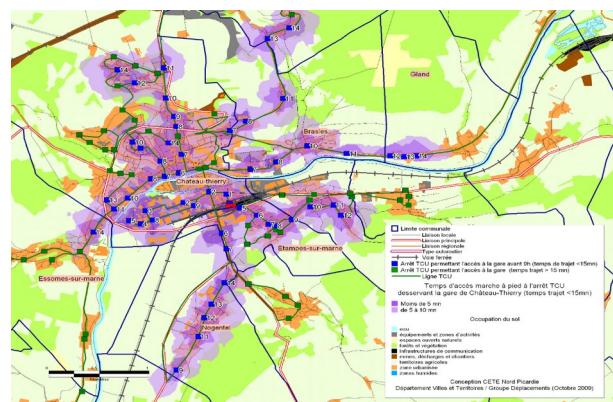
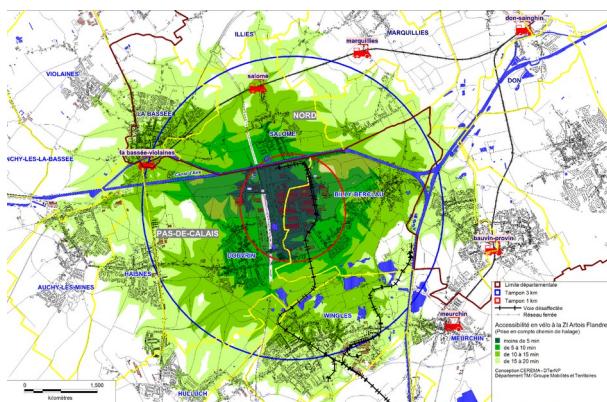
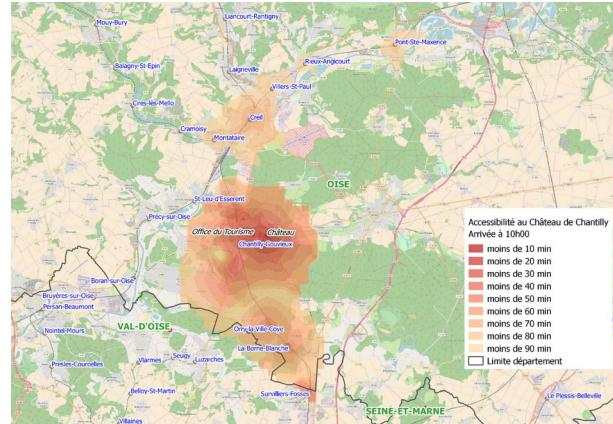
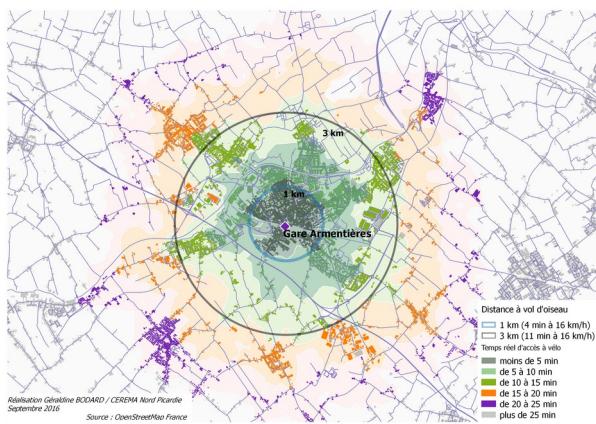


# Multimodal transport analysis with Qgis plugin « networks »



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# A- Create an accessibility map (walking, cycling, car or public transport) from a multimodal network

## Warning

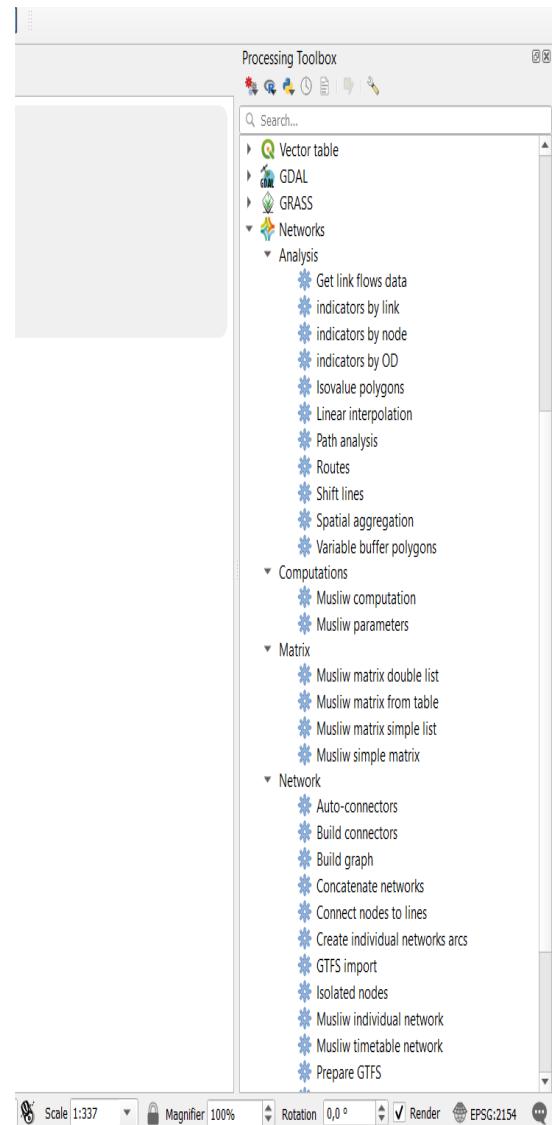
 **Do not put blank or accent for directory and / or table names. Example:  
Armentieres / voirie\_decoupe\_2senss**

Most scripts used for:

- modify the different road layers, nodes, ...
- create different networks (cycling, walking, transportation)

can be found in the processing toolbox, under the Networks tab.

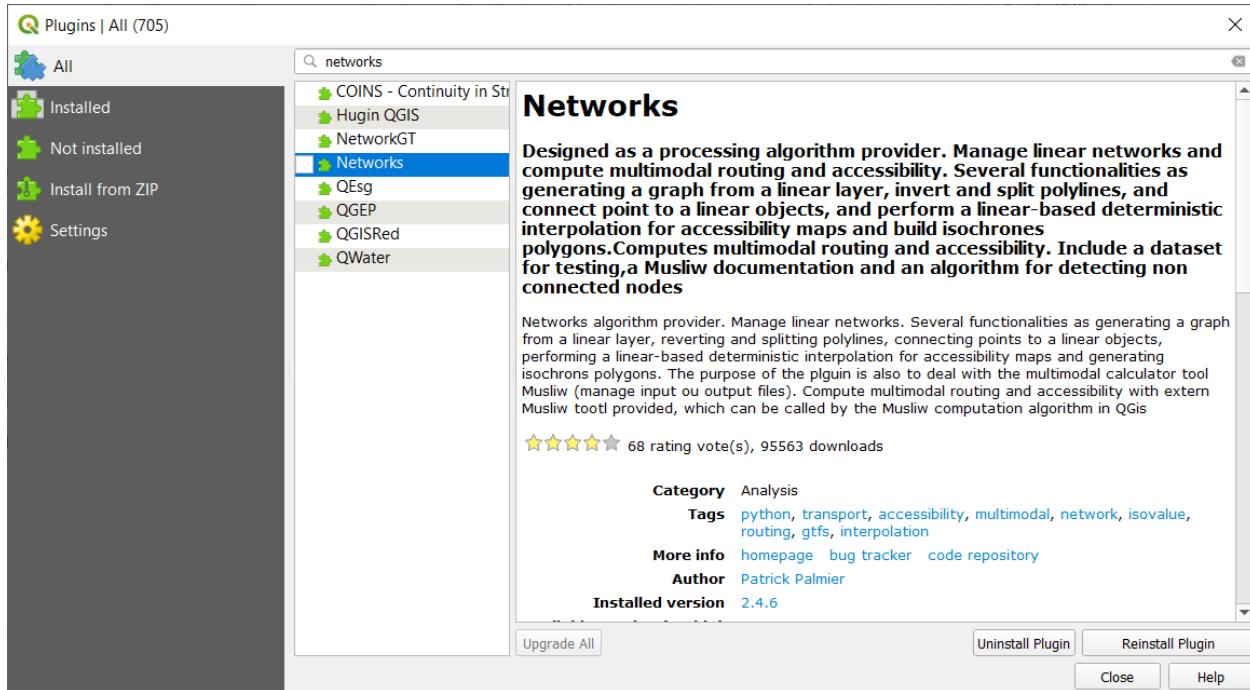
The plugin networks is installed from the Qgis  
« Plugins/Manage and install,,, » Menu



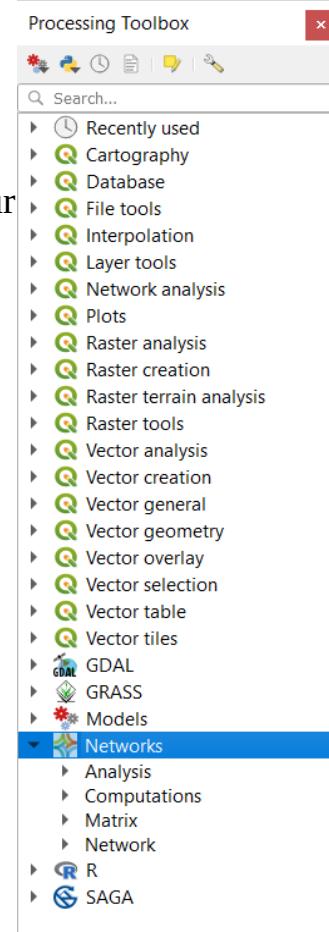
## 1. Install « Networks » plugin

In Qgis, **download and activate the “networks” plugin** which add a new algorithm provider in your processing toolbox.

In Plugins/Manage and install Plugins menu, select Networks and install it.



The “networks” algorithm provider is added to your processing toolbox



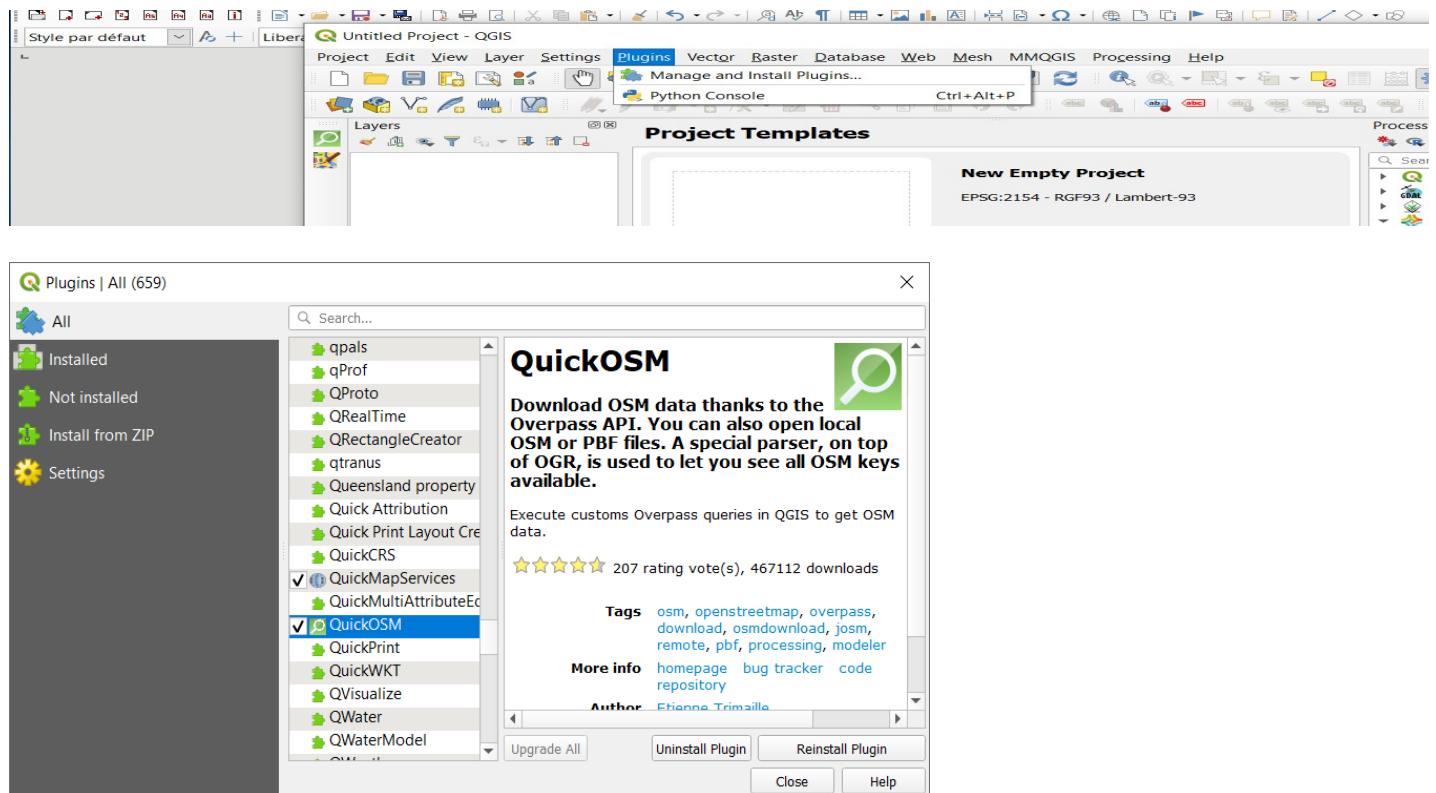
# Part 1 : Data preparation – Multimodal network development

chapters 1 and 2 are only for users who do not have a road network and who wish to generate it from OSM. Otherwise you can go directly to 3

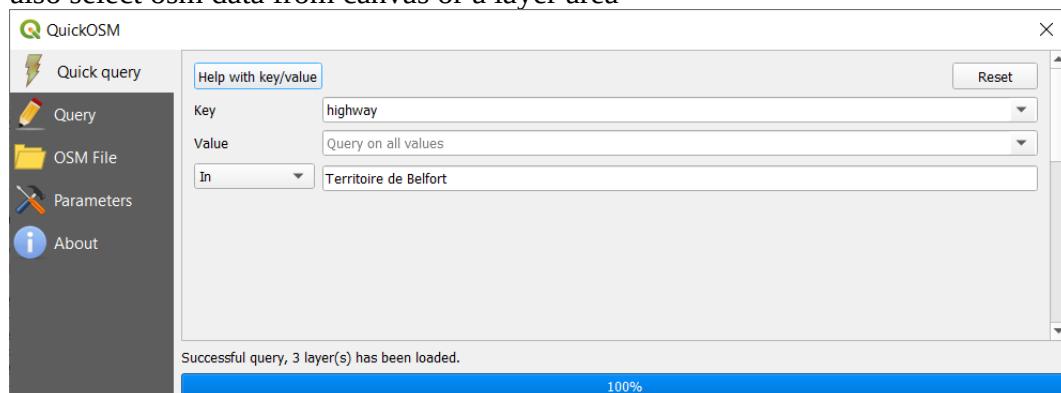
## 2. Get network data from OSM

First, you can install the QuickOsm plugin

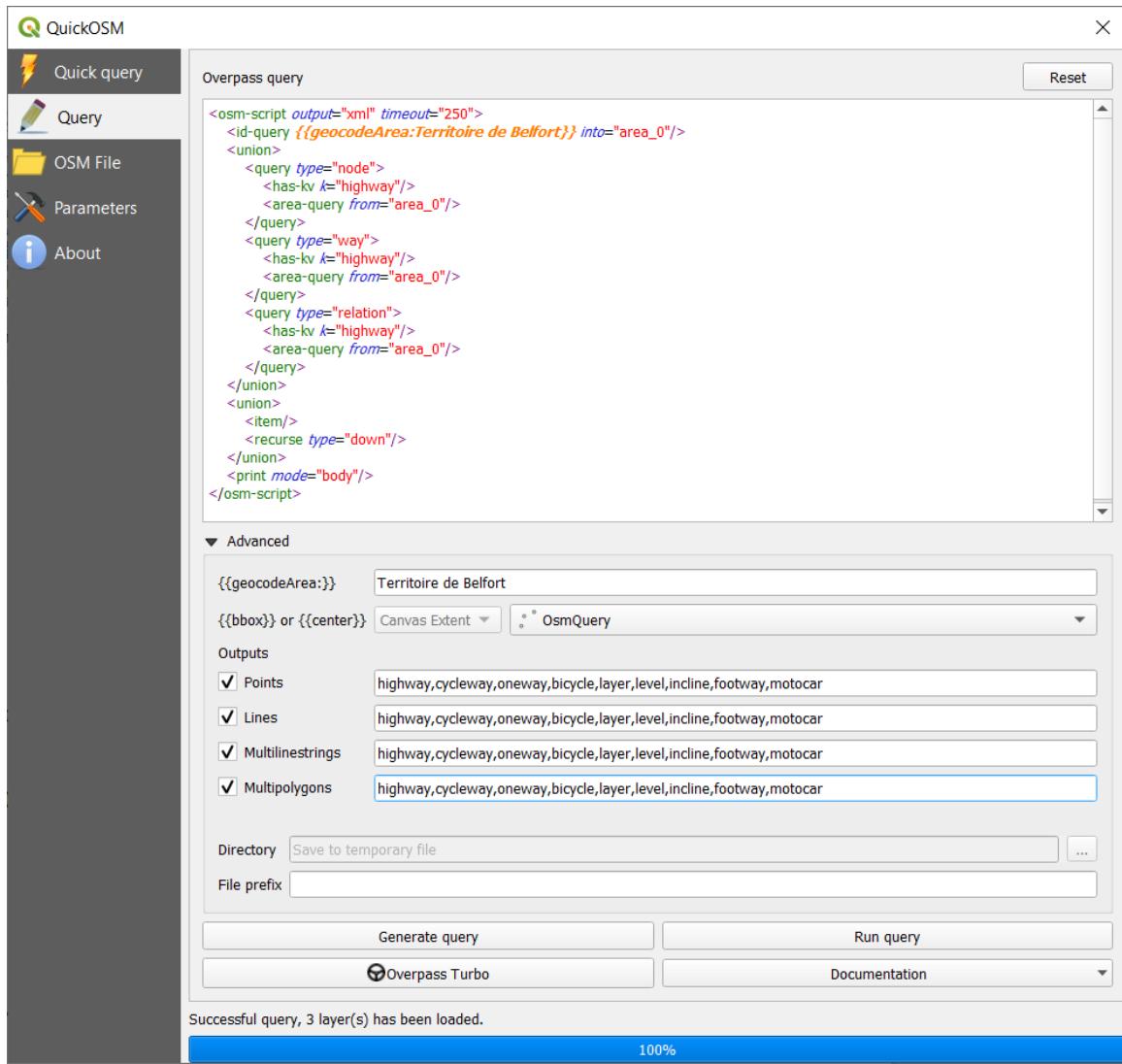
Menu : Plugins / Manage and Install Plugins : **Install QuickOSM**



For road network, you can select highway feature, and in this example data from Territory of Belfort, You can also select osm data from canvas or a layer area



You can also select in « Advanced » only « outputs » OSM tags you need to have in your layers, Otherwise you'll have as many fields as different tags in your OSM query data,



You can use either XML query language or OQL query as below. With the OQL query below, you can select roads that are at the border of the area too,  
Don't forget to increase « timeout » and « maxsize » for huge files

### Query example to obtain data for Belfort Territory :

```
[timeout:2500]
[maxsize:2000000000];
area[admin_level='6'][ref='90']->.area;
rel(pivot.area)->.rel;
(
node[highway](area.area);
node[highway](r.rel);
way[highway](area.area);
way[highway](r.rel);
rel[highway](area.area);
rel[highway](r.rel);
);
(._.->););
out;
```

Then :

Run Query

Close

Save « Osmquery » :**Change SCR (ex :EPSG 2154 for France)**

Example : DEPT90\_voirie

**Save the query to load other networks later.**

### **3. Clean/cut OSM data for routing**

In order to use OSM data for routing you need to do pre-processing operations. For example you need to cut arcs at intersections.

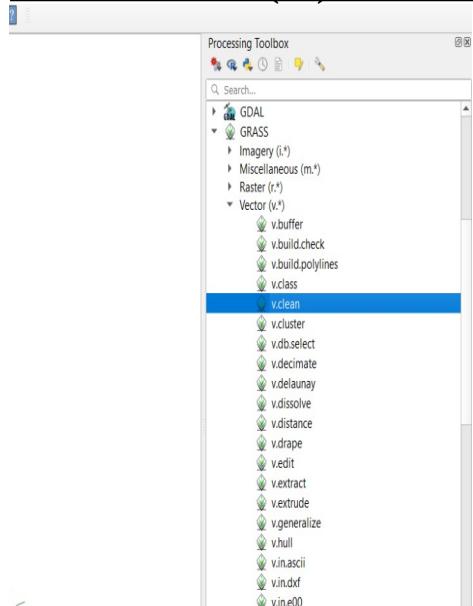
For such tasks, you can use Grass Processing Provider

**Show the processing toolbox (if not shown)**

Tab : Processing/ToolBox



**Use Grass / Vector (v.\*) / v.clean algorithm**



## Grass / Vector (v.\*) / v.clean Commande :

Layer to clean : select the layer to clean : **DEPT01\_Voirie**

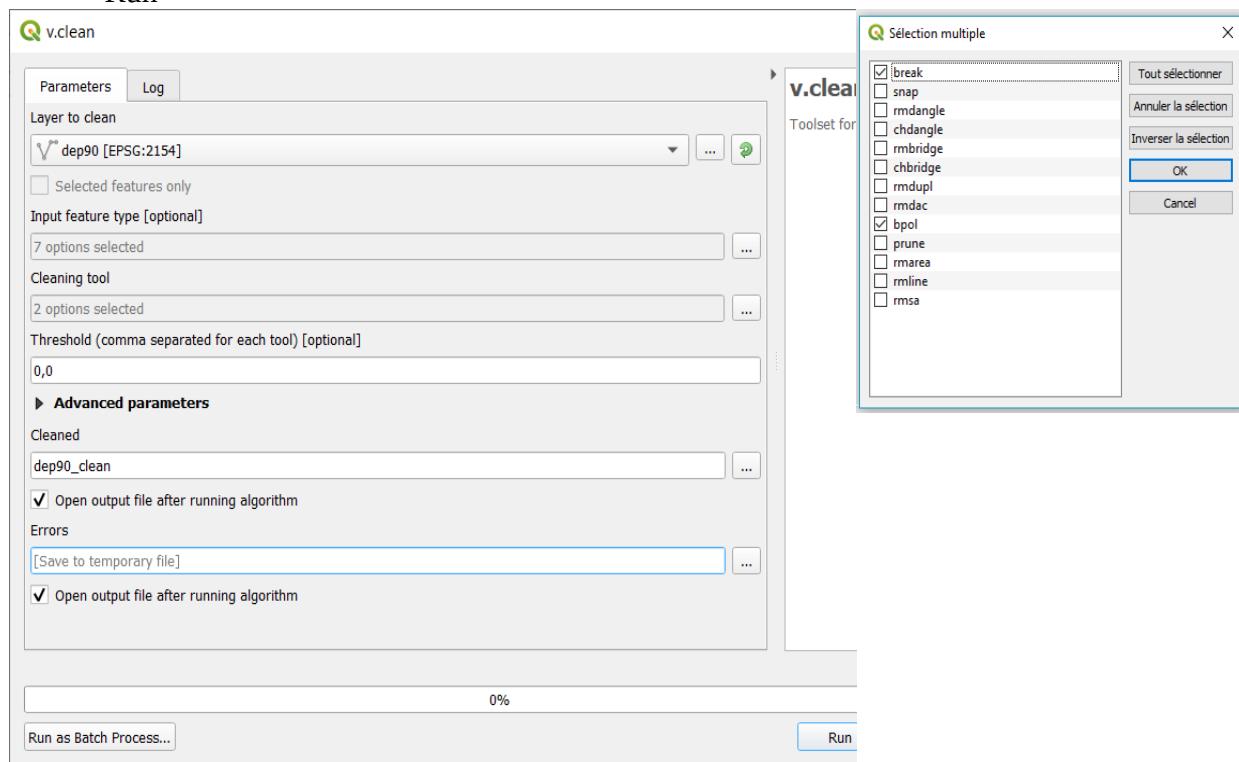
Cleaning tools : choose the tools : **break**

Threshold (comma separated for each tool) : **0**

Cleaned : save result in a layer : **dep90\_clean**

Errors : save errors file :

Run



Save the clean table (cleaned road layer) and add in Qgis : **change SCR (ex : EPSG 2154)**

Exemple : dep90\_clean

## 4. Add and update fields to the cleaned road layer

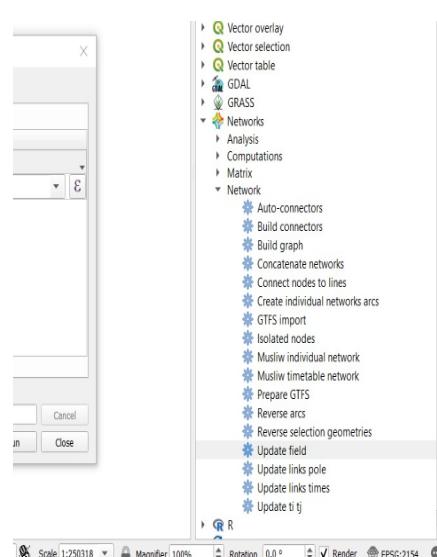
From now, all algorithms used are those from the « networks » provider

### Algorithm : Update field

**Update field algorithm is like « field calculator » in the Standard toolbox, but you can also put a filter for update,**

As we need to create and update several fields, we can run the script in « batch mode »

**Right Click on « update field » algorithm and select « Execute as batch process » (save query if you want to use it again later)**



Batch Processing - Update field

	Layer	Field	Type	Size	Precision	Filter	Formula
1	Autofill...						
2	...	...	String	20	15	...	...
3	...	...	String	20	15	...	...
4	...	...	String	20	15	...	...
5	...	...	String	20	15	...	...
6	...	...	String	20	15	...	...
7	...	...	String	20	15	...	...

Load layers on completion

0% Cancel Run Close

Run as Single Process... Run Close

**Layer :** select the road layer to update

**Fields to create and/or update :**

Field : **Sens**

Type : **String**

Size : **1**

Precision : **0**

Filter :

Formula : ‘**1**’

Field : **Longueur**

Type : **Double**:

Size : **15**

Precision : **5**

Filter :

Formula : **\$length**

Field : **Diffusion**

Type : **String**

Size : **1**

Precision : **0**

Filter :

Formule : ‘**3**’ (allow spread in both direction)

Champ : **Impasse**

Type : **String**

Taille: **1**

Précision : **0**

Filtre :

Formula : ‘**0**’ (passable)

Field : **Cycling\_time or Walk\_time**

Type : **Double**

Taille : **15**

Precision : **5**

Filter :

Formula :  $\$length*60/16000$  (cycling : 16 km/h) ou  $\$length*60/4000$  (walking : 4 km/h)

## Résultat :

The screenshot shows the 'Batch Processing - Update field' dialog. The table lists fields for layer 'dep90\_c':

Layer	Field	Type	Size	Precision	Filter	Formula
1	Autofill...	Autofill...	Autofill...	Autofill...	Autofill...	Autofill...
2 dep90_c	... sens	String	1	0	't'	
3 dep90_c	... longueur	Double	15	5	\$length	
4 dep90_c	... diffusion	String	1	0	'3'	
5 dep90_c	... impasse	String	1	0	'0'	
6 dep90_c	... walk_time	Double	15	5	\$length*60/4000	

Below the table are buttons for 'Run as Single Process...', 'Run', 'Cancel', and 'Close'. A progress bar at the bottom indicates 0%.

The field « **filter** » is used to update a subset of an existing field

## 5. Make motorways impassable

### SCRIPT : Update field

Right Click on « update field » algorithm and select « Execute as batch process » (save query if you want to use it again later)



The screenshot shows the 'Batch Processing - Update field' dialog. The table lists fields for layer 'dep90\_c':

Layer	Field	Type	Size	Precision	Filter	Formula
1	Autofill...	Autofill...	Autofill...	Autofill...	Autofill...	Autofill...
2	... sens	String	20	15	'E'	
3	... String	String	20	15	'E'	
4	... String	String	20	15	'E'	
5	... String	String	20	15	'E'	
6	... String	String	20	15	'E'	
7	... String	String	20	15	'E'	

Below the table are buttons for 'Run as Single Process...', 'Run', 'Cancel', and 'Close'. A progress bar at the bottom indicates 0%.

### **Fields to update**

Field : **Sens** (choose a field name for flow direction)

Type : **keep default value**

Size : **keep default value**

Precision : **keep default value**

Filter : **highway in ('motorway','motorway\_link','trunk','trunk\_link')**

Formula : '0'

### **Field : Diffusion**

Type : **laisser le champ affiché par défaut**

Size : **laisser le champ affiché par défaut**

Precision : **laisser le champ affiché par défaut**

Filter : **highway in ('motorway','motorway\_link','trunk','trunk\_link')**

Formula : '0'

### **Field : Impasse**

Type : **keep default value**

Size : **keep default value**

Precision : **keep default value**

Filter : **highway in ('motorway','motorway\_link','trunk','trunk\_link') and "layer" is Null**

Formula : '3' (allowed from both sides of the motorway)

### **Field : Impasse**

Type : **keep default value**

Size : **keep default value**

Precision : **keep default value**

Filter : **highway in ('motorway','motorway\_link','trunk','trunk\_link') and "layer" in ('0')**

Formula : '3'

### **Field : Sens**

Type : **keep default value**

Size : **keep default value**

Precision : **keep default value**

Filter : **foot in ('no')**

Formula : '0'

### **Field : Diffusion**

Type : **keep default value**

Size : **keep default value**

Precision : **keep default value**

Filter : **foot in ('no')**

Formula : '0'

### **Field : Impasse**

Type : **keep default value**

Size : **keep default value**

Precision : **keep default value**

Filter : **foot in ('no')**

Formula : '3'

## Result :

Traitement par lots - Mise à jour champ								
Paramètres	Journal	Couche	Champ	Type	Taille	Precision	Filtre	Formule
DEPT_01_Clean_Voirie_2sens	abc Sens	abc	Sens	String	20	15	highway in ('motorway', 'motorway_link', 'trunk', 'trunk_link')	= '0'
DEPT_01_Clean_Voirie_2sens	abc Diffusion	abc	Diffusion	String	20	15	highway in ('motorway', 'motorway_link', 'trunk', 'trunk_link')	= '0'
DEPT_01_Clean_Voirie_2sens	abc Impasse	abc	Impasse	String	20	15	highway in ('motorway', 'motorway_link', 'trunk', 'trunk_link') and 'layer' is Null	= '0'
DEPT_01_Clean_Voirie_2sens	abc Impasse	abc	Impasse	String	20	15	highway in ('motorway', 'motorway_link', 'trunk', 'trunk_link') and 'layer' in ('0')	= '0'
DEPT_01_Clean_Voirie_2sens	abc Sens	abc	Sens	String	20	15	foot_in ('no')	= '0'
DEPT_01_Clean_Voirie_2sens	abc Diffusion	abc	Diffusion	String	20	15	foot_in ('no')	= '0'
DEPT_01_Clean_Voirie_2sens	abc Impasse	abc	Impasse	String	20	15	foot_in ('no')	= '0'

## 6. Opposite direction preparation

It is better for modeling to have only one-way arcs, as travel times and characteristics could be different on each direction. For example travel times for cycling are very different downhill and uphill. For cars drivers, many streets are only one-way. To do this, it is necessary to reverse and duplicate arcs

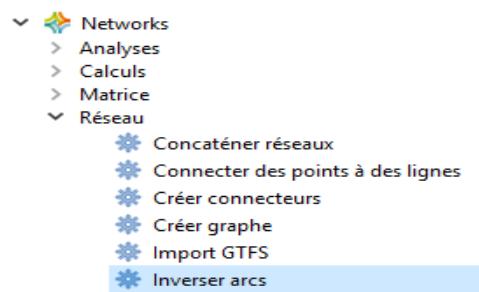
### SCRIPT : Reverse arcs

network : Open the network layer to reverse

Add to network (if checked : reverse arcs are added directly to the initial layer)

reverted network: name of the reverse arcs layer

Open output file after running algorithm Qgis.

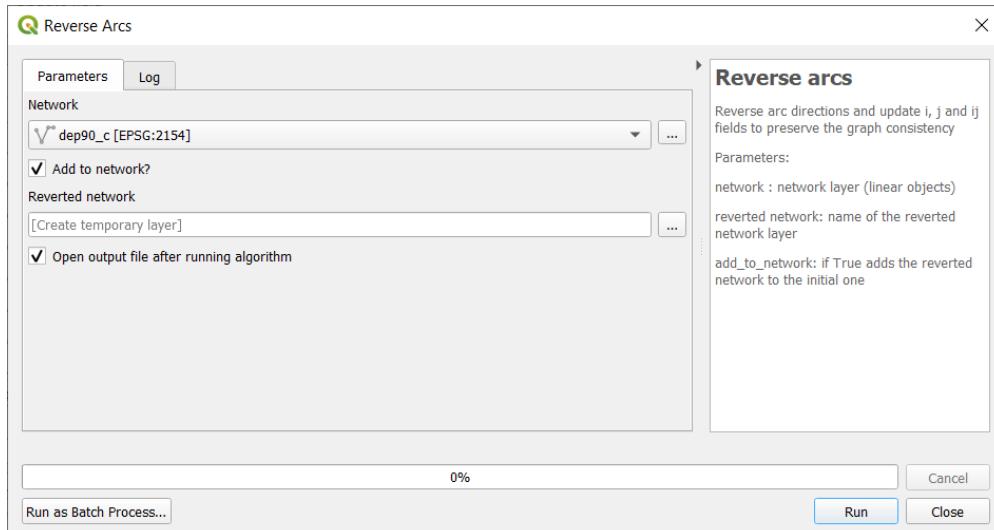


I advise users to create in first two separate layers, one for original arcs and another for the reserve arcs layer, in order to manage easily flow directions with "oneway" tag for cars and "cycleway" tag for bikes in particular.

For example, an arc with oneway='yes' in the original layer should have "direction"='1' (allowed) in the original layer and "direction"='0' (prohibited) in the reverse layer

Please look at <https://wiki.openstreetmap.org/wiki/Key:oneway> for more details on one wayslinks and <https://wiki.openstreetmap.org/wiki/Key:cycleway> for cycling facilities.

## Result :



## Only for bike network « need to be adapted depending on territories »

 oneway= ‘yes’ and highway in (‘primary’,’secondary’,’tertiary’,’primary link’,’secondary link’,’tertiary link’) and cycleway is Null  
update field “ Sens” (or direction) : ‘0’

From update fields :



example for reverting cycling slopes.

Update field « incline » to revert slopes (*values to adapt depending on slopes values*)

Case when « incline »= ‘up’ then ‘down’

when « incline »= ‘down’ then ‘up’

when « incline »= ‘-8%’ then ‘8%’

when « incline »= ‘10%’ then ‘-10%’

when « incline »= ‘8%’ then ‘-8%’

when « incline »= ‘-10%’ then ‘10%’

else Null

End

## 7. Build road graph

For shortest paths computing, we need to build a road graph from the network layer. The graph generation consists in the generation a of node layer and the addition for each arc of a “fromnode” and a “tonode” field corresponding to the nodeId of the node layer

### SCRIPT **Build graph**

Network : Network layer (arc layer original + reverse arcs layer)

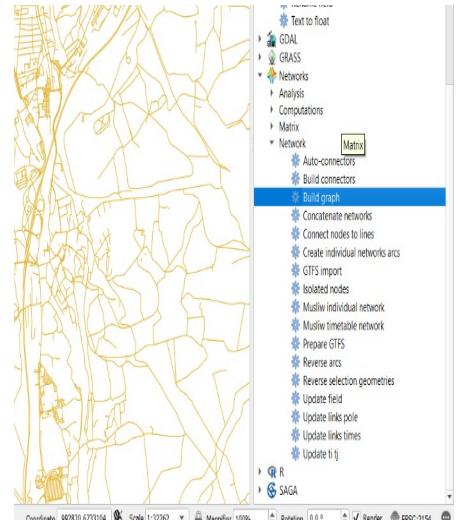
Node id : geographic string(unique)

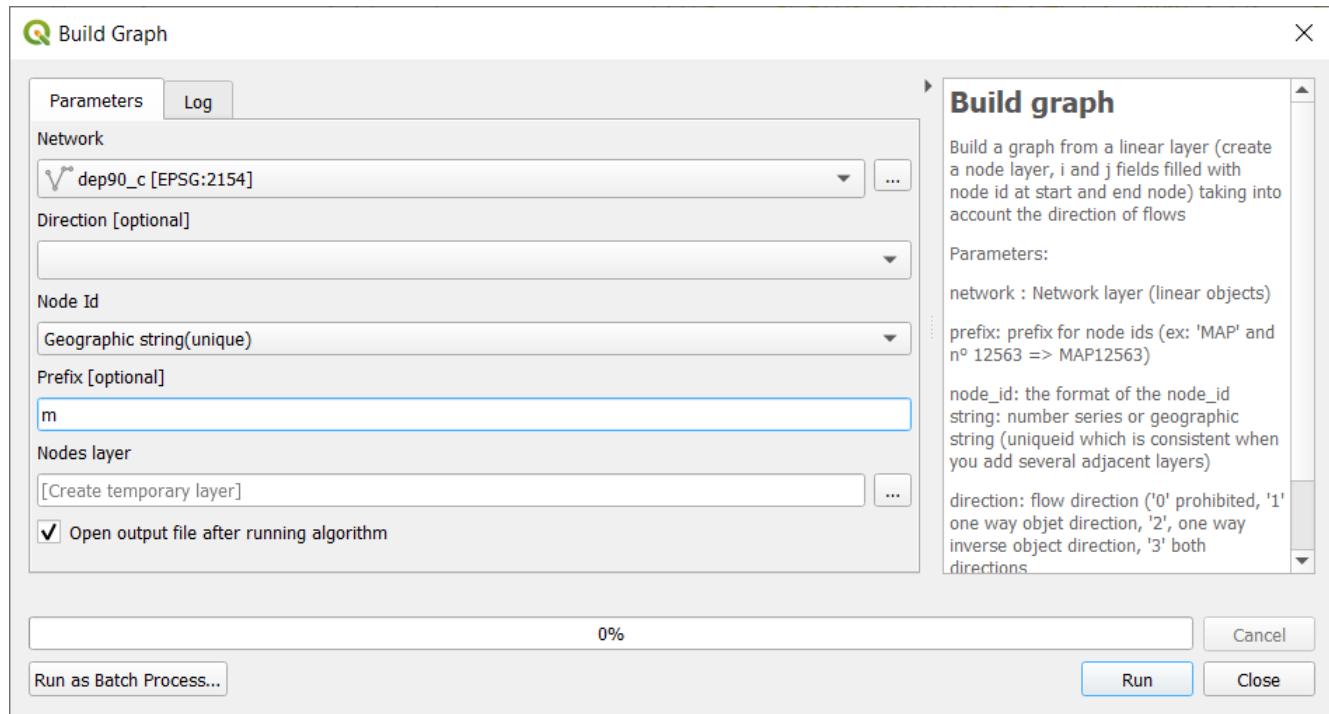
Prefix : m (in order to differentiate arcs from for different modes)

Nodes layer : Name of the generated nodes layer

Run

**Result :**





### Example of travel times in slopes for bike networks (to be adapted depending on the territory) with update fields command

```

case when « incline » = 'up' then $length*60/8000
when « incline » = 'down' then $length*60/24000
when « incline » = '-8 %' then $length*60/32000
when « incline » = '10 %' then $length*60/4000
when « incline » = '8 %' then $length*60/4000
when « incline » = '-10 %' then $length*60/32000
else NULL
END

```

## 8. Generation of the Musliw individual network file

The shortest path algorithm is working with networks and matrices ascii files in the Musliw file format (semi-column separated text files).

### SCRIPT *Musliw individual network*

Allow to generate a Musliw individual network from a Qgis road network layer

Load road network layer

Run “Musliw individual network” script

Road network : **road network layer**

Sens : “**sens**” of direction field

Time : **walk-time**

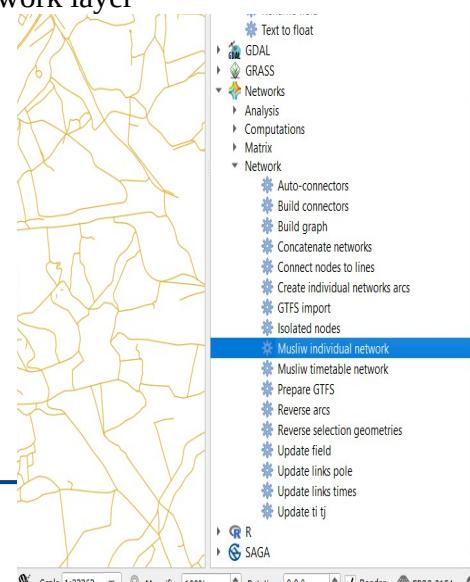
Length : **longueur**

i-node : **i**

j-node : **j**

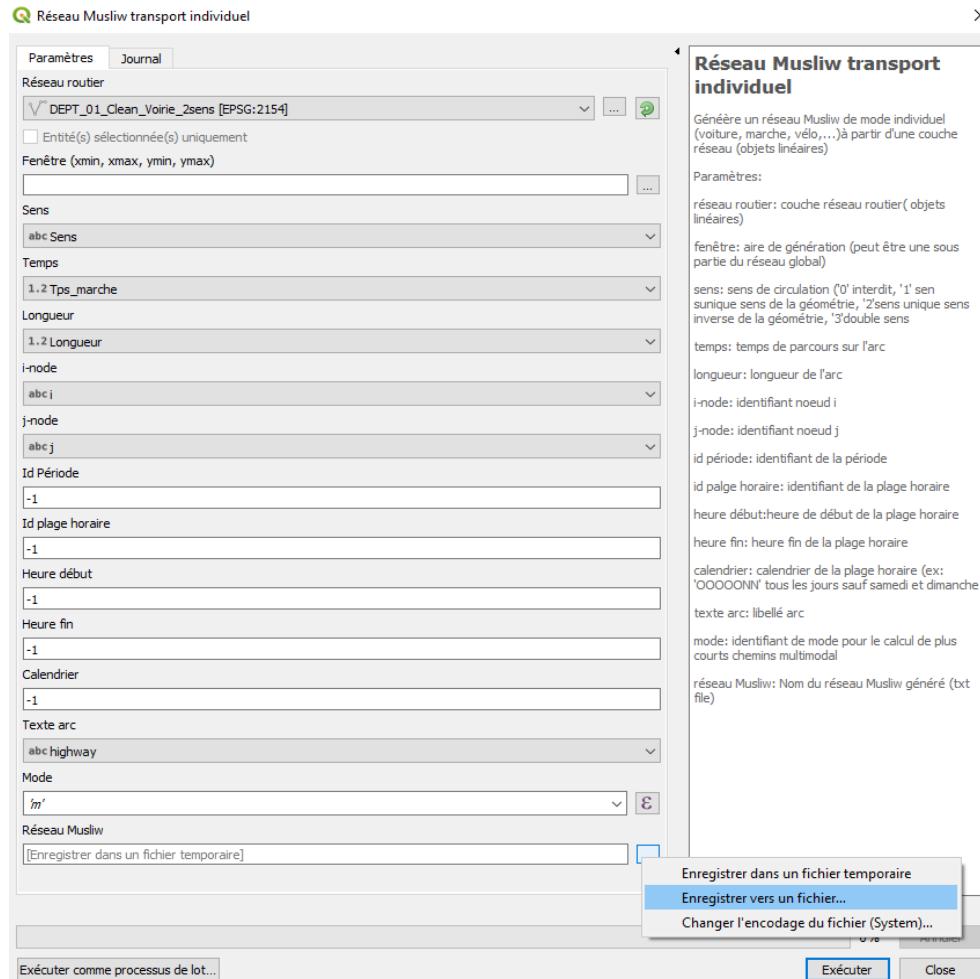
Time category id : **keep default value**

Time period id : **keep default value**



Start time : **keep default value**  
 End time : **keep default value**  
 Calendar : **keep default value**  
 Arc label : **highway**  
 Mode : **m** (si marche)  
 Musliw network: **save file (with .txt extension)**  
**Run**

## Result



## 9. Suppress isolated nodes (nodes which are unreachable/ non connected to the main graph))

### SCRIPT Isolated nodes

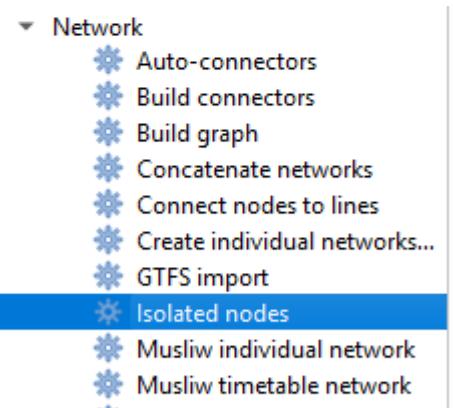
**Nodes:** open nodes layer

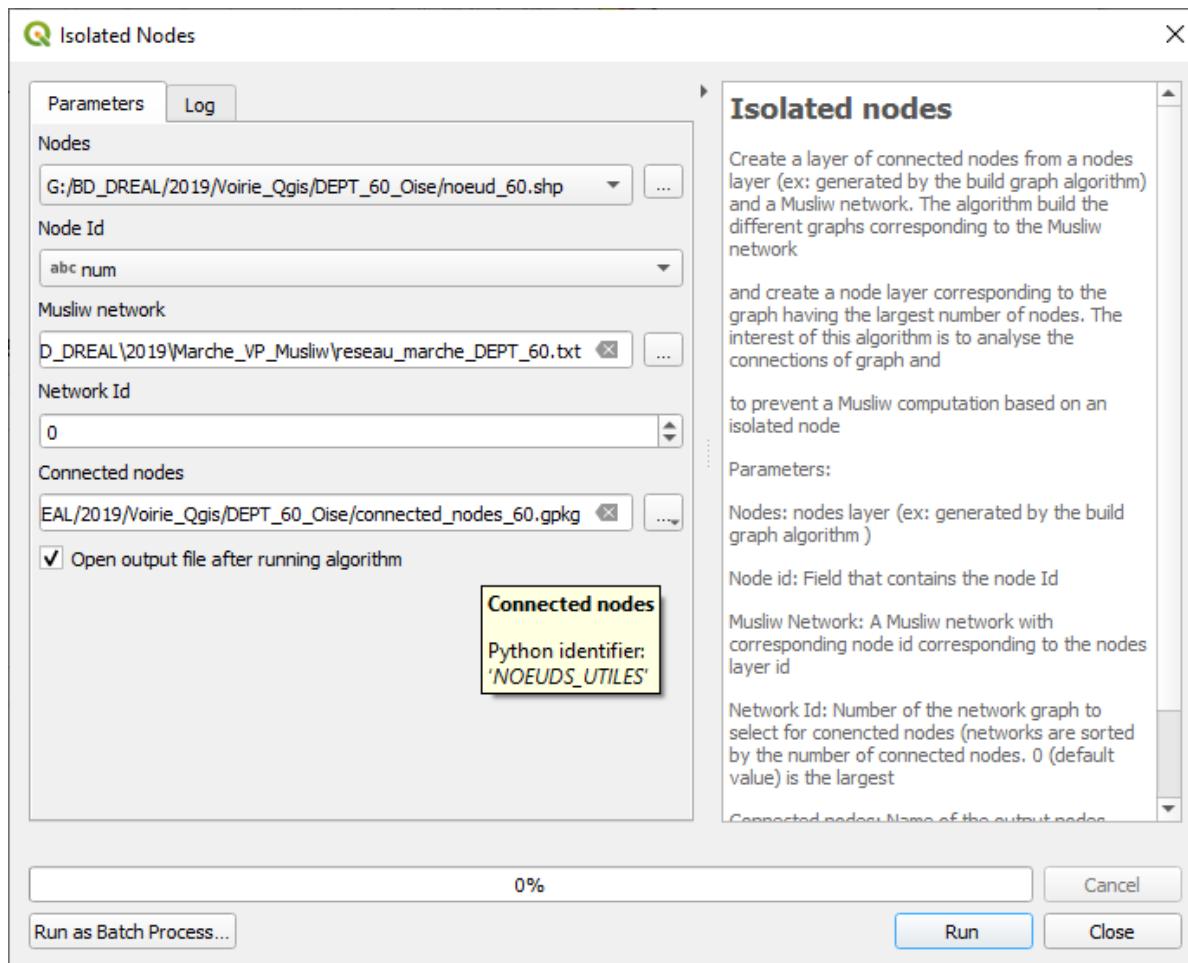
Node Id : **num**

Musliw network : **open walking network .txt**

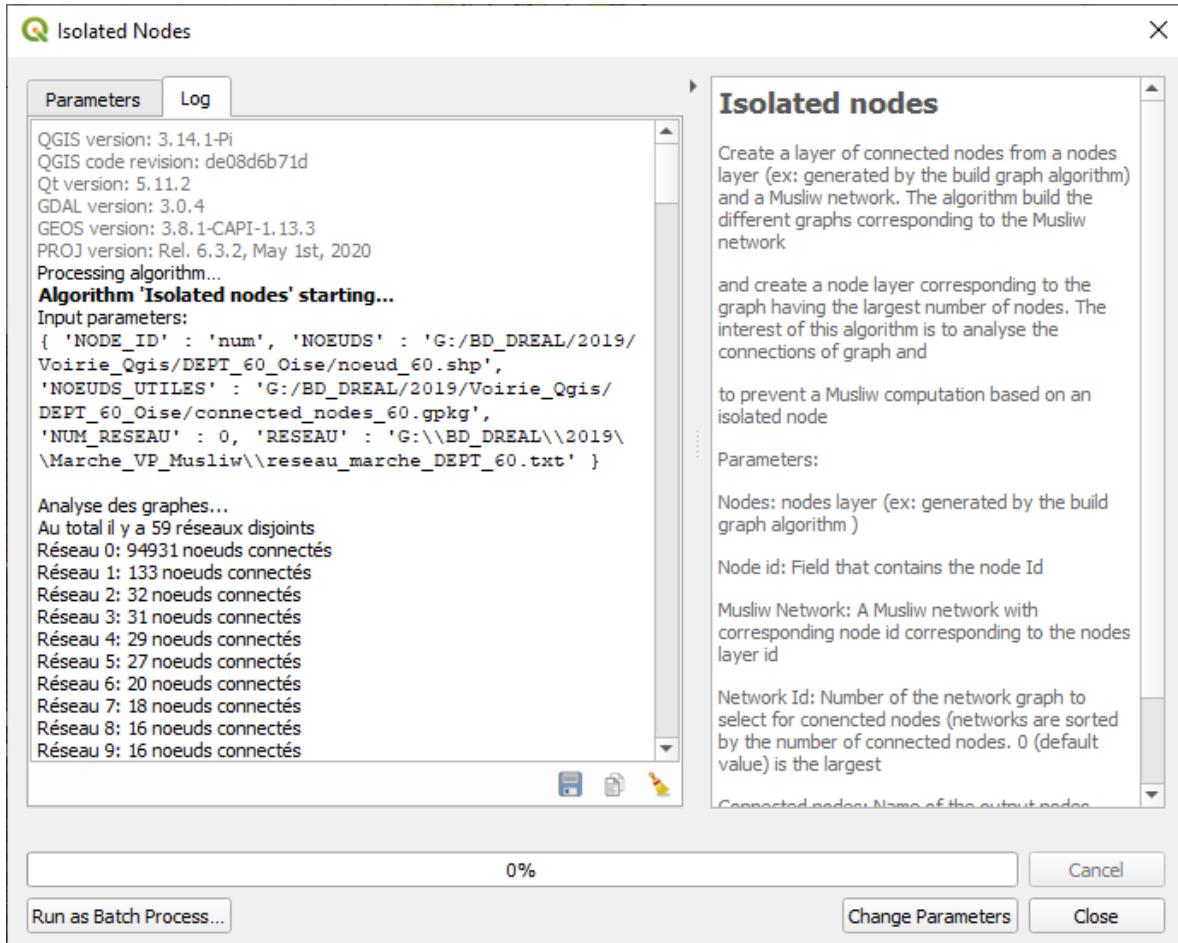
Netowrk Id : 0 in a first step (networks are sorted depending on the greater number of nodes, then 1, or even 2, etc. depending on the network analysis and the homogeneous chosen network

Connected nodes : **Save file as...**





In this example, there are for the network (ID 0), 94 931 connected nodes and 59 non-intersecting networks.



## 10. Prepare GTFS – From a raw GTFS (non prepared for Musliw)

### SCRIPT **Prepare GTFS**

Right click on the script/ **Execute as batch process**

GTFS source folder: Select the **source directory** (where are located the GTFS files)

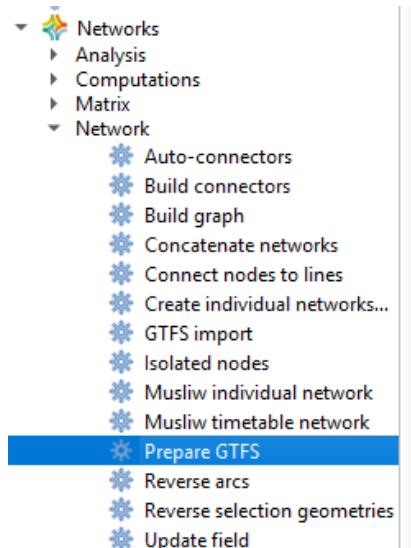
Network Id : **AE** (AE example for Lille Airport bus line)

Extract stop\_id ? : **Non** (**select Yes if you want to modify the stop\_id string with a formula**)

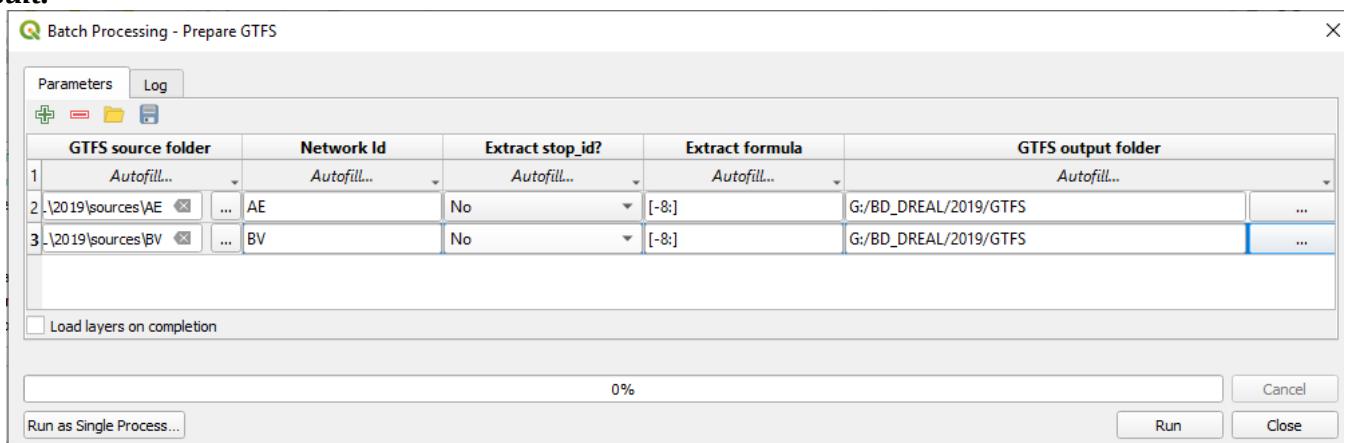
Extract formula : **write the formula: Ignored when “Extract stop\_id?” is not checked**

GTFS output folder : Save result in the **output folder**. Example « **GTFS** » folder

**Run**



### **Result:**



## 11. Generation of a PT network (Generation of a PT timetable for PT territorial accessibility)

As the GTFS extractions od the different PT networks have not been done at the same time, it is very important to select for each GTFS a period where timetables are available.

**In the result folder (saved GTFS files), edit (for example with Notepad++) the calendar.txt ou calendar\_dates file from each network** in order to choose a typical week (not during school holidays for example). Example : from 10/06/2019 to 16/06/2019

AE > GTFS > AE

Nom	Modifié le	Type	Taille
calendar.txt	19/04/2019 15:37	Document texte	
routes.txt	19/04/2019 15:37	Document texte	
stop_times.txt	19/04/2019 15:37	Document texte	
stops.txt	19/04/2019 15:37	Document texte	
trips.txt	19/04/2019 15:37	Document texte	

Context menu for 'calendar.txt':

- Ouvrir
- Imprimer
- Modifier
- 7-Zip
- CRC SHA
- Edit with Notepad++

## SCRIPT Musliw timetable network

GTFS Folder : open the directory where the GTFS files are located

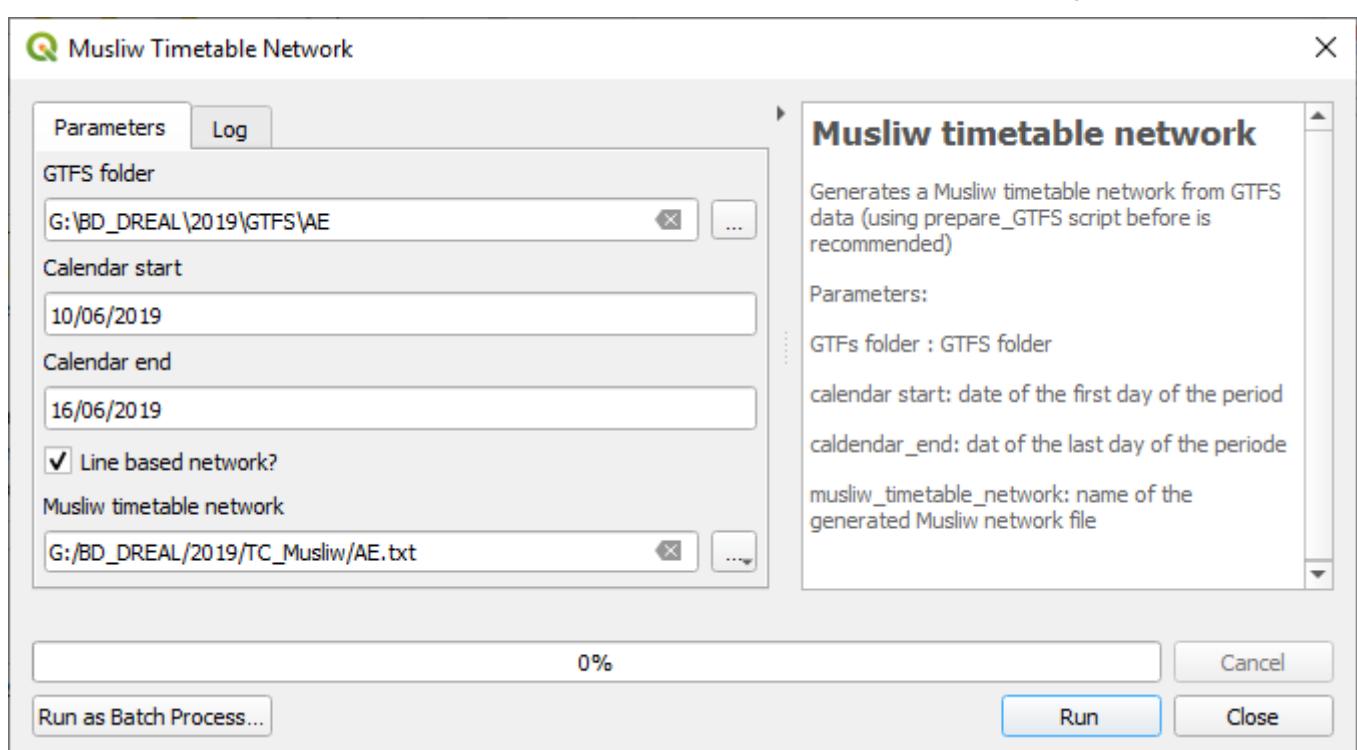
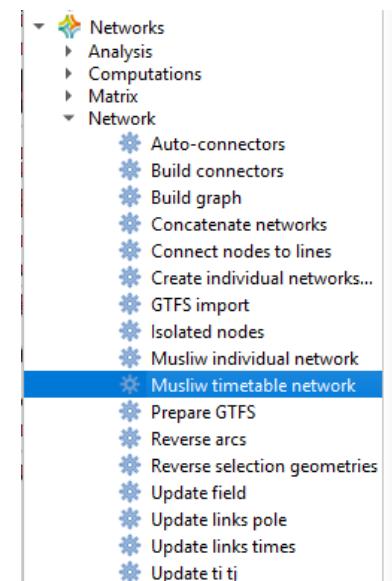
Calendar start: enter the first day of the period (**often a monday for a typical week period, but you can choose any day and any period duration**)

Calendar end: enter the last day of the period (**sunday for a typical week period**)

Lines based network: checked by default for most uses

Musliw timetable network : Save Musliw network name as **(with .txt extension) – Example AE.txt**

Run



## 12. Import PT stops in QGIS

### SCRIPT GTFS Import

Right click / Execute as batch process (To save time in case of errors or in order to modify the batch process, don't forget to save the batch process script in Json format)

GTFS Folder : Select the GTFS directory

Calendar start : ex: 10/06/2019

Calendar end : ex: 16/06/2019 (corresponding to the week from Monday, June 10th 2019 to Sunday, June 16th 2019)

Start time : keep default values (default values corresponds to the whole day. You can change them if you want to reduce the analyses period ex: peak hours)

End time : keep default values

Table names : AE (put the network name, for example AE pour Lille Airport shuttle

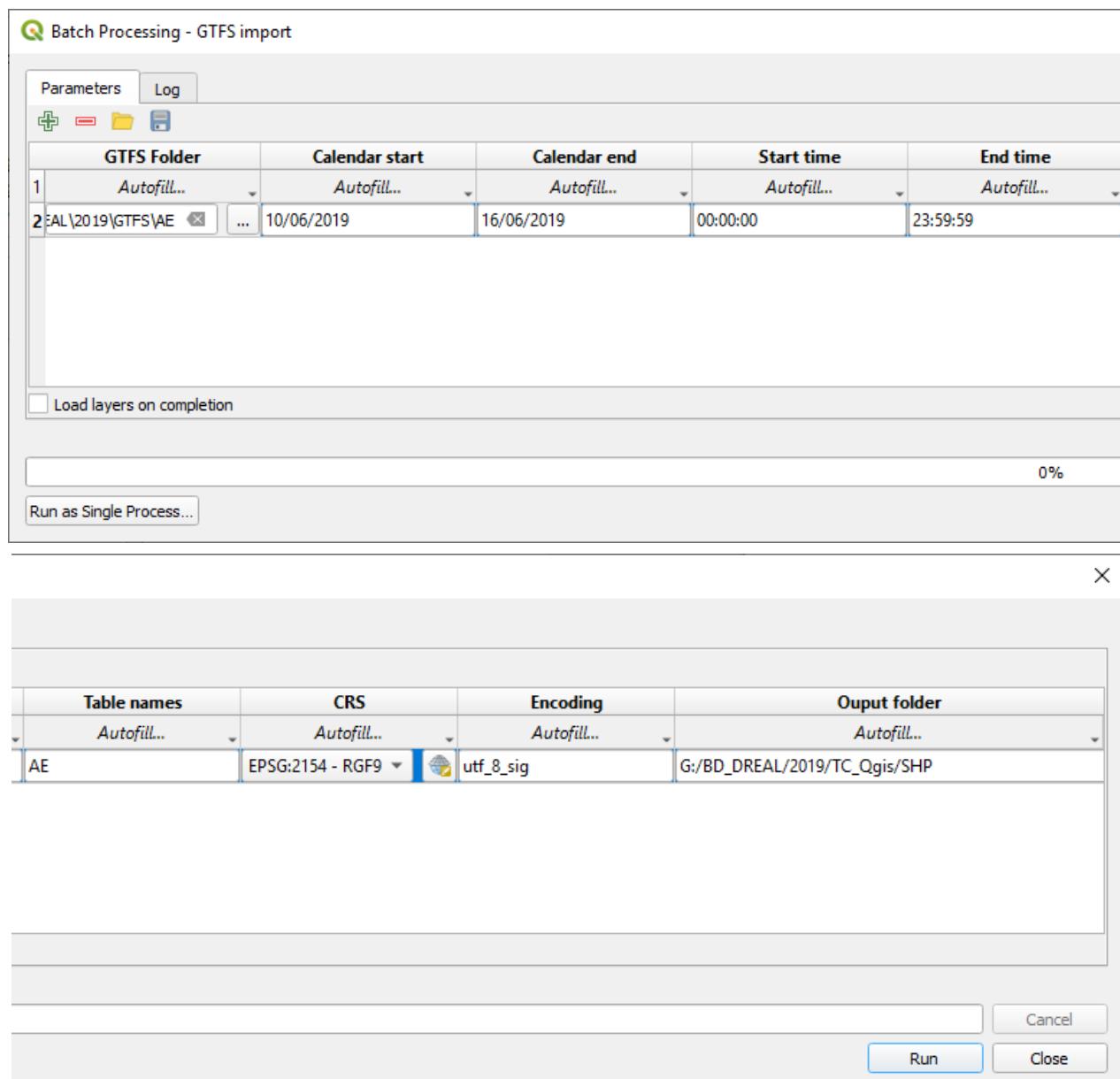
CRS : let default values (EPSG 2154 for France)

Encoding : « utf8\_8\_sig » Keep the default value. If this doesn't work, try another encoding« utf8 » or « cp1252 » for example

Output folder: Select an output directory (example “shp” (as output files are.shapefiles))

Run

Results :



## 13. Generation of the connectors

Connectors are virtual links designed to enable multimodality between two modal networks. For example, you need to create connectors between the walking network and the railway network to enable people to combine train and walking.

Load the previously generated nodes layer

Load the walking network nodes layer

### SCRIPT Build connectors

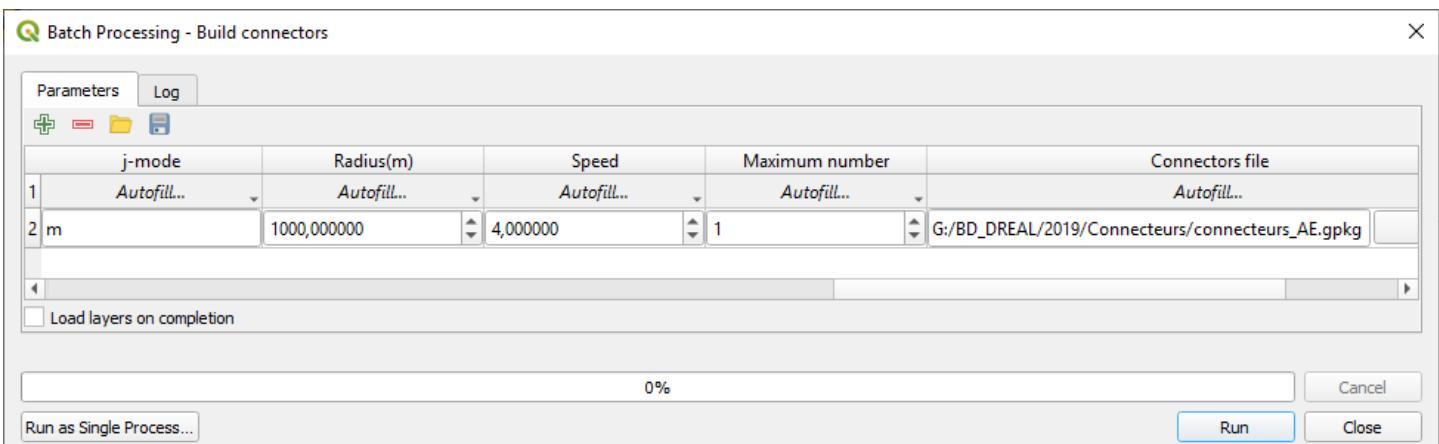
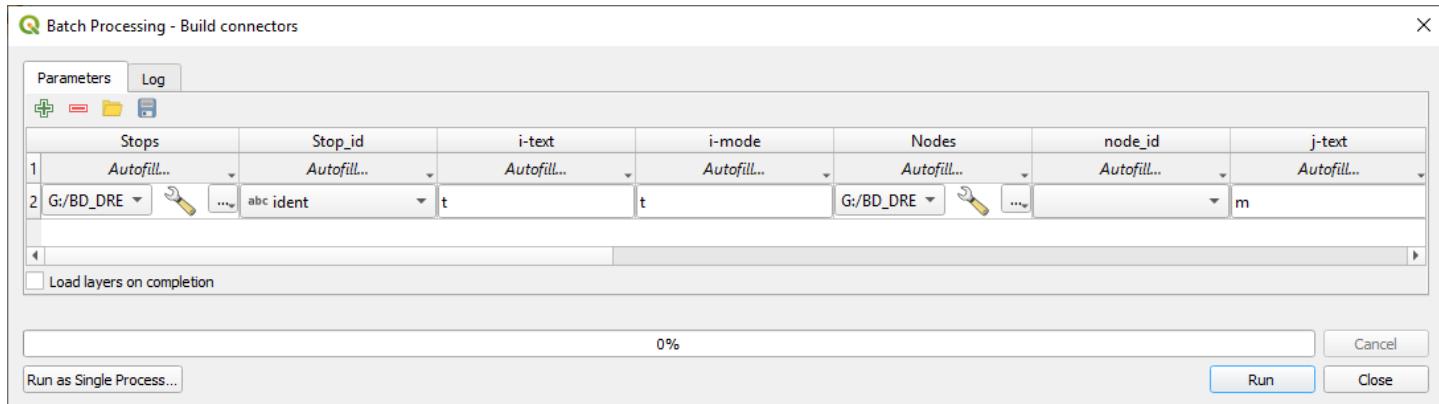
Generate from two points layers (PT stops and road layers) a Musliw network file for connectors and a connectors layers. **Connectors are visible through the connectors layer**

Connect PT stops to the nearest pedestrian nodes

Right Click/ Execute or Execute as batch

```
stops : PT stops layer (stops.shp)
stop id : ident
i-text : t (transit)
i-mode: t (TC) - mode id at i node
Nodes : pedestrian nodes layer
node id : num
j-texte j : m (walking)
j-mode : m (walking) – mode id at j node
search radius : 1000
speed : 0 – if 0 connector will be with no travel time
maximum number : 1 – only 1 connector per PT stop
```

Connectors file : connecteur\_reseau\_tc\_map (name of the connectors layer)



## 14. Generation of the multi-modal network

### **SCRIPT Concatenate networks**

Concatenate different networks files in Musliw format (.txt extension)

Walking network

Connectors network

PT timetables networks

...

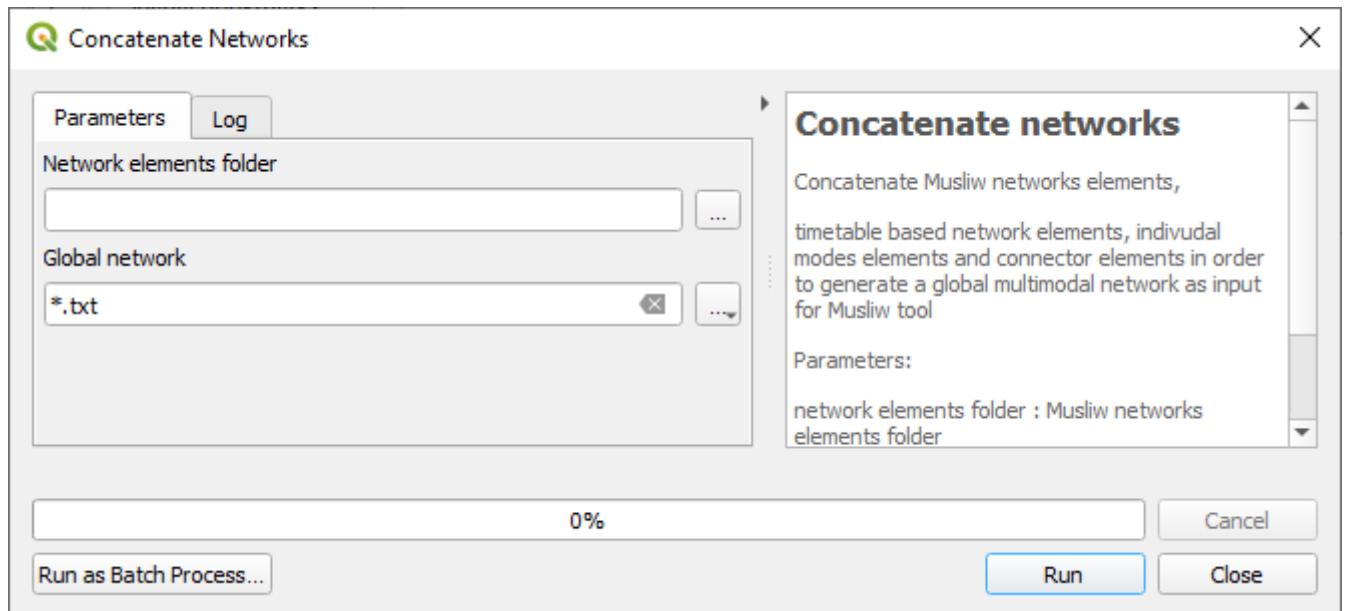
Put each file that need to be used in a specific directory (**example : folder « concatenate »**)

network elements folder : **select the folder where .txt files to be concatenated are located**

global network : **save multimodal network as (with txt extension)**

Run

**Résultat :**



## Part 2 : generation of the territorial accessibility map

### 15. Matrix generation for Musliw

#### SCRIPT **Musliw simple matrix**

Nodes : **nodes layer**

Node Id : **num**

Trip start : **click directly in Qgis the start point**

Trip end : **select directly in Qgis the end point**

Demand : **number of passengers**

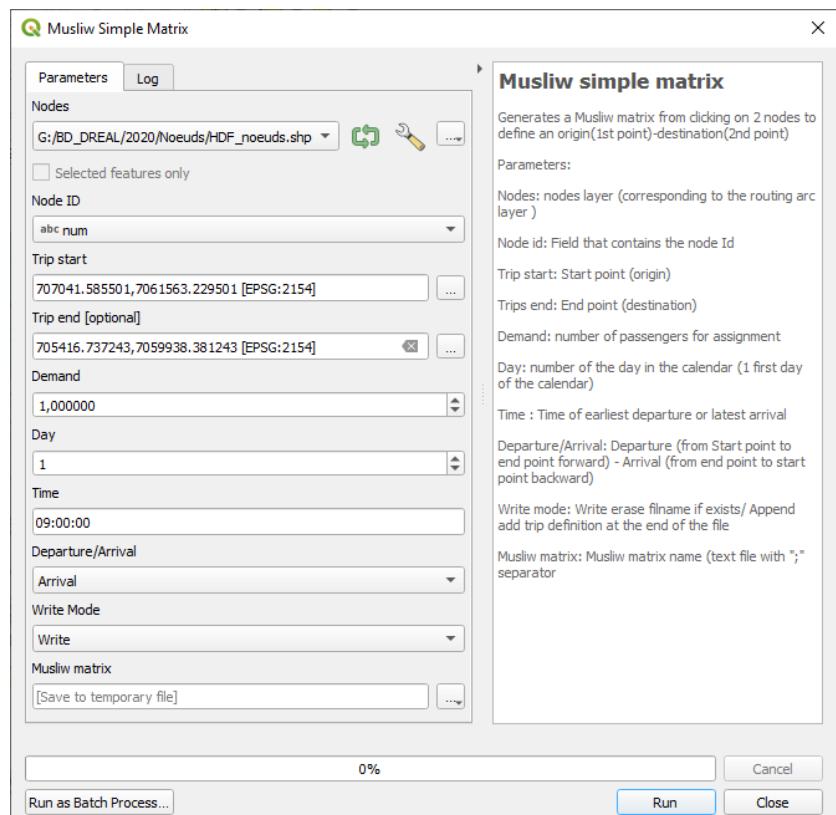
Day : **1 (0 is the first day from the period, 1 for a typical week is corresponding to a Tuesday)**

Time : time **format 00:00:00**

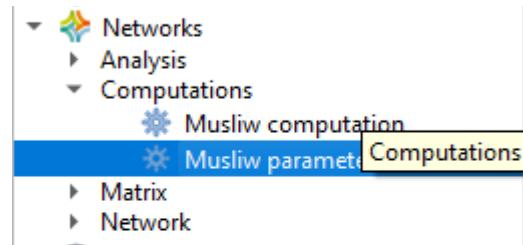
Departure/Arrival : **Choose**

Write mode : **write or append**

Musliw matrix : **save matrix as...**

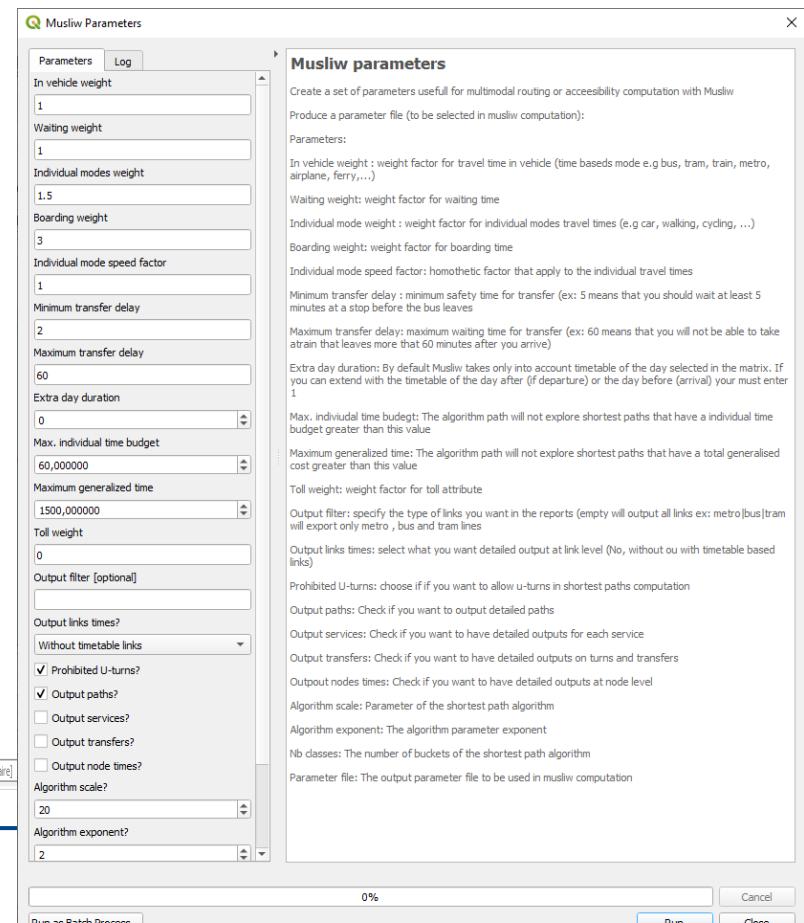


### 16. Musliw parameters file



#### SCRIPT **Musliw parameters**

Individual mode speed factor : **0,25 for cycling**



Output links times : **Without timetables links** (travel times file)

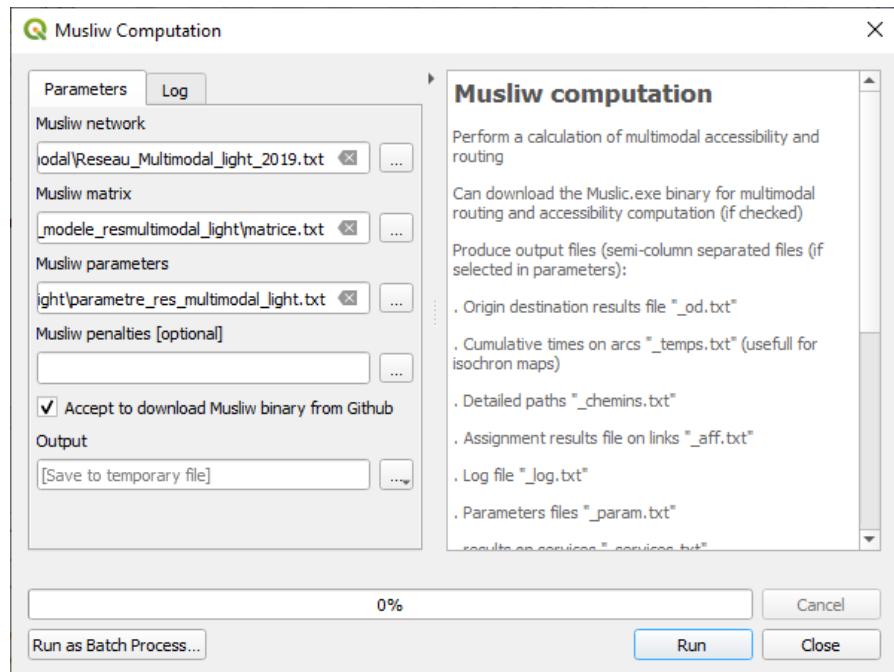
## 17. Musliw computation

Musliw network : **reseau\_multimodal.txt**

Matrice Musliw : **matrix.txt**

Penalties Musliw (optional) : **penalties and transfers file**

Accept to download Muslic binary from Github : Must be if checked if Musliw has not ever being loaded.



## 18. Update ti tj

SCRIPT **Update ti tj**

Network: **reseau\_voirie.shp**

Travel times file : **Choose the travel times output file generated by Musliw**

(**\_temp.txt**)

Musliw time : **temps**

Arc time : **Tps\_marche**

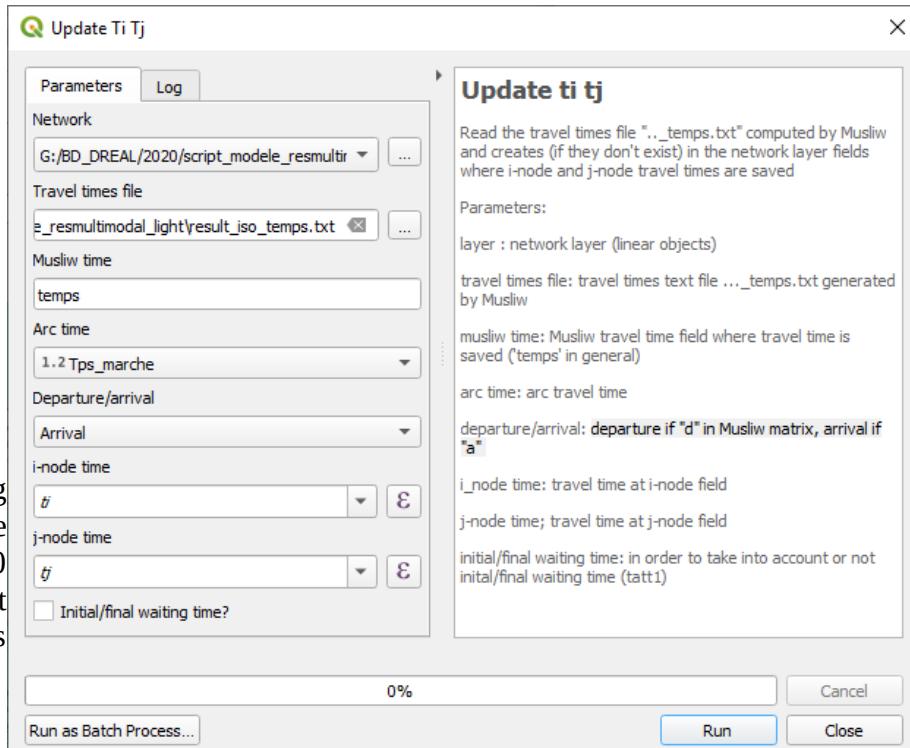
Departure/arrival : **departure if "d" in**

**Musliw matrix, arrival if "a"**

i-node time : **ti if this field exists (update)** or possibility to create a new field, in this case write « **ti\_velo** » for example.

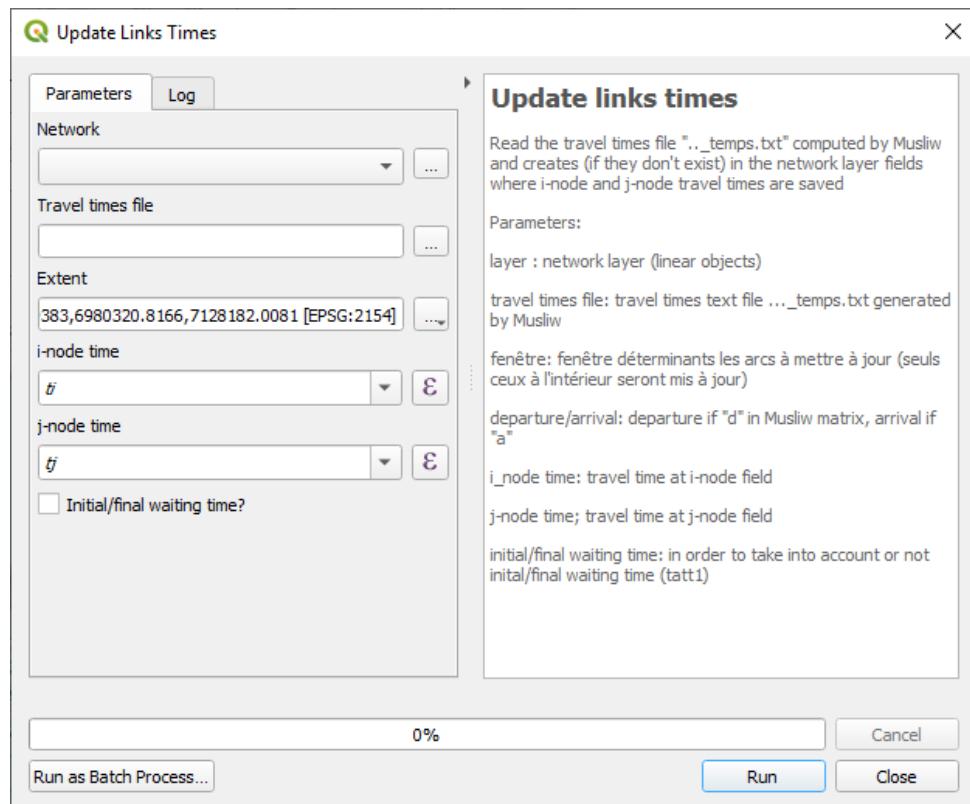
J-node time : **tj** (as i-node time but in j)

Check Initial/final waiting time for taking into account the remaining time from the stop (for example if the arrival time is 8h20 and you asked in the matrix to arrive at 8h30 at latest, then the remaining 10 minutes are not taken into account if checked)



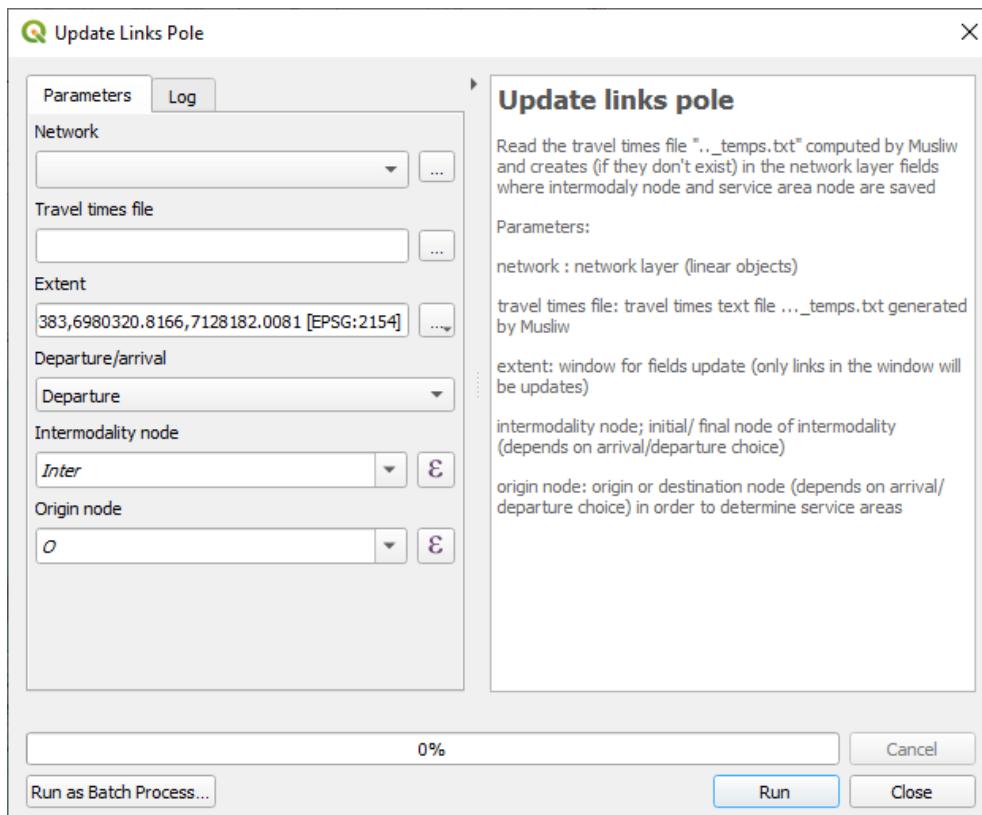
## **Option 1: SCRIPT update links times**

If you just need to make an territorial accessibility map, you case use the script “update links time” instead of “update ti tj”. It uses the Musliw time “temps” by default and get time values directly into travel output times file.



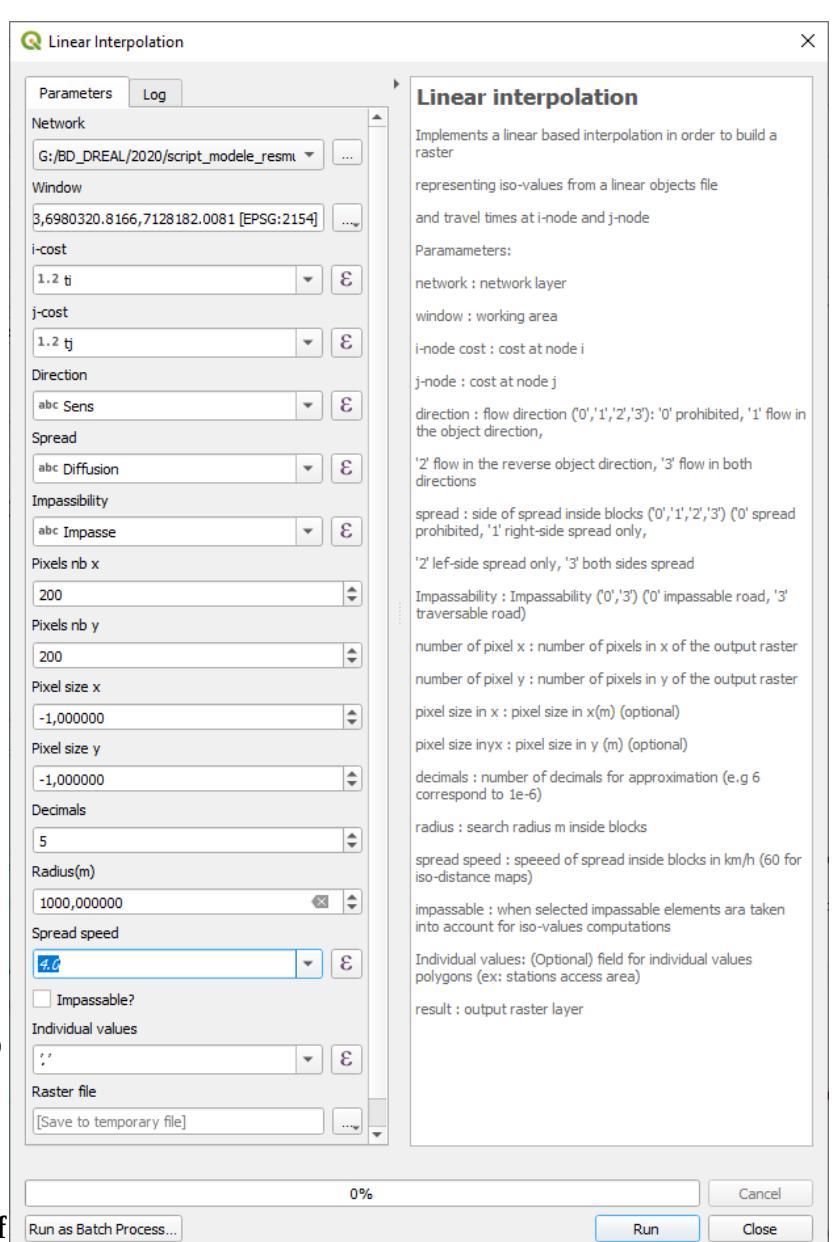
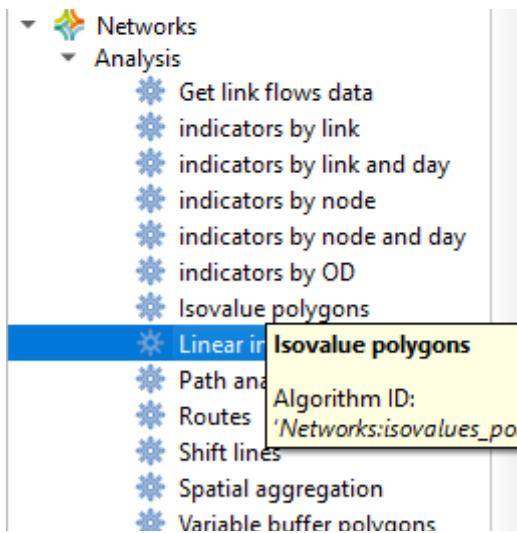
## **Option 2: SCRIPT update links pole**

Use this option if you want to make an discrete territorial analyze map (for example, if you compute a territorial accessibility from several points, this option allow you to generate the catchment area of each point).



# 19. Linear Interpolation

## SCRIPT Linear interpolation



Network : réseau\_voirie\_shp

Window : Allow to define the analysis area

i-cost: ti

j-cost : tj

Direction : Sens

Spread : Diffusion

Impassability : Impasse

Pixels nb x :200

Pixels nb y :200

Pixel size x : let default values

Pixel size y : let default values

Decimals : 5

Radius(m) : 1000

Spread speed : 4 (4 km/h for walking) speed to be adapted depending on mode (15 km/h cycling)

or for a distance map : 60

Impassable? : do not check

individual values: choose a field for in case of an individual value analysis (ex: pole) or keep '.' as default

Raster file : save raster as

Run

## 20. Isovalue polygons

### SCRIPT Isovalue polygons

Raster : **raster layer**

Band : **1**

Min : **0**

Max : **60** (depends on the duration)

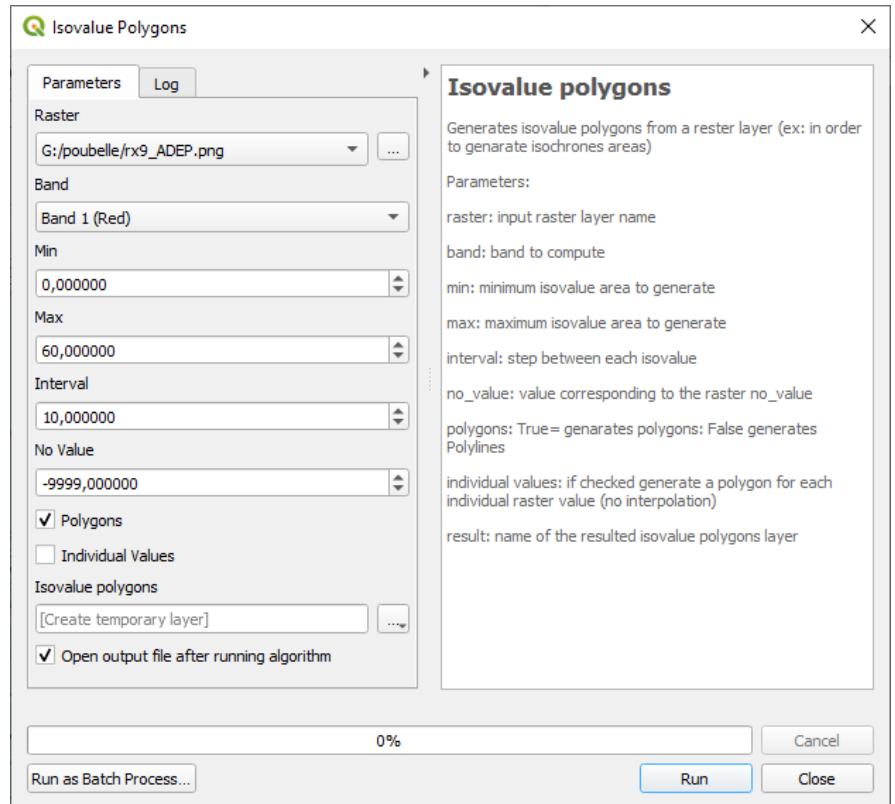
Interval : **10** (iso-value interval)

No value : **let default value**

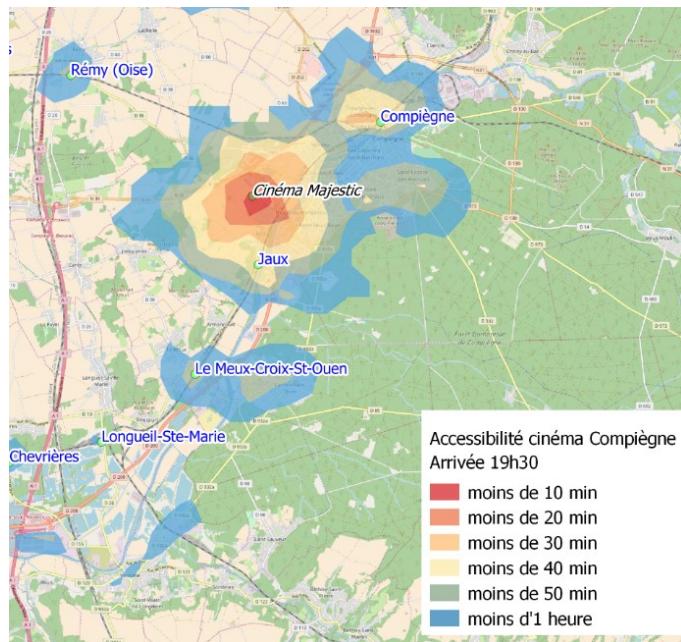
Polygons : **check it**

Individual values: **check only for individual value analysis**

Contours iso-valeurs : **save layer as..**



### Isochrone example



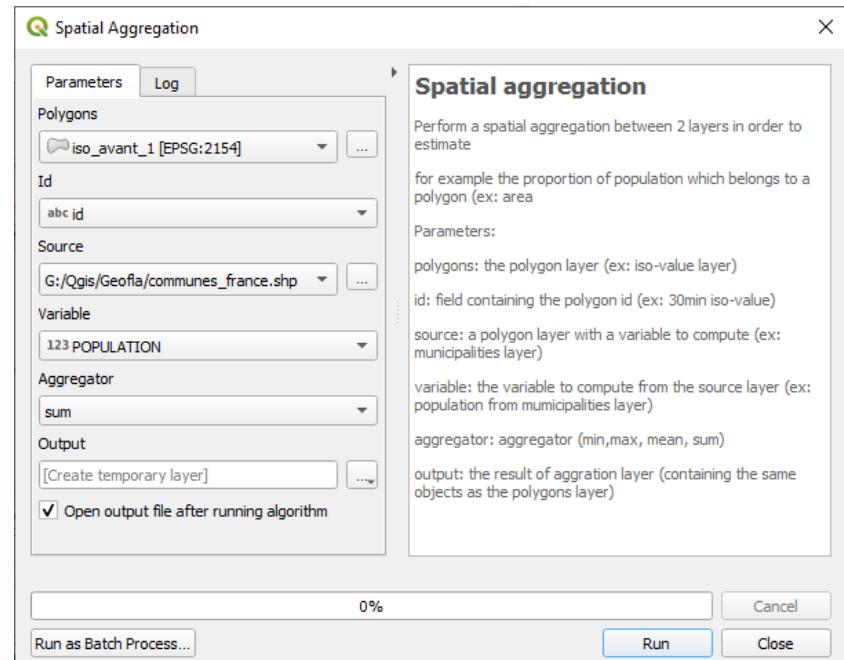
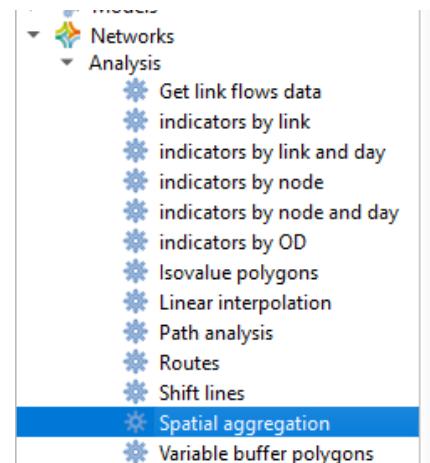
## Partie 3 : To go further...

### 21. Compute population inside iso-value polygons

#### SCRIPT Spatial aggregation

Open the iso-value polygons layer

Open an administrative layer with a population field



Polygons : select the iso-value polygons layer

Id : **polygon id** (corresponding to the threshold defined in the polygons layer)

Source : **administrative layer**

Variable : **field name containing the population data**

Aggregator : **sum** (to sum). Choose between sum, mean, minimum, maximum

Output : **save result as (polygons layer)**

Results

Sortie :: Total des entités: 4, filtrées: 4, sélectionnées: 0		
	id	POPULATION
1	0,00000	621,01899
2	5,00000	2381,86852
3	10,00000	5078,68296
4	15,00000	5542,47301

# B- Production of a PT services offer (example : french regional railways offer)

## 1. Get the theoretical offer on the SNCF open data website

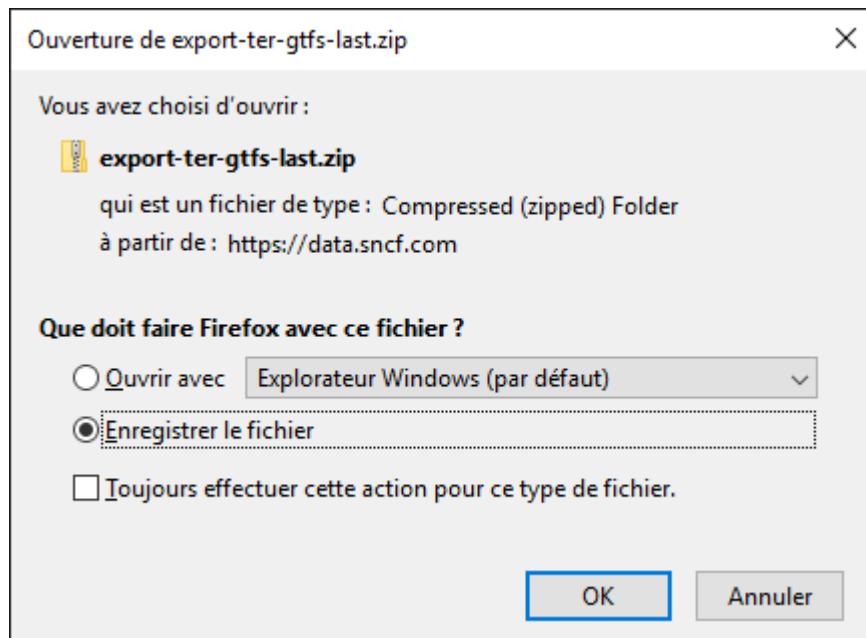
(<https://data.sncf.com/explore/?sort=modified> )

The screenshot shows the SNCF Open Data website interface. On the left, there's a sidebar with filters for 'Tri des jeux' (Modified, Populaires, De A à Z), 'Filtres' (Search bar, 'Horaire', 'Train', 'Gare de voyageurs', 'GTFS', 'France'), 'Vue' (Analysse, Carte, Image, Personnalisée), 'Modifié' (years 2014-2019), and 'Producteur' (SNCF Réseau, DIRECTION FINANCE ACHATS). The main content area displays four datasets: 'Horaires des lignes TER' (TER train schedules), 'Horaires des Tram-Train TER Pays de la Loire' (Tram-Train TER in the Pays de la Loire), 'Horaires des lignes Intercités' (Intercity train schedules), and 'Horaires des lignes Transilien'. Each dataset card includes details like Producteur (TER/Intercités), Licence (Open Database License (ODbL)), and Données (number of elements), along with buttons for 'Tableau', 'Export', and 'API'.

Choose the services that we want to represent (In our example “Horaire des lignes TER”). Click on « **export-ter-gtfs-line.zip** » to download and save the file

The screenshot shows a Firefox browser window displaying the SNCF Open Data website. The URL in the address bar is <https://data.sncf.com/explore/dataset/sncf-ter-gtfs/table/>. The page title is "Horaires des lignes TER". On the left, there's a sidebar with "1 enregistrement" and a search bar. The main content area shows a table with one row labeled "Horaires des lignes TER". Below the table, there are buttons for "Partager", "Intégrer", and "Widget". At the bottom, there's a download link: "export-ter-gtfs-last.zip".

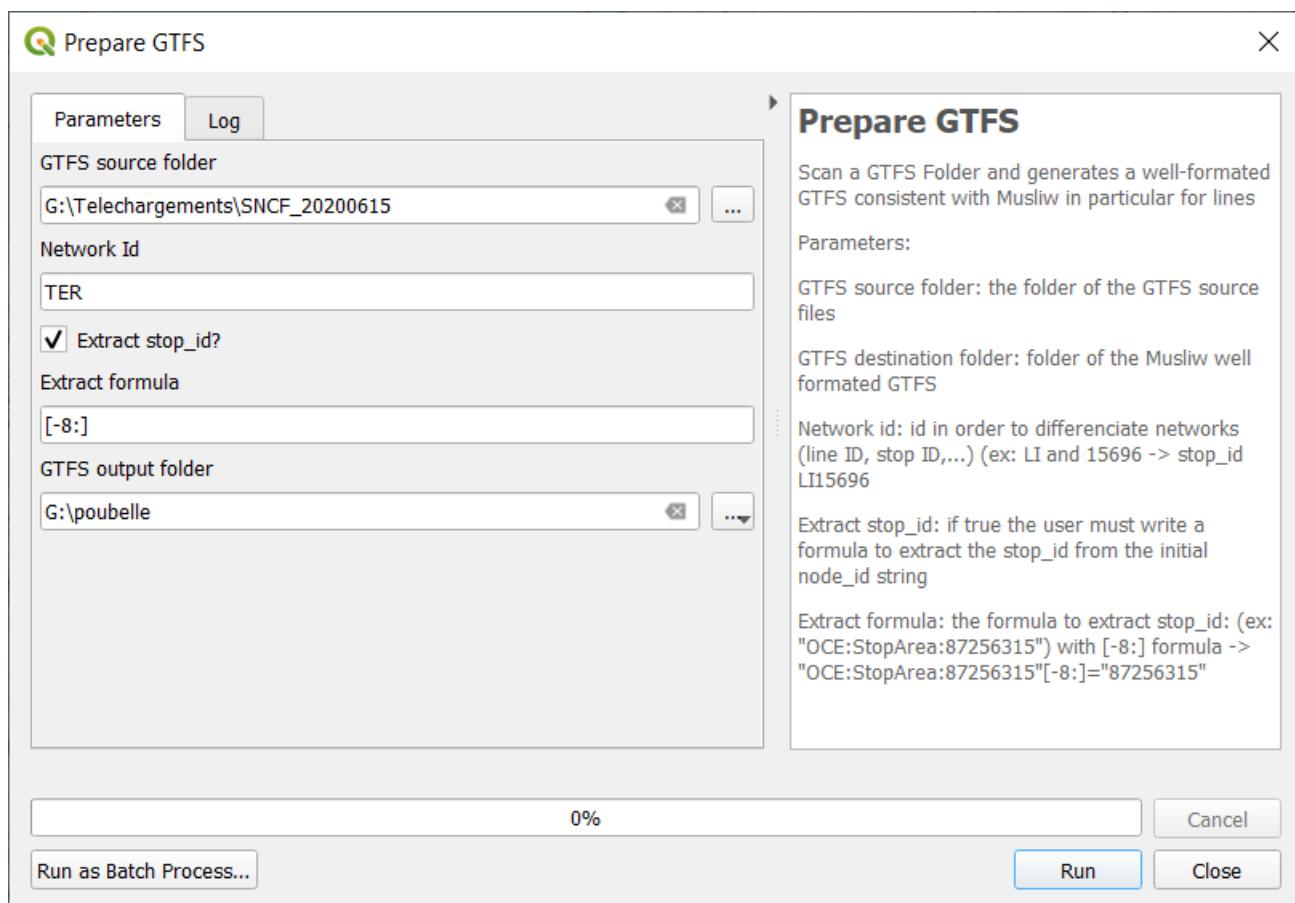
## Accept website policy



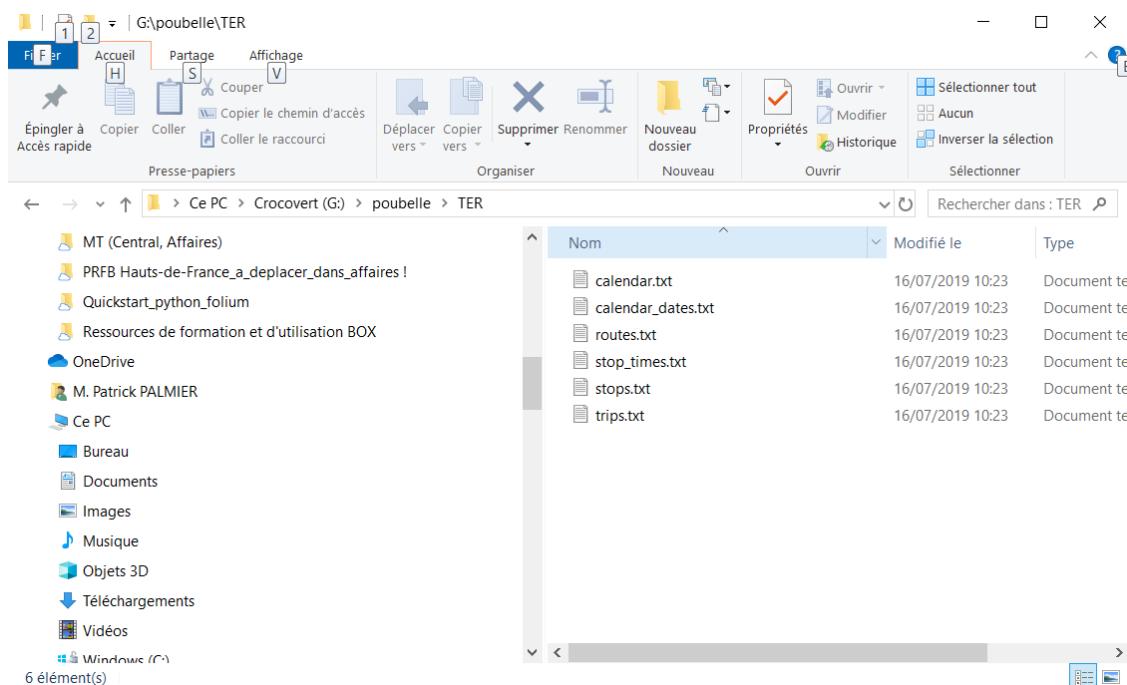
Save and unpack the archive in a directory

## 2. GTFS pre-processing

A pre-processing has first to be done on the raw GTFS with the « **prepare GTFS** » algorithm in order to be correctly formatted for “networks” plugins scripts and in particular with the mutli-modal calculator Musliw.

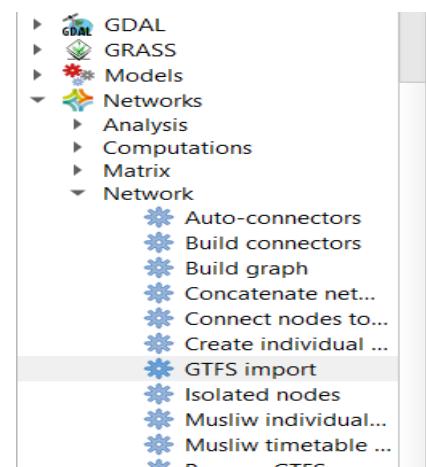


The script generates a new GTFS dataset compliant with networks algorithms



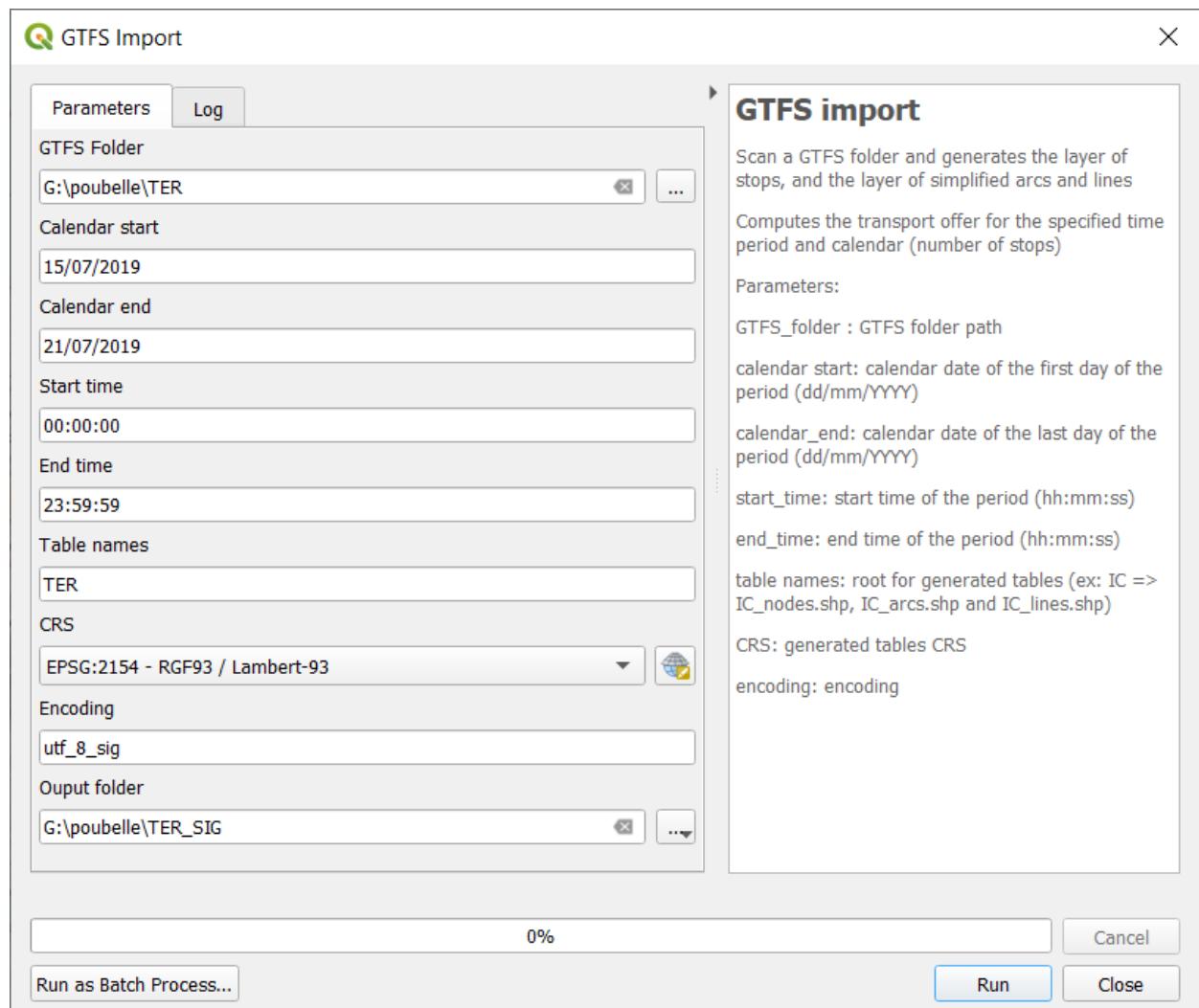
### 3. GTFS import in Qgis

Run the « import GTFS » algoritihm to be able to view the corresponding offer in Qgis



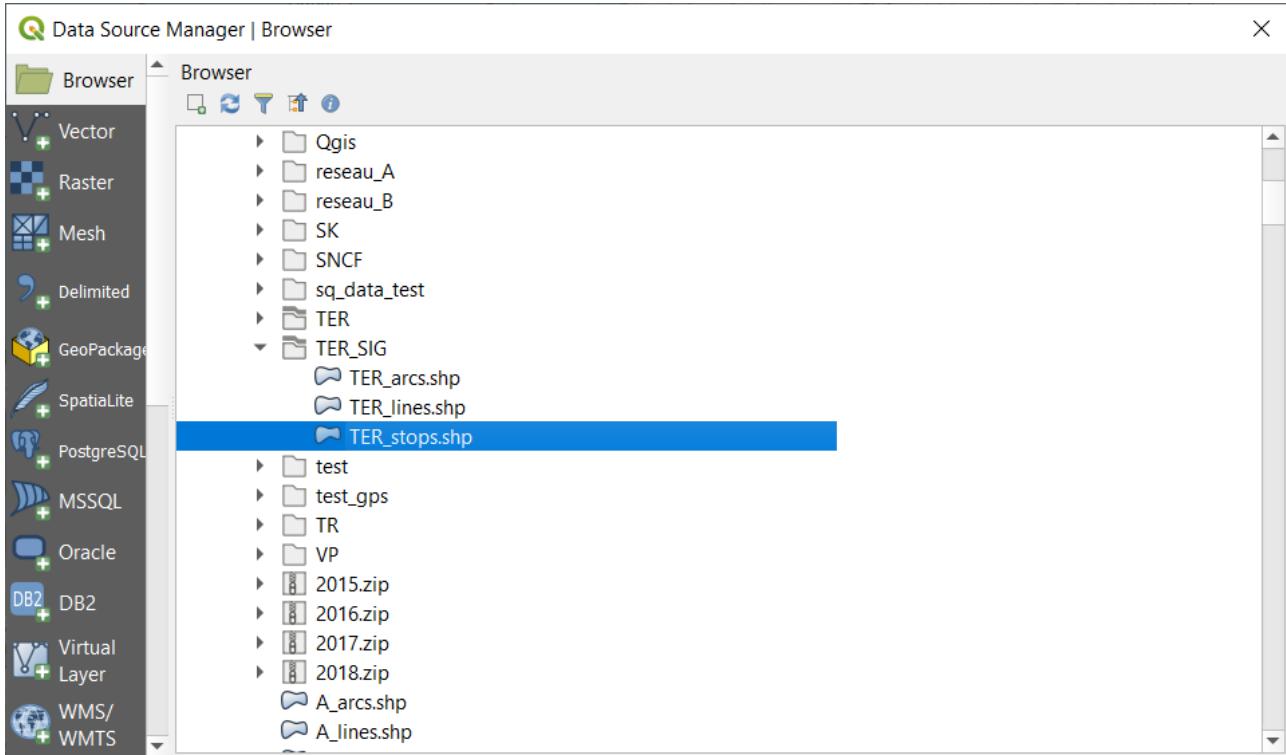
the start and end dates of the calendar must be dates where corresponding data (timetables) are available in the GTFS file.

For that point, it is recommended to edit **calendar.txt** and/or **calendar\_dates.txt** to choose a week or a period where timetables are available

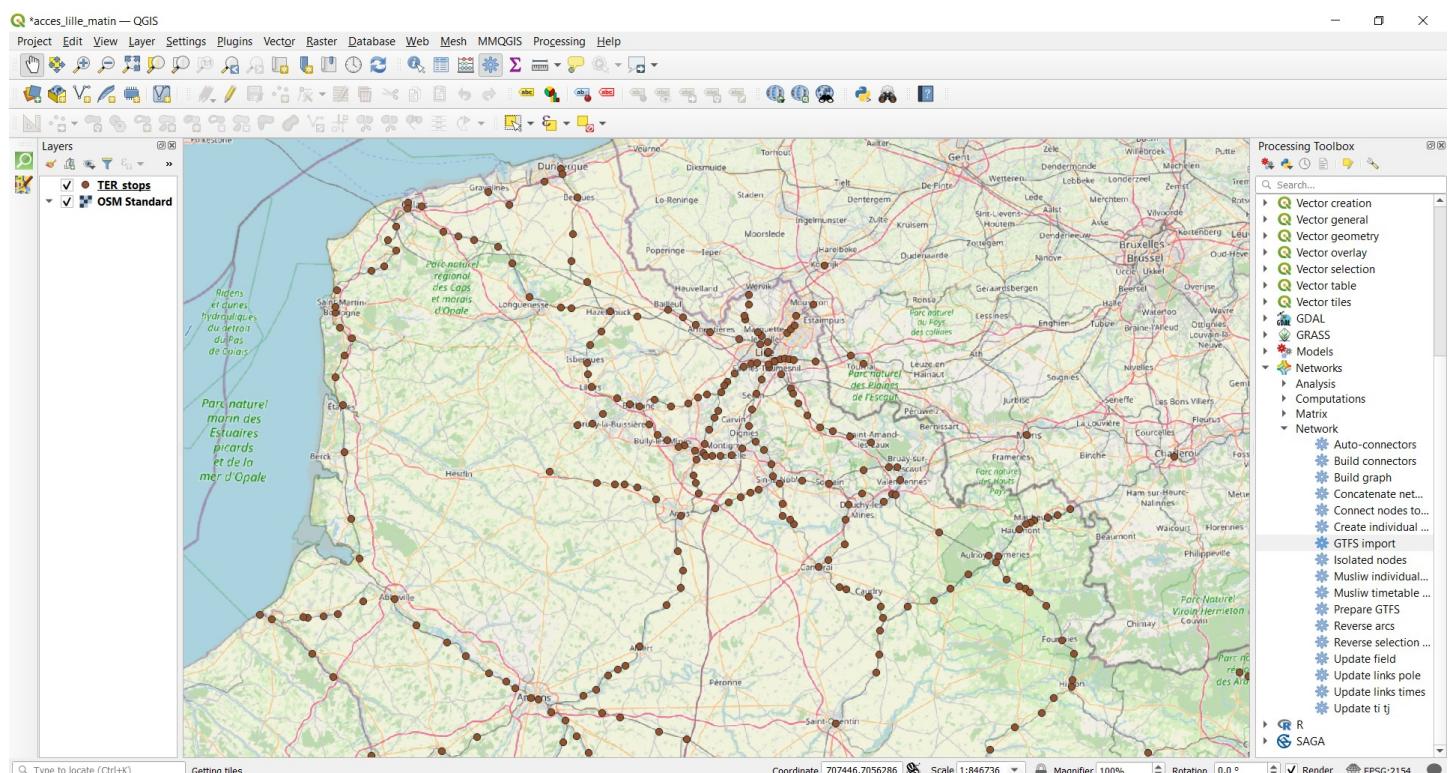


## 4. View stops

Load in Qgis the « **\_stops.shp** » layer which contains regional railways services stops



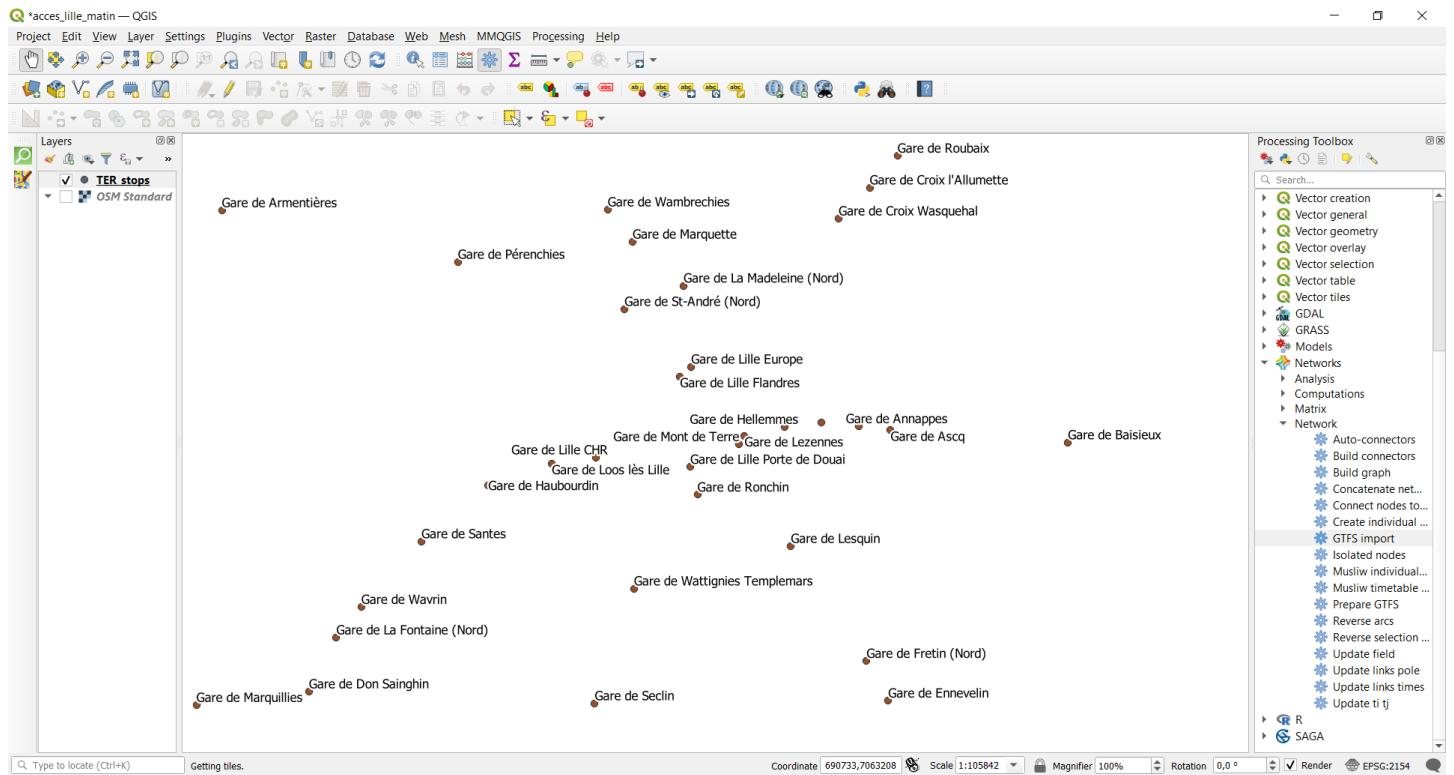
### Results (zoom in Lille regional area)



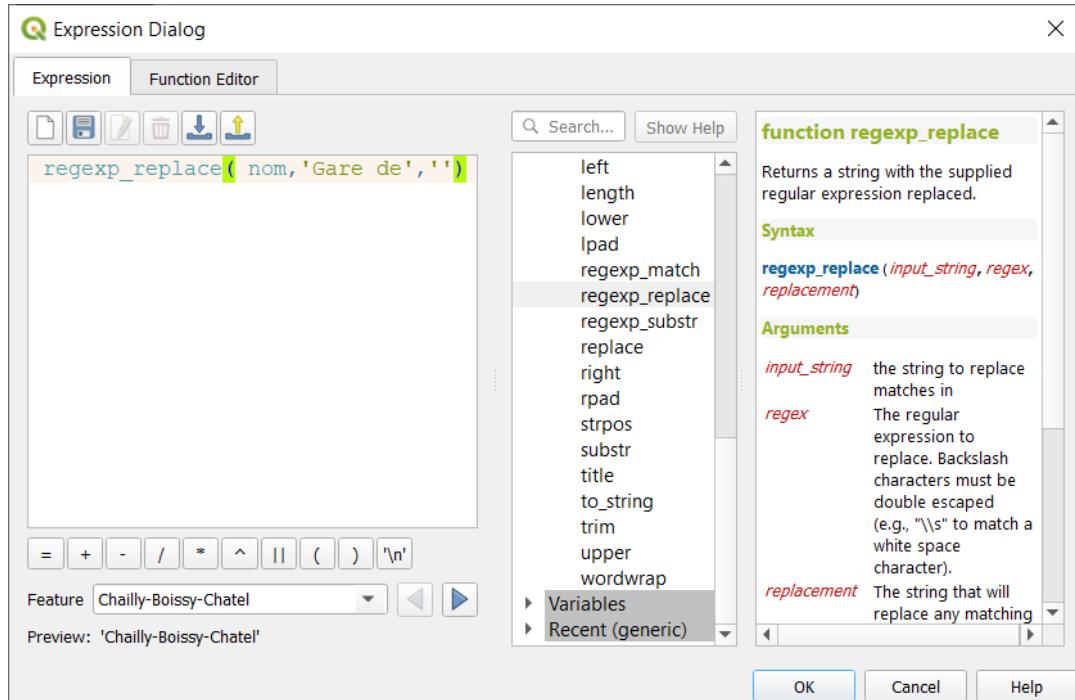
## 5. Show stations names

To show the stations names, you have to show labels with the field “**nom**”

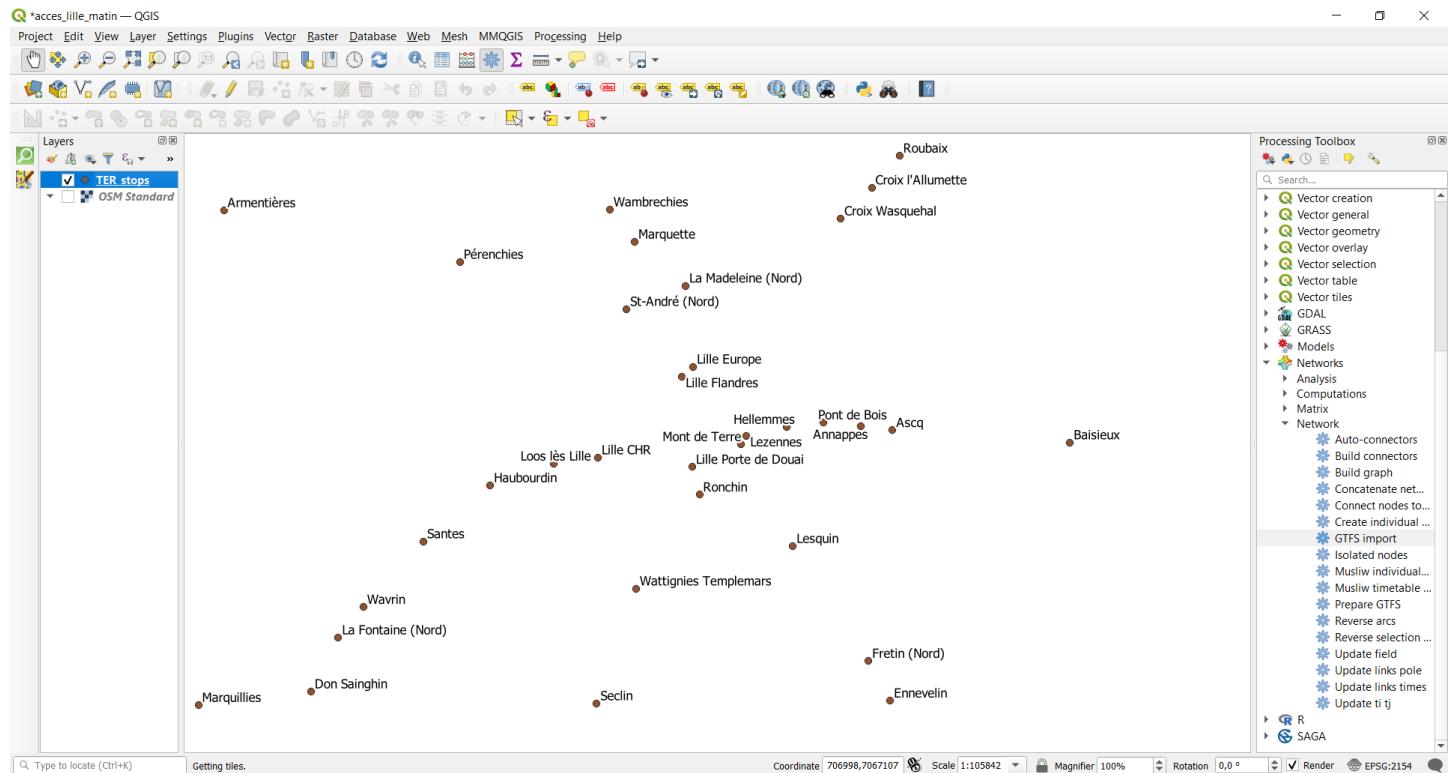
On the other hand, we notice that the station name is defined with “**Gare de**” before the names of the station



To not show “**Gare de**”, it is possible to use a **regular expression** which will replace “**Gare de**” by an empty string.



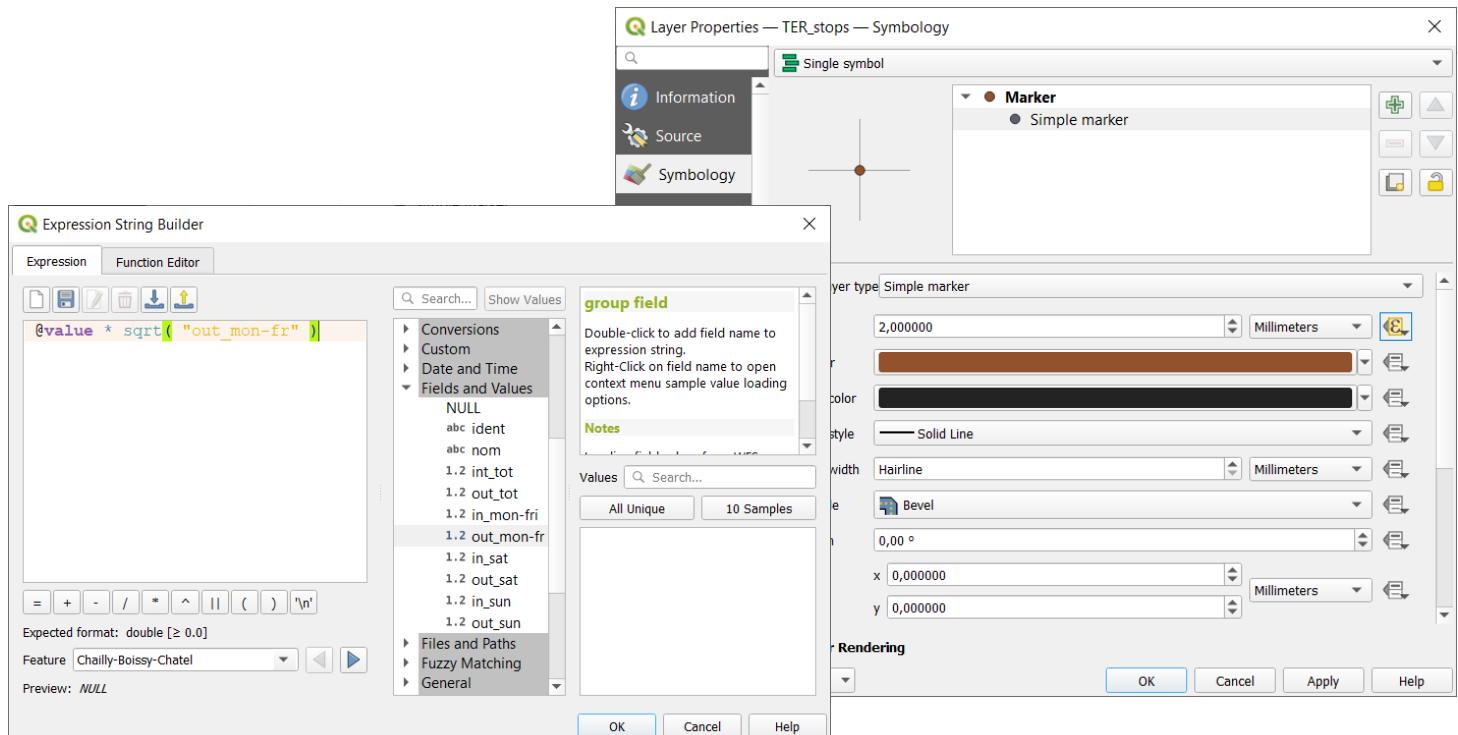
## Result



## 6. Produce a proportional symbol size map

To perform a **map with proportional symbol size**, you have to **customize the symbol size** with an expression containing the variable to represent

“out\_mon-fri” field represents the average daily number of departures during the time interval you’ve chosen in script “GTFS import”. The keyword **@value** represents the width attribute value. To keep it in the expression allow to adjust the size directly by modifying the value in the size width, without having to modify the expression.



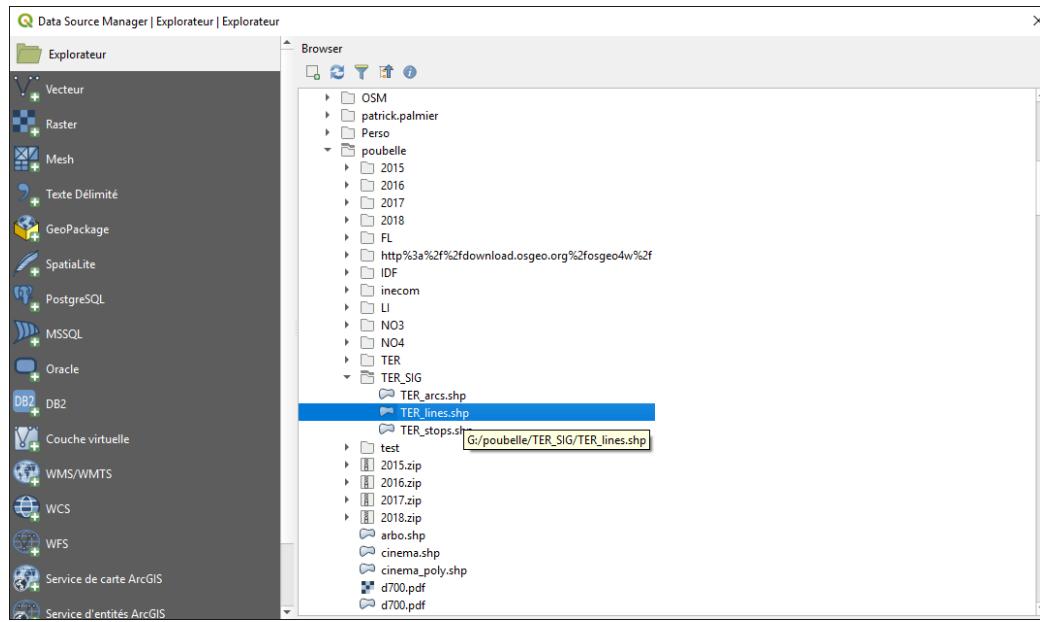
## Result

## 7. View the number of services by link

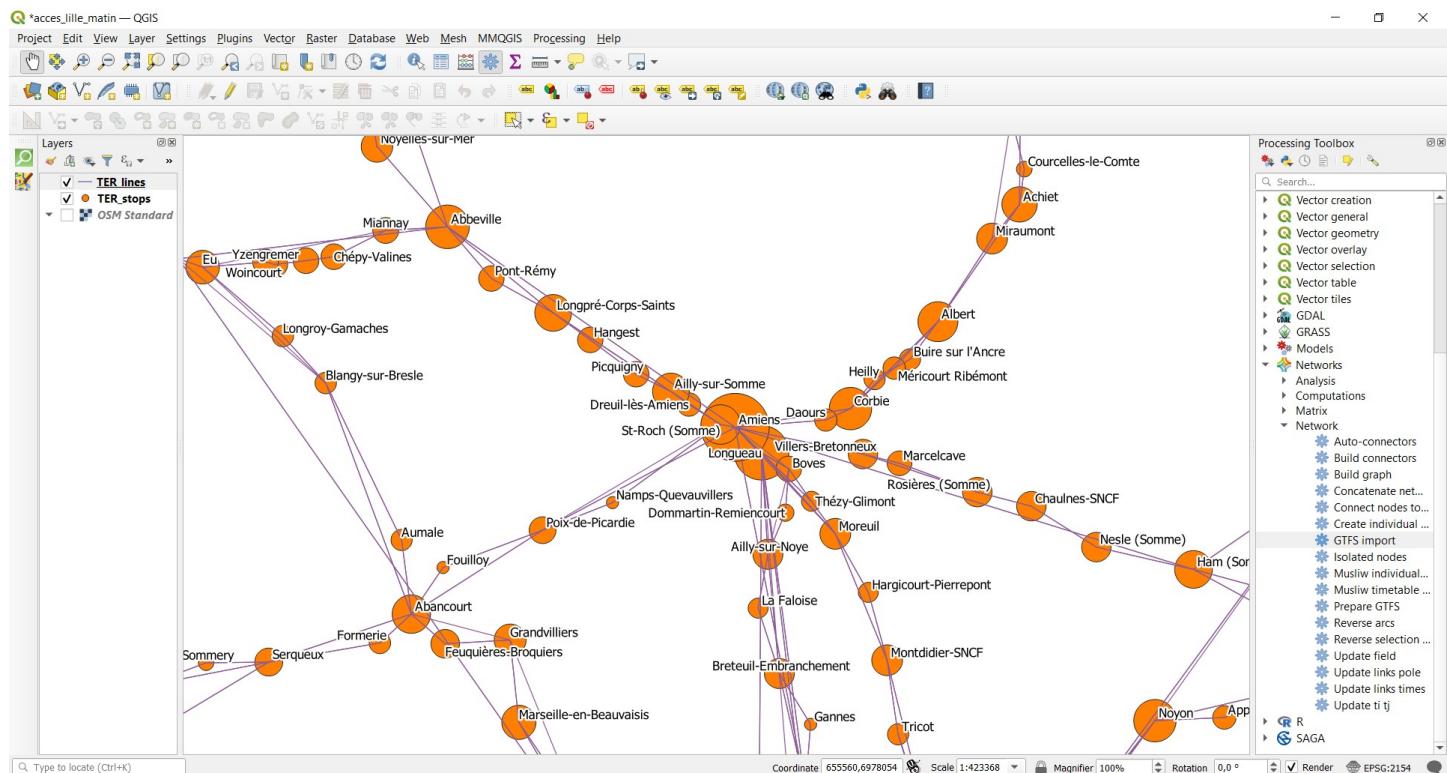
To view the **number of services by link**, you have to load the “lines” layer.

On the other hand, the line shape is simplified. it consists of a straight line between two successive stops or stations. That could generate an unclean representation due to the overlay of direct and omnibus trains

**Load the « lines » layer**



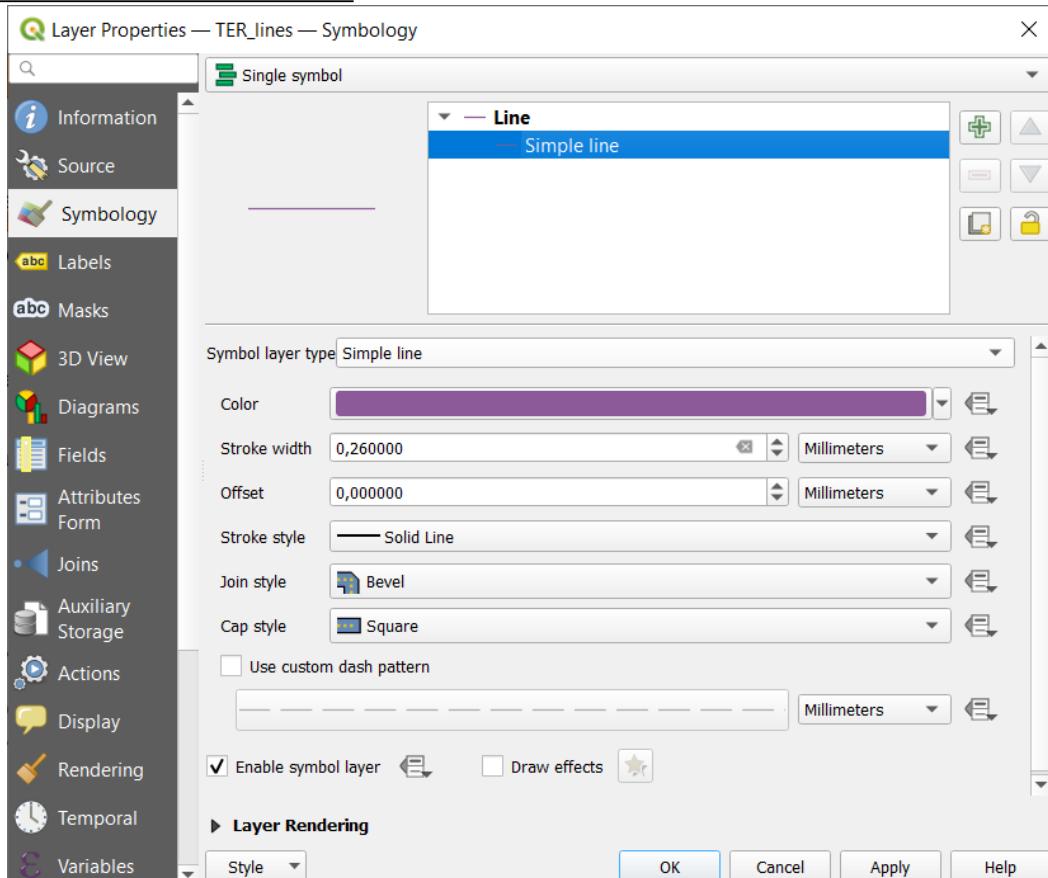
## Result



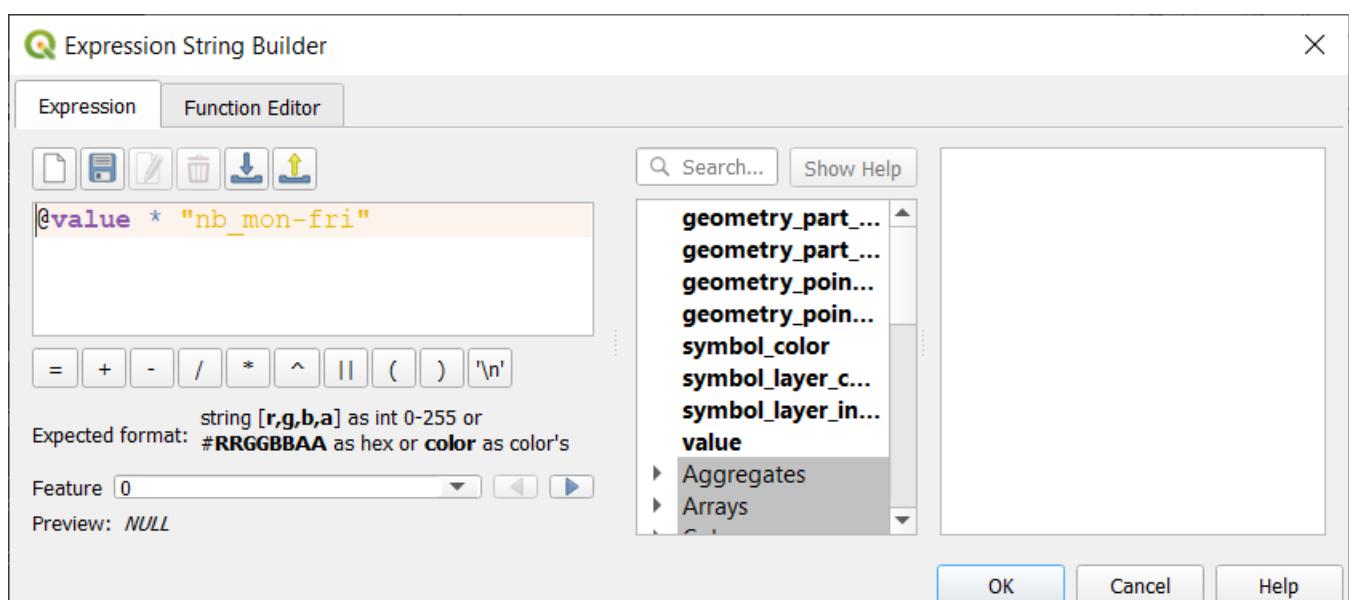
## 8. Widths proportional to the number of circulations

**Warning:** If a network contains a common core where several lines pass in the same road (two successive stops), the settings below is no more adapted and need more complex expression not presented in this document that allow to view the different lines juxtaposed instead of overlapped

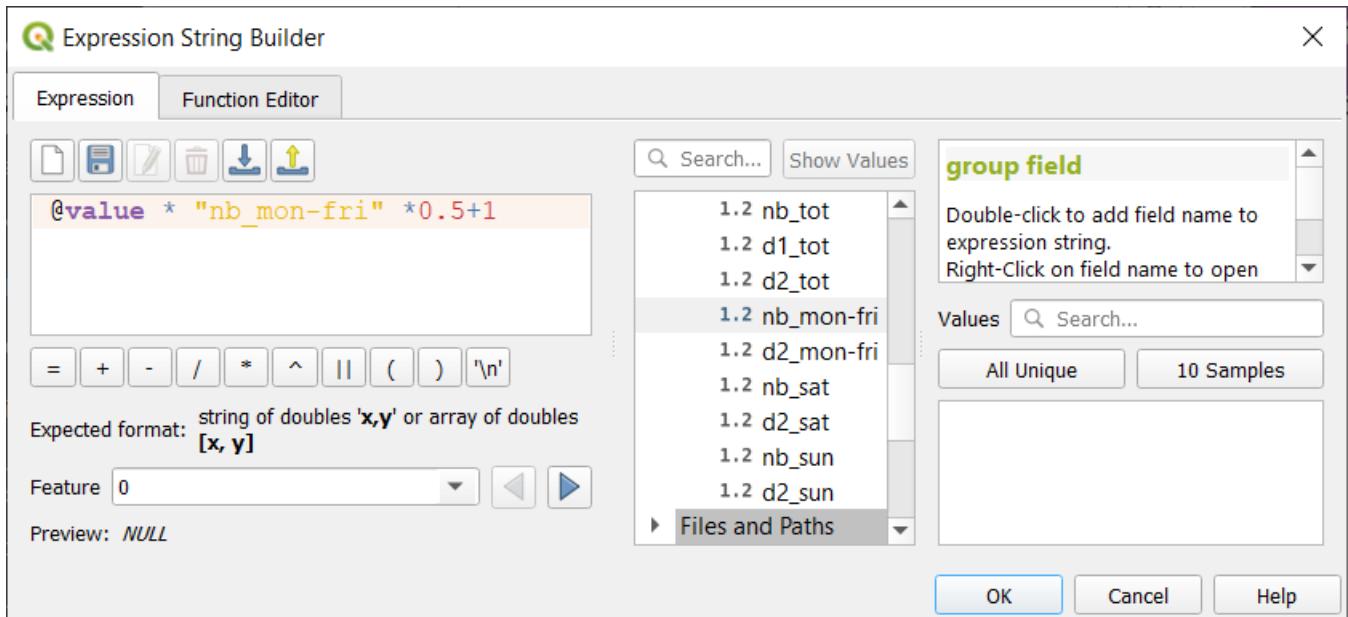
### Define a custom stroke width and offset



### Stroke width

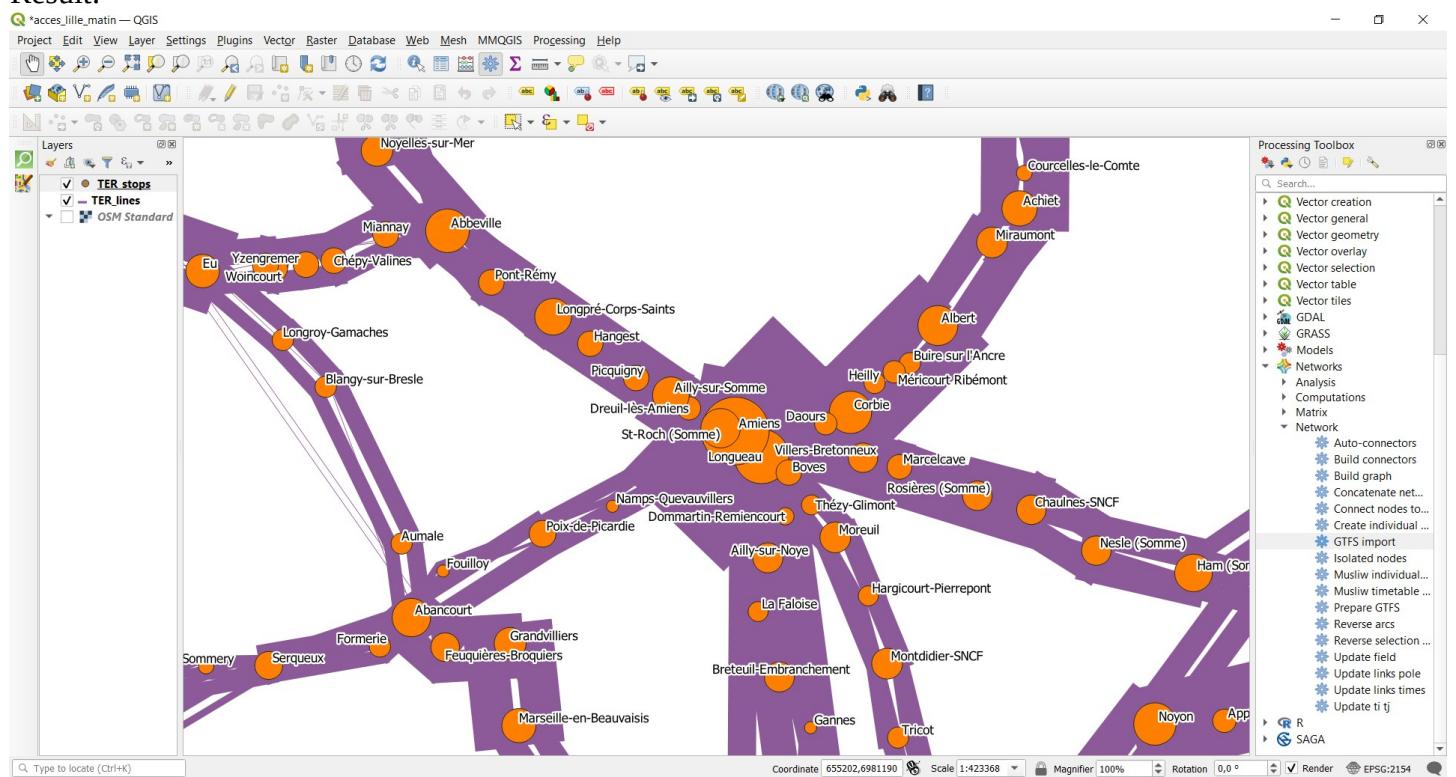


## Offset



NB : Numeric values in stroke width form and offset from have to be identical with the expressions defined above.

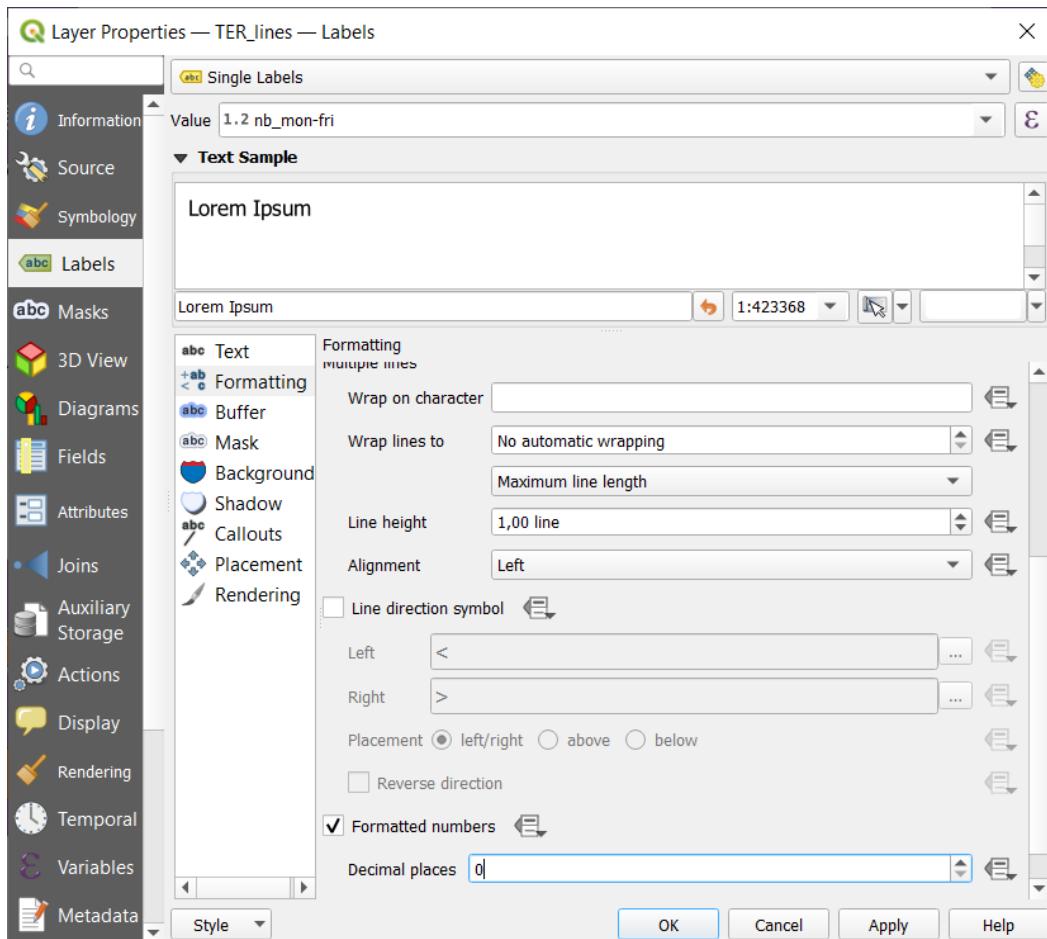
Result:



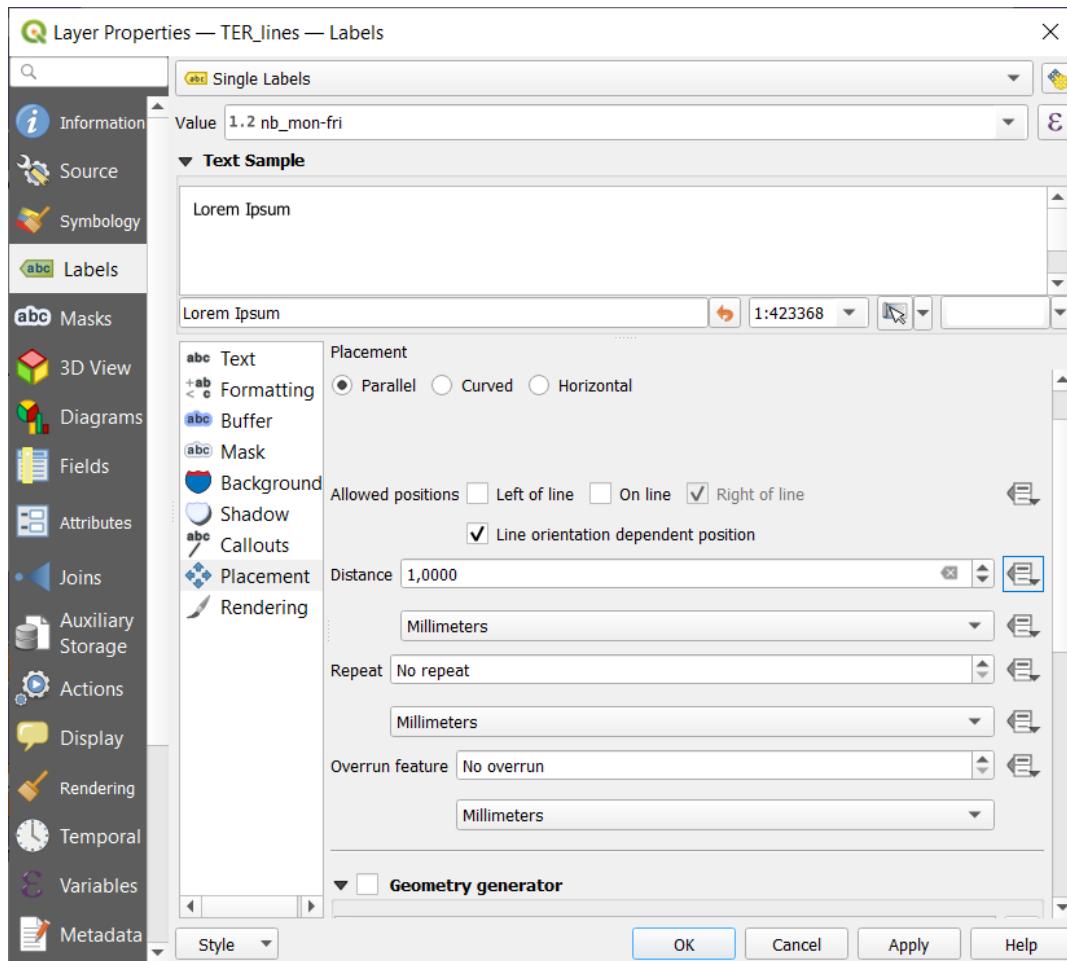
## 9. Label the number of services

Choose **nb\_mon\_fri** (average number of train courses the selected week from Monday to Friday included). As it is an average, specify formatted numbers with “**0**” in place of decimals

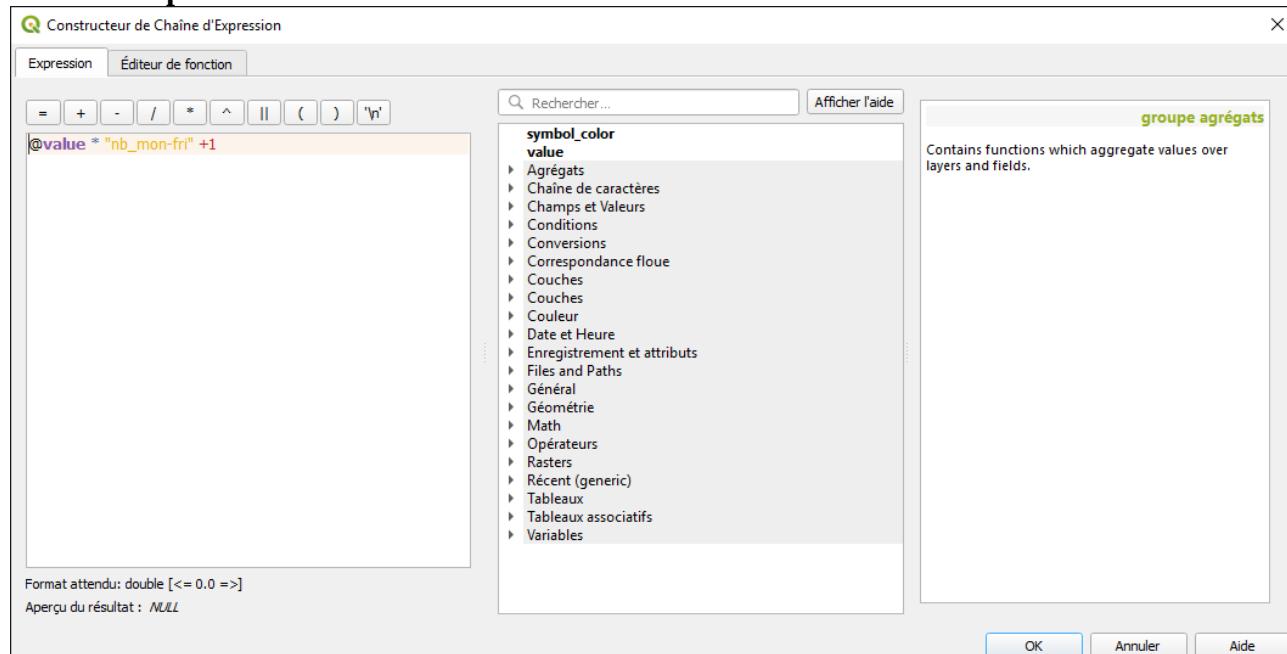
PS: In general, rather than simple labels, choose "rule-based labels". This will allow you to filter the labels more easily, because if you have set up your simple labels in a complex way, changing the type of labels will make you lose this settings which will have to be renewed with the rule-based labels.



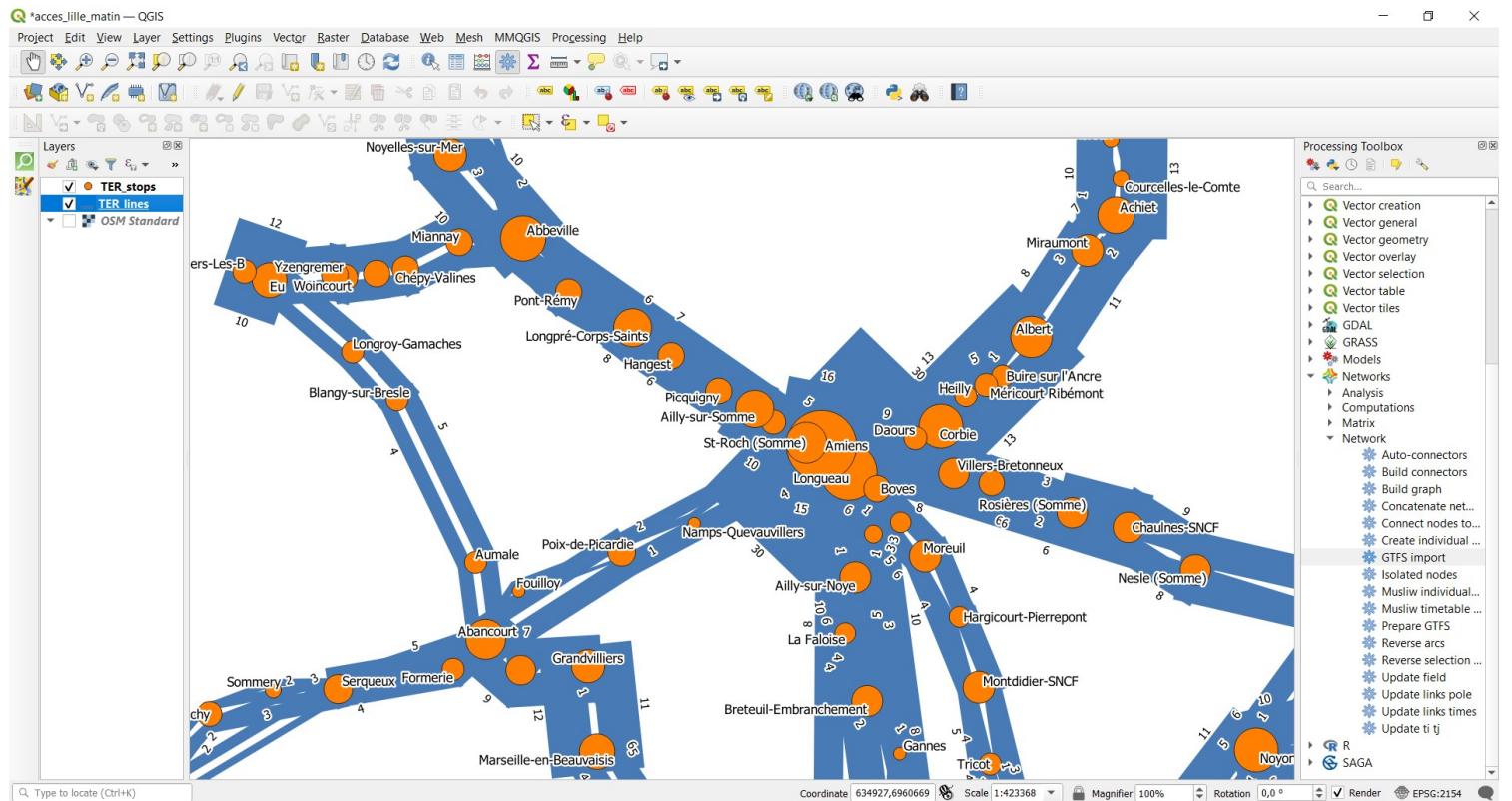
Set the same distance as the strike width and offset value on the lines layer. Check “line orientation dependent position” and “right of line” a traffic map rendering.



## Distance expression:



As railways services aren't all identical, the succession of stops isn't identical too. Then, the map could be quite unreadable. A method exists to face this inconvenience and produce a clean and pretty map. This method is longer and more complex as it needs the generation of a network based on the real shape of lines. Then you have to compute shortest paths for each pair successive stations. This method is not described at the moment in this document.

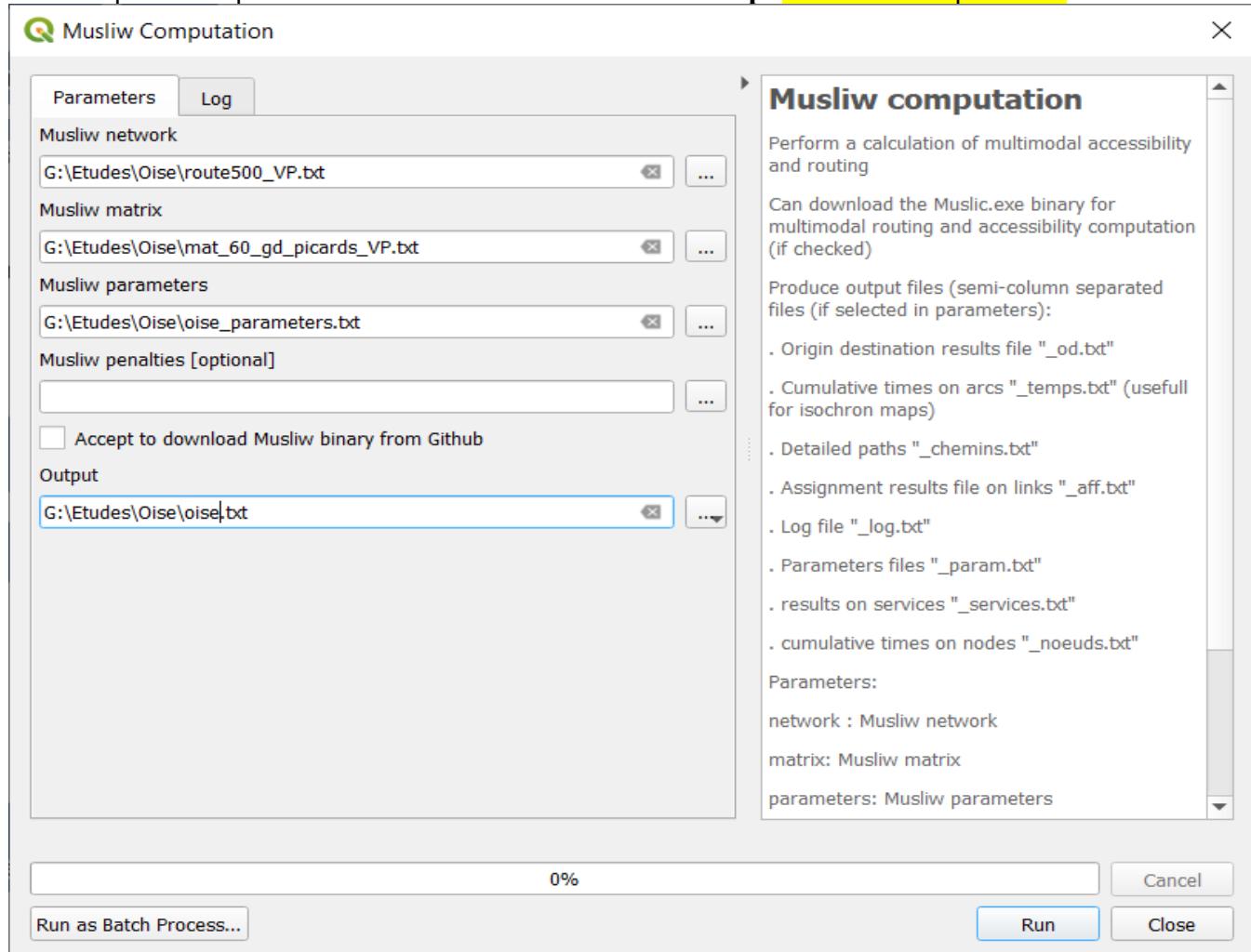


# C- Production of a traffic map

The aim of this tutorial is to produce a traffic map

In a first step a Musliw matrix has been generated from the trip file of the “Grands Mobiles Picards” household travel survey. The matrix was built with car as driver trips from people living in the Oise Territory. The objective is to view desire lines of drivers who live in Oise territory.

Shortest paths computations have been made with Musliw **script « Musliw computation »**



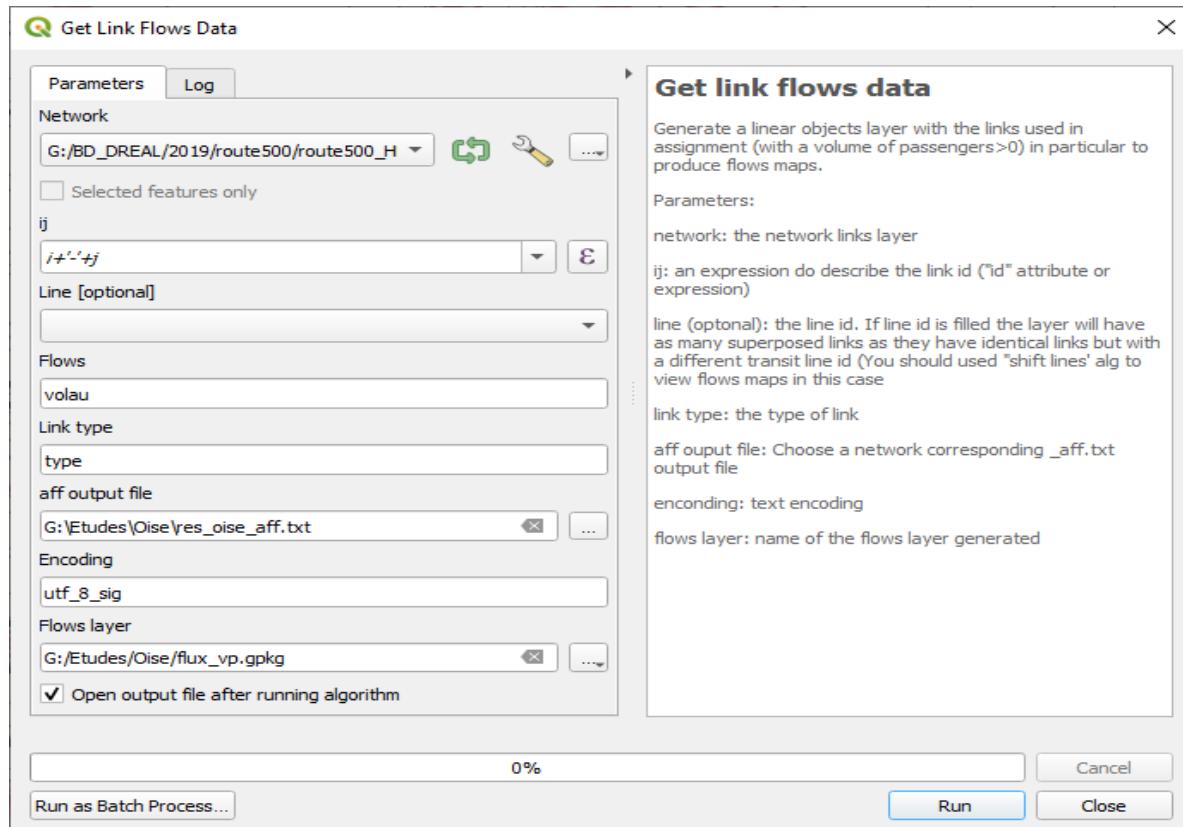
The “\_aff” file contains the list of arcs (here route500) with auto-volumes on shortest paths .

## 1. Get traffic volumes

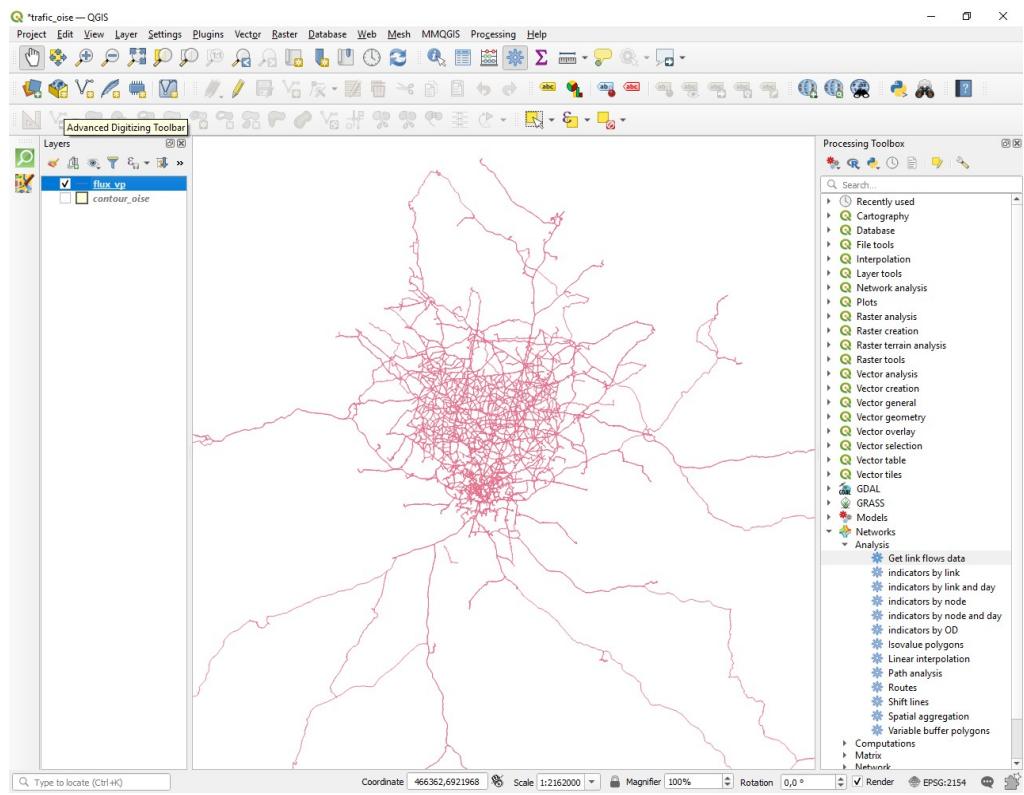
The road network used here is the Route500 network

As route500 is the used network, it has to be the reference in order to get Musliw results calculations data

The traffic volumes fields is often called **volau** (auto volumes), and you have to get data from the “**.aff**” file which contains informations about the number of cars on each “route500” arc.



Le **script** génère une **table flux\_vp.shp** qui contient les arcs route500 ayant été empruntés par au moins une OD de la matrice.



## flux-vp data table

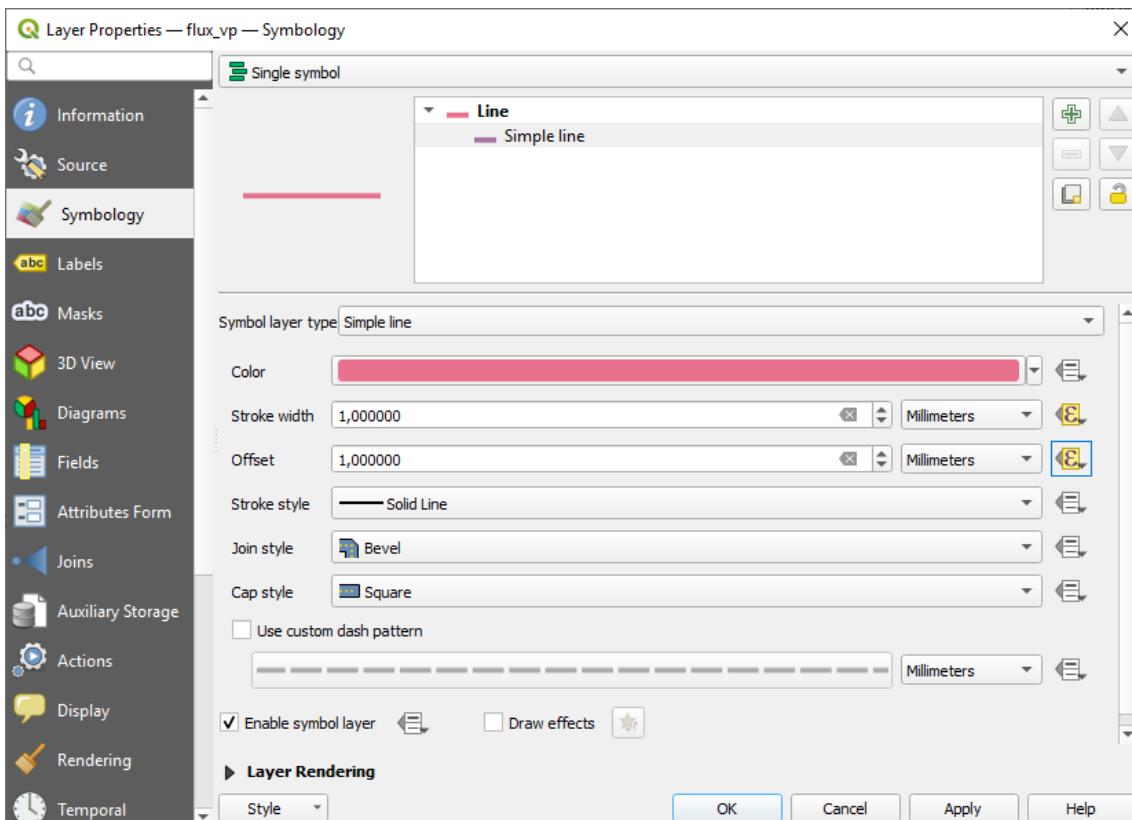
flux\_vp — Features Total: 20958, Filtered: 20958, Selected: 0

	i	j	ij	volume	type
1	v182533320228...	v182534285228...	v182533320228...	271,0000000000...	v
2	v182319291228...	v182326723228...	v182319291228...	56,000000000000...	v
3	v182074827229...	v182084313229...	v182074827229...	5644,0000000000...	v
4	v182475884228...	v182480714228...	v182475884228...	4444,0000000000...	v
5	v181562335229...	v181573797229...	v181562335229...	66,000000000000...	v
6	v182360066229...	v182396484229...	v182360066229...	670,0000000000...	v
7	v181663081228...	v181653220228...	v181663081228...	34,000000000000...	v
8	v181814382229...	v181819873229...	v181814382229...	1572,0000000000...	v
9	v181431278229...	v181414171229...	v181431278229...	83,000000000000...	v
10	v182685000229...	v182693442229...	v182685000229...	113,000000000000...	v
11	v180499802226...	v180506992226...	v180499802226...	23,000000000000...	v
12	v181873015230...	v181866836230...	v181873015230...	128,000000000000...	v
13	v182428572229...	v182430210229...	v182428572229...	587,0000000000...	v
14	v182481685229...	v18246253229...	v182481685229...	102,0000000000...	v
15	v184065303229...	v184057513229...	v184065303229...	36,000000000000...	v
16	v182620965228...	v182631450228...	v182620965228...	168,000000000000...	v

Show All Features

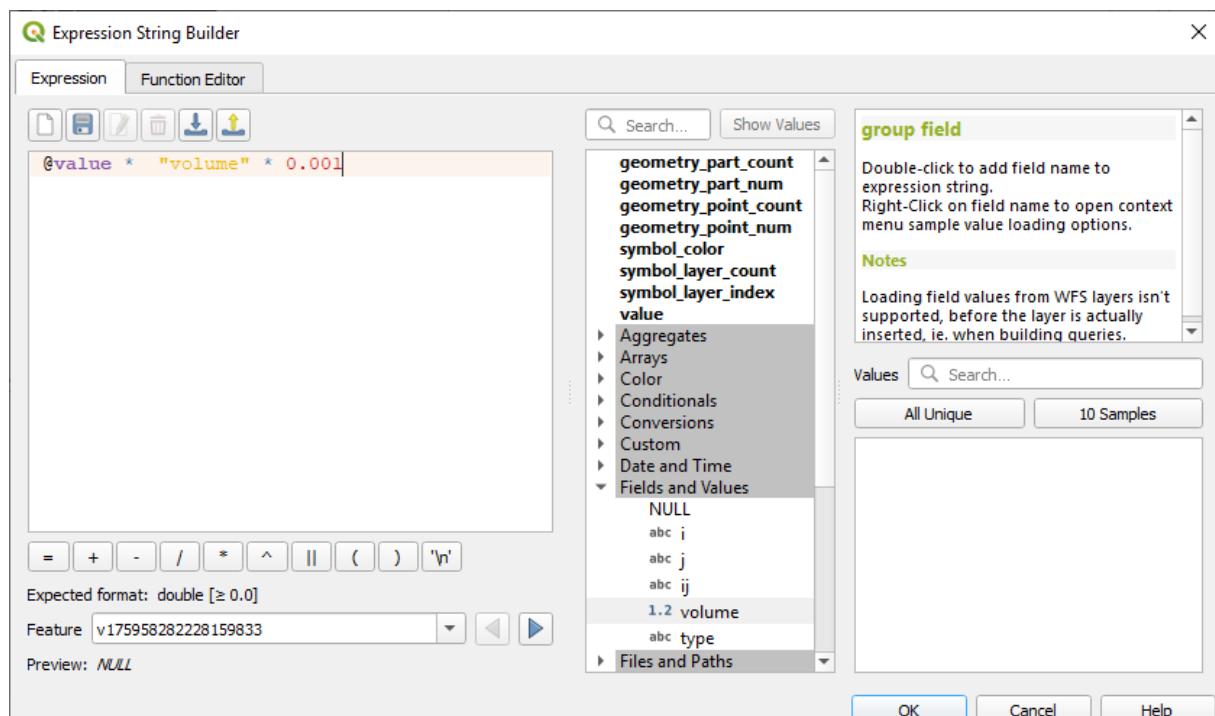
## 2. Define proportional widths

In layer properties choose symbology to **define the line style**. Numeric values of «**stroke width**» et «**offset**» must be identical

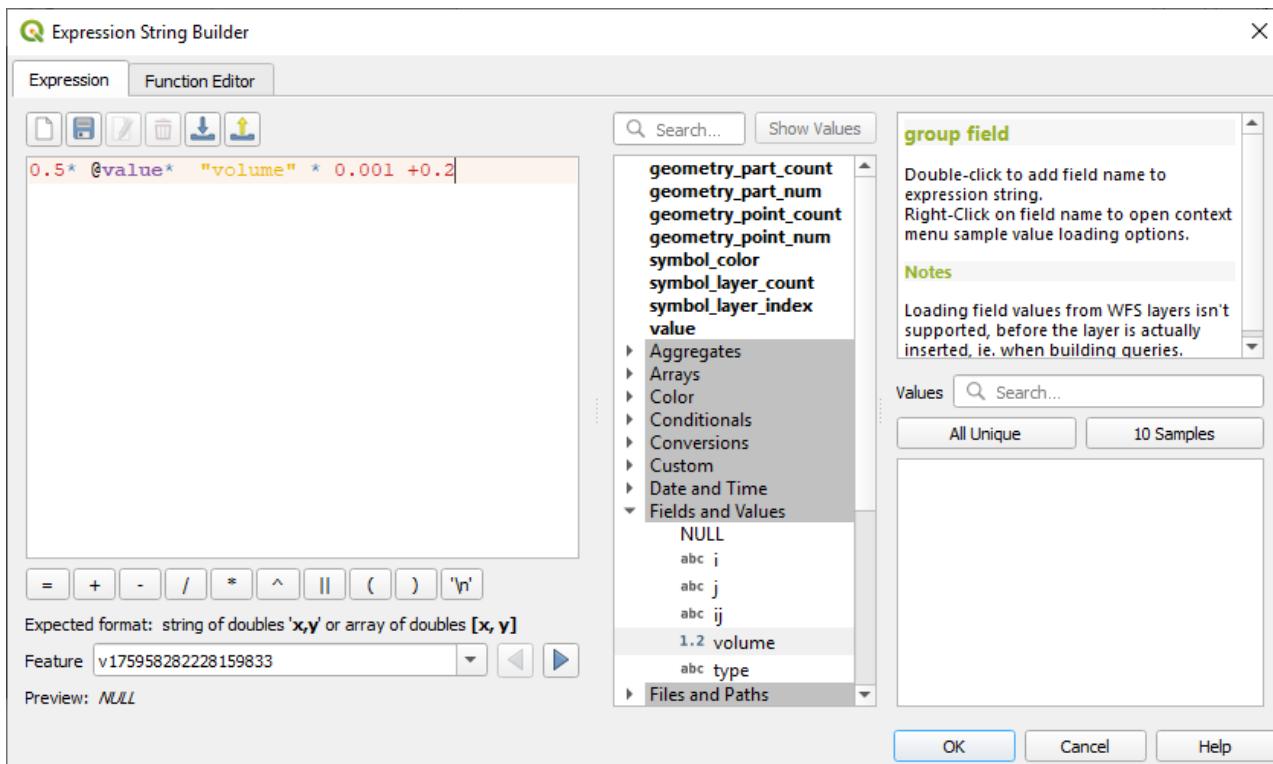


## 3. Set stroke width with an expression

### Stroke width

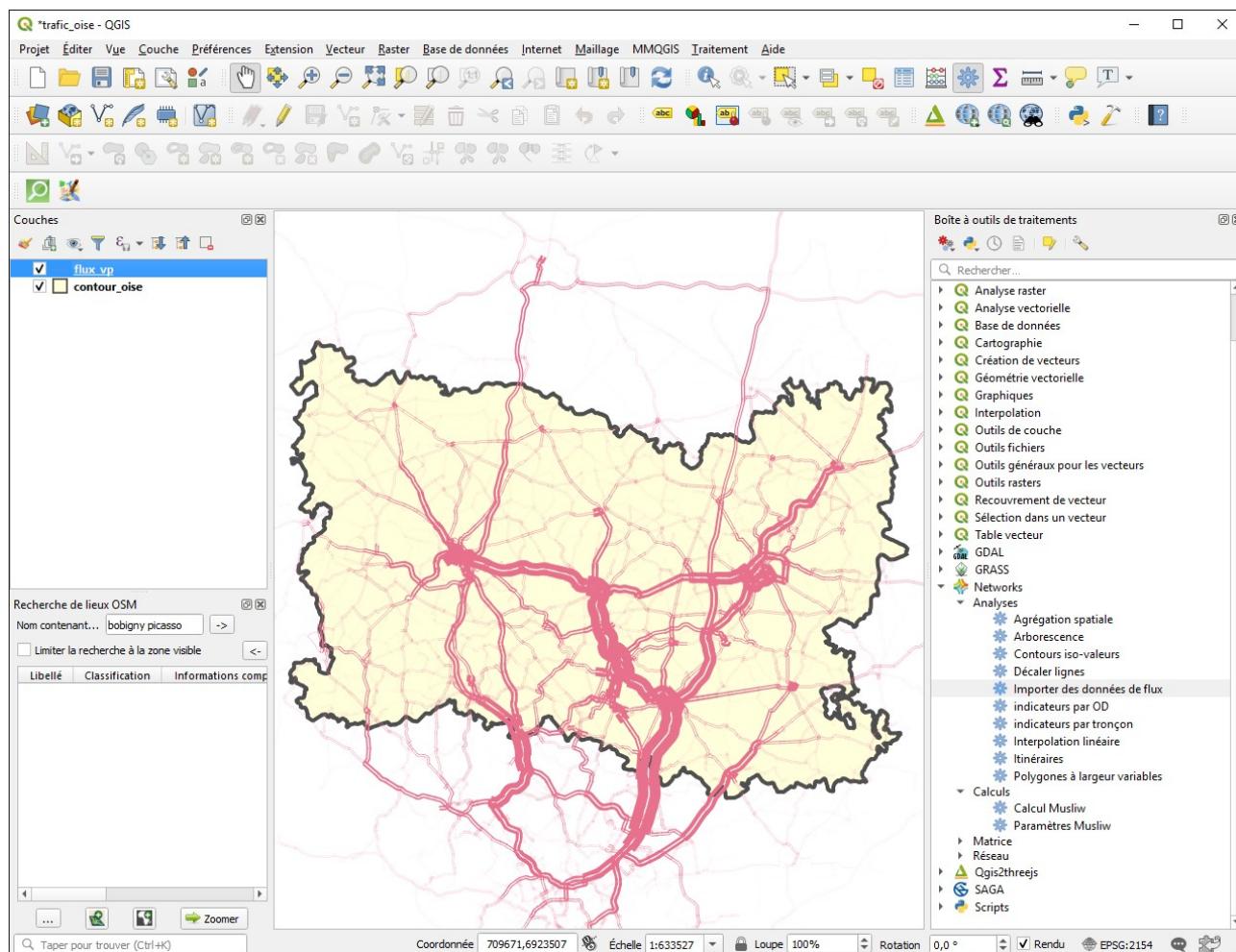


Then set offset as volumes are defined by traffic directions. Then set **offset** expression as traffic is depending of directions. The **+0.2 value** is useful in order to visually differentiate both directions.



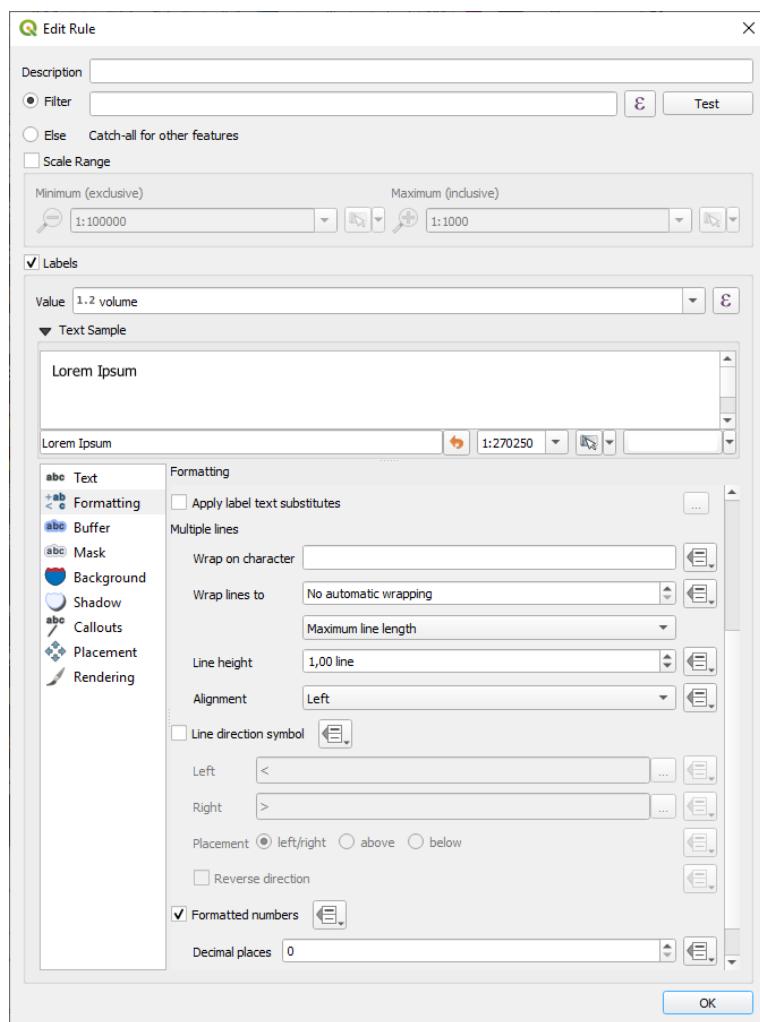
**@value** corresponds to the numeric value defined in stroke width and offset parameters. It is important to introduce **@value** in expression formula because it allows to customize the width by adjusting the parameters value without having to modify the formula.

## Result



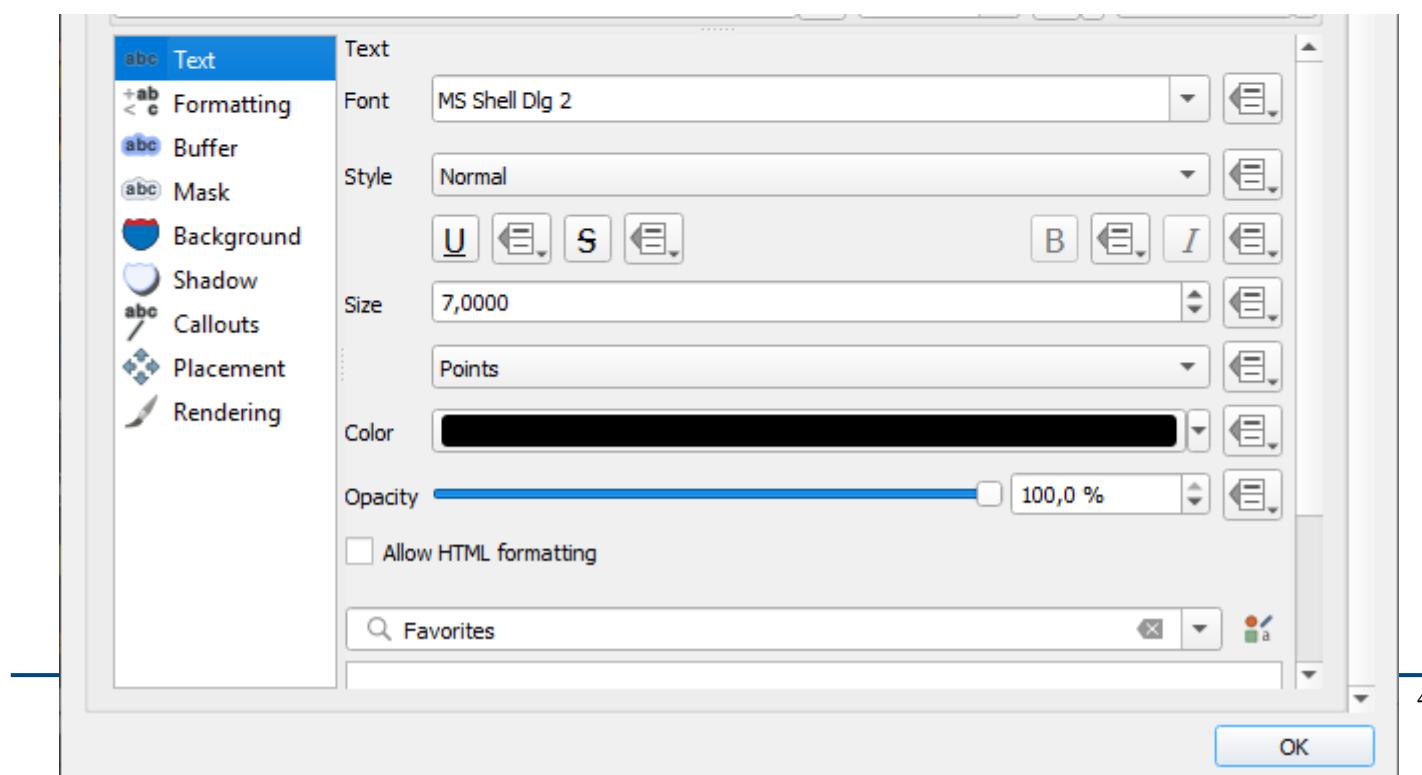
## 4. Show traffic volumes flows

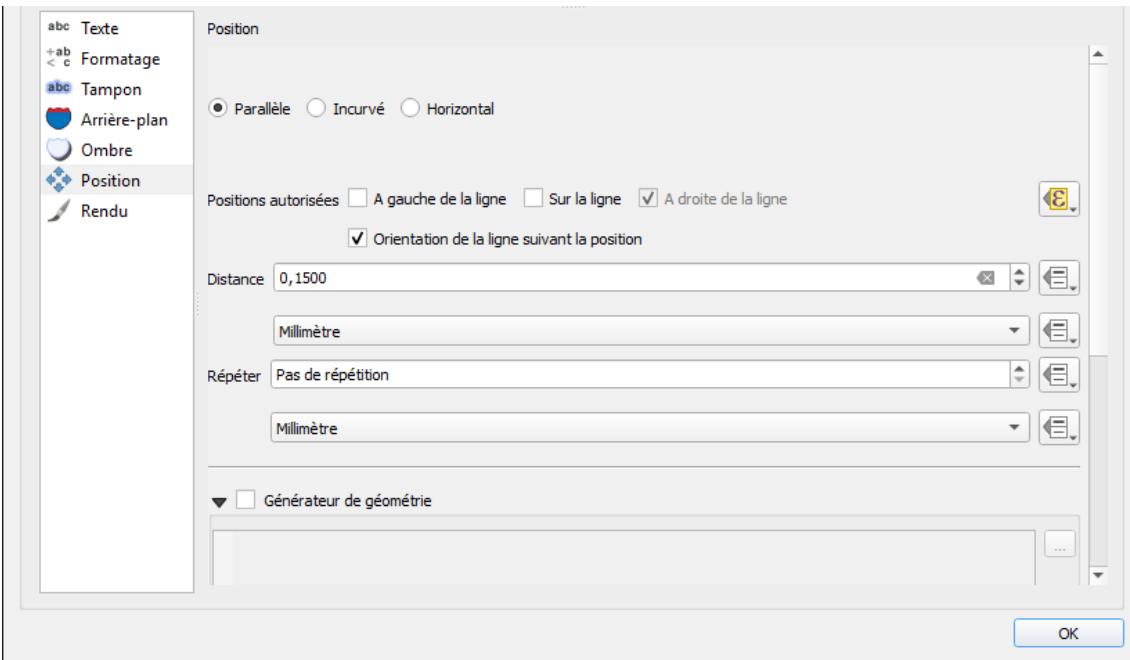
Create **rule based labels** because you will filter small figures later. It is important to click on the  in order to add a rule, even if there is no filter in a first step.



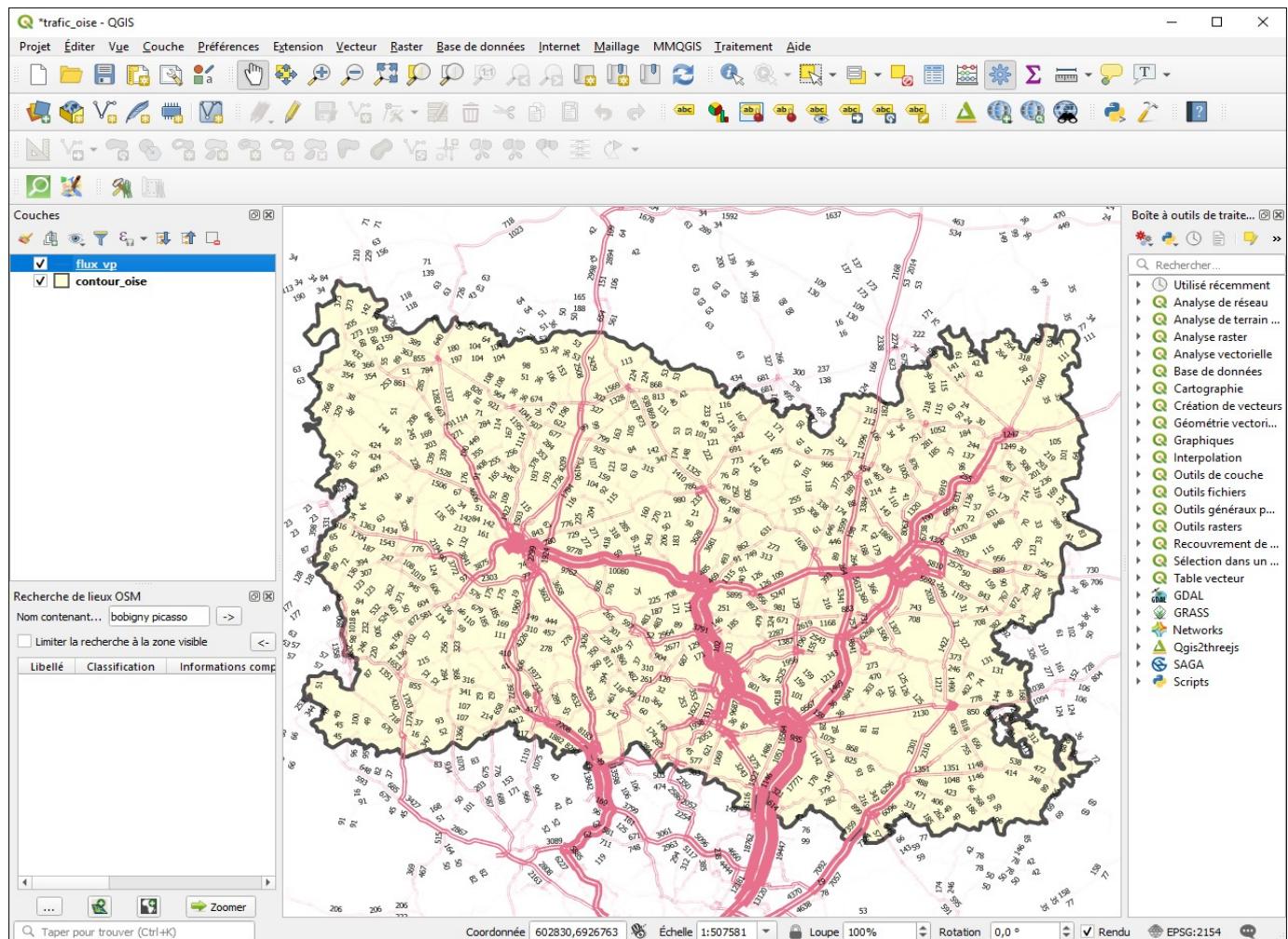
### Formatting text

#### Possibilité de définir la position de l'étiquette



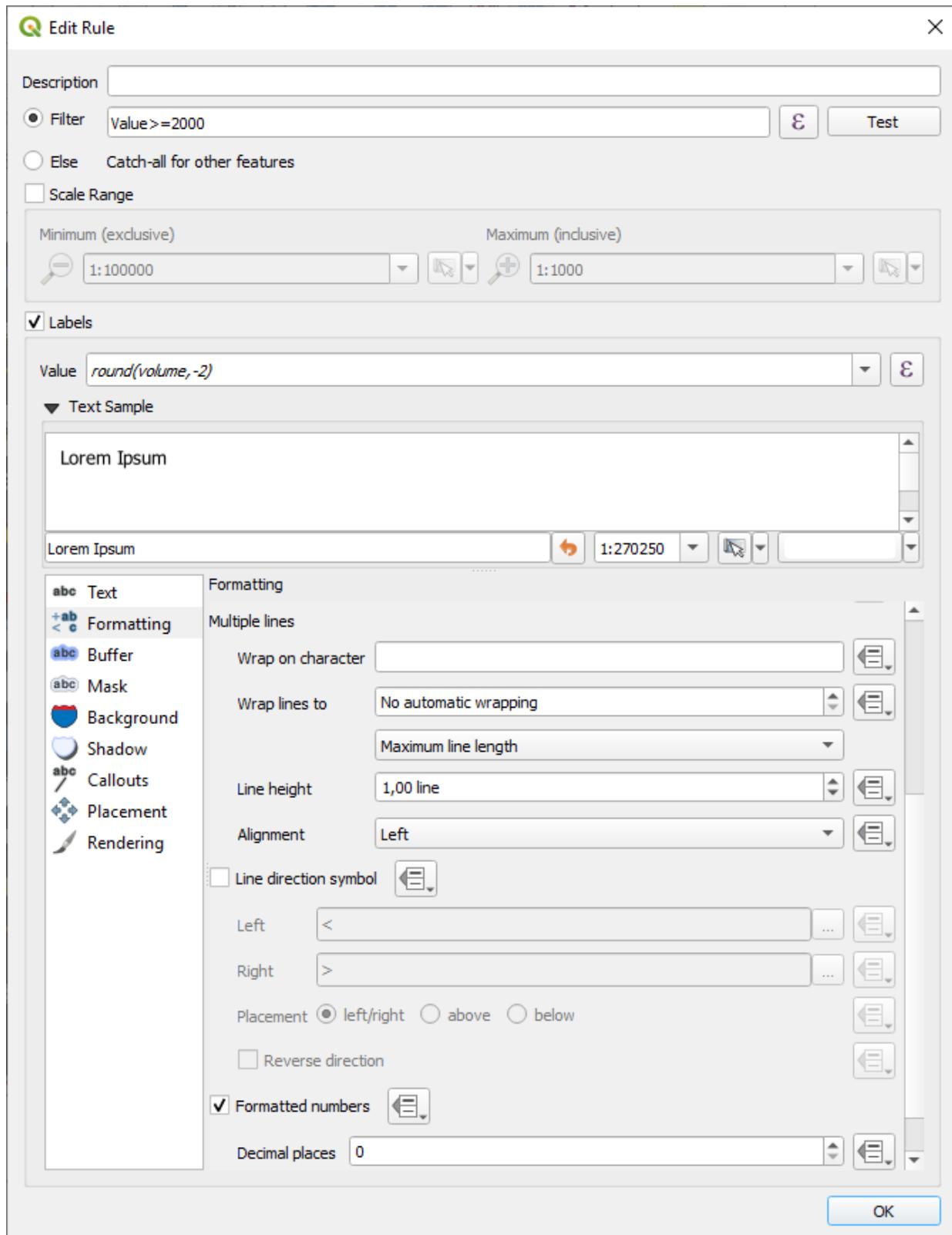


## Result



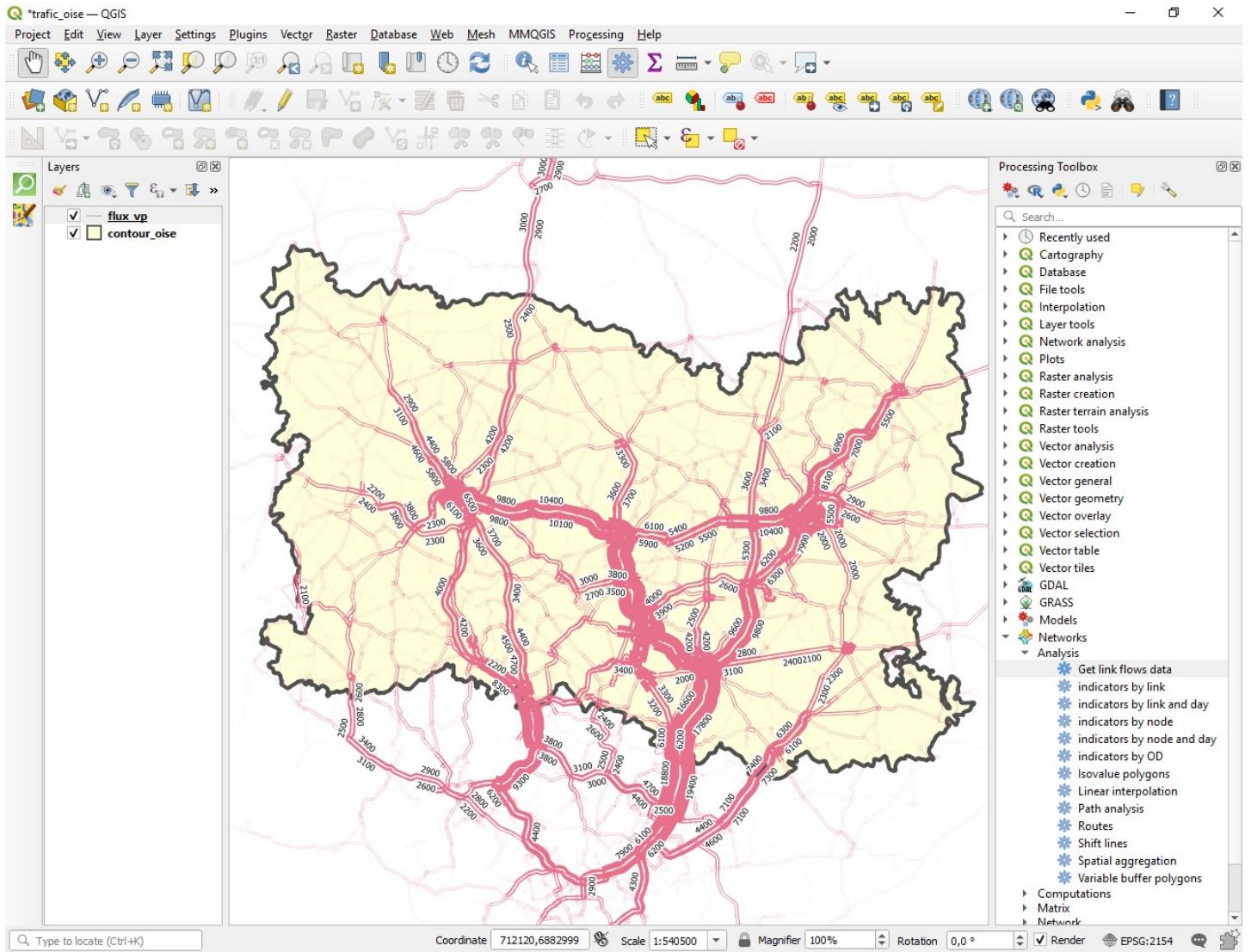
The map has too many labels and is becoming unreadable. Moreover, the precision to the nearest unit is illusory considering the survey sample rate.

We will filter labels for volumes < 2000, **merge labels** for adjacents links sharing the same value and round volumes to the nearest hundred.



Define the **same distance as the stroke width and offset values**. Check **“Line orientation dependent position”** and **“Right of line”** for a traffic map-like rendering

## Result

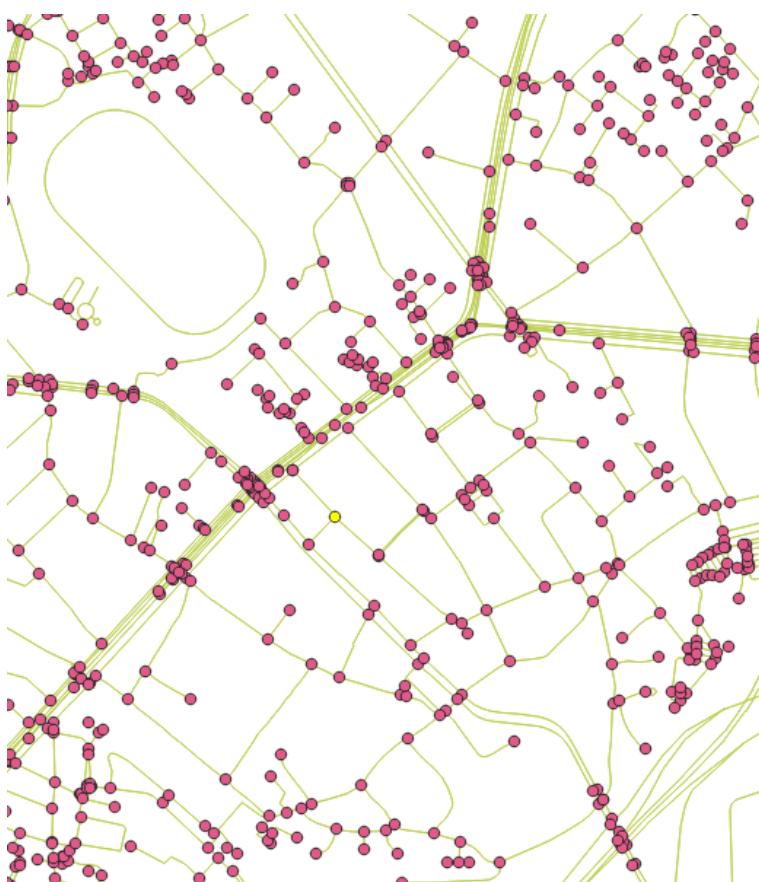


# D- Create a territorial accessibility map on a time period and/or from/to several points

## 1. Matrix creation

Example with a point during a period (several arrival or departure times)

Select a point (in yellow on the map)



### SCRIPT Musliw matrix simple list

nodes : **select the nodes layer** (the layer where the node is selected)

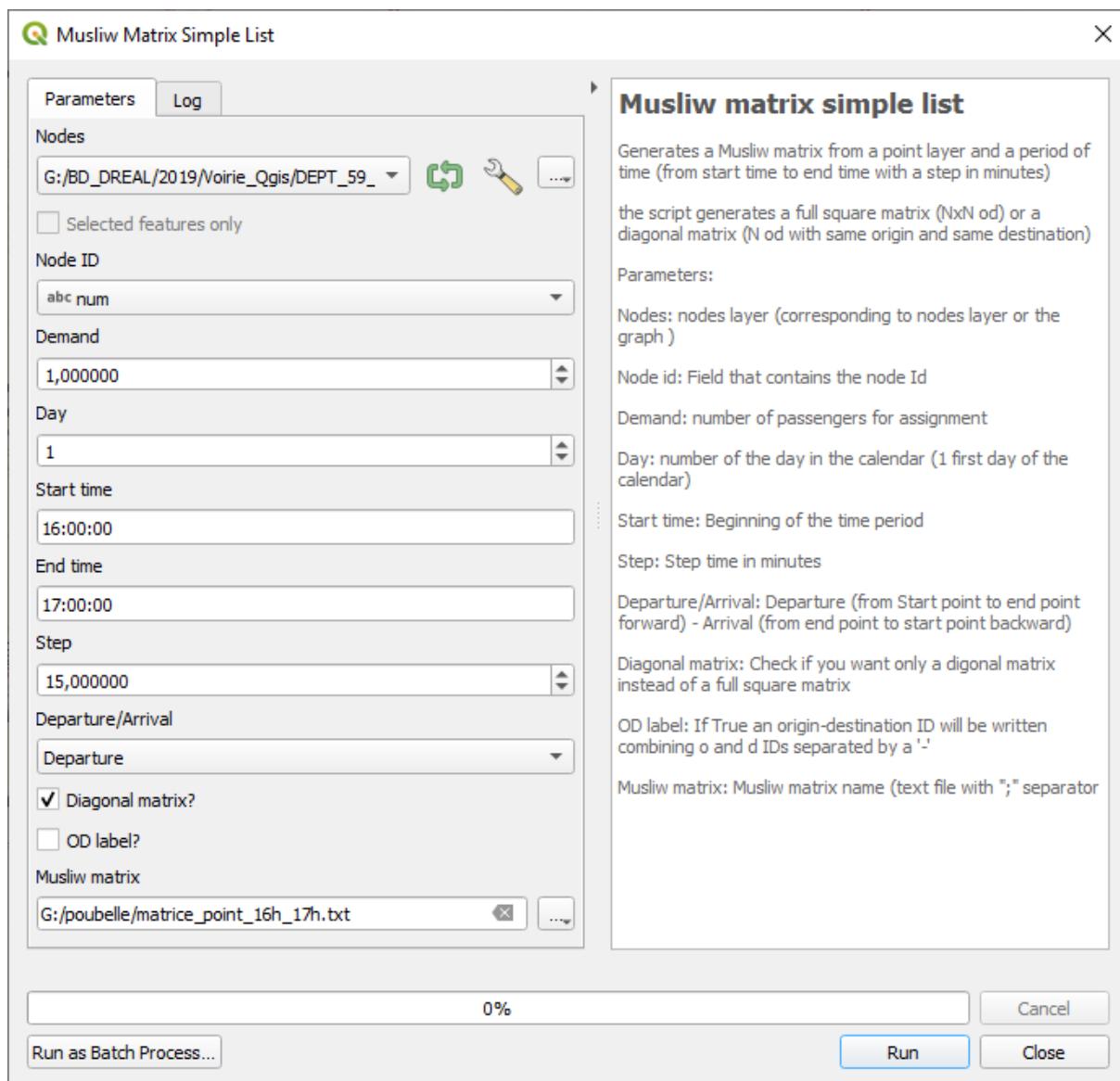
Check **Selected features only**

Fill **start\_time** and **End time fields** of the period : example 16:00:00 – 17:00:00

Fill **time interval in minutes** : example 15,0000

Check **diagonal matrix** (same origin, same destination).

Save matrix as.



## Result: The generated matrix

The Notepad window title is "matrice\_point\_16h\_17h.txt - Bloc-notes".

```
m183098922230661500;m183098922230661500;1.0;1;960.0;d
m183098922230661500;m183098922230661500;1.0;1;975.0;d
m183098922230661500;m183098922230661500;1.0;1;990.0;d
m183098922230661500;m183098922230661500;1.0;1;1005.0;d
```

## 2. Customize Musliw computation parameters

In the field “output link times” choose « Without timetable links »

**Musliw Parameters**

**Parameters** **Log**

Boarding weight  
5

Individual mode speed factor  
1

Minimum transfer delay  
2

Maximum transfer delay  
60

Extra day duration  
0

Max. individual time budget  
60,000000

Maximum generalized time  
1500,000000

Toll weight  
0

Output filter [optional]  
[empty]

Output links times?  
Without timetable links

Prohibited U-turns?

Output paths?

Output services?

Output transfers?

Output node times?

Algorithm scale?  
20

Algorithm exponent?  
2

nb classes?  
10000

Parameters file  
G:/poubelle/param\_acces\_periode.txt

0%

Run as Batch Process...

**Musliw parameters**

Create a set of parameters usefull for multimodal routing or accesibility computation with Musliw

Produce a parameter file (to be selected in musliw computation):

Parameters:

In vehicle weight : weight factor for travel time in vehicle (time based mode e.g bus, tram, train, metro, airplane, ferry,...)

Waiting weight: weight factor for waiting time

Individual mode weight : weight factor for individual modes travel times (e.g car, walking, cycling, ...)

Boarding weight: weight factor for boarding time

Individual mode speed factor: homothetic factor that apply to the individual travel times

Minimum transfer delay : minimum safety time for transfer (ex: 5 means that you should wait at least 5 minutes at a stop before the bus leaves)

Maximum transfer delay: maximum waiting time for transfer (ex: 60 means that you will not be able to take a train that leaves more than 60 minutes after you arrive)

Extra day duration: By default Musliw takes only into account timetable of the day selected in the matrix. If you can extend with the timetable of the day after (if departure) or the day before (arrival) you must enter 1

Max. individual time budget: The algorithm path will not explore shortest paths that have an individual time budget greater than this value

Maximum generalized time: The algorithm path will not explore shortest paths that have a total generalised cost greater than this value

Toll weight: weight factor for toll attribute

Output filter: specify the type of links you want in the reports (empty will output all links ex: metro|bus|tram will export only metro , bus and tram lines)

Output links times: select what you want detailed output at link level (No, without ou with timetable based links)

Prohibited U-turns: choose if you want to allow u-turns in shortest paths computation

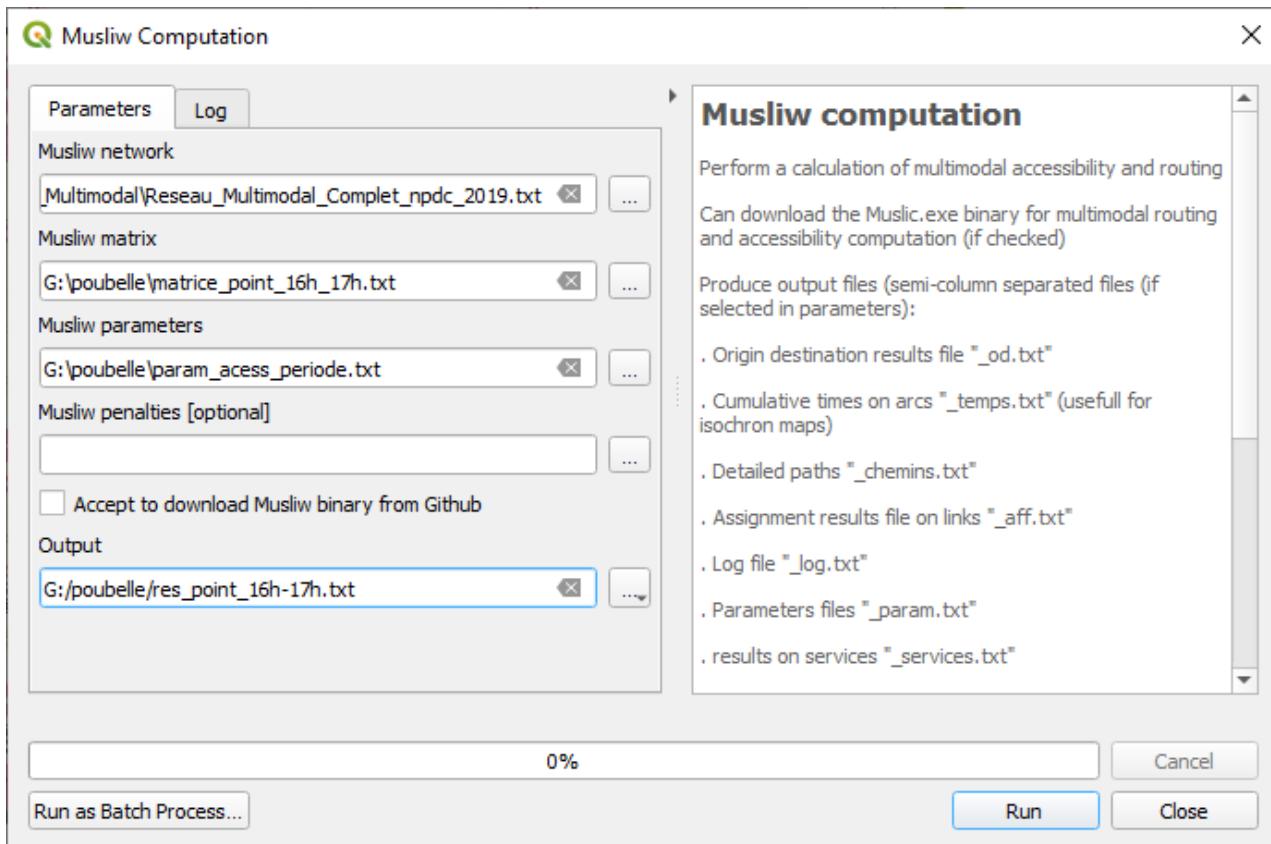
Output paths: Check if you want to output detailed paths

Output services: Check if you want to have detailed outputs for each service

Output transfers: Check if you want to have detailed

### 3. Musliw computation

#### **SCRIPT Musliw computation**



### 4. Compute travel times aggregation

From Musliw computation out files, we are going to use the **travel times output file**.

In this file, there are several travel times for each link, because there are 4 simulations during the period.

Here, we have at most 4 travel times per link, as there are 4 simulation during the period (one simulation every 15 minutes) (cf matrix)

Then, we can't represent directly the isochrones. It is necessary to perform an statistic analysis (min, mean, max, ...)

To do this we will use the **SCRIPT indicators by link** (You can also use if you want "indicator by node" if you want a representation based on nodes)

Link times output files : **fichier temps** (résultat du calcul)

Variable : choose **temps**

**Check Remove initial/final waiting time**

**Indicators by Link**

Parameters Log

Link times output file  
G:\poubelle\res\_point\_16h-17h\_temps.txt

Variable  
temps

Filter  
1

Remove initial/final waiting time?

Time based links only?

Link indicators file  
G:/poubelle/synthes\_arc\_point\_16h\_17h.txt

indicators by link

Produce indicators aggregated by link. This analysis is useful when you want to study the variation of travel times during a time period

Parameters:

link times ouput file: the Musliw link times output file (\_temps.txt)

variable: The name of the variable for indicator computation (temps (time) by default)

filter: expression to filter nodes times outfile (ex: ncorr

remove initial/final boarding time: If checked the initial or final waiting time (between the excepted arrival or departure time

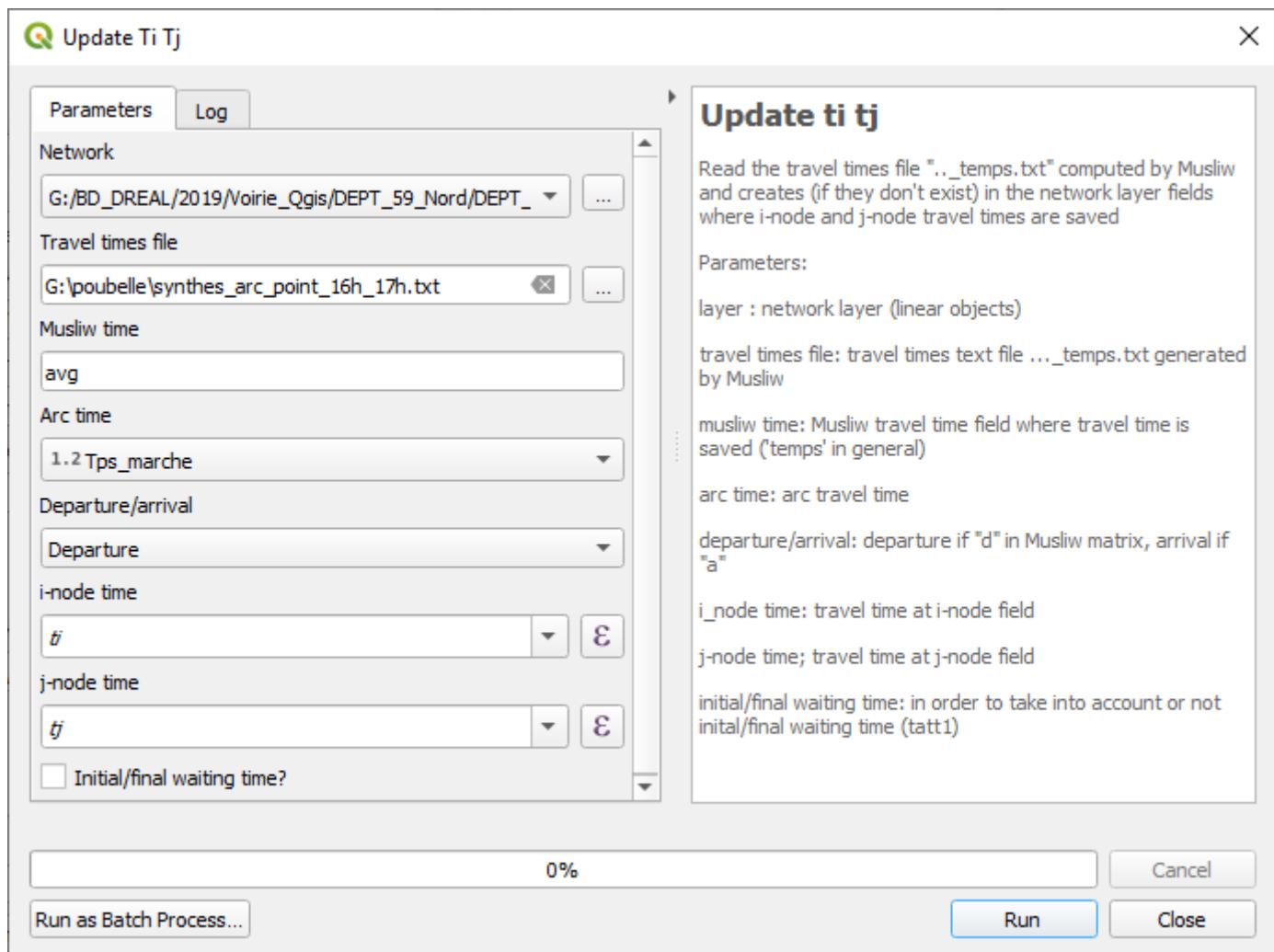
and the real one is subtracted from the total travel time

time based links only: If checked only time based links are analysed

0%

## 5. Update aggregated ti tj

The following process is similar as a standard creation of a territorial accessibility map, except that for the “**update of ti tj**” script, you must choose which time we want to represent in the variable «**Musliw time**» (the minimum travel time : min, the average travel time : avg, the maximum travel time : max).



To produce the map,

Pour réaliser la carte, resume from :

A-Create an accessibility map (walking, cycling, car or public transport) from a multimodal network

Part 2 : generation of the territorial accessibility map,

19- Linear Interpolation.

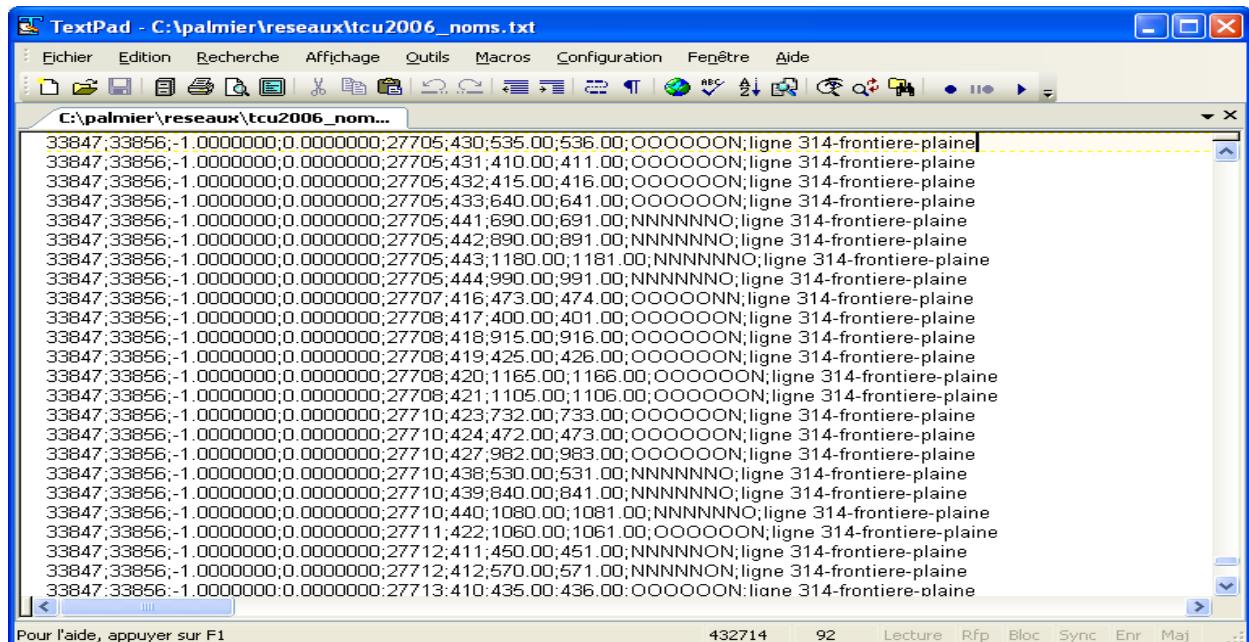
# E- Musliw documentation

For the computation of multimodal accessibility based on timetables and time on links, it is necessary to import a network and a demand matrix. It is also necessary to set up parameters for calculating the TC generalized time. The following paragraphs describe the process.

This calculation also works if there are no links based on timetables (ex : walking, cycling or car network only)

## 1. The « network » file

To define a time based network in MUSLIW, you need a file of the following type .



The screenshot shows a Windows application window titled "TextPad - C:\palmier\reseaux\tcu2006\_noms.txt". The menu bar includes Fichier, Edition, Recherche, Affichage, Outils, Macros, Configuration, Fenêtre, and Aide. Below the menu is a toolbar with various icons. The main window displays a large block of text representing a network file. The text consists of many lines, each starting with a node number (e.g., 33847, 33856) followed by a semicolon and a series of values separated by commas. The values represent travel times and section identifiers. The file ends with a closing bracket and a carriage return. At the bottom of the window, there is a status bar with the text "Pour l'aide, appuyer sur F1", the page number "432714", and several small buttons labeled Lecture, Rfp, Bloc, Sync, Enr, Maj, and others.

```
33847;33856;-1.0000000;0.0000000;27705;430;535.00;536.00;00000ON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27705;431;410.00;411.00;00000ON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27705;432;415.00;416.00;00000ON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27705;433;640.00;641.00;00000ON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27705;441;890.00;891.00;NNNNNNNO;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27705;442;890.00;891.00;NNNNNNNO;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27705;443;1180.00;1181.00;NNNNNNNO;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27705;444;990.00;991.00;NNNNNNNO;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27707;416;473.00;474.00;00000NN;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27708;417;400.00;401.00;00000ON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27708;418;915.00;916.00;00000ON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27708;419;425.00;426.00;00000ON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27708;420;1165.00;1166.00;00000ON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27708;421;1105.00;1106.00;00000ON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27710;423;732.00;733.00;00000ON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27710;424;472.00;473.00;00000ON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27710;427;982.00;983.00;00000ON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27710;438;530.00;531.00;NNNNNNNO;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27710;439;840.00;841.00;NNNNNNNO;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27710;440;1080.00;1081.00;NNNNNNNO;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27711;422;1060.00;1061.00;00000ON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27712;411;450.00;451.00;NNNNNON;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27712;412;570.00;571.00;NNNNNN;ligne 314-frontiere-plaine
33847;33856;-1.0000000;0.0000000;27713;410;435.00;436.00;00000ON;ligne 314-frontiere-plaine
```

The network file is a "Delimited Text File" with ";" » As separator.

NB: MUSLIW automatically handles the problems of decimal separator ';' or ','. It converts them automatically according to the settings defined by your operating system.

•The different fields in order are:

- origin node number of the link; maybe also an alphanumeric string;
- destination node number of the link; maybe also an alphanumeric string;
- travel time of the section:
  - number of minutes, if the mode of transport on the link is individual: car, walking, cycling;
  - -1 or , if the mode of transport on the section is a public transport with schedules.
- length of the section :
  - length ;
  - «0» if length is unavailable.

•PT line number : (a number )

- if positive (> 0) :

–line number (integer), for links of public transport with schedules ;

•si negative (< 0) :

- ◆◦ period id during which the travel times will be identical. The link is then considered to be of individual transport type variable in time. You need to describe the time periods during which time is applied. The identifier must be different for each period with a different travel time. An example of coding can be found below:
  - ◆ • -1 for the morning peak period;
  - ◆ • -2 for the evening peak period;
  - ◆ • -3 for the off-peak period;
  - ◆ • -4 for the night;
  - ◆ • -5 for Sunday and holidays.

•Service id :

–service id (> 0) id (integer), for public transport sections at times;

– service id (> 0) the range number (integer) for the individual transport links taking into account schedules and the calendar ;

– -1, for individual transport links (VP, walk, bike) without taking into account schedules or calendar. The section will be accessible 24/7, and will invariably present the same travel time.

•Departure time at start node :

–departure time, in minutes (past midnight), for public transport sections at times (eg 6h00 = 6 \* 60 = 360minutes);

–start time of the usable period, in minutes, for individual transport sections taking into account timetables and schedules;

– -1, if the mode of transport is individual without taking into account schedules and calendar: VP, walking, cycling

•arrival time at end node:

–arrival time, in minutes (past midnight), for public transport sections at times (eg 6:00 = 6 \* 60 = 360minutes);

–end time of the usable period, in minutes, for the individual transport sections taking into account schedules and calendar;

– -1, if the mode of transport is individual: car, walking, cycling.

•service circulation schedule :

–◦ string of "n" characters: n = length in days of the period. The circulation of the service for each day of the period is determined by "O" for "circulates" or "N" for "does not circulate". For example, for a service that only runs on the 10th day of the period, the corresponding string of characters will consist of 9 "N" and then an "O" in 10th position. The chain of a service that runs every day will be composed of n "O". This chain determines in the same way, the days of circulation the links of the type individual transport and those defined with schedules and calendar;

◦ -1, if the mode of transport is individual: car, walking, cycling.

– -1, if the mode of transport is individual: car, walking, cycling.

•label :

–the label is useful in the result files for identifying sections and routes by name rather than just node, line and service numbers. The part of the label before the first vertical separator «|» Generally determines the line identifier. The user is not limited in number of characters.

•Link type :

–the type of link makes it possible to define time and cost weighting parameters differently according to its considered type. Thus, a default connection time of 5 minutes for the network type 0 and 35 minutes for the Eurostar or aerial sections can be set to take account of the registration. Link type

could be a text string (ex : Tram)

•Toll:

–The value to enter is the monetary cost on the section. Musliw will then calculate the optimal path taking into account the toll that is introduced in the generalized time thanks to a new weighting parameter that can depend on the type of link. In output Musliw will also provide a "toll" element that indicates the cumulative toll on the origin-destination.

The limit of the number of links and services is not defined. It is the memory of the computer that will set the limit of the allowable size..

For 32-bit operating systems, the maximum size of an object is 2 GB. Thus, MUSLIW will not be able to handle larger networks, even if the RAM is higher (4 GB is the maximum manageable size).

Conversely, this limit is much higher for 64-bit systems such as Windows 7, Linux 64, etc.

The major advantage of having a network integrating the service circulation calendar is to be able to vary the periods of the accessibility study without having to recode the network accordingly (especially with regard to Saturdays, Sundays , holidays, etc.).

The example below shows the coding of node numbers by strings and the type of network coding (0 for all sections except "station; bruxelles\_E \*" which is type 1).

```
depart;gare;5;-1;-1;-1;-1;-1;MARCHE,0
gare;bruxelles_tgv;-1;-1;1;1;480;530;0000000;TGV|LILLE-BRUX_TGV;0
gare;bruxelles_E*;-1;-1;2;2;500;532;0000000;E*|LILLE-BRUX_E*;1
bruxelles_tgv;bruxelles_centre;5;-1;-1;-1;-1;-1;-1;MARCHE;0
bruxelles_E*;bruxelles_centre;5;-1;-1;-1;-1;-1;-1;MARCHE;0
```

## **Possible use of the type of link**

•The type of link has two essential uses:

- differentiate time and cost weighting parameters by type;
- perform calculations of shorter paths on a part of the network;
- to filter the individual sections of a particular type (must enter a corresponding negative "cmap" negative;)
- To filter the sections of a particular type of time, you have to enter a negative "cveh".
- allow statistical operations by type of network

## **Example of coding of individual LINKS taking into account time periods and calendar**

The following excerpt provides an example of a stretch definition whose travel time depends on the time period and calendar :

11;151;5.3;0;-1; 1;420;540;00000ON  
11;151;4.1;0;-3; 1;540;960;00000ON  
11;151;4.1;0;-3; 2;1140;1200;00000ON  
11;151;4.6;0;-2; 1;960;1140;00000ON  
11;151;3.5;0;-4; 1;1200;1440;00000ON  
11;151;3.5;0;-4; 2;0;420;00000ON  
11;151;3.6;0;-5; 1;360;1140;NNNNNNO  
11;151;3.1;0;-6; 2;0;360;NNNNNNO  
11;151;3.1;0;-6; 3;1140;1440;NNNNNNO

The travel times are:

- 3.5 minutes at night (20h-24h, 0h-6h);
- 4.1 minutes a day (9am to 4pm, 7pm to 8pm);
- 4.6 minutes in the evening (16h-19h);
- 5.3 minutes in the morning (7am to 9am) from Monday to Saturday;
- 3.1 minutes Sunday at night (0h-6h, 20h-24h);
- 3.6 minutes on Sunday during the day (6h-20h).

**NB: Do not forget that if you enter the time periods and a calendar for individual sections and that there are periods of the day or days in the calendar that are not defined, the link will be inaccessible for these periods (which would occur in the case of a closed road or street). It is therefore important to cover the time and calendar spectrum in the description**

## **2. The penalties and transfers definition file**

This file contains all the necessary information for the introduction of penalties and prohibitions of turning movements and transfers.

The penalties and transfers definition file is a "Delimited Text" file with ";" » as delimiter

```
35046;35482;3802;35047;302;1.5  
28325;28264;-1;28347;-1;-1  
28347;28325;-1;28442;-1;0.25
```

•The different fields are in order:

- nj: node number of the intersection or stop considered;
- ni: origin node number;
- line number of the incoming link (ni-> nj);
- nk: final node number;
- line number of the outgoing link (nj-> nk);
- penalty time:
- 0: no penalty;
- -1: movement or transfer prohibited;
- otherwise: value of the penalty time in minutes.

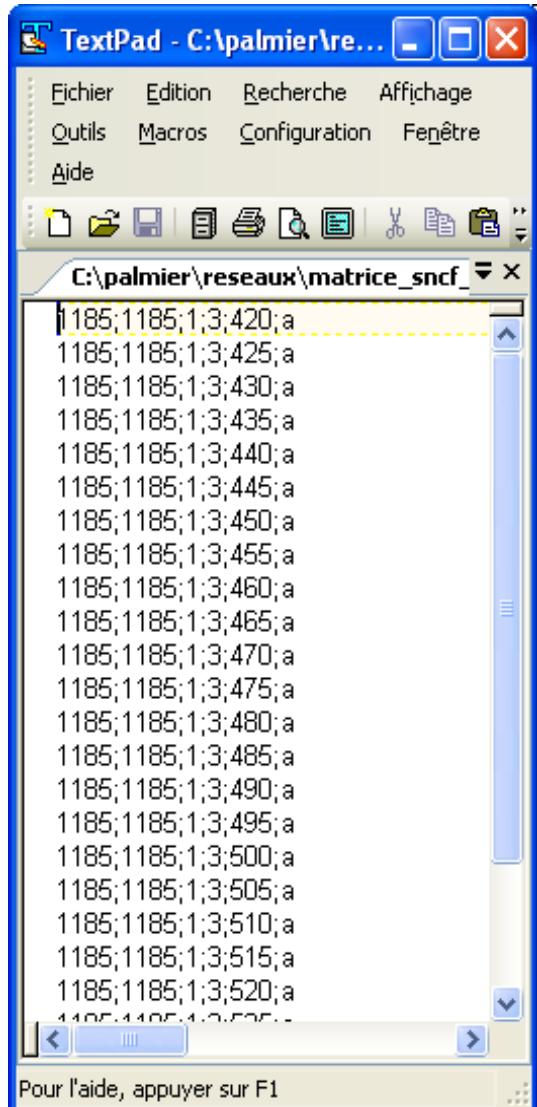
If the penalty time is relative to a transfer, ie one of the two line numbers is not "-1" the penalty time will be used as the transfer time instead of the default transfer time set in the parameters that will be used by default for all other network transfers

The fact of having distinct line numbers for different periods describing the travel time links sections of the individual transport type makes it possible to describe penalties for turning movements or for different transfers depending on the periods.

### **3. The «Matrix» file**

#### **Standard specifications**

The matrix file is a "Delimited Text" file with "; » as separator.



A screenshot of the TextPad text editor. The window title is "TextPad - C:\palmier\re...". The menu bar includes "Fichier", "Edition", "Recherche", "Affichage", "Outils", "Macros", "Configuration", "Fenêtre", and "Aide". Below the menu is a toolbar with icons for file operations. The main text area displays a list of entries, each consisting of four fields separated by semicolons. The entries are as follows:

```
1185;1185;1;3;420;a
1185;1185;1;3;425;a
1185;1185;1;3;430;a
1185;1185;1;3;435;a
1185;1185;1;3;440;a
1185;1185;1;3;445;a
1185;1185;1;3;450;a
1185;1185;1;3;455;a
1185;1185;1;3;460;a
1185;1185;1;3;465;a
1185;1185;1;3;470;a
1185;1185;1;3;475;a
1185;1185;1;3;480;a
1185;1185;1;3;485;a
1185;1185;1;3;490;a
1185;1185;1;3;495;a
1185;1185;1;3;500;a
1185;1185;1;3;505;a
1185;1185;1;3;510;a
1185;1185;1;3;515;a
1185;1185;1;3;520;a
1185;1185;1;3;525;a
```

Pour l'aide, appuyer sur F1

The different fields in order are:

- origin node: number of the origin node: this can be any node of the network;
- destination node: destination node number: this can be any network node;
- demand: the volume of the demand that you want to assign between the origin node and the destination node;
- day: indicates the desired day of departure or arrival. This number refers to the period defined for each service in the "Network" file. The first day of the period is day 1. Thus, day 3 is the 3th day of the period. Be careful the number of the day must always be strictly smaller than the number of days of the period;
- time: indicates the desired departure or arrival time in minutes. The time in a day varies between 0 and 1439 minutes. The software tolerates negative hours or more than 1439. It will increment or decrement for the

calculation of the number of days \* 1440 for the time to be between 0 and 1439;

- type of time desired:

- "d" for departure: the calculation will be done from the origin node starting at the indicated day and time by iteratively searching for the different successors to the destination node;

- "a" for arrival: the calculation will be done from the destination node at the indicated day and time by iteratively searching the different predecessors to the origin node.

There is no size limit for the number of rows in the matrix file.

When looking for the shortest path, a link is taken into account in the route if it allows to reach a successor section with a cost strictly lower than the path chosen as the shortest in the current iteration . Thus, if several itineraries are equivalent, the first found will be the one selected; the entire demand of the row of the corresponding matrix file will be assigned to it.

## **Advanced specifications**

MUSLIW offers the possibility to detail for each line of the matrix file the parameters of the calculation (in blue) and even possibly the parameters of the algorithm and outputs (in green).

However, if the calculation parameters (blue part) can be indicated without being those of the algorithm and outputs (green part), the reciprocal is not true. In order to be able to indicate the algorithm and output parameters in batch mode, it is also necessary to indicate the calculation parameters.

As shown in the example below, the fineness of the setting can vary depending on the lines of the matrix file. On the other hand, to be active, each color block must be complete.

```
1546;1368;1;1;420;a;od1_420 ;1;1.5;3;5;1;2;120,0,30,2,120  
1546;1368;1;1;435;a;od1_435 ;1;1.5;3;5;1;2;120,0,30,2,120, true;0;0;50;10000;2  
1546;1368;1;1;450;a;od1_450 ;1;1.5;3;5;1;2;120,0,30,2,120, true;0;0;50;10000;2  
1546;1368;1;1;465;a  
1546;1368;1;1;480;a ;od1_480  
1546;1368;1;1;495;a;od1_495;1;1.5;3;5;1;2;120,0,30,2,120, true;1;0;50;10000;2  
1546;1368;1;1;510;a;od1_510 ;1;1.5;3;5;1;2;120,0,30,2,120  
1546;1368;1;1;525;a;od1_525 ;1;1.5;3;5;1;2;120,0,30,2,120, true;0;0;50;10000;2  
1546;1368;1;1;540;a;od1_540 ;1;1.5;3;5;1;2;120,0,30,2,120, true;0;0;50;10000;2
```

The field between the red and blue blocks is a text field to identify the row of the matrix. If this field is empty, Musliw will take by default the line number of the file.

The usefulness of this field lies especially in the case of important matrix files for which the calculation of one or more lines did not give the expected results. This identifier makes it possible to restart the calculation only on Ods you need to recalculate (by the constitution of a specific file matrix) and to easily replace the results of the first calculation by those of the new one.

Blue block in order :	Green block in order :
•In vehicle weight ;	•Detailed paths (true/false) ;
•Waiting weight;	•Detailed travel times(0 None, 1 without tum based

	links, 2 with time based links) ;
•Individual mode time weight ;	•Algorithm (0 GGA with buckets, 1 Dijkstra with buckets) ;
•Transfer weight ;	•Algorithm scale parameter ;
•Individual mode time scale;	•Max of buckets ;
•Minimum transfer time;	•Algorithm power parameter.
•Maximum transfer time ;	•Output filter
•Number of days.	
•Maximum individual mode cumulative time	
•Toll weight	
•Maximum generalized cumulative time	

Since the calculation weighting parameters can be differentiated according to the type of links, they can be entered separated by a "| ". Ex 1,1,5; 3; 2; 1; 2 | 5 | 35; 0 specifies a different connection time per link type (2 minutes for type "0", 5 minutes for type "1", and 35 minutes for type "2")..

## 4. Computation time optimization

To minimize the calculation time, it is necessary to sort the matrix file according to the rules below:

For calculations from a starting point, the file must be sorted by:

- Origin;
- Day;
- Hour.

For calculations from an end point, the file must be sorted by:

- Destination ;
- Day;
- Hour.

Indeed, MUSLIW calculates the shortest paths of one point to all the other points, so if the origin, the day and the hour of departure or arrival wished are identical between two consecutive lines of the matrix file, it is not necessary to recalculate all the shortest paths, resulting in significant computing time savings for large networks and large matrix files.

## 5. Computation procedure

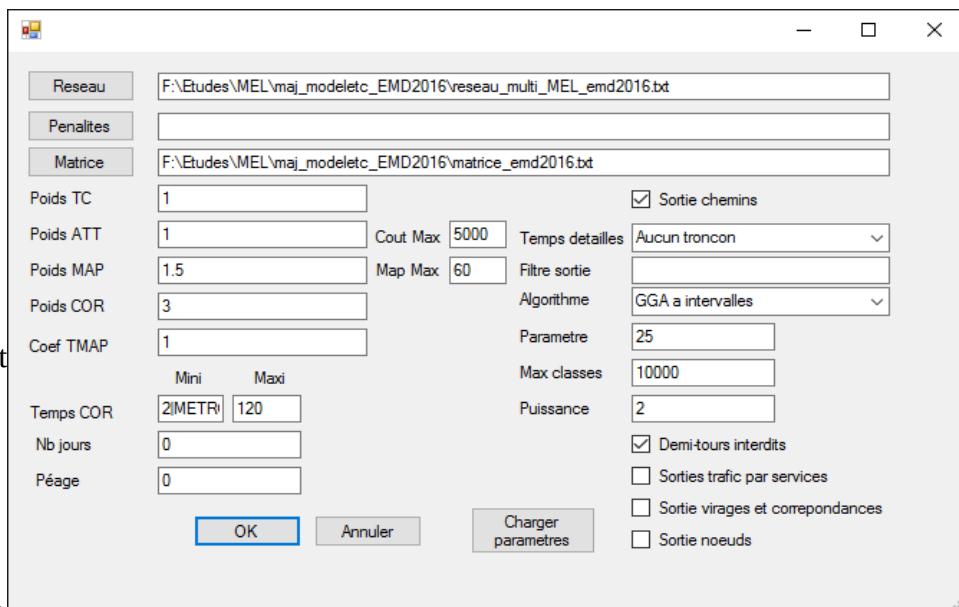
### Basic case

The procedure is launched via the menu bar "Procedures> Time based assignment". You must then fill in the dialog box that appears, as shown below.

You have to fill the following settings

• Réseau: allows you to search for and load the "network" file that will be used for the calculation;

• Penalités (optional): allows to search and load



the file of penalties and transfers which will be used for the calculation;

• Matrice: allows you to search and load the "matrix" file that will be used for the calculation;

- Poids TC : weight for time based travel times (on board the vehicle);
- Poids ATT : weight for waiting times;
- Poids MAP: weighting for individual transport mode travel times (Walking, MAP, Bike);
- Coût max : Maximum cumulative generalized cost
- Map Max: Maximum cumulative individual time
- Poids COR: weight for transfer times;
- Coef TMAP: uniform multiplier coefficient of all individual transport travel times. Performed once before launching all calculations. In the case where the individual transport times have been defined from a constant speed, this coefficient makes it possible to test a different walking speed without having to modify the travel times in the description of the network. For example, for a network whose walking times have been defined with a speed of 4km / h, if we want to perform calculations for people walking at 5km / h, we will take a TMAP coefficient equal to 1, 25 without having to change the travel times in the description of the network;
- Temps COR Mini : minimum connection time. This is the minimum time possible between arrival at a stop and the possibility of getting into a vehicle. This time will be weighted by "COR weight" and taken into account in the generalized time;
- Temps COR Max : maximum match time. This is the maximum permissible time between arrival at a stop and the possibility of getting into the next vehicle. Beyond this value the correspondence is considered unattractive and will not be taken into account in the search for a shorter path;
- Nb jours: determines the number of days during which the algorithm will search for the shortest paths. '0' indicates that only services on the day indicated in the origin or destination concerned will be examined. Without this possibility, the search for itineraries lasting several days or very infrequent, such as international regular bus lines or even questions of the "accessibility by staying N days at destination" type, can not be carried out
  - Péage: toll weighting. This weighting may be different depending on the type of links.
  - Algorithme: Graph Growth Algorithm at intervals; Dijkstra at intervals;
  - Paramètre: 200 (see algorithm parameters);
  - Max classes: 10000 (see algorithm parameters);
  - Puissance: 2 (see algorithm parameters);
  - Sortie chemins: by activating this box, MUSLIW will write, for each origin-destination, the route, that is to say the succession of links and services with the different components of intermediate time reconstituting the route. In case of many lines in the matrix file, this file can quickly be very huge;
  - Temps détaillés: in case of many lines in the matrix file, the output file with the detailed time can quickly be very large. It is therefore possible to choose the following options:
    - aucun tronçon: no output;
  - sans tronçon TC : write for each origin-destination, the travel times of all accessible individual transport-type links, but no time based links.
  - avec tronçons TC: writing for each origin-destination the travel times of all accessible links of the individual or time based transport type.
- Filtre sortie : This field allows you to specify the types of links that you want to include in the detailed output file. If nothing is specified, all accessible links will be printed in the result file. This filter is cumulative with the detailed time option selected. To filter several types of sections it is necessary to enter a list separated by a

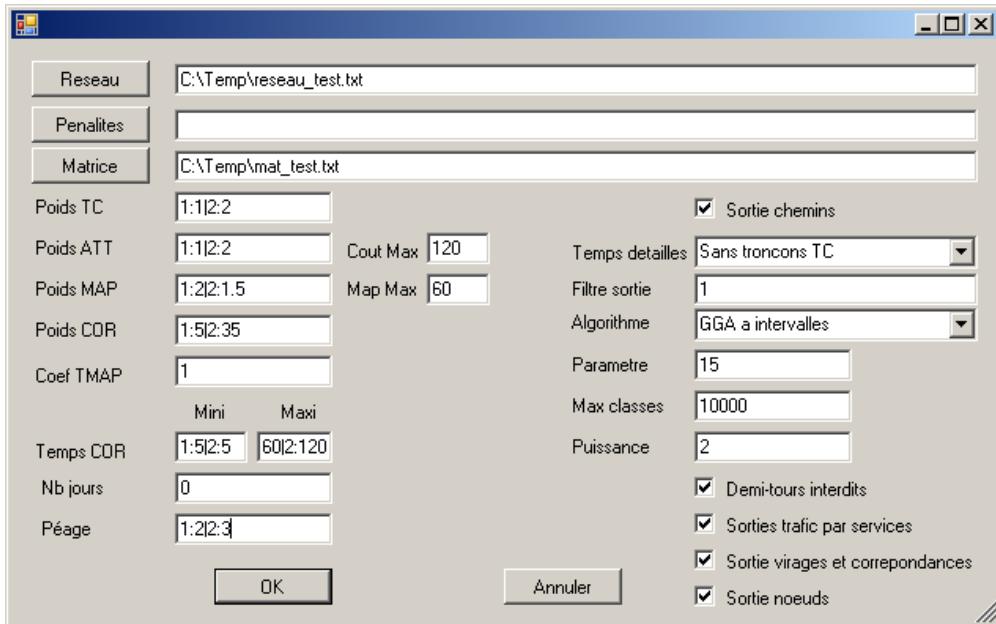
" | ". Ex: entering "1 | 2 | 4" as a filter will lead to include only accessible sections of type 1,2 or 4 in the detailed time output file

- demi-tours interdits: If checked, it prohibits by default the ability to perform U-turns (same origin node and same end node in a rotating movement or a transfer). These prohibitions will also be effective for links of transport schedules;
- Sortie trafics par service : this option allows you to generate a results file giving details of the flow volumes per service, for non-zero ones;
- Sortie virages et correspondances: this option makes it possible to generate a file result specifying for each turning movement or transfer node, line by line.
- Sortie noeuds: This option allows to generate a results file for nodes (from the links connected to the node with the minimum cost)
- The "charger paramètres" button is used to replay a previously performed operation. The corresponding "\_param.txt" file must be selected and all the parameters will be modified and replaced by those of the operation in question.
- By clicking "OK", MUSLIW opens a "Save As" dialog box. The user will then have to select a directory and indicate a file name that will be used for writing the result files.
- Please choose a file name without extension because MUSLIW will add the result type and extension "TXT" to the chosen name.
- MUSLIW reads and writes the last default settings used for a calculation and stores them in a ", INI" file. Thus, when the tool is restarted, the previous parameters will be filled by default.

## Advanced settings

Advanced settings allows to apply weights and values that depend on the type of link.

The parameters that can be set according to the type of link are



- Poids TC ;
- Poids ATT ;
- Poids MAP ;
- Poids COR
- Coef TMAP ;
- Temps COR;
- Péage

Settings is carried out by a key / value system by type of section. separating the different types by a "|" and the key and the value by a ":". Thus, in the above example, "1: 5 | 2: 35" means that the transfer time is 5 minutes for link type "1" and 35 minutes for the network type "2". When there is no particular value defined for a type in question, MUSLIW takes the default value of the modality for which the key is missing or is equal to "0" (to be expected).

If no type is entered, the type of all sections is set to "0" by default

## The “results” files

MUSLIW outputs four result files that provide different information:

- time and volume by origin-destination, for those requested in the input matrix;
- all accessible links within a time limit fixed by origin or destination, for all origins and destinations of the matrix;
- volumes by segment and line segment when these volumes are non-zero;
- the detailed paths for origin-destination requested in the input matrix.

## 6. <FILENAME> OD.TXT

```

id;o;d;jour;heureo;heured;temps;tveh;tmap;tatt;tcorr;tatt1;cout;longueur;pole;volau;cveh;cwait;cmap;cboa;ctmap;tboa;njours;texte
1;13857;101;1.000;394.348.550.000;155.652;53.000;11.691;90.961;6.000;81.961;173.498;0.779;37802;103.22;1;1;1.5;2;1;2;0;MARCHE||ligne Citadine 1||ligne 54||ligne 63||MARCHE
2;2495;129;0.000;406.546;450.000;43.454;26.000;14.552;2.903;2.000;9.903;54.730;0.970;36881;100.58;1;1;1.5;2;1;2;0;MARCHE||ligne 319||MARCHE
3;1019;129;0.000;421.545;485.000;63.455;12.000;13.553;37.903;2.000;35.903;74.232;0.904;36828;75.41;1;1;1.5;2;1;2;0;MARCHE||ligne 319||MARCHE
4;183;129;0.000;650.998;665.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.63.59;1;1;1.5;2;1;2;0;MARCHE
5;1349;129;0.000;966.992;1086.000;118.008;59.000;6.105;52.903;2.000;50.903;125.061;0.407;36564;35.11;1;1;1.5;2;1;2;0;MARCHE||ligne 214||MARCHE
6;12660;129;0.000;1071.737;1170.000;9.263;62.000;9.361;26.903;6.000;19.903;114.943;0.624;35013;121.00;1;1;1.5;2;1;2;0;MARCHE||ligne 1||ligne 64||MARCHE
7;183;129;1.000;405.998;420.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.35.11;1;1;1.5;2;1;2;0;MARCHE||ligne 2||ligne 64||MARCHE
8;477;129;1.000;484.278;530.000;45.722;0.000;45.722;0.000;0.000;68.583;3.048;129.75;41;1;1;1.5;2;1;2;0;MARCHE
9;477;129;1.000;540.354;595.000;54.646;10.000;11.744;32.903;2.000;30.903;64.518;0.783;36772;63.59;1;1;1.5;2;1;2;0;MARCHE||ligne 63||MARCHE
10;163;129;1.000;590.998;605.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.35.11;1;1;1.5;2;1;2;0;MARCHE
11;477;129;1.000;559.278;605.000;45.722;0.000;45.722;0.000;0.000;68.583;3.048;129.35.11;1;1;1.5;2;1;2;0;MARCHE
12;8029;129;1.000;493.394;635.000;141.606;62.000;7.703;71.903;6.000;62.903;157.457;0.514;35978;142.66;1;1;1.5;2;1;2;0;MARCHE||ligne 73||ligne 2||ligne 64||MARCHE
13;1019;129;1.000;571.846;660.000;88.154;20.000;20.722;47.432;4.000;10.903;106.515;1.381;36701;96.80;1;1;1.5;2;1;2;0;MARCHE||ligne 63 R||MARCHE||ligne 64 R||MARCHE
14;1019;129;1.000;571.846;662.000;90.154;20.000;20.722;49.432;4.000;12.903;108.515;1.381;36701;96.80;1;1;1.5;2;1;2;0;MARCHE||ligne 63 R||MARCHE||ligne 64 R||MARCHE
15;183;129;1.000;660.998;675.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.35.11;1;1;1.5;2;1;2;0;MARCHE
16;4067;129;1.000;684.881;775.000;90.120;36.000;18.217;35.903;2.000;33.903;103.228;1.214;36752;109.55;1;1;1.5;2;1;2;0;MARCHE||ligne 64||MARCHE
17;1019;129;1.000;705.846;795.000;79.154;14.000;8.251;56.903;2.000;54.903;87.279;0.550;36701;63.59;1;1;1.5;2;1;2;0;MARCHE||ligne 63 R||MARCHE
18;477;129;1.000;849.278;895.000;45.722;0.000;45.722;0.000;0.000;68.583;3.048;129.63.59;1;1;1.5;2;1;2;0;MARCHE
19;183;129;1.000;915.998;930.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.35.11;1;1;1.5;2;1;2;0;MARCHE
20;183;129;1.000;960.998;975.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.188.00;1;1;1.5;2;1;2;0;MARCHE
21;183;129;1.000;965.998;1000.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.35.11;1;1;1.5;2;1;2;0;MARCHE
22;9748;129;1.000;813.300;1015.000;201.700;73.000;7.797;120.903;6.000;113.903;217.598;0.520;35027;75.41;1;1;1.5;2;1;2;0;MARCHE||ligne 2||ligne 1||ligne 63||MARCHE
23;183;129;1.000;1030.998;1045.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.35.11;1;1;1.5;2;1;2;0;MARCHE
24;4067;129;1.000;1095.881;1165.000;69.119;34.000;18.217;16.903;2.000;14.903;82.228;1.214;36752;100.55;1;1;1.5;2;1;2;0;MARCHE||ligne 64||MARCHE
25;183;129;1.000;1220.998;1235.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.35.11;1;1;1.5;2;1;2;0;MARCHE
26;183;129;1.000;1220.998;1235.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.63.59;1;1;1.5;2;1;2;0;MARCHE
27;183;129;1.000;1250.998;1265.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.188.00;1;1;1.5;2;1;2;0;MARCHE
28;183;129;2.000;340.998;355.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.63.59;1;1;1.5;2;1;2;0;MARCHE
29;1019;129;2.000;421.545;485.000;63.455;12.000;13.553;37.903;2.000;35.903;74.232;0.904;36828;188.00;1;1;1.5;2;1;2;0;MARCHE||ligne 319||MARCHE
30;477;129;2.000;476.354;505.000;28.646;5.000;18.994;4.653;2.000;2.653;42.143;1.266;36772;63.59;1;1;1.5;2;1;2;0;MARCHE||ligne 328||MARCHE
31;183;129;2.000;500.998;515.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.100.55;1;1;1.5;2;1;2;0;MARCHE
32;477;129;2.000;492.278;538.000;45.722;0.000;45.722;0.000;0.000;68.583;3.048;129.63.59;1;1;1.5;2;1;2;0;MARCHE
33;477;129;2.000;773.354;805.000;31.646;3.000;18.994;9.653;2.000;7.653;45.143;1.266;36772;63.59;1;1;1.5;2;1;2;0;MARCHE||ligne 214||MARCHE
34;183;129;2.000;805.998;820.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.63.59;1;1;1.5;2;1;2;0;MARCHE
35;183;129;2.000;925.998;940.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.63.59;1;1;1.5;2;1;2;0;MARCHE
36;183;129;2.000;1015.998;1030.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.63.59;1;1;1.5;2;1;2;0;MARCHE
37;183;129;2.000;1060.998;1075.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.63.59;1;1;1.5;2;1;2;0;MARCHE
38;183;129;2.000;1195.998;1210.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.35.11;1;1;1.5;2;1;2;0;MARCHE
39;477;129;3.000;459.354;490.000;30.646;5.000;18.994;6.653;2.000;4.653;44.143;1.266;36772;121.00;1;1;1.5;2;1;2;0;MARCHE||ligne 328||MARCHE
40;360;129;3.000;448.681;495.000;46.319;7.000;17.445;21.874;2.000;19.874;59.041;1.163;36660;188.00;1;1;1.5;2;1;2;0;MARCHE||ligne 214||MARCHE
41;686;129;3.000;448.839;505.000;56.161;22.000;20.287;13.874;4.000;9.874;74.305;1.352;36721;164.77;1;1;1.5;2;1;2;0;MARCHE||ligne 68||ligne 328||MARCHE
42;183;129;3.000;685.998;700.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.63.59;1;1;1.5;2;1;2;0;MARCHE
43;183;129;3.000;690.998;705.000;14.002;0.000;14.002;0.000;0.000;21.003;0.933;129.141.00;1;1;1.5;2;1;2;0;MARCHE
44;6204;129;3.000;640.131;785.000;144.869;62.000;25.966;56.903;2.000;54.903;161.852;1.731;35840;121.00;1;1;1.5;2;1;2;0;MARCHE||ligne 63 R||MARCHE

```

The results OD file is located in the directory that the user specified by clicking "OK". It is a "Delimited text" file with ";" as separator. It contains one line per line of the "matrix" file with the following fields:

- id: sequential number corresponding to the line number of the matrix file;
- o: origin node number of the trip;
- d: destination node number of the trip;
- jour: day of travel;
- heureo: departure time of the trip:
  - if time type = "d", this is the desired start time indicated in the matrix file;
  - if type of time = "a", it is the latest departure time to reach the destination before the arrival time;
- heured: arrival time: arrival time of the trip:
  - if type of time = "d", it is the earliest arrival time to reach the destination starting at the departure time;
  - if type of time = "a", this is the desired arrival time indicated in the matrix file;
- temps: travel time between the origin node and the destination time (minutes):
  - tveh: time spent into time based vehicles (minutes);
  - tmap: walking or individual transport time (minutes);
  - tatt: waiting time at a stop before boarding a time based vehicle (minutes);

time = [arrival time] - [departure time];

- tveh: time spent into time based vehicles (minutes);
- tmap: walking or individual transport time (minutes);
- tatt: waiting time at a stop before boarding a time based vehicle (minutes);

- tcorr: time spent in transfers, this time is equal to the number of trips made multiplied by the time of transfers;
  - ncorr: number of boardings. This number represents the number of boardings in a transit vehicle whose service is described by schedules;
  - tatt1: waiting time before the first boarding (direction d) or waiting time between the actual arrival time and the desired arrival time (direction a);
  - cout: generalized time minimized by the search algorithm for shortest paths.
- [generalized time] = [TC weight] \* [vehicle time] + [ATT weight] \* [wait time] + [MAP weight] \* [on time] + [number of TC trips] \* [COR time];
- longueur: cumulative length;
  - pole: node number of the first intermodal point (transition from the individual transport network to time based network). If the whole route is done on the individual network, the pole has the value of the node origin or destination according to the direction of calculation;
  - volau: volume of demand on the last link of the route;
  - texte: list of public transport lines used on the route. For this feature to provide suitable or actionable results, the names of the time based timetable links must start with an identifier (which may be of type characters) of the line followed by a "-". It is this identifier which will be taken up in the succession of the borrowed lines, otherwise, the identifier used will be the character string defined from the beginning of the name of the section until the first «-».
  - nbpop: number of iterations when calculating the shortest paths. This indicator makes it possible to optimize the parameters of the algorithm for a minimum calculation time. For an equivalent destination-origin, a smaller nbpop value indicates a more optimal computation time;
  - ttoll: cumulative toll along the route.

## 7. <FILENAME> TEMPS.TXT

```

TextPad - Z:\W&T\Inter-départements\09-06 Flux TCU LMCLU\reseau2008\essai_temps.txt
Fichier Edition Recherche Affichage Outils Macros Configuration Fenêtre Aide
Z:\W&T\Inter-départements\09-06...
id:o;i;jour;heureo;heure;d;temps;tveh;tmmap;tatt;tcorr;tatt1;cout;longueur;pole;volau;texte;cveh;cwait;cmap;cboa;ctmap;tboa;njours
1;101;1;3;-1;1.000;510.261;550.000;39.739;0.000;39.739;0.000;0.000;59.609;2.649;101;103.22;MARCHEIROU D ESTAIRES(RD947);1;1;1.5;2;1;2;0
1;101;2;9;-1;1.000;505.654;550.000;44.346;0.000;44.346;0.000;0.000;66.519;2.956;101;103.22;MARCHEICHE VERT;1;1;1.5;2;1;2;0
1;101;3;1;-1;1.000;504.060;550.000;45.940;0.000;45.940;0.000;0.000;68.910;3.063;101;103.22;MARCHEIROU D ESTAIRES(RD947);1;1;1.5;2;1;2;0
1;101;3;9;-1;1.000;507.225;550.000;42.775;0.000;42.775;0.000;0.000;64.162;2.852;101;103.22;MARCHEICHE DU CALVAIRE;1;1;1.5;2;1;2;0
1;101;3;10;-1;1.000;516.461;550.000;33.539;0.000;33.539;0.000;0.000;50.306;2.236;101;103.22;MARCHEIROU D ESTAIRES(RD947);1;1;1.5;2;1;2;0
1;101;4;6;-1;1.000;540.632;550.000;9.368;0.000;9.368;0.000;0.000;14.052;2.625;101;103.22;MARCHEIRUE DE CANTELEU;1;1;1.5;2;1;2;0
1;101;4;18;-1;1.000;53.837;550.000;18.163;0.000;18.163;0.000;0.000;27.244;1.211;101;103.22;MARCHEICHE DU ROY;1;1;1.5;2;1;2;0
1;101;5;6;-1;1.000;540.780;550.000;9.220;0.000;9.220;0.000;0.000;13.630;1.615;101;103.22;MARCHEIRUE DE CANTELEU N.2 (64-72);1;1;1.5;2;1;2;0
1;101;6;4;-1;1.000;539.889;550.000;10.111;0.000;10.111;0.000;0.000;15.167;0.674;101;103.22;MARCHEIRUE DE CANTELEU;1;1;1.5;2;1;2;0
1;101;6;5;-1;1.000;540.184;550.000;9.816;0.000;9.816;0.000;0.000;14.724;0.654;101;103.22;MARCHEICHE DE CANTELEU N.2 (64-72);1;1;1.5;2;1;2;0
1;101;6;8;-1;1.000;541.375;550.000;8.625;0.000;8.625;0.000;0.000;12.937;0.575;101;103.22;MARCHEIRUE DE CANTELEU;1;1;1.5;2;1;2;0
1;101;7;12;-1;1.000;541.519;550.000;8.481;0.000;8.481;0.000;0.000;12.721;0.565;101;103.22;MARCHEIRUE DU BOIS ST MAUR N.2 (13-37);1;1;1.5;2;1;2;0
1;101;8;6;-1;1.000;540.618;550.000;9.382;0.000;9.382;0.000;0.000;14.073;0.625;101;103.22;MARCHEIRUE DE CANTELEU;1;1;1.5;2;1;2;0
1;101;8;11;-1;1.000;540.190;550.000;9.810;0.000;9.810;0.000;0.000;14.715;0.654;101;103.22;MARCHEICIT DEVOCHELLE, RUE DE CANTELEU;1;1;1.5;2;1;2;0
1;101;8;14;-1;1.000;542.133;550.000;7.867;0.000;7.867;0.000;0.000;11.801;0.524;101;103.22;MARCHEIRUE DE CANTELEU;1;1;1.5;2;1;2;0
1;101;9;2;-1;1.000;499.464;550.000;50.536;0.000;50.536;0.000;0.000;75.804;3.369;101;103.22;MARCHEICHE VERT;1;1;1.5;2;1;2;0
1;101;9;3;-1;1.000;511.843;550.000;38.157;0.000;38.157;0.000;0.000;57.235;2.544;101;103.22;MARCHEICHE DU CALVAIRE;1;1;1.5;2;1;2;0
1;101;9;139;-1;1.000;504.440;550.000;45.560;0.000;45.560;0.000;0.000;68.340;3.037;101;103.22;MARCHEICHE VERT;1;1;1.5;2;1;2;0
1;101;10;3;-1;1.000;507.551;550.000;42.449;0.000;42.449;0.000;0.000;63.673;2.830;101;103.22;MARCHEIROU D ESTAIRES(RD947);1;1;1.5;2;1;2;0
1;101;10;13;-1;1.000;525.372;550.000;24.628;0.000;24.628;0.000;0.000;36.943;1.642;101;103.22;MARCHEIROU D ESTAIRES(RD947);1;1;1.5;2;1;2;0
1;101;10;43;-1;1.000;519.968;550.000;30.030;0.000;30.032;0.000;0.000;45.048;2.002;101;103.22;MARCHEIVOI ACCES LEVI STRAUSS FRANCE;1;1;1.5;2;1;2;0
1;101;11;8;-1;1.000;541.161;550.000;8.839;0.000;8.839;0.000;0.000;13.258;0.589;101;103.22;MARCHEICIT DEVOCHELLE, RUE DE CANTELEU;1;1;1.5;2;1;2;0
1;101;12;7;-1;1.000;540.798;550.000;9.242;0.000;9.242;0.000;0.000;13.864;0.616;101;103.22;MARCHEIRUE DU BOIS ST MAUR N.2 (13-37);1;1;1.5;2;1;2;0
1;101;12;14;-1;1.000;542.281;550.000;7.719;0.000;7.719;0.000;0.000;11.578;1.515;101;103.22;MARCHEIRUE DU BOIS SAINT-MAUR;1;1;1.5;2;1;2;0
1;101;12;15;-1;1.000;539.155;550.000;10.845;0.000;10.845;0.000;0.000;16.267;0.723;101;103.22;MARCHEIRUE DU BOIS SAINT-MAUR;1;1;1.5;2;1;2;0
1;101;13;10;-1;1.000;523.662;550.000;26.338;0.000;26.338;0.000;0.000;39.507;1.756;101;103.22;MARCHEIROU D ESTAIRES(RD947);1;1;1.5;2;1;2;0
1;101;13;19;-1;1.000;527.081;550.000;22.919;0.000;22.919;0.000;0.000;34.379;1.528;101;103.22;MARCHEIRUE D ESTAIRES;1;1;1.5;2;1;2;0
1;101;13;34;-1;1.000;523.356;550.000;26.644;0.000;26.644;0.000;0.000;39.965;1.776;101;103.22;MARCHEIRUE DE L YSER (IMPASSÉ);1;1;1.5;2;1;2;0
1;101;14;8;-1;1.000;541.419;550.000;8.581;0.000;8.581;0.000;0.000;12.871;0.572;101;103.22;MARCHEIRUE DE CANTELEU;1;1;1.5;2;1;2;0
1;101;14;12;-1;1.000;542.116;550.000;8.284;0.000;8.284;0.000;0.000;12.426;0.552;101;103.22;MARCHEIRUE DU BOIS SAINT-MAUR;1;1;1.5;2;1;2;0
1;101;14;28;-1;1.000;542.846;550.000;7.154;0.000;7.154;0.000;0.000;10.730;0.477;101;103.22;MARCHEIRUE DE CANTELEU;1;1;1.5;2;1;2;0
1;101;15;12;-1;1.000;540.633;550.000;9.367;0.000;9.367;0.000;0.000;14.050;0.624;101;103.22;MARCHEIRUE DU BOIS SAINT-MAUR;1;1;1.5;2;1;2;0
1;101;15;17;-1;1.000;536.002;550.000;13.998;0.000;13.998;0.000;0.000;20.997;0.933;101;103.22;MARCHEIRUE DU BOIS SAINT-MAUR;1;1;1.5;2;1;2;0
1;101;16;26;-1;1.000;535.298;550.000;14.702;0.000;14.702;0.000;0.000;22.053;0.980;101;103.22;MARCHEIRUE DE LA PLANQUETTE;1;1;1.5;2;1;2;0
1;101;17;15;-1;1.000;538.403;550.000;11.597;0.000;11.597;0.000;0.000;13.795;0.613;101;103.22;MARCHEIRUE DU BOIS SAINT-MAUR;1;1;1.5;2;1;2;0
1;101;17;32;-1;1.000;537.567;550.000;12.433;0.000;12.433;0.000;0.000;18.649;0.829;101;103.22;MARCHEIRUE DE LA FONTAINE;1;1;1.5;2;1;2;0
1;101;18;4;-1;1.000;532.235;550.000;13.765;0.000;13.765;0.000;0.000;20.648;0.918;101;103.22;MARCHEICHE DU ROY;1;1;1.5;2;1;2;0
1;101;19;13;-1;1.000;522.793;550.000;27.207;0.000;27.207;0.000;0.000;40.811;1.814;101;103.22;MARCHEIRUE D ESTAIRES;1;1;1.5;2;1;2;0
1;101;19;22;-1;1.000;531.369;550.000;16.631;0.000;16.631;0.000;0.000;27.946;1.242;101;103.22;MARCHEIRUE D ESTAIRES;1;1;1.5;2;1;2;0
1;101;19;49;-1;1.000;529.151;550.000;20.849;0.000;20.849;0.000;0.000;31.273;1.390;101;103.22;MARCHEIRUE DE VERDUN N.1;1;1.5;2;1;2;0
1;101;20;22;-1;1.000;532.564;550.000;17.436;0.000;17.436;0.000;0.000;26.155;1.162;101;103.22;MARCHEIRUE DE LA MARNE;1;1;1.5;2;1;2;0
1;101;21;1;-1;1.000;527.130;550.000;22.870;0.000;22.870;0.000;0.000;34.305;1.752;101;103.22;MARCHEICHE DU HALAGE;1;1;1.5;2;1;2;0
1;101;22;19;-1;1.000;530.075;550.000;19.925;0.000;19.925;0.000;0.000;29.867;1.328;101;103.22;MARCHEIRUE D ESTAIRES;1;1;1.5;2;1;2;0
1;101;22;20;-1;1.000;532.464;550.000;17.536;0.000;17.536;0.000;0.000;34.162;1.162;101;103.22;MARCHEIRUE DE LA MADONE;1;1;1.5;2;1;2;0

```

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Pour l'aide, appuyez sur F1

This result file will only be filled in if the "Sortie temps" box has been activated. The structure of this file is identical to that of the file origins-destinations except for the last field on borrowed lines which is absent.

The first line indicates the name of the fields.

Then, for each line of the matrix file, the file gives the set of sections of the network that are accessible with the generalized time calculation parameters defined in the dialog box described in 4.3. This file can therefore quickly become very large for large networks:

- id: sequential number corresponding to the row number of the matrix file;
- o: origin node number (direction d) or destination (direction a) of movement;
- i: origin node number of the accessible section;
- j: end node number of the accessible section;
- numtrc: number identifying the section
- jour: day of travel;
- heureo: departure time of the trip:
  - if time type = "d", this is the desired start time indicated in the matrix file;
  - if type of time = "a", it is the latest departure time to reach the destination before the arrival time;

- heured: arrival time of the trip:
  - if type of time = "d", it is the earliest arrival time to reach the destination starting at the departure time;
  - if type of time = "a", this is the desired arrival time indicated in the matrix file;
- temps: travel time between the origin node and the destination time (minutes). It is given by the formula time = [heured] - [heureo];
- tveh: time spent on public transport (minutes);
- tmap: walking or individual transport time (minutes);
- tatt: waiting time at a stop before boarding a public transport (minutes);
- tcorr: time spent in transfers, this time is equal to the number of trips made in TC multiplied by the time of matches;
- ncorr: number of transfers. This number corresponds to the number of rides in a transit vehicle whose service is described by schedules;
- tatt1: waiting time before getting on the first TC (direction d) or waiting time between the actual arrival time and the desired arrival time (direction a);
- cost: generalized time minimized by the search algorithm for shorter paths.

[generalized time] = [TC weight] \* [vehicle time] + [ATT weight] \* [wait time] + [MAP weight] \* [on time] + [number of TC trips] \* [COR time];

- length: cumulative length;
- pole: node number of the first intermodal point (transition from the individual transport network to the hourly network). If the whole route is done on the individual network, the pole has the value of the node origin or destination according to the direction of calculation;
- volau: volume of demand on the last link of the route;
- previous: Number of the previous section. This field makes it possible to reconstitute the routes by going back successively the preceding sections
- type: link type indicator
- toll: Cumulative toll along the route
- ti: travel time between the origin node and the destination time (minutes) at the other end of the link. For example ti temps is relating to the time at the end node of the link, ti is relating to the time at the start node of the link, and reciprocally.

## 8. <FILENAME>.AFF.txt

```

TextPad - Z:\VBT\Inter-départements\V9-D6_Flux TCU LMCL\Réseau\2003\emt04_0ff.txt
Fichier Edition Recherche Affichage Outils Macro Configuration Fichier Aide
Sélectionner... X Z:\VBT\Inter-départements\V9-D6...
Z:\VBT\Inter-départements\V9-D6...
Ligne.volau.boai;alij;texte
1;3;-1;0;0;0;0;0;0;ROU D ESTARES(R047)-
2;9;-1;0;0;0;0;0;0;CHE VERT-
3;1;-1;0;0;0;0;0;0;ROU D ESTARES(R047)-
3;9;-1;0;0;0;0;0;0;CHE DU CALVAIRE-
3;10;-1;0;0;0;0;0;0;ROU D ESTARES(R047)-
4;6;-1;0;0;0;0;0;0;RUE DE CANTELEU-
4;10;-1;0;0;0;0;0;0;CHE DU ROY-
5;6;-1;0;0;0;0;0;0;RUE DE CANTELEU N2 (647)-
6;4;-1;0;0;0;0;0;0;RUE DE CANTELEU-
6;5;-1;0;0;0;0;0;0;RUE DE CANTELEU N2 (647)-
6;6;-1;0;0;0;0;0;0;RUE DE CANTELEU-
7;12;-1;0;0;0;0;0;0;RUE DU BOIS ST MAUR N2 (1337)-
8;6;-1;0;0;0;0;0;0;RUE DE CANTELEU-
8;11;-1;0;0;0;0;0;0;CIT DEVOCHELLE,RUE DE CANTELEU-
8;14;-1;0;0;0;0;0;0;RUE DE CANTELEU-
9;2;-1;0;0;0;0;0;0;CHE VERT-
9;3;-1;0;0;0;0;0;0;CHE DU CALVAIRE-
9;134;-1;0;0;0;0;0;0;CHE VERT-
10;3;-1;0;0;0;0;0;0;ROU D ESTARES(R047)-
10;13;-1;0;0;0;0;0;0;ROU D ESTARES(R047)-
10;41;-1;0;0;0;0;0;0;VOI ACCES LEVI STRAUS FRANCE-
11;8;-1;0;0;0;0;0;0;CIT DEVOCHELLE,RUE DE CANTELEU-
12;7;-1;0;0;0;0;0;0;RUE DU BOIS ST MAUR N2 (1337)-
12;14;-1;0;0;0;0;0;0;RUE DU BOIS SANT MAUR-
12;15;-1;0;0;0;0;0;0;RUE DU BOIS SANT MAUR-
13;10;-1;0;0;0;0;0;0;ROU D ESTARES(R047)-
13;19;-1;0;0;0;0;0;0;RUE D ESTARES-
13;34;-1;0;0;0;0;0;0;RUE DE L ISER (MIPASSE)-
14;8;-1;0;0;0;0;0;0;RUE DE CANTELEU-
14;12;-1;0;0;0;0;0;0;RUE DU BOIS SANT MAUR-
14;38;-1;0;0;0;0;0;0;RUE DE CANTELEU

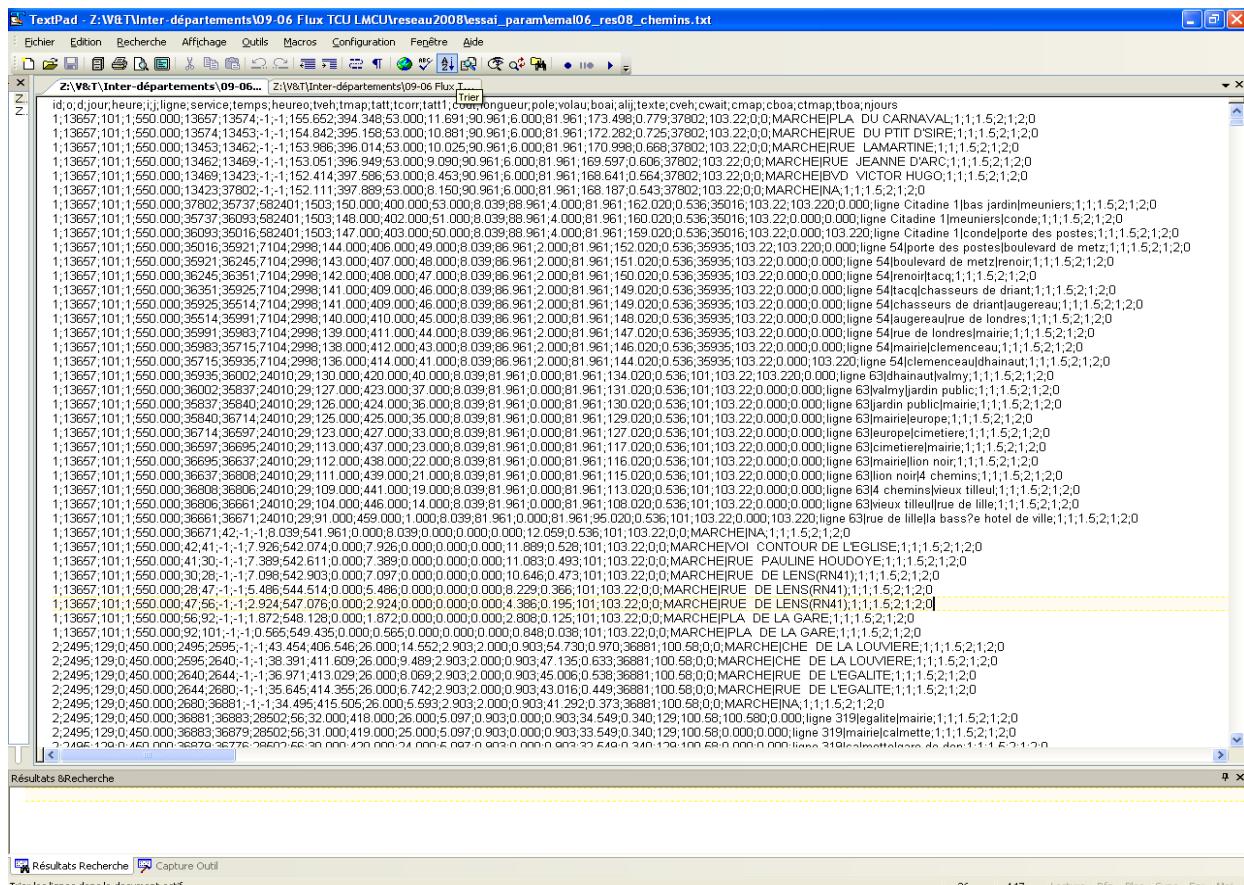
```

The assignment results file is a "Delimited text" file with ";" as separator. It contains a record by link and line segment and includes as fields:

- i: start node number of the section;
- j: end node number of the section;
- line :
  - TC line identifier if the mode is at times;
  - -1 if the mode is of the individual transport type;
- volau: volume assigned on the link;
- boai: number of boardings to the initial node;
- alij: number of alighting sat the end node;
- text: name of the section.
- type: type of section
- toll: toll of the section

## 9. <FILENAME> CHEMINS.TXT

The detailed paths output file is "Delimited text" file with ";" as separator. It describes in detail the route of each record in the "matrix" file.



It contains a record by link and line segment describing the route and includes as fields:

- id: sequential number corresponding to the line number of the origin or OD identifier matrix file
  - o: origin node number of the trip;
  - d: destination node number of the trip;
  - jour: day of travel;
  - heure: desired departure or arrival time;
  - i: start node number of the link;
  - j: end node number of the link;
  - ligne: TC line identifier if the mode is at times;
    - -1 if the mode is of the individual transport type;
  - service:
    - TC service identifier if the mode is based on timetables;
    - -1 for individual transport type;

- temps: travel time between the origin node and the destination time (minutes):

time = [heured] - [heureo];

- heuro: time at the origin of the link if starting point or at arrival if point of arrival;
- tveh: time spent on public transport (minutes);
- tmap: walking or individual transport time (minutes);
- tatt: waiting time at a stop before boarding a public transport (minutes);
- tcorr: time spent in transfers, this time is equal to the number of trips made in public transport multiplied by the time of matches;
- ncorr: number of transfers. This number corresponds to the number of boarding in a transit vehicle whose service is described by schedules;
- tatt1: waiting time before getting on the first time based vehicle (direction d) or waiting time between the actual arrival time and the desired arrival time (direction a);
- cout: generalized time minimized by the search algorithm for shortest paths.

[generalized time] = [in vehicle weight] \* [in vehicle time] + [wait weight] \* [wait time] + [individual modes weight] \* [individual modes time] + [number of boardings] \* [transfer time];

- length: cumulative length;
- pole: node number of the first intermodal point (transition from the individual transport network to the time based network). If the whole route is done on the individual network, the pole has the value of the node origin or destination according to the direction of calculation;
- volau: volume of demand on the link for this specific trip;
- boai: number of boardings to the node origin of the link for the considered trip;
- alij: number of alightings at the destination node of the link for the considered trip;
- text: name of the link;
- type: type of link
- toll: detail of the cumulative toll along the way

By consulting this file and for all the lines having the same origin and destination nodes, it is possible to know the route taken on the chosen origin-destination, to know the volumes, boarding and alighting by service and to make detailed analyzes ( trees, paths taken, ...)

## **10. <FILENAME> NOEUDS.TXT**

The output file by nodes is in the directory that the user specified by clicking "OK". It is a "Delimited text" file with ";" as separator. It contains one line per rline of the "matrix" file with fields as:

- id: sequential number corresponding to the line number of the matrix file or identifier of origin-destination;
  - o: origin node number of the trip;
  - d: destination node number of the trip;
  - jour: day of travel;
  - i: node identifier
  - heureo: departure time of the trip:
    - if time type = "d", this is the desired start time indicated in the matrix file;
    - if type of time = "a", it is the latest departure time to reach the destination before the arrival time;
  - heured: arrival time: arrival time of the trip:
    - if type of time = "d", it is the earliest arrival time to reach the destination starting at the departure time;
    - if type of time = "a", this is the desired arrival time indicated in the matrix file;
  - temps: travel time between the origin node and the destination time (minutes):
    - time = [arrival time] - [departure time];
  - tveh: time spent on public transport (minutes);
  - tmap: walking or individual transport time (minutes);
  - tatt: waiting time at a stop before boarding a public transport (minutes);
  - tcorr: time spent in transfers, this time is equal to the number of boardings multiplied by the time of transfers;
  - ncorr: number of transfers. This number represents the number of boardings in a transit vehicle whose service is described by schedules;
  - tatt1: waiting time before getting on the first vehicle (direction d) or waiting time between the actual arrival time and the desired arrival time (direction a);
  - cout: generalized time minimized by the search algorithm for shortest paths.
- [generalized time] = [in vehicle weight] \* [in vehicle time] + [wait weight] \* [wait time] + [individual modes weight] \* [individual modes time] + [number of boardings] \* [transfer time];
- length: cumulative length;
  - pole: node number of the first intermodal point (transition from the individual transport network to the time based network). If the whole route is done on the individual network, the pole has the value of the node origin or destination according to the direction of calculation;
  - ttoll: cumulative toll along the route.

## **11. <NOM FICHIER> LOG.TXT**

MUSLIW provides a small log file that summarizes information that can be useful when you want to find the files and parameters used or evaluate the differences in computation time corresponding to algorithm parameters. Here is an example of log file (in french) :

Version: 1.5.1.211

Début de la procédure: vendredi 04 mars 2011 11:39:16.968

Paramètres par défaut:

Temps correspondance minimum par défaut:2  
Temps correspondance maximum par défaut:120  
Pondération correspondance:5  
Pondération attente:1  
Pondération temps à horaires:1  
Pondération temps individuel:1.5  
Coefficient temps individuel:1  
Temps individuel maximal:30  
Pondération du péage:0  
Nombre de jours:1  
Interdiction demi-tours:False  
Algorithme:0  
Nombre d'intervalles:10000  
Paramètre d'échelle de l'algorithme:15  
Paramètre exposant de l'algorithme:2  
Sortie chemins:True  
Sortie temps:1  
Noms fichiers sortie:C:\palmier\reseaux\tutu  
Réseau:C:\palmier\reseaux\transpole2006\_musliw.txt  
Noeuds:32084  
Liens:102580  
Services horaires:359508  
Matrice:C:\palmier\reseaux\matrice\_dt\_2.txt  
Début Calcul: vendredi 04 mars 2011 11:39:23.906  
Fin Calcul: vendredi 04 mars 2011 11:39:35.203  
Temps Calcul:11.296875 sec

The log file summarizes:

- the version of Musliw
- the default calculation parameters (the specific parameters by origin-destination are in the result files);
- the paths of the input and output files;
- size elements of the network (nodes, links, turning movements and transfers, services);
- elements to evaluate the calculation time;
- non accessible origins and / or destinations.

## **12. <FILENAME> SERVICES.TXT**

The detailed services output file is a "Delimited text" file with ";" as separator. It describes in detail all the volumes of flows and boardings-alightings per service.

i;j;ligne;service;hd;hf;regime;volau;boia;alij;texte;type  
908272;688583;1026;1026;1065;1145;OOOOOOO;1.00;0.00;0.00;ZRHDUSSwiss/Crossair;2  
8000082;8000085;9510136;9510136;1291;1297;OOOOOOO;1.00;0.00;0.00; Düsseldorf Flughafen Düsseldorf Hbf;1  
8000084;8003553;9510136;9510136;1359;1365;OOOOOOO;1.00;0.00;0.00; Düsseldorf Langerwehe;1  
8000085;8001584;9510136;9510136;1300;1305;OOOOOOO;1.00;0.00;0.00; Düsseldorf Hbf Düsseldorf-Benrath;1  
8000178;8000084;9510136;9510136;1348;1358;OOOOOOO;1.00;0.00;0.00; Horrem Düsseldorf;1  
8000207;8000208;9510136;9510136;1335;1339;OOOOOOO;1.00;0.00;0.00; Krefeld Hbf Krefeld-Ehrenfeld;1  
8000208;8000178;9510136;9510136;1340;1347;OOOOOOO;1.00;0.00;0.00; Krefeld-Ehrenfeld Horrem;1  
8000209;8003368;9510136;9510136;1322;1327;OOOOOOO;1.00;0.00;0.00; Krefeld-Mülheim Krefeld Messe/Deutz;1  
8000348;8000406;9510136;9510136;1377;1382;OOOOOOO;1.00;0.00;0.00; Stolberg(Rheinl)Hbf Aachen-Rothe Erde;1  
8000406;8000001;9510136;9510136;1383;1387;OOOOOOO;1.00;0.00;0.00; Aachen-Rothe Erde Aachen Hbf;1  
8001584;8006713;9510136;9510136;1306;1314;OOOOOOO;1.00;0.00;0.00; Düsseldorf-Benrath Leverkusen Mitte;1  
8001886;8000348;9510136;9510136;1373;1376;OOOOOOO;1.00;0.00;0.00; Eschweiler Hbf Stolberg(Rheinl)Hbf;1  
8003368;8000207;9510136;9510136;1329;1332;OOOOOOO;1.00;0.00;0.00; Krefeld Messe/Deutz Krefeld Hbf;1  
8003553;8001886;9510136;9510136;1366;1372;OOOOOOO;1.00;0.00;0.00; Langerwehe Eschweiler Hbf;1  
8006713;8000209;9510136;9510136;1315;1321;OOOOOOO;1.00;0.00;0.00; Leverkusen Mitte Krefeld-Mülheim;1

- i: origin node;
- j: destination node;
- ligne: line number;
- service: service number;
- hd: start time at node i;
- hf: arrival time at node j;
- regime: timetable for the circulation of the service;
- volau: volume of service flow;
- boai: number of boardings at node i;
- alij: number of alightings at node j;
- texte: description of the link;
- type: type of links
- 
- Only services with non-zero flow are reported into the file.

## **13. <FILENAME> TURNS.TXT**

The turns output file is a "Delimited text" file with ";" as separator. It describes in detail all of the turning movements and transfers at a junction or stop.

j;i;lignei;textei;k;lignek;textek;volau;  
8000082;8000085;9510115; Düsseldorf Hbf Düsseldorf Flughafen;688583;-1; DUS - Duesseldorf Flughafen ;1;a  
688583;8000082;-1; Duesseldorf Flughafen - DUS ;908272;1026;ZRHDUSSwiss/Crossair;1;a  
8000084;8003553;9510141; Langerwehe D ren;8000178;9510136; Horrem D ren;1;a  
8000207;8000208;9511313; K ln-Ehrenfeld K ln Hbf;8003368;9510136; K ln Messe/Deutz K ln Hbf;1;a  
8000406;8000001;9510139; Aachen Hbf Aachen-Rothe Erde;8000348;9510136; Stolberg(Rheinl)Hbf Aachen-Rothe Erde;1;a  
8000085;8001584;9511014; Düsseldorf-Benrath Düsseldorf Hbf;8000082;9510136; Düsseldorf Flughafen Düsseldorf Hbf;1;a  
8000178;8000084;9510139; D ren Horrem;8000208;9510136; K ln-Ehrenfeld Horrem;1;a  
8003553;8001886;9510137; Eschweiler Hbf Langerwehe;8000084;9510136; D ren Langerwehe;1;a  
8001584;8006713;9510139; Leverkusen Mitte Düsseldorf-Benrath;8000085;9510136; Düsseldorf Hbf Düsseldorf-Benrath;1;a  
8003368;8000207;9212850; K ln Hbf K ln Messe/Deutz;8000209;9510136; K ln-M lheim K ln Messe/Deutz;1;a  
8000208;8000178;9510139; Horrem K ln-Ehrenfeld;8000207;9510136; K ln Hbf K ln-Ehrenfeld;1;a  
8000209;8003368;9510137; K ln Messe/Deutz K ln-M lheim;8006713;9510136; Leverkusen Mitte K ln-M lheim;1;a  
8006713;8000209;9510135; K ln-M lheim Leverkusen Mitte;8001584;9510136; Düsseldorf-Benrath Leverkusen Mitte;1;a  
8000348;8000406;9510139; Aachen-Rothe Erde Stolberg(Rheinl)Hbf;8001886;9510136; Eschweiler Hbf Stolberg(Rheinl)Hbf;1;a  
8001886;8000348;9510139; Stolberg(Rheinl)Hbf Eschweiler Hbf;8003553;9510136; Langerwehe Eschweiler Hbf;1;a

- j: node corresponding to a junction or a stop;
- i: origin node;
- ligne i: line number of the incoming;
- textei: label of the origin link;
- k: destination node number;
- lignek: line number of the destination link;
- textek: label of the destination link;
- volau: volume of the flow of turning movements or line-to-line transfers.
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- Only the turning movements or line-by-line transfers volumes, whose flow volume are greater than-zero, appear in the file.