

# Task 11.1 Highway Assignment Specification

## *Inputs*

Current/standard methodologies where relevant

## *Processing*

A number of these issues have already been referred to in the network data tasks, and clearly the network data and assignment specifications should be worked up together.

Issues to consider are:

- assignment technique: equilibrium etc
- choice of speed/flow curves, and parameterisation
- link typology
- link capacities and intersection geometry/capacities
- representation of intersection delays
- specification of routing parameter
- centroid connector times
- user-class segmentations<sup>1</sup>
- network 'priming' ('warm starting')
- feed-back and update loops, especially in respect of any junction modelling
- extraction of data required in other modules (e.g. skimmed generalised cost component matrices for use in distribution./mode split
- iteration routine, damping and convergence
- running times
- interface with public transport modes (especially ability to extract link speed data for assessing bus speeds)
- ease of secondary analysis (select-link, sub-area traversals, emission-analysis (cold-start assessments)

## *Outputs*

Specification

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<sup>1</sup> For toll modelling, different paths for cars and commercial vehicles are probably essential, and a further segmentation by trip purpose (distinguishing willingness to pay) or even by income groups might be envisaged.

