Supply Merit Order changes: Impact on Flow Directions in the Transportation Model
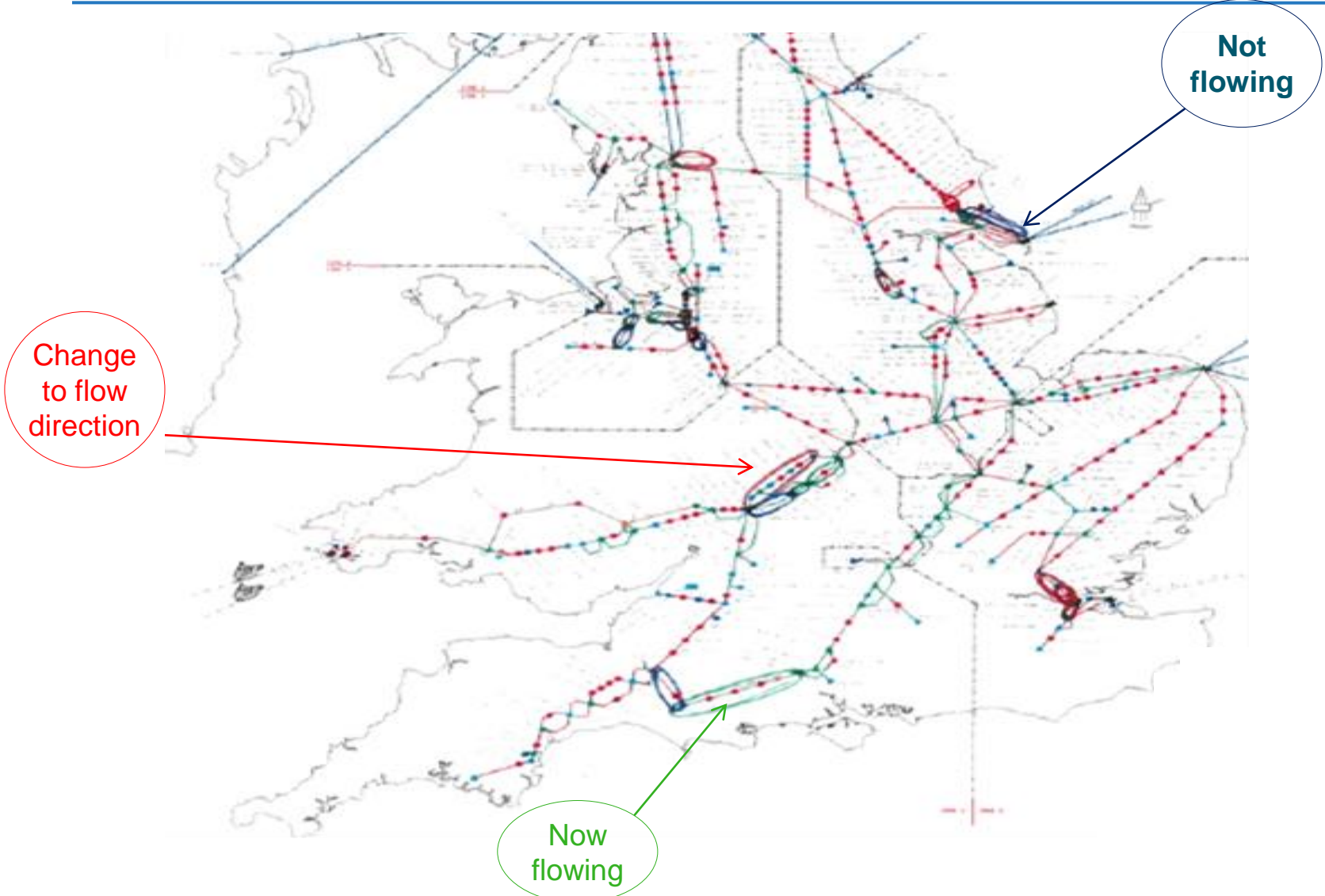
nationalgrid

MOD517 Workgroup
6 January 2015

# Transportation Model Overview UNC Mod 517 example

- Entry LRMC – from Exit/Entry Point to the reference node (positive and negative flows can make up the total LRMC)

    - Measure to take every point to and from the reference node

    - Direction of flow on each section of the NTS is key

    - Exit LRMC is the negative of the Entry LRMC

- Optimal path - supply flows to match demand and determines a direction of flow for each section of the network

- Model uses Dijkstras Algorithm – to get shortest paths

- When running the model after changing supplies, if there is a change in the direction of flow on a section of the network this means there are changes to get the shortest distances

- Initial LRMC - Add up all the positives and negatives between a point and reference node. Entry and Exit Secondary adjustments applied after this step.

Overall Network – changes to flows nationalgrid in model from supply changes under 517

Not flowing

Change to flow direction

Now flowing

Flows Original – looking at South Wales and South West

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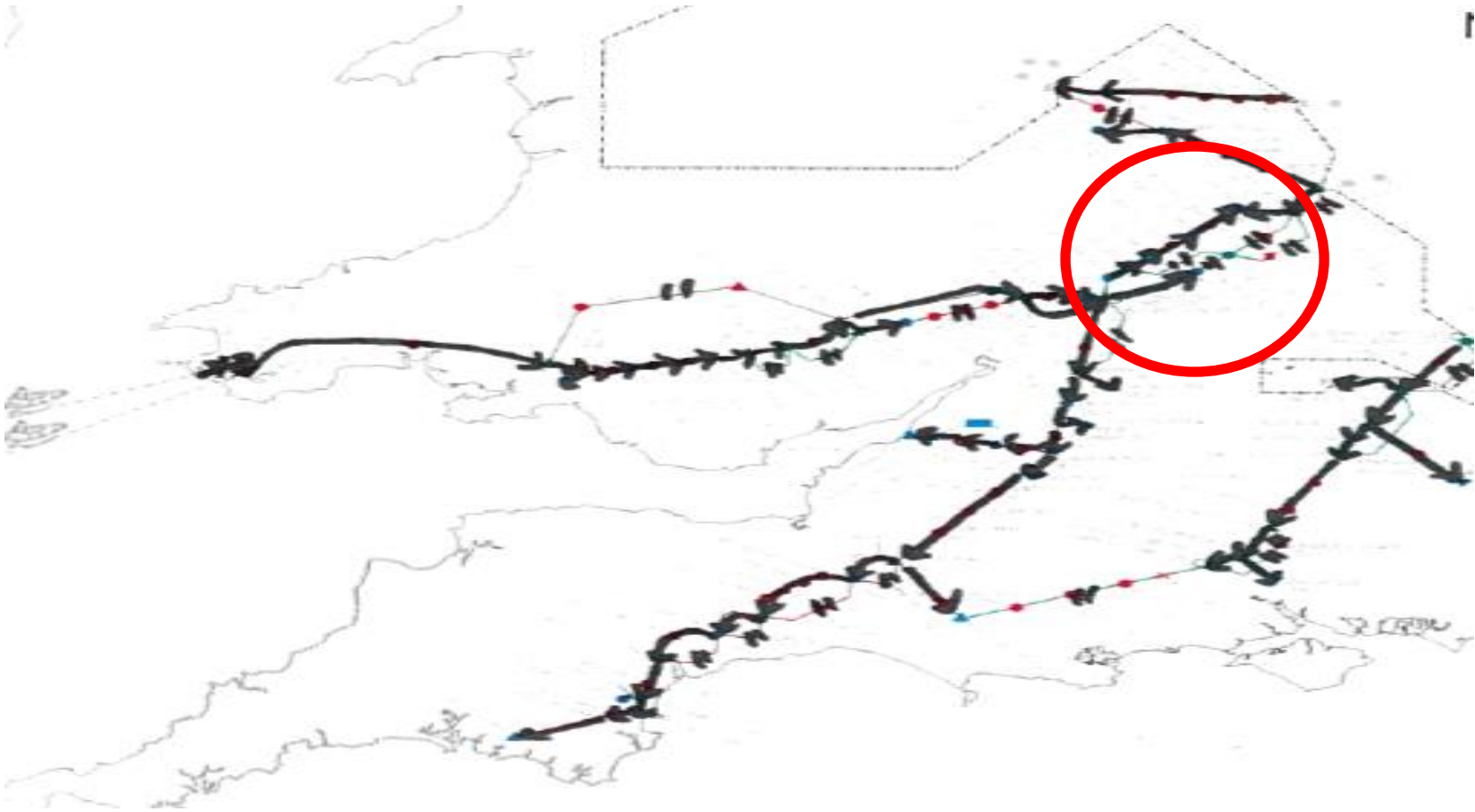
Flows Option 3 - – looking at South Wales and South West

national**grid**