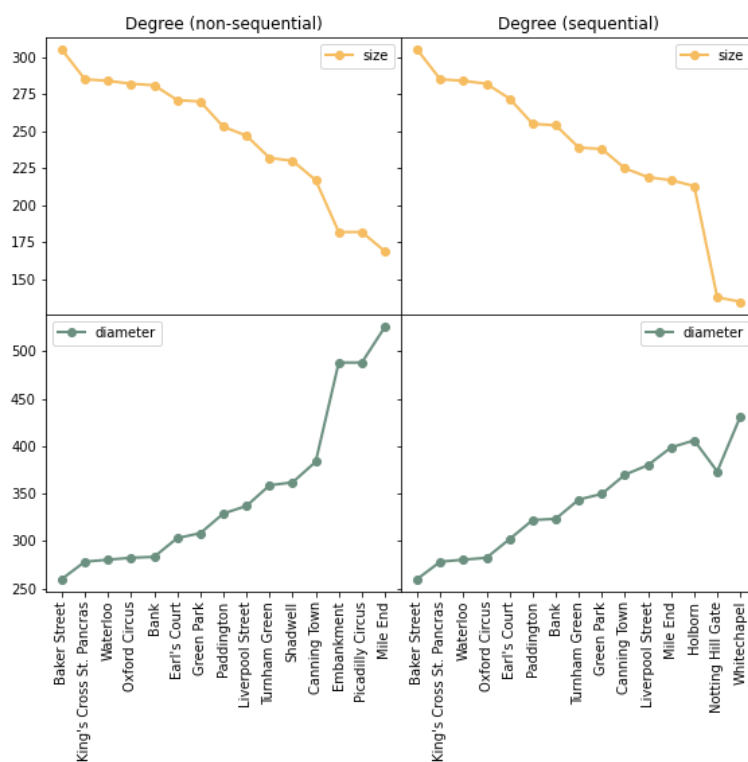


Figure 3 Degree Line Graph



In Figure 2, there is no obvious difference by comparing them in map. The deleted points are both relatively concentrated in the city centre and its below.

While checking the station list, the first 4 stations are exactly the same, which are **Baker Street, King's Cross St. Pancras, Waterloo and Oxford Circus**. Besides, there is no particular difference in the degree of decline in size and uplift in diameter. For non-sequential, degree goes down from 306 to 169, while diameter goes up from 260.11 to 525.87. For sequential, degree decreases from 306 to 135, while diameter increases from 260.11 to 431.35. In terms of size, it seems that sequential is better. But in diameter, non-sequential is better. The result is expected as London Tube is a scale-free network with limited nodes having high degrees. That is to say, sequential or non-sequential has little

impact on degree calculation. Thus, it is inclusive to tell which is better to evaluate this centrality measure. And degree is possibly not suitable for measure resilience of London Tube.

Figure 4 Betweenness Map

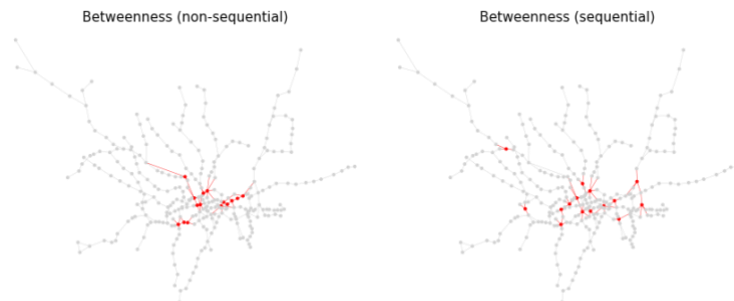
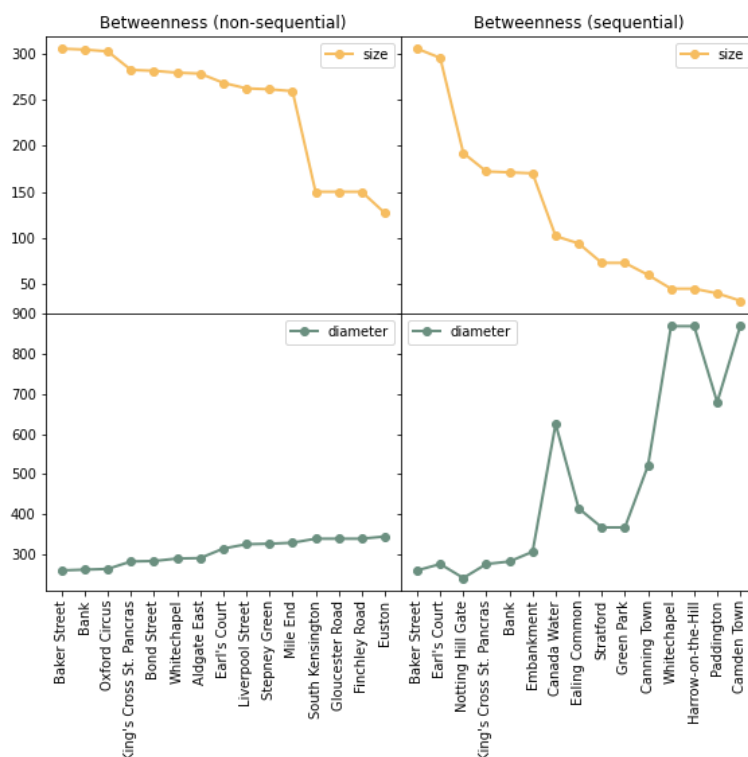


Figure 5 Betweenness Line Graph



In figure 4, it is clear that for non-sequential, the selected points are clustered in the central of the city and very close to each other, while for sequential, the location of the deleted points is far more dispersed. The station list in left and right are significantly different. Even without checking the detailed figures, it is known that **sequential has the better performance**.

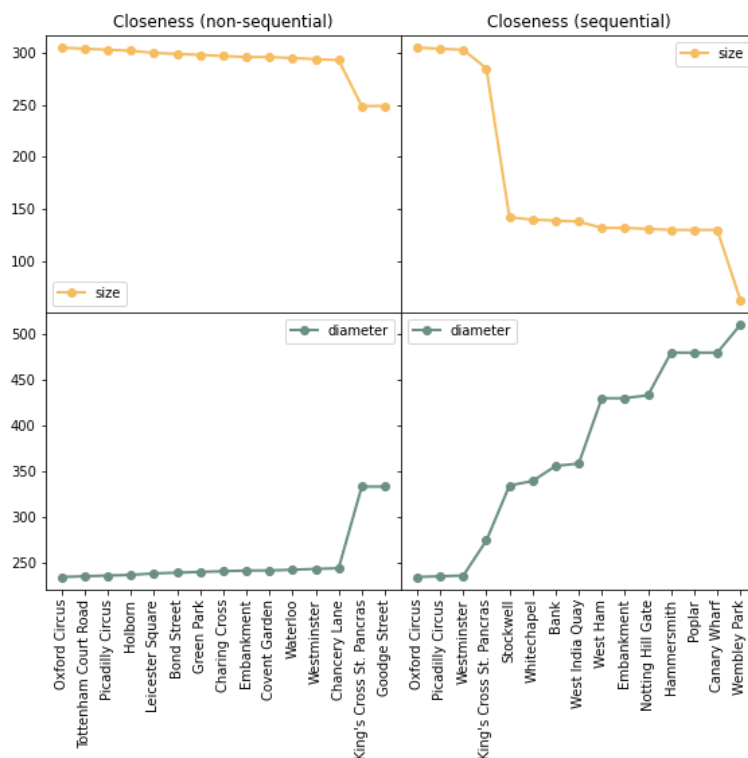
One interesting finding is in the upper left size plot, there is distinct decrease after removing **South Kensington**. It is reasonable as it is the intersection station of 3 metro lines, District, Circle and Piccadilly. And for the upper right size plot, the serious dropping points occur at removing **Notting Hill Gate and Canada Water**. Notting Hill Gate is not only the changing station of 3 lines, District, Circle and Central but also the

boundary of Zone 1 and 2. Canada Water is the crossing station of Overground and Jubilee and is topped at the list of the most crowded stations. In addition, it is the closest changing station of Canary Wharf. The left diameter line is less informative. But the right one is more interesting. After deleting the stations **Ealing Common**, **Stratford** and **Paddington**, the curve that should have gone up, but instead drop. Recall the definition of diameter is the longest shortest path, which is in other words, the shortest path between the 2 most distant nodes. There is a strong possibility that this is because the 2 most distant nodes are different before and after elimination. The removal of these points disconnects the network where the previous longest shortest path is located. And new network with smaller size would doubtlessly has shorter diameter than the larger one. In brief, elimination of points results in disconnection of network and newly produced network affects the diameter. From this perspective, **diameter is more sensitive to the changes of network than size within sequential strategy.**

Figure 6 Closeness Map



Figure 7 Closeness Line Graph



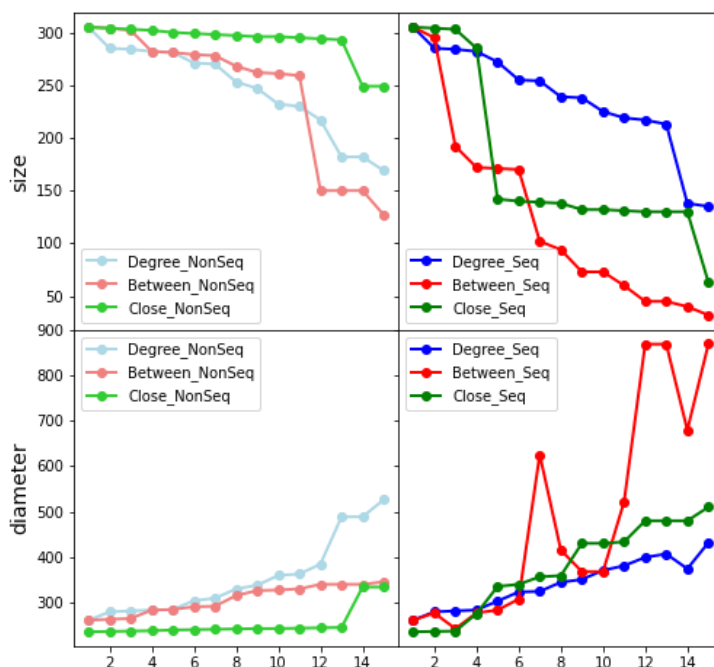
In figure 6, it is similar as betweenness. The results of non-sequential tend to concentrate in the city centre and the one of sequential is more spread out.

For the upper left graph of size, it has the largest size among the three centrality measures after nodes removal, which is 249. Though its diameter result is not as bad as size, this strategy is inefficient. After carefully looking into the nodes, they are all located around SOHO area, which is not a surprise. Because non-sequential method doesn't require recalculation of closeness centrality. Then it would always ignore the influence of disconnection of network. For the right diagrams, the huge drop of size happens after removing the station **King's Cross St. Pancras**, following the distinct growth of diameter. It is expected as it is calculated as the busiest London tube station for several years.

### 1.3. Discussion.

Before drawing conclusions, it is necessary to add all methods together and make comparisons. At this stage, the exact station list is not the same important as before. So, label them as number in x axes to visualise the methods.

Figure 8



Among these 12 methods, the **most relevant** method of analysing London underground is using sequential strategy on betweenness centrality. It is shows as the red curves on the right-hand side diagrams. One major reason is it is the most sensitive one to the disconnection of network. Notice non-sequential totally ignores the disconnection. While dropping station points, it has the largest fluctuations in diameter curve. However,

its **limitation** is also obvious. It only measures the distance among stations without caring about the flow of passengers. Notice the current framework of underground was constructed many years ago. But society is developing day by day, so does people's demand of taking tubes.

Being appropriate for discussing London underground is not equal to the same suitability for other networks. The relevance highly depends on the type and property of each network. Betweenness is widely used to find the "bridge" from one part of network to another.

In addition, closeness is the method that care "too much" about distance which doesn't perform well in this case, though sequential performs a bit better than non-sequential. Resilience is not just about distance. For both sequential and non-sequential, degree centrality hardly works for this case, because distance is not the thing it cares.

At the end, there is a general limitation of the node's removal approach. After dropping more and more points, the structure of network would be affected more and more. One concern is there might exist some important nodes in the disconnected area which would no longer be considered.

## 2. Networks with flows and Spatial Interaction models

### 2.1. Network and Flow

Figure 9

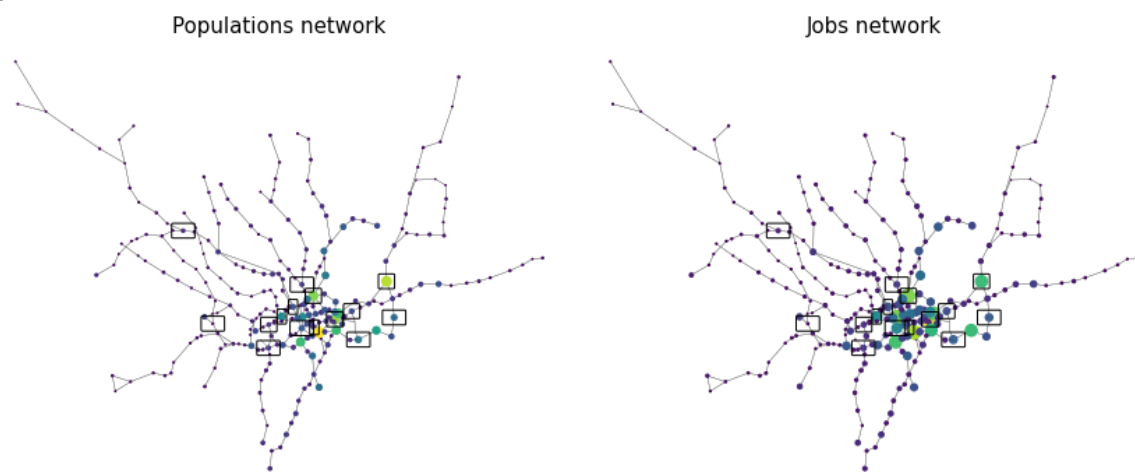


Figure 10

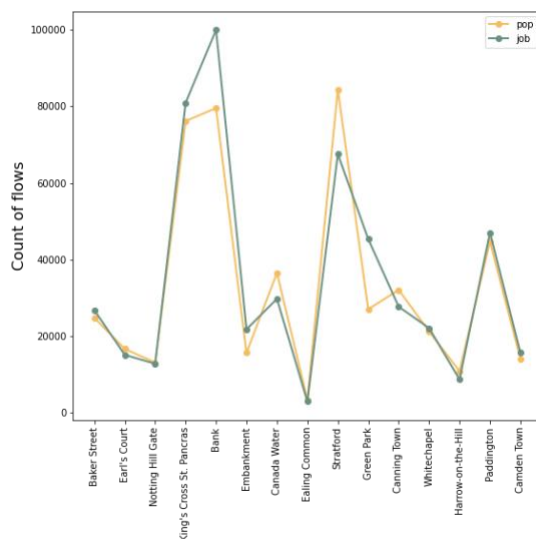


Table 1

rank	station	between	size	diameter
1	Baker Street	2.27	305	260.11
2	Earl's Court	2.24	295	275.94
3	Notting Hill Gate	2.22	192	241.16
4	King's Cross St. Pancras	2.18	172	276.03
5	Bank	2.15	171	282.30
6	Embankment	2.13	170	306.58
7	Canada Water	2.11	102	625.16
8	Ealing Common	2.09	94	414.74
9	Stratford	2.07	73	367.27
10	Green Park	2.04	73	367.27
11	Canning Town	2.01	60	521.33
12	Whitechapel	1.99	45	869.35
13	Harrow-on-the-Hill	1.98	45	869.35
14	Paddington	1.95	40	679.66
15	Camden Town	1.93	32	869.93

The centrality selected from part 1 is the sequential betweenness method. The detailed table is shown on the right-hand side in table 1. As the flow from original station to destination means the number of population and jobs respectively, they should be plotted



one by one. In figure 9, the removed 15 nodes are squared. The diagram in figure 10 are the number of flows corresponding to each station. It is obvious that there are 4 stations, **King's Cross St. Pancras, Bank, Stratford and Paddington** which have large number of flows in both populations and jobs. Thus, their removal would bring inevitable influence on the network even without recomputing the measures.

Same as part 1, it would still follow the order from degree, betweenness to closeness to present the results and discussion. For better view, the recomputing stuff are all located on the L.H.S while the previous plots on the R.H.S. Notice the station matrix in part 1 is 306 x 306, while in this part is 265 x 265. So, the y-axis in the line graph should not be aligned.

Figure 11

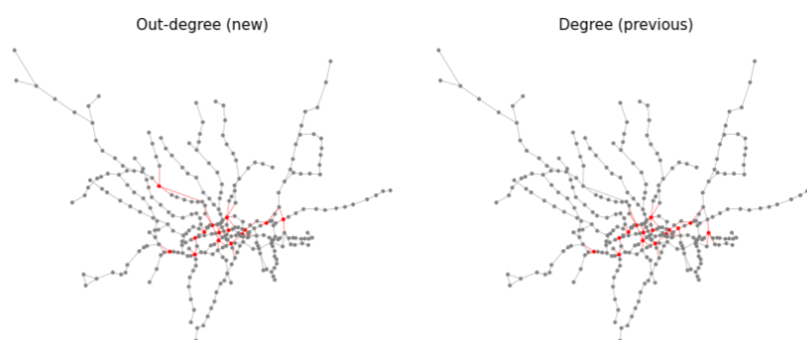
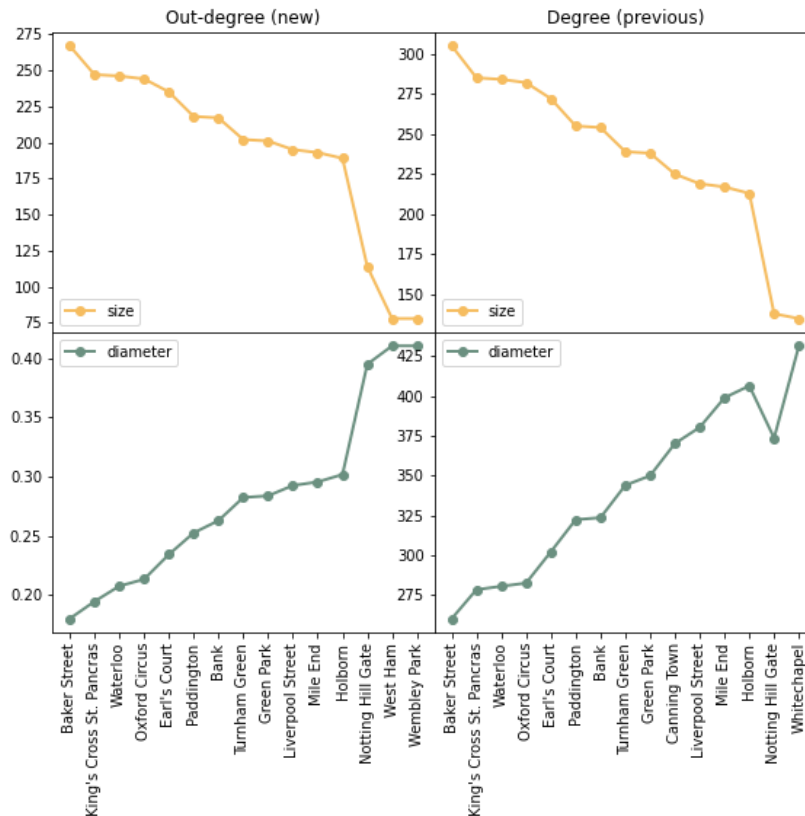


Figure 12



In figure 11, the distribution of selected nodes on the upper left are more dispersive. While checking this carefully in figure 12, it is found that the first 9 selected stations, from Baker street to Green Park, are the same. The difference is slight. Also, the 4 stations mentioned above, 3 of them (without Stratford) are considered as important.

Figure 13

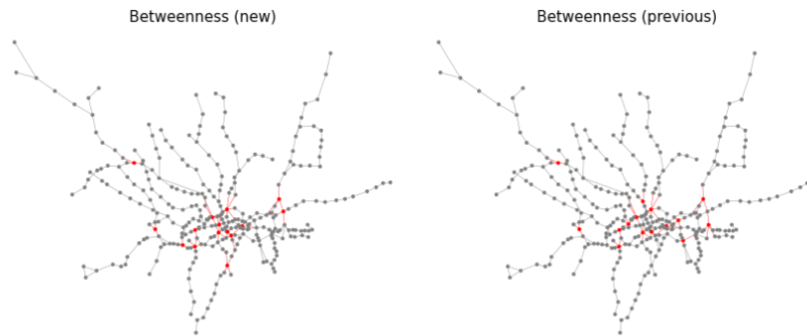
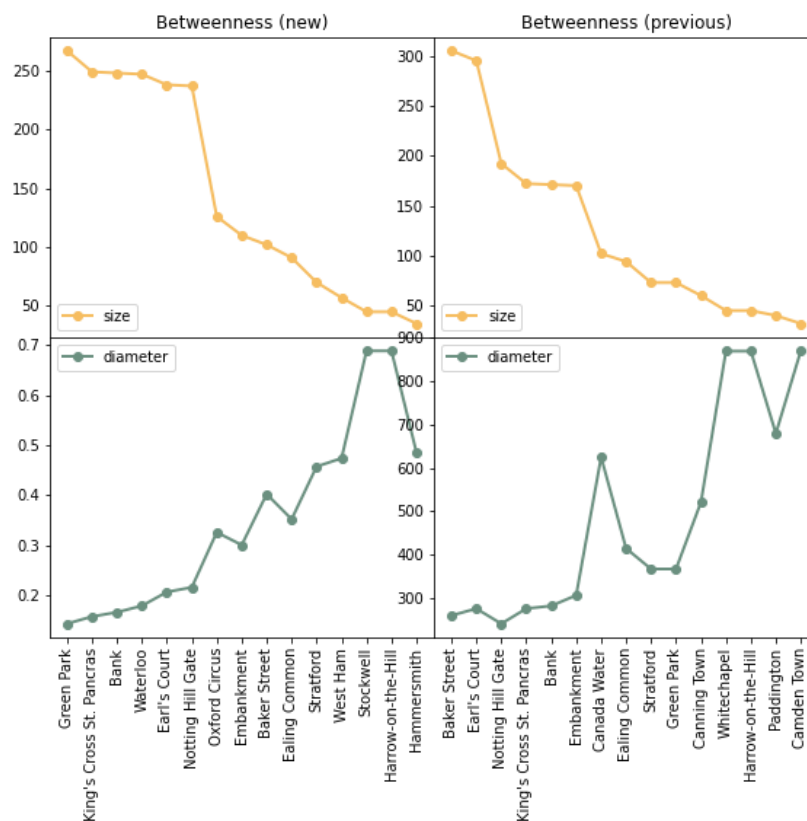


Figure 14



In figure 13, both distribution look fine. While checking details in figure 14, it is found that the order of "important" station list changes a lot. Different from the previous one, the new measure ranks **Green Park** at first. It is reasonable for a station with 3 lines passing through. Considering the 4 stations with huge inflows and outflows in calculation, **King's Cross** and **Bank** are ranked higher than before.

Figure 15

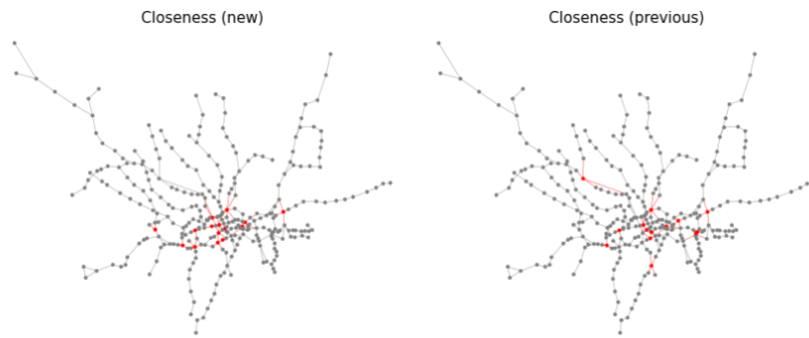
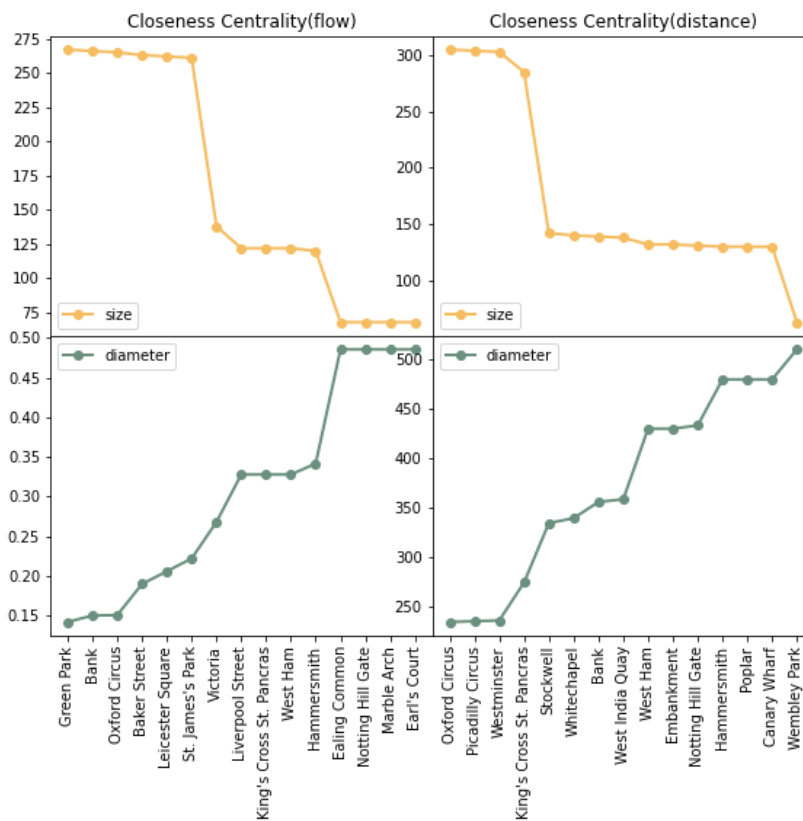


Figure 16



In figure 15, the new distribution is more clustered than previous one. The reason should link to the new factor, weight, which is calculated by flows. As mentioned before, closeness measure is the one "care a lot" about distance.

In line diagrams, there are 2 similarities like betweenness. The first one is station list still changes seriously. Then the other is **Green Park** still has the highest ranking of importance. In contrast, **Bank** has higher ranking but **King's Cross** drops.

For the issue about vulnerability, degree is the most unresponsive and betweenness is the most sensitive. Besides, it is learnt that while considering how to take flow into account, more discussion about weight should be drawn attention to.

## 2.2. Spatial Interaction Models

The Unconstrained Model (UM):

$$T_{ij} = k O_i^\alpha D_j^\gamma d_{ij}^{-\beta},$$

with respect to  $T = \sum_i \sum_j T_{ij}$

The Origin-Constrained Model (OM):

$$T_{ij} = A_i O_i D_j^\gamma d_{ij}^{-\beta},$$

with respect to  $O_i = \sum_j T_{ij}$

The Destination-Constrained Model (DM):

$$T_{ij} = D_j B_j O_i^\alpha d_{ij}^{-\beta},$$

with respect to  $D_j = \sum_i T_{ij}$

The Doubly Constrained Model (DCM):

$$T_{ij} = A_i B_j O_i D_j d_{ij}^{-\beta},$$

with respect to  $O_i = \sum_j T_{ij}$  and  $D_j = \sum_i T_{ij}$

- $T_{ij}$  is the transition or flow matrix from origin  $i$  to destination  $j$ .
- $O$  is the origin attributes which relate to the emissiveness of all origins.
- $D$  is the destination of attributes relating to the attractiveness of all destinations in the dataset.
- $d$  is a matrix of costs relating to the flows between  $i$  and  $j$ .
- $k$  is a constant of proportionality. Given that all flows estimated by the model will sum to any observed flow data used to calibrate it.
- $A_i$  is the balancing factor relating to each origin, and the flow estimates from each origin sum to the known totals.
- $B_j$  is the balancing factor relating to each destination, and the flow estimates to each destination sum to the known totals.

While handling the models in analysis, it should take logs of the right-hand side of equations and assume that they are logarithmically linked to the Poisson distributed mean  $\lambda_{ij}$  of the  $T_{ij}$  variable. Then the formulas are written as:

$$\text{UM: } \lambda_{ij} = K + \alpha \ln O_i + \gamma \ln D_j - \beta \ln d_{ij}$$

$$\text{OM: } \lambda_{ij} = \exp(\alpha_i + \gamma \ln D_j - \beta \ln d_{ij})$$

$$\text{DM: } \lambda_{ij} = \exp(\alpha \ln O_i + \gamma_i - \beta \ln d_{ij})$$

$$\text{DCM: } \lambda_{ij} = \exp(\alpha_i + \gamma_i - \beta \ln d_{ij})$$

- $\alpha$  is the parameter of how potential the origin would generate movements.
- $\gamma$  is the parameter of how potential the destination would attract movements.
- $\beta$  is the parameter of transport friction related to the efficiency of the system between origin and destination.

In the example of analysis, flows from original station to destination are defined as population and jobs. With this, they should both be taken into consideration as the transportation should be treated as two-way rather than one-way. A station could be workplace and home simultaneously. Thus, the calculation of both would always rely on each other, the **Doubly Constrained Model** should be the option.

Furthermore, in order to make calibration and tweak the model, there are two methods used widely, one is distance decay and the other is adding variables. In this case, distance decay is better. And for distance decay, it is popular to use **inverse power law** and **negative exponential** and compare them. The strategy of comparison is to measure **R square (R2)** and **root mean square error (RMSE)**. From their definition, the model with higher R2 and lower RMSE is better than others.

Table 2

Model	Beta	R2	RMSE
Inverse Power	-0.598281	0.3960	202.0070
Negative Exp	-0.000097	0.4455	194.4510

From the table above, it is clear that the performance of **Negative Exponential** is better than Inverse Power Law. Thus, take it as the distance decay function. While thinking carefully about this coefficient Beta, it suggests that the distance is less important in this case.

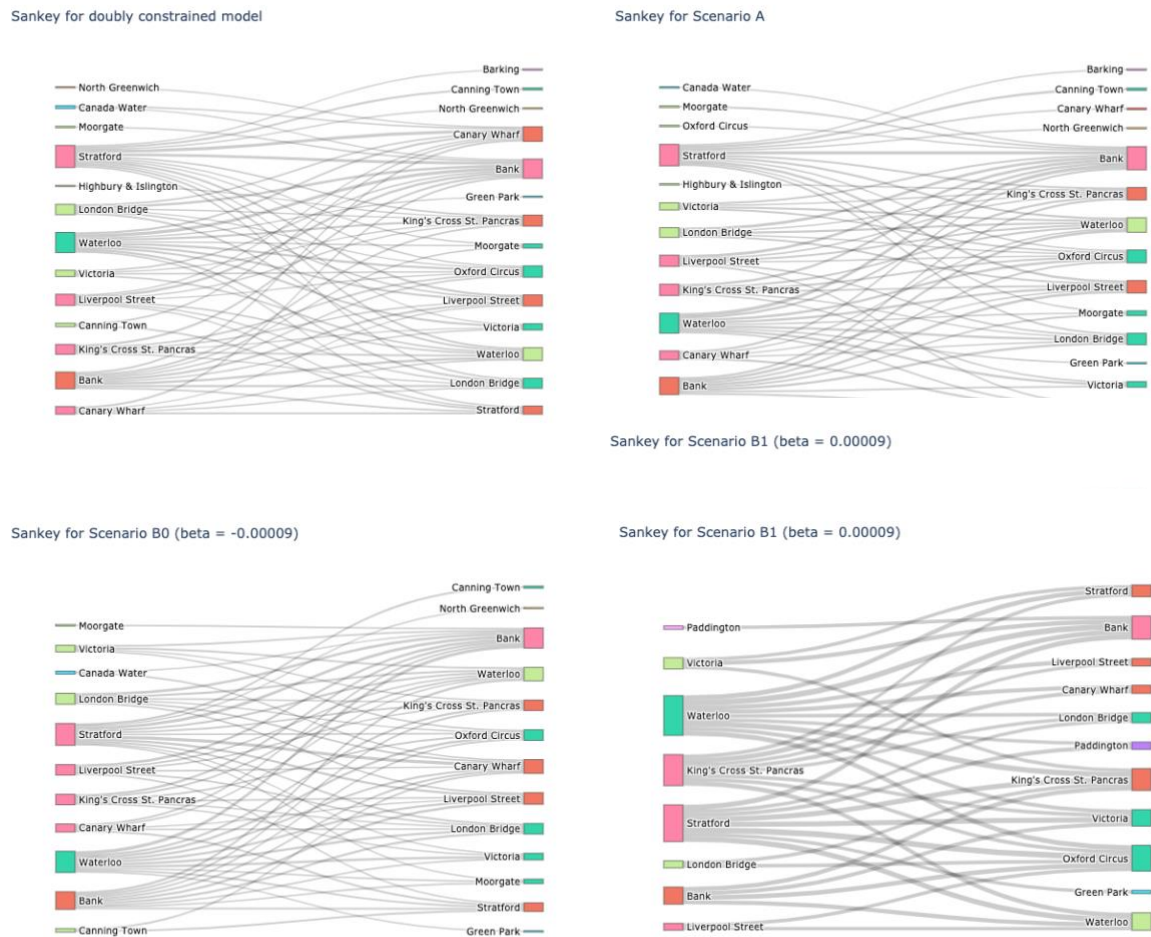
## 2.3. Scenarios A and B0, B1

In case A, the number of jobs in Canary Wharf goes down by half, the number of outflows in this station would also decrease by half. Following the conclusion in last section, it should still use the negative exponential model after processing data.

In case B, the cost of transportation rises sharply. It means the distance of commute will have to decrease if people want to pay the same as before. To adjust the model is to adjust beta in this case. From its definition, when  $\beta$  increases, people would prefer short distances travel rather than long distances. In last section,  $\beta = -0.000097$ . So, it deserves to try one negative and one positive value. Say new  $\beta = -0.00009$  or  $\beta = 0.00009$ .

For compare flows, heatmap and Sankey diagram are both really efficient. However, within the dataset, there are 265 stations in total. It would be really messy to use heatmap. For Sankey, it has to filter out those flows that is smaller than 1500. In these diagrams, the station on the left-hand side is the origin, while the right is the destination.

Figure 17



In figure 17, the difference between the upper left and upper right is not huge. The finding is after manually adjusting the flow to Canary Wharf, Oxford Circus substitutes Moorgate on the left-hand side and Stratford disappears on the right. Decreasing jobs in Canary Wharf has less impact on the distribution of flows.

Between the upper left and lower left, the majority of the station list on both sides are the same. But it is obvious that the distribution of the number of flows are different. The lower one is more even. The lower right one is the most different one, especially the tube stations on the right-hand side, which are the origins. That is to say, people are indeed estimated to decrease their commute distance. They tend to travel shorter than before. If possible, it deserves to explore deeper about the influence of the signal of beta as it is the only difference between B0 and B1.

## 3. Appendix

Note 1:

In part 2, checking Slack, I had to rewrite my coding and writing due to the “create\_using” in calculating “g\_flows”. After comparing “MultiDiGraph” and “DiGraph”, the latter one is better.

Note 2:

Still in part 2, due to missing flows in “ODtube2017.csv”. Distance should be calculated separately. However, I didn’t use Signe’s dataset, I did it on my own.

Here is my Github Link.

<https://github.com/amberyli/US-cw>

My codes are hosted there, as well as other things related to this assessment.