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THE STUDY OF THE DEVELOPMENT OF BUS ROUTING PLAN FOR THE WESTERN PROVINCE



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DECLARATION

The work included in this thesis in part or whole, has not been submitted for any other academic qualification at any institution.



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ABSTRACT

Effective design of transit routes and service frequencies can decrease the overall cost of providing transit services, which generally comprises passenger costs and operator costs. Usually route design is done with route scheduling and efficiency of the service is significantly depends on the route network. However, the route design problem is not straightforward due to its multi-objective nature, non-linearity and non-convexity of the objective function. The relation of the constraints and decision variables to the objective function are non-linear. Non-convexities are illustrated by the fact that more buses can be deployed without decreasing total travel time by changing the route length. Non-availability of reliable passenger demand data is another constraint.

At the first stage of this study, primary bus routes that operate between Divisional Secretariats Divisions were considered. Primary route network was developed based on the passenger demand distribution in the existing system. An algorithm was developed to generate the route network with the condition that all nodes (zone centroids) have to be served at least by one bus route. In this algorithm, the maximum demand O-D pair in the demand matrix is considered first. Routes were assigned along the minimum path between those two zones assuming all the passengers would select the shortest travel path. Any inter-zonal travel demand between zones that falls within the route under consideration is also added to this route and taken off from the demand matrix. After generating the primary network, user is given the choice to fine-tune the network by using a set of algorithms for route merging, adding links and route sprouting. Fleet requirement, passenger transfers saving after each modification, revenue and operating costs per bus trip were calculated to evaluate route network.

To determine the passenger demand distribution, an Origin-Destination matrix was developed based on bus passenger interviews and available socio-economic information. Passenger demand distribution over the study area was obtained based on a model calibrated using household & roadside interview data and travel costs between node pairs in the selected zones. It can be seen that most of the existing routes are operating in the high demand corridors. But there are new routes to be introduced to newly developed zones in the study area.

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CONTENTS

	Page No.
CHAPTER 1: INTRODUCTION	
1.1. Introduction	1
1.2. Scope of the Study	9
1.3. Study Area	14
1.4. Transport Corridors	16
1.4.1 Rail Transport	16
1.5. Existing Demand Variation along Main Corridors	19
1.6. Existing Route Network in CMR	24
1.7. Sensitivity Analysis	24
CHAPTER 2: LITERATURE REVIEW	
2.1: General	25
2.2: Bus route Planning and Optimization	27
2.3: Development of Demand Origin -Destination Matrix	32
2.4: Model Calibration for Trip Generations	34
2.4.1 Accuracy of the Regression Model	36
CHAPTER 3: DATA PREPARATION	
3.1: General	40
3.2: Data collection for Origin Destination Matrix	40
3.2.1: Bus Passenger Interviews	41
3.2.2: Household Interviews	43
3.2.3: Socio-Economic Data	46
CHAPTER 4: METHODOLOGY	
4.1: General	47
4.2: Development of Bus Route Network for the Study Area	48
4.2.1: Assumptions	53

4.2.2: Development of Optimum Primary Bus Route Network for the Study Area	54
4.2.3: Route Generation	55
4.2.4: Transfers in the System	59
4.3: Adjustments to Improve the Initial Primary Route Network	59
4.3.1: Route Merging	60
4.3.2: Adding Links	64
4.3.3: Route Sprouting (Overlapping Routes)	69
4.4: Illustration of the Developed Methodology using a Sample Passenger Demand	71
4.5: Development of Origin- Destination Matrix for the Study Area	78
4.5.1: O-D Matrices for Individual Survey Locations	78
4.5.2: Bus Trip Rates	81
4.5.3: Expansion Factors for Sample O-D Matrices	82
4.6: Calibration of Bus Passenger Trip Generation Model for the Study Area	83
4.6.1: Selection of the Variables	84
4.7: Calibration of Bus Passenger Demand Model	85

CHAPTER 5: DATA ANALYSIS

5.1: Development of Origin-Destination Matrix	86
5.2: Calibration of the Passenger Demand Distribution Model	88
5.3: Development of Primary Bus Route Network	92
5.4: Computer Software for Development of Route Network	93
5.4.1: Development of Primary Route Network Using BRAP	95
5.4.2: Route Merging Using BRAP	97
5.4.3: Adding Links Using BRAP	98
5.4.4: Route Sprouting Using BRAP	99
5.5: Sensitivity Analysis	102
5.5.1: Sensitivity of the Network for Sudden Demand Increase due to Change in Land Use Pattern	102

5.5.2: Sensitivity of the Network to Demand Increase Due To Provision of Direct Bus Routes within DS Divisions	105
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CHAPTER 6: CONCLUSION

6.1: General	107
6.2: Route Network Design	108
6.2.1: Modified Primary Network	108
6.3: Sensitivity of the Developed Route Network	110
6.4: Travel Demand Pattern in the Study Area	112

REFERENCES

APPENDIX A: O-D Matrix for the Study Area

APPENDIX B: Summary of Regression Models

APPENDIX C: Output of Primary Network

APPENDIX D: Output of Transfers after Primary Network

APPENDIX E: Output of Route Merging

APPENDIX F: Output of Add Links

APPENDIX G: Output of Overlapping Routes

APPENDIX H: Output of Final Network

LIST OF FIGURES

	Page No.
Figure 1.1: Land Use Pattern in CMR in 1960	6
Figure 1.2: Land Use Pattern in surrounding Areas of Colombo in 1998	7
Figure 1.3: Selected Road Network for the Study Area	13
Figure 1.4: Divisional Secretariat Divisions in the CMR	15
Figure 1.5: Some of the Main Corridors in the Colombo Metropolitan Region	17
Figure 1.6: Proposed Highways and Main Railway Lines in the Study Area	18
Figure 1.7: Variation of Bus Passenger Demand along the Kandy Road towards Colombo	22
Figure 1.8: Variation of Bus Passenger Demand along the Galle Road towards Colombo	23
Figure 1.9: Variation of Bus Passenger Demand along the Galle Road towards Colombo	23
Figure 2.1: Chart used by Rao et al in 1998 for Routing Algorithm	30
Figure 4.1: Main Corridors in the Study Area	51
Figure 4.2: Main Centroids in the Study Area	56
Figure 4.3: Structure Chart for Route Generation	58
Figure 4.4: Route Merging	61
Figure 4.5: Flow Chart for Route Merging	63
Figure 4.6: Adding Links	64
Figure 4.7: Check for Adding Links	66
Figure 4.8: Flow Chart for Link Addition	68
Figure 4.9: Overlapping Routes	69
Figure 4.10: Flow Chart for Overlapping Routes	70
Figure 4.11: Sample Route Network for the Illustration Example	71
Figure 4.12: Primary Route Network in the Illustration Example	75
Figure 4.13: Final Route Network in the Illustration Example	77
Figure 5.1: Development of Primary Route Network	96
Figure 5.2: Route Merging	98
Figure 5.3: Add Links	99
Figure 5.4: Route Sprouting	100
Figure 5.5: Demand and Supply Variation along a Route	100

LIST OF TABLES

	Page No.
Table 1.1: Changes in Population and Land Extent in Urban Centers from 1981 to 2001	5
Table 1.2: Growth Rates in Passenger Transport	8
Table 1.3: Vehicle Ownership Levels in Colombo Metropolitan Regions	8
Table 1.4: Capacity of Buses With Respect to the Seating Capacity	19
Table 1.5: Load factor variation along Major Corridors to the City of Colombo	20
Table 3.1: Annual Growth Rates Applied for Socio-economic Variables from 1995 to 1999	41
Table 3.2: Representation of Data in Digital Format	42
Table 3.3: DS Divisions within CMR	43
Table 3.4: Sample Rates for Household Surveys	45
Table 4.1: Selected Centroids for Each DS Division	50
Table 4.2: Format for the table in the Primary Route Network	57
Table 4.3: Transfer Details in the Systems & Dissertations <small>University of Moratuwa, Sri Lanka www.lib.mrt.ac.lk</small>	59
Table 4.4: Fleet Size Requirement and Transfer Saving due to Link Addition	67
Table 4.5: Sample O-D Matrix for the Illustration Example	71
Table 4.6: Primary Route Network for the Illustration Example	73
Table 4.7: Transfers in the System after Route Generation for the Illustration Example	74
Table 4.8: Route Merging for the Route Network in the Illustration Example	75
Table 4.9: Added links for the Route Network in the Illustration Example	76
Table 4.10: Overlapping Routes for the Route Network in the Illustration Example	76
Table 4.11: Details of Final Route Network in the Illustration Example	77
Table 4.12: Changes of Decision Variables in each step of Modifications	78
Table 4.13: Format of an O-D Matrix	80
Table 5.1: Bus Trip Rates from Household Interviews	87
Table 5.2: Coefficients Observed from the Model	91
Table 5.3: Validation of the Model with the Current System	92
Table 5.4: Summary of Data Analyzed for Different Headways	95

Table 5.5: Summary on Analysed Route Details for the Study Area	101
Table 5.6: Situations Considered for Increase of Demand due to New Developments	103
Table 5.7: Summary of Output Obtained For Different Demand Distributions in the Study Area	104
Table 5.8: Comparison of Output Due to Change in Demand with Respect to New Direct Routes	106
Table 5.9: Comparison of Bus Routes in the Existing System and Developed Network	106

LIST OF ABBREVIATIONS

Abbreviation	Description
CMC	Colombo Municipal Council
CMR	Colombo Metropolitan Region
CMRSP	Colombo Metropolitan Regional Structure Plan
CUTS	Colombo Urban Transport Study
CUTS-1	Colombo Urban Transport Study - Stage 1
DSD	Divisional Secretariat Division
HH	Household
O-D	Origin - Destination
TED	Transportation Engineering Division
UoM	University of Moratuwa
CTB	Ceylon Transport Board
HO_i	No. of HH + Other Buildings in zone i
HO_j	No. of HH + Other Buildings in zone j
b_f	Bus fare per km
BAC	Boarding/Alighting Cost
dist_{ij}	Distance between two DS divisions in km
VOT	Value of time per passenger per hour
Time_{ij}	Travel time between two DS divisions
wt	Waiting time in Hrs
OCH	Outer Circular Highway to City of Colombo
WP	Western Province
C_w	waiting time cost
C_v	in-vehicle cost
F	Fleet size
RTT	Round Trip Time
H_B	Head-way
O_c	Operating cost per km
l₁ , l₂ , l₃	Length of each link in the route
D₁ , D₂ , D₃	Passenger Demand in each link
BRAP	Bus Route Analyser and Planner