SPACING BUS HALTS : A GRAPHICAL METHOD AS AN ALTERNATIVE TO MINIMIZATION OF TOTAL DISTANCE TRAVELLED

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Studies have shown that the length of walking distance is a factor which exerts influence on the attractiveness of a public transport service. While accepting this concept and the standard norms for the number of bus halts per unit, road length, the authors have developed and published a mathematical model whose formulation is a cross between the 'equidistant' approach and the 'minimization of total distance travelled approach. The solution to the model is obtained through simulation and the results indicate the location for bus halts.

In this paper an attempt has been made to arrive at the same solutions that would be obtained in the mathematical model by using a simple graphical technique which does not consider total distance travelled as a parameter. In the graphical technique the bus halts are placed at equal intervals and subsequently shifted according to varying population densities along the travel route.

References:

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