**Research plan for using SPALDIA to develop ABM models for exposure assessment**

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**General plan**

The SPALDIA cohort will be used for model development, activity pattern discovery, testing, and the scalability of the developed method. From the ABM (agent-based modelling) developed using SPALDIA, we will gradually add in more assumptions, and derive patterns and relationships to scale it to data-sparse situations.

Specifically, the following goals are to be achieved:

1. Scale the ABM model developed using SPALDIA to the national level exposure assessment.
2. Develop a process to quantify uncertainties from human activity modeling.
3. Compare exposure assessed with ABM vs. time geography models (e.g. distance decay).

For A, we plan to Find relationships between occupation, work address, education, ethnicity vs. activity patterns (travel duration and traffic model), model them (e.g. time geography, linear regression model). Then make assumptions, and use the models identified to replace the information we know and test the mode. The model we developed is probabilistic, for B. For example,

* We may find strong relationship between distance to travel vs. travel mode, and the relationship can be modelled (e.g. the probability of travelling by car increases with the distance).
* We may find relationship between occupation and ethnicity vs. travel mode, e.g. most Dutch students travel by bike or train.

For B, as information becomes sparse, we expect higher uncertainty, and it is important to provide uncertainty measures to the ABM model and the model indicating relationships found in A. As mentioned in A, this will be achieved through developing probabilistic models and use the SPALDIA dataset to validate our model.

For C, we will compare models developed using SPALDIA, using ABM, time geography functions, and hybrid models.

With the study matures, we may also enable ABM modelling of human-environment-health interactions.

**Detailed plan**

**Four models are developed using the SPALDIA dataset,**

* **Model 1: Most detailed ABM, this model uses all the useful information provided in the SPALDIA.**

Why developing this model:

1) This model is used to assess exposure for the SPALDIA corhort

2) This model is used as a base model for the subsequent model designed with less known variables, to assess accuracy of subsequent models when detailed info are not available.

3) This model is used to understand how occupation and socioeconomic variables relate to the commuting mode and time.

* **Model 2-1 and 2-2: generalised ABM-research, in this model: exact traveling mode is unknown. (The differences between model 2-1 and model 2-2 is weather the total travel time is known).**

Why developing this model:

1. This model is compared to model 1, to understand the accuracy that can be reduced *without detailed and exact transportation methods*. It is also used as a validation model for the subsequent model designed with less known variables.
2. This model is used to understand how occupation and socioeconomic variables relate to the commuting time.

* **Model 3: generalised ABM-SNC, in this model: home and work locations (need to be checked) are known, compared to the earlier Utrecht study the occupation and socioeconomical status are known. The relationships (e.g. occupation and socioeconomical variables vs. travel means) that is derived earlier This model is used to assess exposure for the SNC corhort.**

* **Model 4: generalised ABM-EPIC, in this model: Only home location is known, this model is used to assess exposure for the EPIC-NL corhort.**

**Model1: Most detailed ABM**

(Known) required variables:

Days per week of cycling, vehicles, walking. (road\_act, road\_act\_time)

Primary commuting tools to work, if public transport, the time needed to the public transportation. (comm\_tool, time2pub)

How many hours per day and days per week at work place. (work\_hour, work\_day)

10pm – 6 am activity (one hour somewhere?) (night\_act)

Occupation (outdoor, indoor)

Work location (work\_loc)

Home location (home\_loc)

Exposure are calculated at commuting time (exp\_route), working time (exp\_work), off-work time (home and leisure) (exp\_off)

air pollution: airpol

Air pollution is calculated for each hour of the season or year.

Model design:

1. Work day exposure

Work day exposure:

* Loop over: each person in the cohort
  + Loop over: each hour

**Route exposure: exp\_route**

if comm\_tool== ‘walk’ #primary commuting to work tools is walking

exp\_route = airpol (on route) \* time spent on route

(if the time is not available, use length/ average speed)

elif comm\_tool == ‘car’

exp\_route = airpol \* time spent on route \* car-filter

elif comm\_tool == ‘public’

exp\_route = airpol \* time2pub + airpol \* time on bus \* bus-filter.

**Work exposure: exp\_work**

If occupation == ‘indoor’

Exp\_work = airpol \* work\_hour \* indoor\_filter

Else

Exp\_work = airpol in working area \* work\_hour

**Off-work exposure: exp\_off**

If night\_act = T

Exp\_off = airpol \* 1 + airpol \* (home\_hour-2)\* indoor\_filter + buffered airpol around home \*1

Else

Exp\_off = airplo\*(home\_hour-1)\* indoor\_filter + buffered airpol around home \*1

**Total exposure = exp\_work + exp\_route + exp\_off**

1. Weekend exposure: purely simulation, same for all the models (is it necessary ?)

**Model 2-1 and 2-2: generalised ABM-research**

Known variables

(On average, time spent traveling to and from the workpalce each day).

10pm – 6 am activity (one hour somewhere?)

Occupation (outdoor, indoor)

Work location

Model design: the most step is to define the schedules and the probability that the schedule occurs.

The probability that a schedule occurs is determined by the probability that a **pattern** is chosen and the probability that the **tours** are conditional on patterns.

P(schedule) = P(pattern)P(tours|pattern) (Bowman 2000)

A **pattern** is a function of the attributes of all its available tour alternatives, is characterised by the

1. primary activity,
2. the type of tour for the day’s primary activity,
3. the number and purpose of secondary tours.

In this study, the pattern can be classified based on the socioeconomic groups.

A **tour** has a base point that a person will start the trip from and return to, it can consists subtours, e.g. break at work. The tour model is hierarchical:

Primary tour activity time – primary activity modes and destinations- secondary activity time – secondary activity modes and destinations

With this hierarchy, we introduced space-time constrains, e.g. going back to home from work will not happen in the morning. And a secondary tour (e.g. doing sports), happen after or before the primary tour (e.g. to work and back).

The secondary tour is conditioned on the primary tour

P(tours|pattern) = p(primary tours|pattern)p(secondary tours|pattern)

P(tour) = p(timming)p(mode, destination|timing)

**A tour has a tour type, it** is defined by the number, purpose and sequence of activity stops on the tour. For example (1) home->work->home, (2) home->work->home->additional activity.

All the tours are assigned a **priority**. The tour contains highest priority activity will be given the highest priority (highest probability).

**It is therefore essential to define the primary activity, in this study, it is determined by activity priority, which is determined from the SPALDIA.**

The **activities are classified based on primary tour type, purposes, and frequencies**. The purposes are classified to 1) Tight schedule constraints include work, work related, school and banking, 2) unconstrained. The frequencies are the number of secondary tours.

Tour destinations and mode choice model. From SPADIA or literature.