

1 The Study of the Trolley Buses Occupancy

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3 *Received: 14 December 2018 Accepted: 3 January 2019 Published: 15 January 2019*

4

5 **Abstract**

6 Public transport occupancy is a very important indicator. On the one hand, low occupancy
7 rates result in a low payback of transportation. On the other hand, too high occupancy rates
8 reduce the quality of services provided to passengers, which can lead to an outflow of
9 passengers. The study of occupancy of public transport devoted some works. In [1], the
10 authors found that Pareto law is valid for many routes about occupancy - only 20

11

12 *Index terms—*

13 **1 Introduction**

14 Public transport occupancy is a very important indicator. On the one hand, low occupancy rates result in a low
15 payback of transportation. On the other hand, too high occupancy rates reduce the quality of services provided
16 to passengers, which can lead to an outflow of passengers.

17 The study of occupancy of public transport devoted some works. In [1], the authors found that Pareto law
18 is valid for many routes about occupancy only 20% of bus occupancy is used for 80% of the route. The article
19 [2] presents a method for estimating the level of employment of public transport based on data recorded by the
20 weighing system in motion (wait in motion system). Analysis of the measurement data allowed us to propose the
21 following analytical form of a function describing the employment level of a passenger vehicle, depending on the
22 result of gross weight measurement ??2, p. Five]: $Y = 152.05X + 9624.4$, Where X is the number of passengers,
23 Y is the vehicle weight.

24 The coefficient of determination for this expression is 0.79. The values of the remaining statistical criteria,
25 the authors do not give. It should be noted that the method proposed by the authors allows you to quickly and
26 accurately determine the number of passengers transported on the stretch. At the same time, such installations
27 are quite expensive. Also, with their help, it is almost impossible to assess the change in occupancy on the length
28 of the route, especially in one day to conduct complete surveys of passenger traffic.

29 In work [3] the information about the dynamics of changes in the occupancy of buses of the EU countries is
30 given. The authors emphasize that the level of employment for buses varies between the Member States. For
31 example, in the UK, the bus transports an average of about nine people, while in France this figure is about 25.
32 The authors explain the differences between member states by different public transport organizations (tariffs,
33 frequency, availability, etc.), as well as ownership of bus companies. Similar studies for the United States are
34 given in [4].

35 The purpose of the work is to calculate and analyze the statistical characteristics of a random variable
36 characterizing the degree of utilization of the capacity of trolleybuses in the city of Mogilev. The degree of
37 capacity utilization is supposed to be evaluated by the following criteria: ? Average occupancy per flight (Nr),
38 equal to the ratio of passenger-kilometers made for the trip to the length of the trip; ? The coefficient of trip
39 capacity (Krvm), the value of which is equal to the ratio of passenger-kilometers of transport work performed
40 during a journey, to the maximum possible transport work, determined by the product of the capacity of the
41 trolleybus by the distance of the trip; ? Passenger density factor (Kp), the value of which is equal to the ratio of
42 the maximum passenger traffic per flight (passenger density) to the capacity of the trolleybus; Bus, trolleybus,
43 and electric bus traffic, as well as route taxis, are organized in Mogilev. In the city there are Branch "Bus
44 depot No. 1 of Mogilyov", Branch "Automobile park No. 22 of Mogilyov", Branch "Automotive park No. 3 of
45 Mogilyov". The trolleybus traffic in Mogilev was opened on January 19, 1970, and has six routes (Figure ??).
46 The operating organization is OJSC "Mogilyovoblastotrans", which includes one trolleybus park. From February

47 2018, two electric CRRC TEG6125BEV03 electric buses began to run in Mogilev along the trolleybus route No.
48 4.

49 To calculate the three above criteria for characterizing the degree of utilization of the capacity of trolleybuses,
50 a selective survey of passenger traffic was carried out on each route. It was done by direct observer counting the
51 number of incoming and outgoing passengers at each stop. The total number of flights surveyed is 110. Statistical
52 characteristics of the studied criteria are presented in Table 1. Evaluation of descriptive statistics shows that the
53 mean and median are not significantly different from each other. This is an indirect sign that the distribution of
54 the random variables under investigation is subject to the normal (Gaussian) distribution. However, the difference
55 between the Skewness modulus and the standard Skewness error is more than three times, the difference between
56 the kurtosis and the kurtosis error is also more than three times. This is an indirect sign that the distribution
57 of the random variables under study is different from the normal (Gaussian) distribution. Figure ?? shows the
58 distribution diagram of the random variable under investigation and the corresponding statistical tests.

59 The Study of the Trolley Buses Occupancy From the constructed histograms it can be seen that their shape
60 is visually different from the theoretical curve of the normal distribution. This is a sign that the variables are
61 different from the normal (Gaussian) distribution. The level of significance for the Kolmogorov-Smirnov test
62 is more than 0.2 for N_p and K_{rvm} . This indicates the normal distribution of a random variable. The level
63 of significance for the Kolmogorov-Smirnov test is less than 0.2 for K_p . This is a sign that the variables are
64 distributed according to a distribution other than normal(Gaussian). At the same time, the significance level
65 for the Shapiro-Wilks test is less than 0.05 for all three random variables under study. This is a sign that the
66 distribution law of the quantities studied is different from the normal (Gaussian) distribution. Figure 3 shows
67 the normal-probability graphs of the distribution of random variables under study. From figure 3 it can be seen
68 that for all three random variables under study, the actual data have some variation relative to the theoretical
69 straight line. This indicates that the random variables under study are different from the normal distribution.
70 Figure 4 shows the box scatter diagrams of the random studying variables. From figure 4 it can be seen that the
71 diagrams are asymmetric concerning the median, and there are outliers and extreme points. This indicates that
72 the random variables under study are different from the normal distribution.

73 Thus, by the studies performed, it can be argued that the distribution of average occupancy per flight (N_p),
74 coefficient of voyage capacity (K_{rvm}) and coefficient of passenger density (K_p) is different from normal(Gaussian)
75 distribution.

76 The results of fitting the distribution in the Statistica program showed for the three random variables studied
77 using the p-values of the Kolmogorov-Smirnov, Anderson-Darling and Chi-square tests are shown in Table 2.

78 2 Rayleigh distribution

79 The Study of the Trolley Buses Occupancy

80 Figure 5 shows the graphs of the empirical distribution functions and the quantile-quantile graphs of average
81 occupancy per flight (N_r). From figure 5 it can be seen that both graphs show that the Generalized extreme value
82 distribution is the best fit to the observed data for the variable N_r . The corresponding distribution histogram
83 is shown in Figure 6. Similar actions were performed for the remaining variables. It was found that the best fit
84 for the variable K_{rvm} is the Generalized extreme value distribution (Figure ??), and for the variable K_p -the
85 Johnson's SU-distribution (Figure ??). For a sample size greater than 30 values, by the central limit theorem,
86 the required sample size n for estimating the mean, in cases where the variance of the entire set is not specified,
87 can be found using the following formula ??5, p. 197 ? The coefficient of regular capacity (K_{rvm}) provides the
88 maximum absolute error of this random variable of 0.02%; ? The coefficient of passenger density (K_p) provides
89 the maximum absolute error of this random value is also 0.02%.

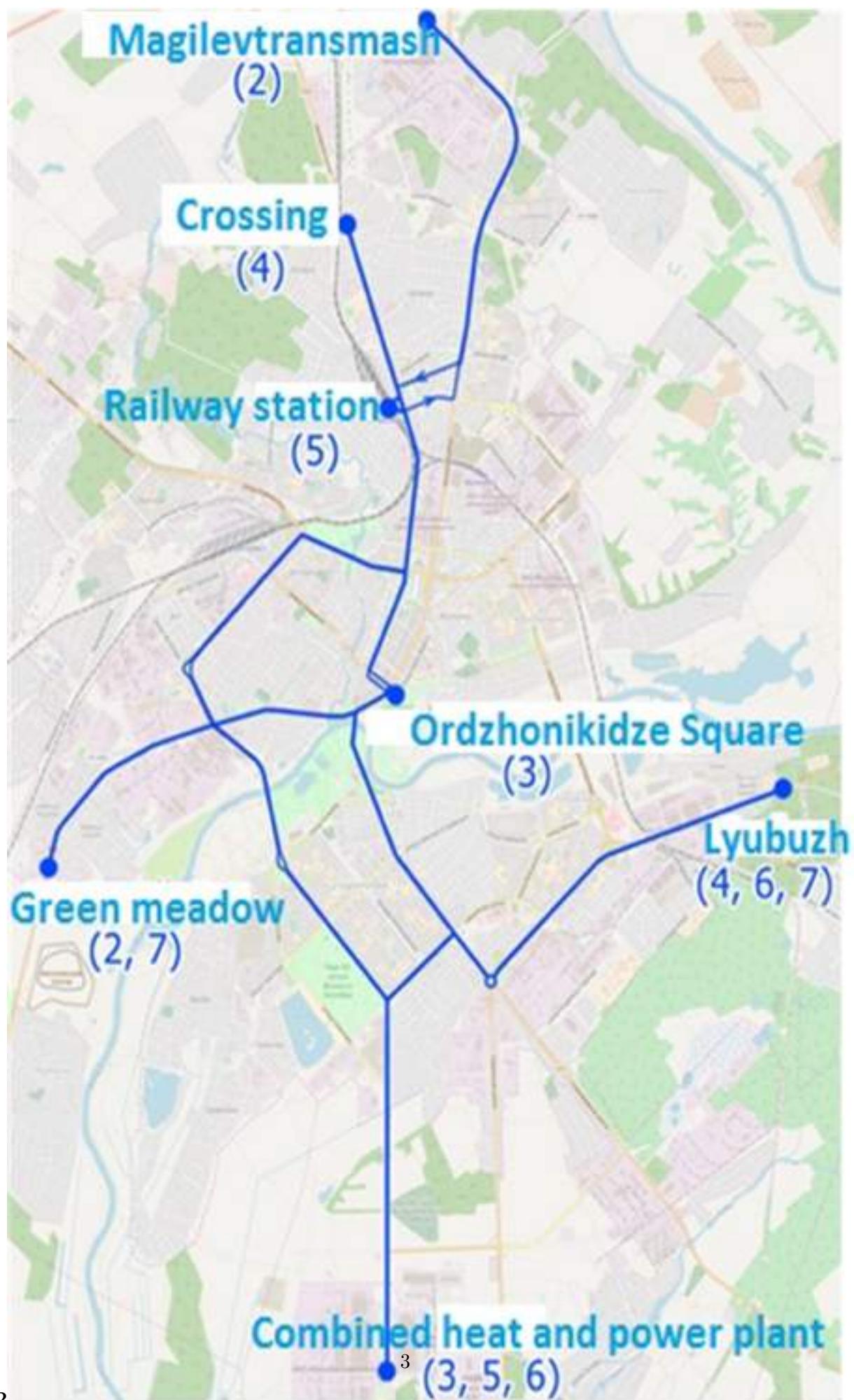
90 So it can be argued that in the city of Mogilev when passengers are transported by trolley buses with a
91 confidence level $\gamma = 0.95$, the mean value:

- 92 1. Average occupancy per flight (N_r) is 21 passengers with the maximum absolute error of three passengers.
- 93 2. Average coefficient of trip capacity (K_{rvm}) is 17.2% with an absolute error of 0.02%. 3. Average passenger
94 capacity ratio (K_p) is 30% with a maximum absolute error of 0.02%.

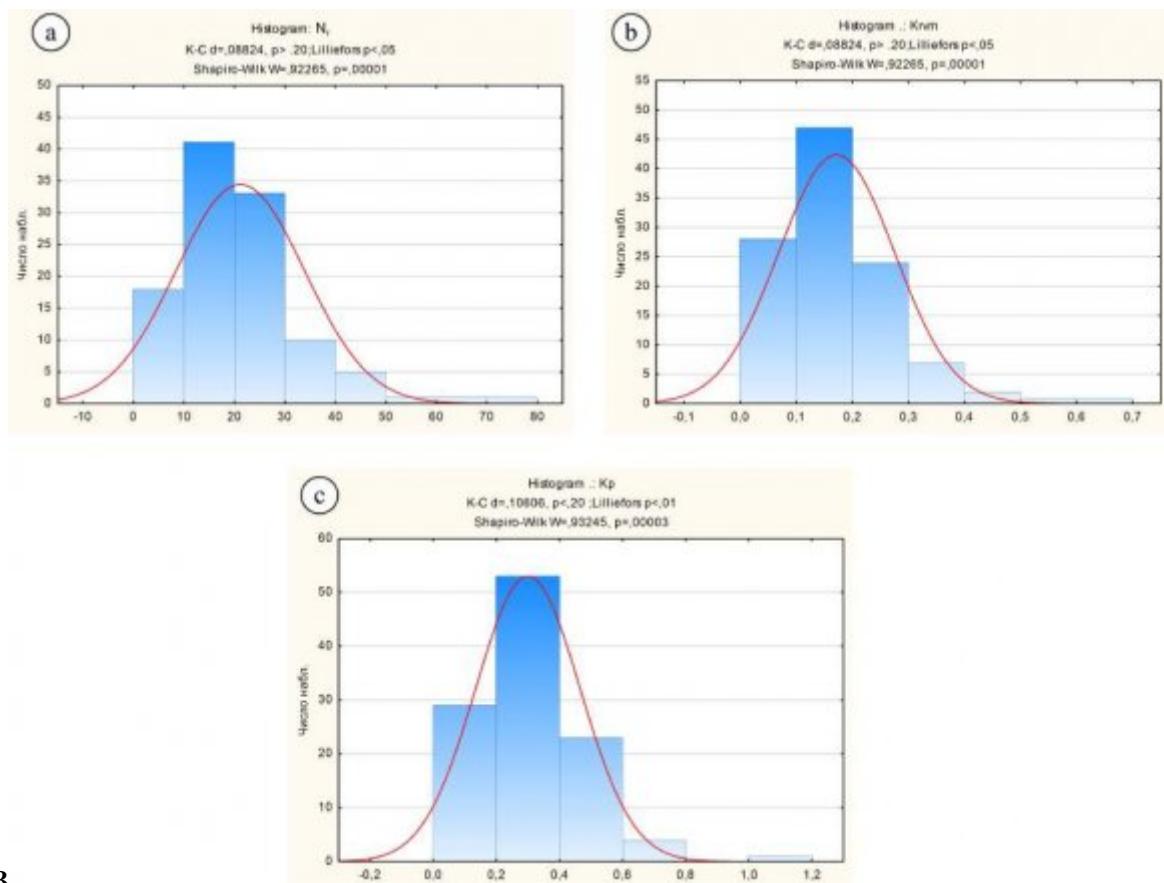
95 Further research should be directed to:

96 ? A comparative analysis of the degree of occupancy of public transport in different countries and testing the
97 hypothesis that the degree of occupancy of buses is influenced by macroeconomic indicators in the country: GDP
98 per capita, foreign trade balance, etc. ? Check the differences in the criteria for assessing the degree of capacity
99 by route, by the hour of the day. ? Search for the relationship between bus occupancy, route characteristics and
100 transportation payback; ? Development of measures to optimize the degree of capacity utilization.

¹ ²

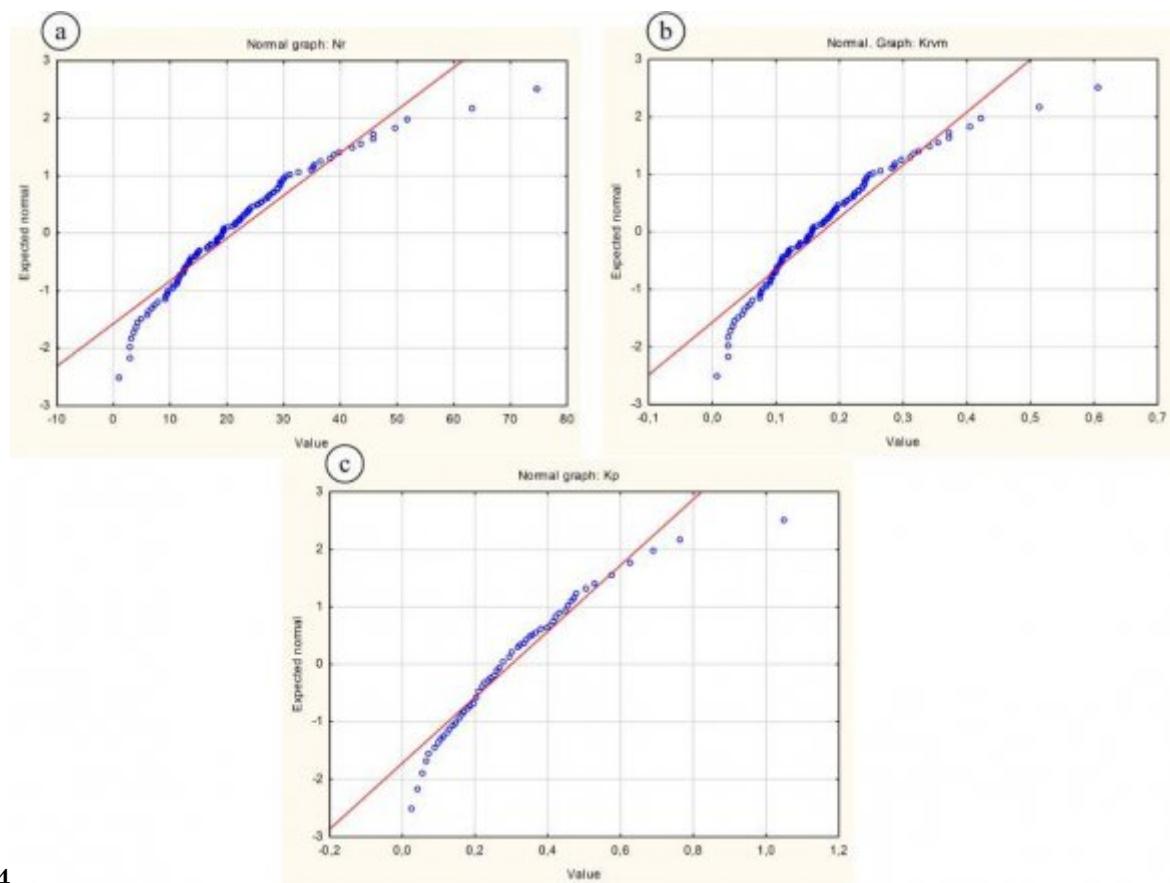


2 RAYLEIGH DISTRIBUTION



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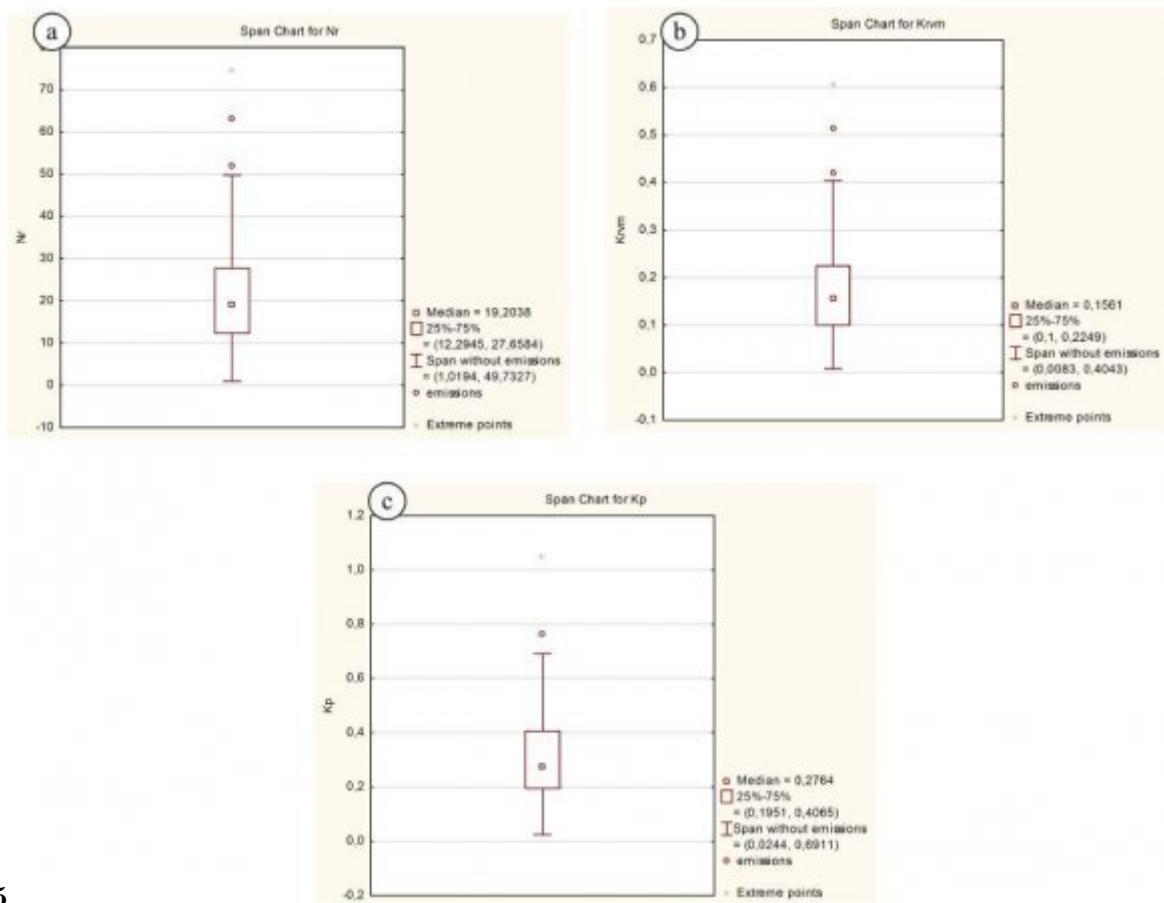
Figure 2: Figure 3 :



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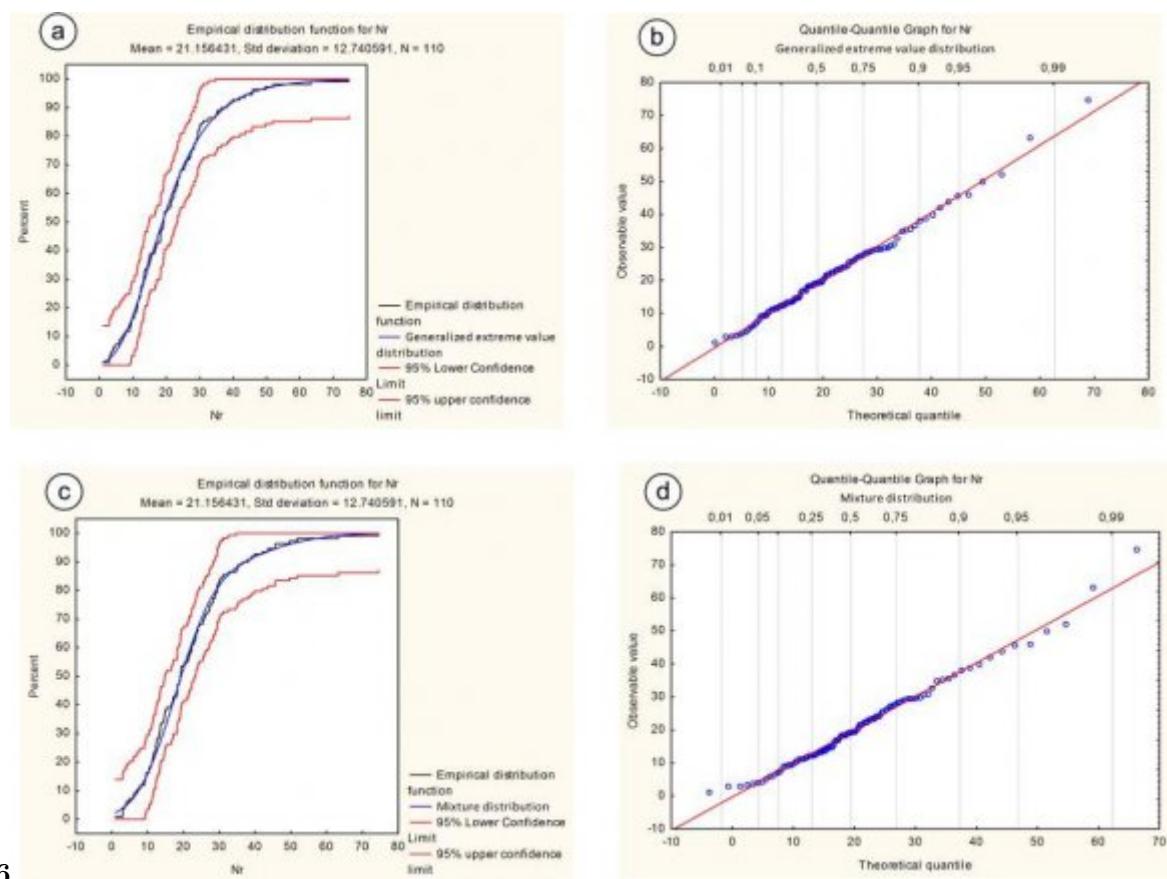
Figure 3: Figure 4 :

2 RAYLEIGH DISTRIBUTION



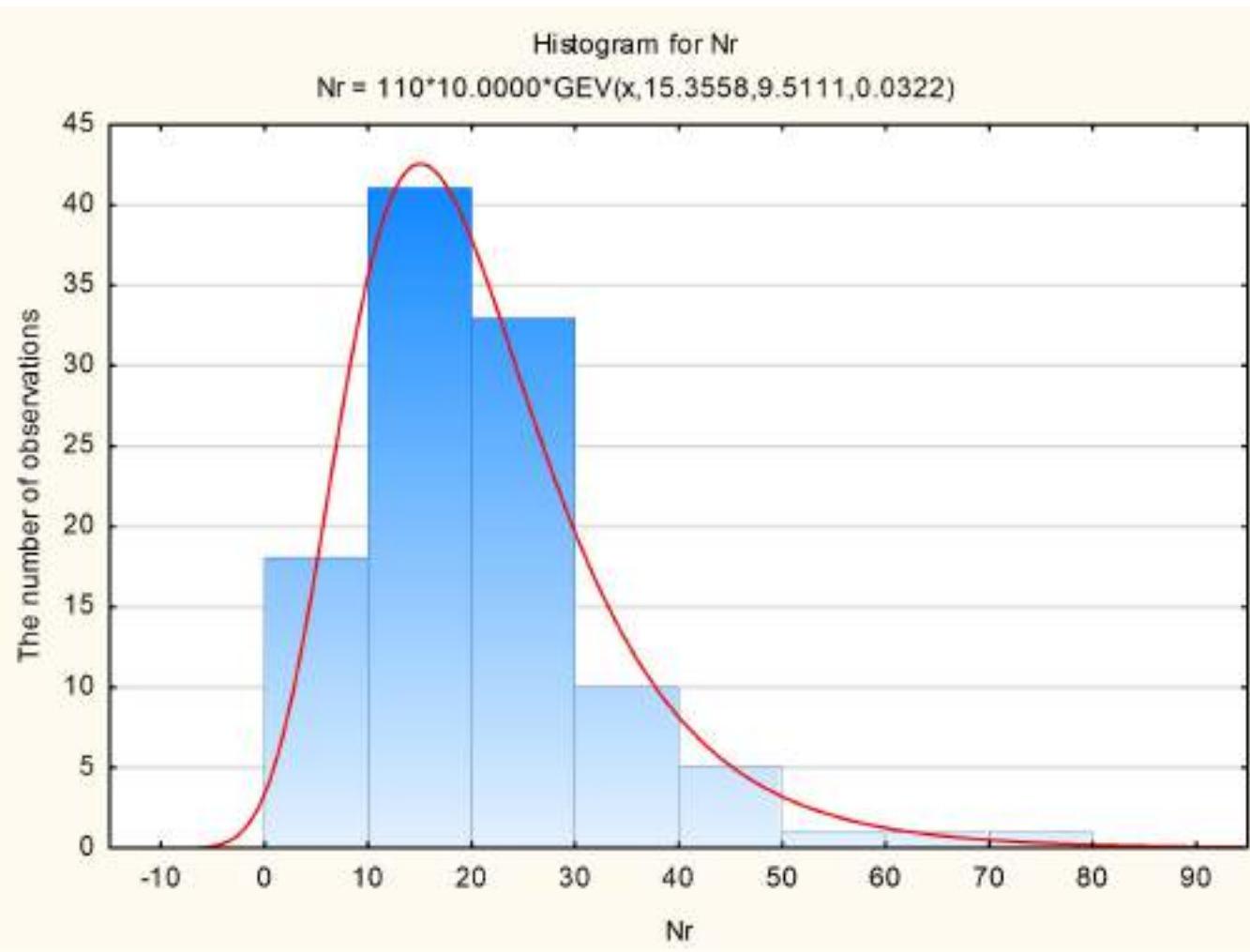
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Figure 4: Figure 5 :



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Figure 5: Figure 6 :



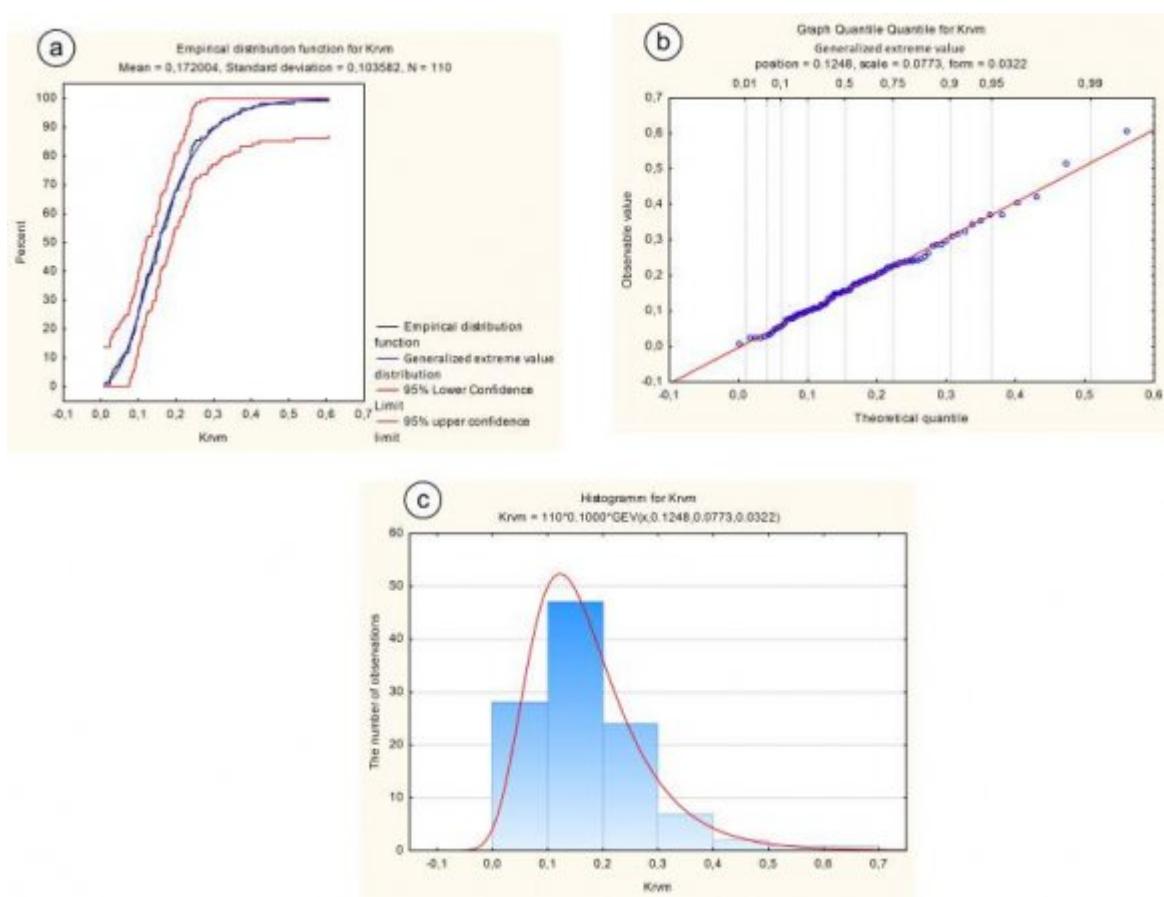


Figure 7:

2 RAYLEIGH DISTRIBUTION

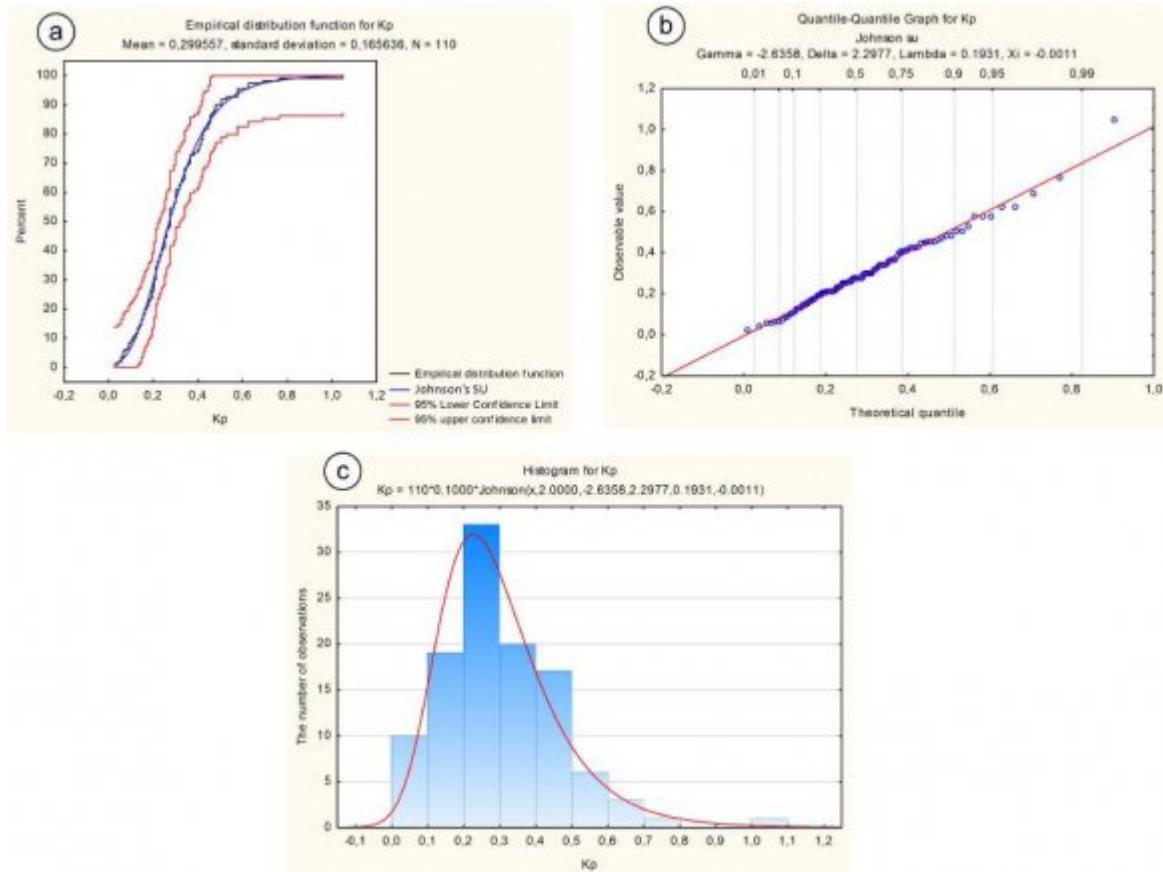


Figure 8:

1

Random Average Median
value

StandarStandardSkewness Standard error of skewness Kurtosis
de- er- er- er-
via- ror ror
tion

Nr	21,15643	19,20375	12,74059	1,214768	1,275671	0,2304482,735502	0,45
Krvm	0,17200	0,15613	0,10358	0,009876	1,275671	0,2304482,735502	0,45
Kp	0,29956	0,27642	0,16564	0,015793	1,225317	0,2304483,127494	0,45

Figure 9: Table 1 :

		Distribution law	
Kolmogorov-Smirnovtest		Anderson-Darling test	Chisquare test
Average occupancy per flight (Nr)	Generalized extreme	Generalized extreme	Mixture distribution
Ratio of capacity (Krvm)	value distribution Generalized extreme	value distribution Generalized extreme	Weibull distribution
Coefficient of passenger density (Kp)	value distribution Johnson's SU-distribution	value distribution Generalized extreme	
		value distribution	

Figure 10: Table 2 :

0,195 12, 74059 2, 48 ? = ? = . That is, a sample of 110 values of average occupancy per flight (Nr) provides the maximum absolute error of 2.48 passengers.

Performing similar calculations can be obtained that 110 values:

$x ? ? = =$	t	(1)
	s	
	x	
	n	
	$?$	
By value	$x 0, 2 = =$ and $12, 74059 0, 6022 21,15643 s x$	
	$?$	
	$?$	
	$=$	
	$=$	
$0, 2 =$	$t ? 0, t$	
	$n 6022$	
	n	
	$?$	
	$=$	

From the table of values confidence level $? = 0,95$ (technical sciences) and $t ? n$ [5, p. 197], at $0,3321 t n ?$:

Figure 11:

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