

Cost estimation of a fixed network deployment over an urban territory

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19th Workshop on Stochastic Geometry, Stereology and Image Analysis

CIRM, Luminy, May 15 - 19, 2017

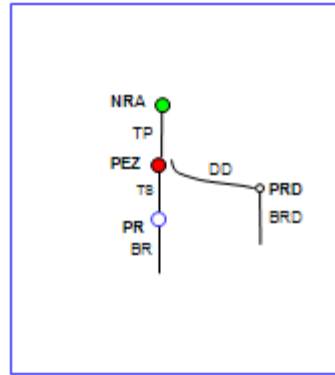


introduction

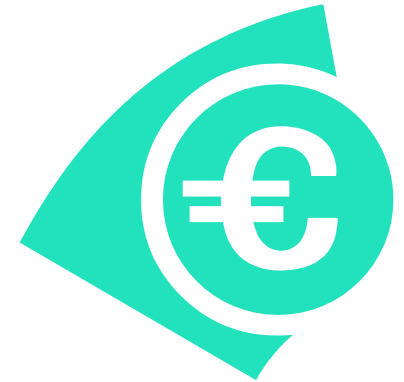
any city in the world



any hierarchical fixed network



cost estimation



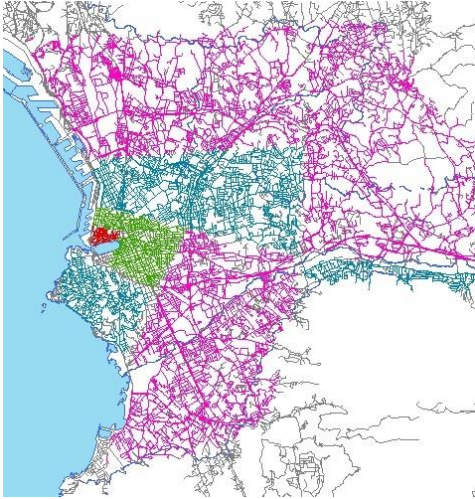
in a user-friendly prototype

- Putting to life stochastic geometry results to solve an operational problem
 - find and format the necessary input data
 - fit the mathematical models to the particular use case
 - extend the results beyond their strictly proven domain of validity
 - obtain realistic results within a few minutes
 - imbed the existing mathematical results in an operational prototype
 - benchmark the results against reality
- No equivalent tool on the market

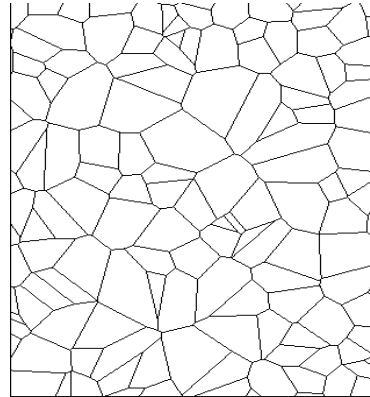
geometry & network

road system 1/3

reality



random model



macroscopic description

part	area km ²	type	parameter km ⁻²
red	0.61	PVT	149.04
green	1.65	PVT	114.63
blue	7.98	PVT	38.56
pink	30.87	PVT	18.68
whole city	65.90	PVT	28.08

1 realization of PVT Poisson Voronoï Tessellation (ex for blue part)

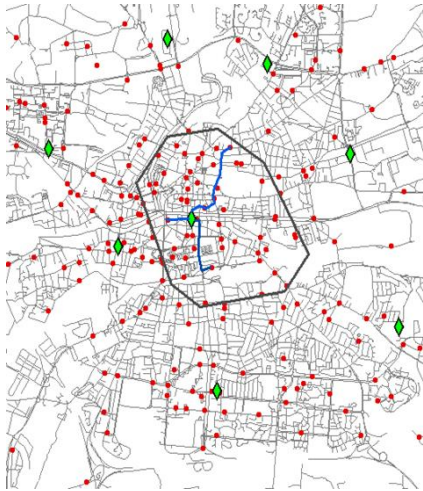
- the road system supports the network equipment : its **morphology** is structuring for the network
- only 3 quantities embed the morphology of a planar tessellation :
 - number of crossings, number of street segments and length of streets
- the road system is viewed as a realization of a stationary random planar tessellation
 - a **whole city map is replaced by very few information** (area, model type & parameters)
 - no need for localizing any street segment

geometry & network

nodes and links 2/3

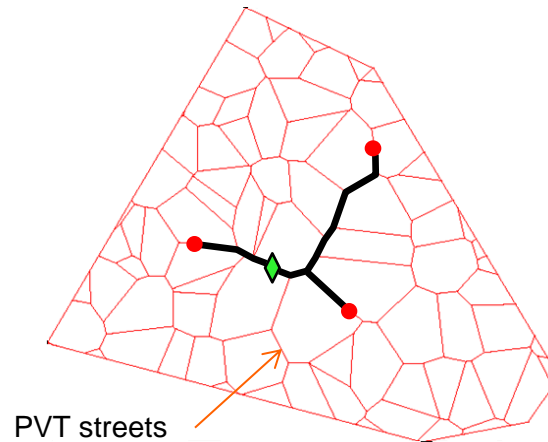
real network

serving zone = Voronoï cell




typical serving zone

Poisson-Voronoi-Cox-Voronoi cell

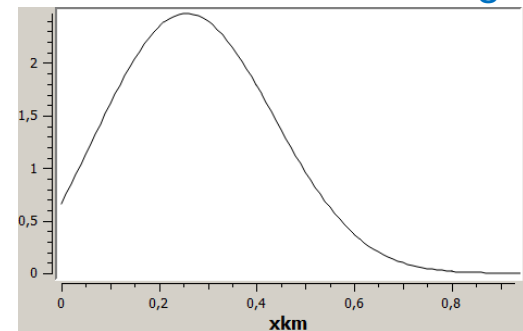



macroscopic description

area	type	param.	# node 
7.98	PVT	38.56	33



statistics on connexion lengths

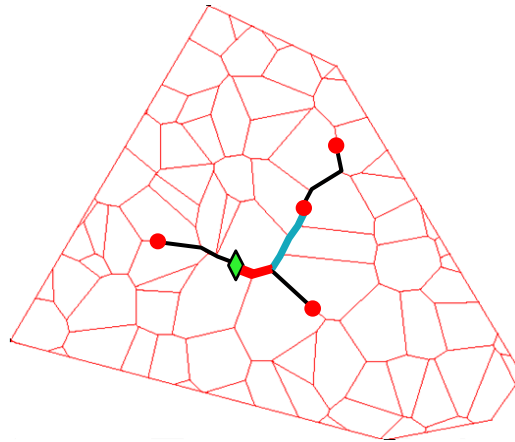


- the network is deployed on homogeneous areas (parts or city as a whole)
- the nodes are located on the streets, the links are shortest paths along the streets
- the serving zones of the nodes form a Voronoï tessellation
 - the set of all serving zones is modelled by realisations of a **typical serving zone Z**
 - the mean area of Z is determined by the number of  nodes
- analytical formulas for the probability distribution of the **point to point connexion** lengths in Z are available
 - this allowed to check that the model fits well reality

reality
no comment

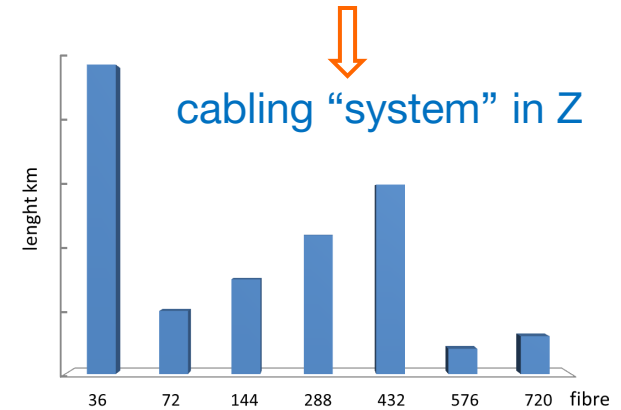


typical serving zone
random capacity tree



macroscopic description

area	type	param.	# node	# •	FO / •
7.98	PVT	38.56	33	321.0	18.5



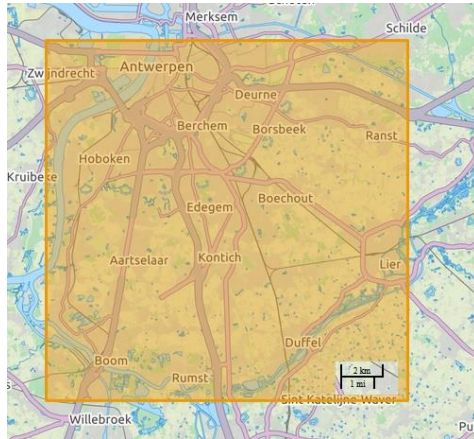
- the **typical serving zone is the key ingredient**
- an averaged incoming capacity (# fibres) is associated to each ● node
- a street segment is empty or supports one cable of sufficient size
- no closed parametric formula for the **random capacity tree**
 - limit results for sparse trees /dense trees
 - fast simulations procedures for the cell and the tree
- statistics on type of cable-length are derived from capacity-length computed on realisations on the typical cell and used in the cost function

prototype

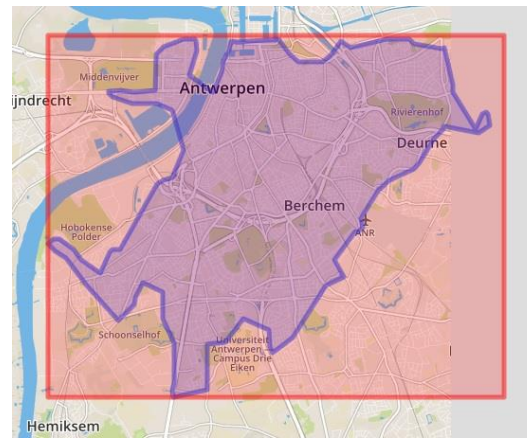
"OSM Miner" city acquisition 1/3

map from internet

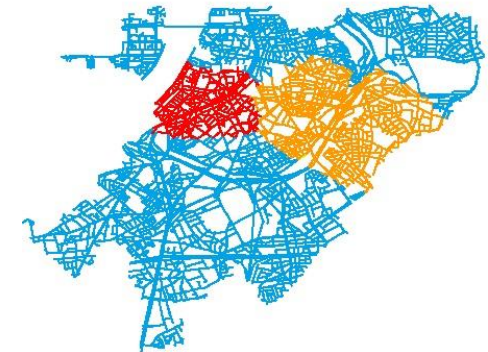
Anvers, Belgique



drawing the city's build up area



street system partition

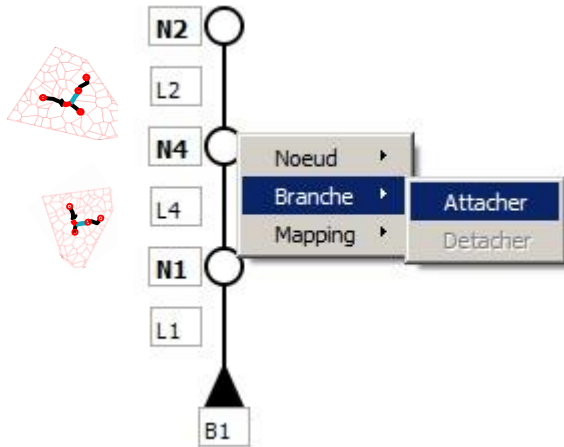


- Open Street Map is a free database for street maps of any city in the world
- detailed data : type of streets, administrative contour
- automatization of treatment
 - detection of build up area contour
 - extraction of streets
 - segmentation in homogeneous parts
 - computation of mathematical model -> « voirie file »

part	area km ²	type	parameter km ⁻²
1	3.77	PVT	76.32
2	9.32	PVT	60.04
3	40.41	PVT	42.27
whole city	53.50	PVT	47.73

prototype

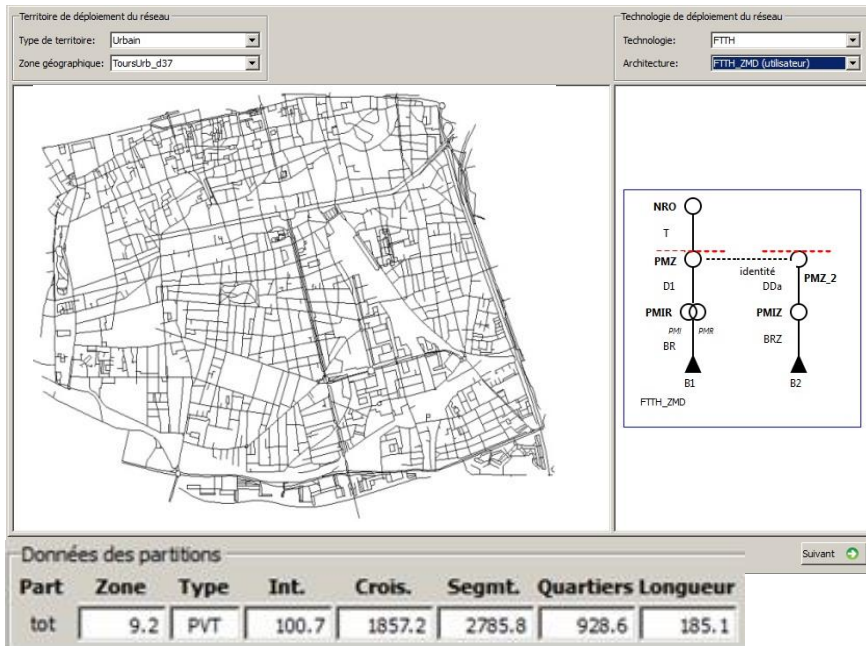
“Network Topology Synthesis” Tool 2/3



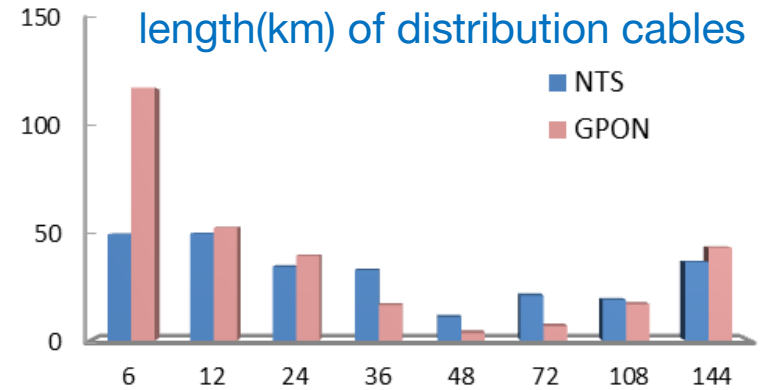
The screenshot shows the 'Niveaux' (Levels) configuration window in the Network Topology Synthesis tool. The window is divided into tabs: Matériel, Main d'oeuvre, Génie civil, and Études. The 'Matériel' tab is selected, showing a list of equipment types with their values and types. The equipment types are cPEZTransport (Valeur: 500,00, Type: enterré) and cNRO (Valeur: 2000,00, Type: enterré). Below this, there are three rows of configuration for different levels: 3 (T), 2 (D), and 1 (BR). Each row has a dropdown for 'Unité d'oeuvre', a dropdown for 'Donnée NTS', and a numeric field for 'Coeff'. The 'Unité d'oeuvre' dropdowns are C3, cPEZTransport, and cNRO. The 'Donnée NTS' dropdowns are Câbles, Nb PEZ, and Nb NRO. The 'Coeff' values are 1,000 for all three levels.

- network design : immediately usable in the prototype
 - architecture : hierarchical network
 - engineering: relates nodes to population and technology
- generic specification of cost function
 - declined in material, manpower, civil work and studies on each network level
 - specification of unit costs for all equipment
 - specification of rules to compute the global cost
- compute the main values (covered road system, cable laying...) by simulation on the typical cell

prototype



benchmark on Tours 3/3



cost

1-NTS/GPON	cables	Total
Transport	2%	8%
Distribution	8%	7%
Total cost	6%	4%

- GPON optimizer (operational tool in Orange) optimization of global deployment cost
 - on the architecture required by the French regulator Arcep and engineering constraints
 - ☺ optimal location of nodes & cabling scheme, exact path of fibres, detailed cost function
 - ☹ computational time (tens of hours) ⇒ restricted to small areas
- NTStool designed for macroscopic estimation in very large areas
 - available data set Tours (9 km²) is the limit range
 - ☺ structuring cost units can be addressed
 - ☺ computation in minutes
- detailed comparison : cabling system ok, cost within %

Conclusion

- the prototype offers an optimization for a **decision problem** with M€ yearly OPEX costs stakes and anticipates industrialization
- stochastic geometry is used to address a very practical use case :
 - some work needed to create a usable tool
 - not obvious that costs could be obtained (simulation time remains reasonable)
 - no equivalent tool on the market
- difficult to explain that a handful of parameters can produce reliable statistics in no time on a very large territory
 - very weird approach for operators, used to databases
- a lot of other mathematical results can still be put to use
 - other road models
 - for rural territory or at a full country scale
 - to address other use cases
- we are at your disposal for prototype demonstration

thank you for your attention

references

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