Correction to: Charging station planning based on the accumulation prospect theory and dynamic user equilibrium

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In the original article the incorrect abstract has published mistakenly.

The correct abstract is given below:

Large-scale use of electric vehicles will greatly increase the traffic pressure on urban road network. Therefore, planning of charging stations for electric vehicles considering charging demand and transportation network is particularly important for the coordinated development of electric vehicles and intelligent transportation. Under the condition of bounded rationality, this paper considers such factors as the travel utility perception difference between the users of fuel vehicles and electric vehicles, the time-varying of traffic flow, the location and service level of charging stations. On this basis, combining the cumulative prospect theory, dynamic traffic flow allocation and charging demands, a two-level programming model is established to solve the problem of charging station site selection. The upper layer is a system optimal model, the goal is to minimize the travel time of the network. The lower model describes the time-variability of departure time and the randomness of charging and travel behaviors, establishes the dynamic user equilibrium model

and designs the heuristic algorithm. The validity of the model and algorithm is verified by a numerical example. Through the simulation experiment, the optimal location scheme of charging station under different electric vehicle proportion is obtained, and the driving characteristics of two types of vehicles are analyzed. Compared with the traditional model, it is found that the charging station planning considering bounded rationality can achieve higher road network traffic efficiency with fewer charging piles.

The original article has been corrected.

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