How real-world driving cycle differs in heterogeneous traffic conditions: a case study in Delhi

Ravindra Kumar, Purnima Parida and Bhujang Kanga Durai
CSIR-Central Road Research Institute, New Delhi, India, and
Wafaa Saleh
Transport Research Institute, Edinburgh Napier University, Edinburgh, UK

Abstract

Purpose – Heterogeneous traffic in Delhi is complex to understand due its typical composition, speed acceleration, cruising, deceleration and idling activity in flow. To arrive at accurate emission factor estimates and implement proper traffic demand management there is need to understand microscopic vehicle operation activity. The vehicular operations are easily quantified by understanding driving cycle of the particular vehicle in real world driving conditions. The purpose of this paper is to present a study on the understanding of driving conditions in India that are heterogeneous in nature.

Design/methodology/approach – To understand the heterogeneity, the driving cycle data were collected using GPS on different types of both motorised and non-motorized modes of transport, e.g. car, auto rickshaw, bus, motorcycle and cycle rickshaw and bicycle on different traffic corridors in Delhi.

Findings – Research findings show that driving cycles differ for different types of vehicles. Therefore, each mode should be encouraged based on their average speed-time sequence in any traffic mix. The real-world driving cycle will be also useful for the understanding of fuel consumption and emissions in real-world scenarios, in order to control vehicle emissions properly, achieve fuel efficiency and to obtain a more sustainable transport system.

Originality/value – This type of research has not been carried out previously in any Indian city.

Keywords India, Traffic, Road vehicles, Fuel consumption, Driving cycle, Emission, Mixed traffic cycle, Heterogeneity

Paper type Research paper

Background

In many developed country like the USA, Europe, Japan driving cycle studies have been developed for different vehicles under different road traffic conditions because findings are immensely useful for understanding fuel consumption, emissions, the planning and design of roadway systems and the operation of road traffic. Understanding real-world traffic behavior regarding fuel consumption requires quantification of some of the basic vehicular driving characteristic in terms of time spent in different operating modes, speed and idling times. In general, emission and fuel consumptions factor estimates are not known accurately because emission factor (EF) prediction in India is based on the modified Indian driving cycle, which is developed based on the European driving cycle.

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Generally, the driving cycle is expressed as the speed-time sequence of vehicles for a region and city and is road- and driver-specific. Therefore, the European driving cycle, which is under highly homogeneous traffic conditions, wherein the difference in individual vehicle speeds and vehicle dimensions are negligible, cannot be adopted in India. In practice, however, even under homogeneous traffic conditions, there are significant differences in the said two characteristics (speed and acceleration) of vehicles. The measurement of driving cycles in European conditions hence becomes inapplicable for conditions with variations in the speed and acceleration of vehicles in the traffic stream. Therefore, the driving cycle measure needs to be redefined in order to make it appropriate for traffic conditions with significant variations in the vehicle type, road geometry and speed limit of vehicles in traffic streams.

The road traffic in developing country like India is highly heterogeneous, comprising vehicles of wide-ranging static and dynamic characteristics. In addition, it is usual to establish EFs on city-specific driving cycles, as there is continuous change in the road traffic pattern such as synchronisation of traffic signals, lane upgradations, construction of flyovers, one-way traffic, restriction of entries of HCV in city areas and continuous increases in the density and technology of vehicles. Due to the widely varying vehicular type and speeds, the driving cycle measure, as applicable in Europe, is inappropriate for measuring vehicle driving cycles in roads carrying heterogeneous traffic. Here, the aim is to understand how real-world driving differs in mixed traffic with each vehicle types to represent traffic with potential for application to heterogeneous traffic conditions such as those prevailing on Indian roads.

Review of literatures

In India, to understand EF, Automotive Research Association of India (ARAI), along with the oil industry, developed a total of 62 EFs depending on vehicle categories, vintages and engine cubic capacities out of the total 89 numbers of vehicles tested under the project for 450 numbers of emission tests. The EFs reported by ARAI were based on prevailing driving cycles and a modified version of the EU driving cycle (ARAI, 2007). EU driving cycle consist of uniform rate of change speed and steady speed. The driving pattern of one city or country may not be same as that for others for the reasons mentioned above. Use of the modified EU driving cycle will lead to EF that do not match a real-world scenario. Therefore, it is necessary to understand city-specific driving cycles and evolve emissions in the same way. As types of vehicle in Indian are expanding at a very rapid rate as more vehicle models are introduced, there is a need to evolve the EFs on a continuous basis and on city-specific driving cycles, so that the information on EFs is continuously upgraded to reflect the dynamic nature of the emissions scenario on account of continuous changes in the transport sector and traffic patterns of the city (ARAI, 2007; Saleh *et al.*, 2009; Kumar *et al.*, 2011, 2012).

Methodology

Identification of study area

The study area comprises north, south, east and west Delhi, covering different roads as shown in Figure 1 and Tables I and II. Table I shows the traffic flow on different roads in Delhi. For 12 h traffic volume, the count ranges from 84,000 to 155,000 vehicles for 12 hours on different roads during week days, whereas the count was in the range of 57,000-131,000 vehicles in 12 hours for weekends. This shows that there is 15-30 per cent difference in weekend traffic volume. Road width varied from 25 to 45 metres.

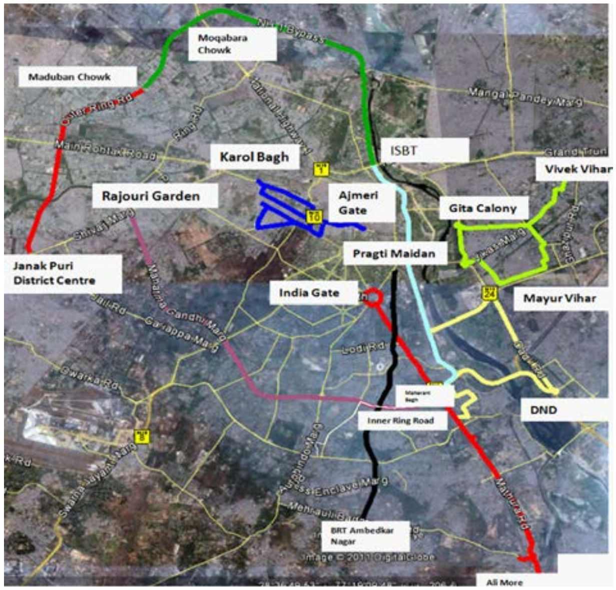

Figure 1.
Study area map in Delhi

Table I.
Road and traffic characteristics of Delhi city

Road name	Road width		Road No.	Hours	Week day	Hours	Weekend
Nehru Place to I.I.T. gate	40.17 metre	(UP)	1	12	50,578	12	29,587
I.I.T. gate to Nehru Place	41 metre (2 metre median 41)	(DN)	1	12	94,623	12	35,210
		Total			1,45,201		64,797
Baderpur to Ashram	11 × 2 + 6 metre median	(UP)	2	12	38,039	12	39,591
		(DN)	2	12	46,407	12	31,107
Ashram to Badarrpur		Total			84,446		70,698
Ashram to Lagpat Nager	11 × 2 + 6 metre median	(UP)	3	12	94,672	12	62,671
Lagpat Nager to Ashram		(DN)	3	12	61,016	12	68,458
		Total			1,55,688		1,31,129
Moolchand to Khanpur	24.0 metre (11.23 metre (4 lane) + 11.23 (4 lane))	(UP)	4	12	66,612	12	34,722
Khanpur to Moolchand	44.00 (median 12 metre) + 3.23 median + 11metre (4 lane)	(DN)	4	12	43,555	12	22,987
		Total			110,167		57,709

The selected roads cover the entire set of land use pattern in this study area. The traffic composition characteristics are as follows: 29 per cent two-wheeled vehicles, 48 per cent cars, 15 per cent auto rickshaws, 4 per cent buses and the remainder comprise trucks, cycles and LCVs. This indicates that the major traffic composition domination consists of cars, two wheel vehicles and auto rickshaws in both directions.

Sl. No.	Location name	Date	Start time	End time	Total time (minute)	Reason of selection
1	Baderpur to India Gate	22-11-2010	11:00	12:53	113	NH2 leading border Haryana border in South Delhi, covering office to residential trip
2	Baderpur to India Gate		3:47	5:30	103	
3	Alipur more to India Gate	23-11-2010	9:19	10:19	78	
4	Baderpur to India Gate		11:13	12:34	81	
5	Alipur more to India Gate		3:38	5:00	82	
6	Baderpur to India Gate	27-11-2010	9:20	10:25	65	
7	CRRI-Alipur-India Gate	29-11-2010	3:30	4:49	79	
8	CRRI-Ashram-Mayourvihar-1,2-D.N.D flyover-N.F.C-Ishver Nagar-back CRRI	25-11-2010	9:14	10:16	62	Covering residential area and Expressway and Noida area and part East Delhi
9	CRRI-Ashram-Mayourvihar-1,2-D.N.D flyover-N.F.C-Ishver Nagar-back CRRI		11:42	12:33	52	
10	CRRI-Ashram-Mayourvihar-1,2-D.N.D flyover-N.F.C-Ishver Nagar-Back CRRI		4:08	5:04	56	
11	CRRI-Ashram-Mayourvihar-1,2-D.N.D flyover-N.F.C-Ishver Nagar-Back CRRI	26-11-2010	12:58	2:07	66	
12	CRRI-Ashram-Mayourvihar-1,2-D.N.D flyover-N.F.C-Ishver Nagar-Back CRRI		3:51	5:01	69	
13	Mahrani Bagh to LPS Hauz Khas		10:39	11:15	35	Covering Educational Hub, IIT LPS, Ring Road, and Residential Auditorium
14	Maharani Bagh to LPS Houj Khas		12:25	1:33	68	
15	Maharani Bagh to LPS Houj Khas		2:07	3:03	56	
16	DND flyover	28-11-2010	12:39	1:26	47	
17	CRRI to CRRI		10:52	11:53	61	Covering Market area North Delhi
18	New Delhi to D.B. Gupta Road	30-11-2010	12:06	1:57	111	
19	New Delhi to D.B. Gupta Road	1-12-2010	9:48	11:12	84	
20	New Delhi to D.B. Gupta Road		11:58	1:35	95	
21	New Delhi to D.B. Gupta Road	2-12-2010	10:59	12:31	91	
22	New Delhi to D.B. Gupta Road		1:25	3:05	100	
23	Dr. Ambedkar Nagar to Pragati Maidan	3-12-2010	10:37	11:52	74	Newly introduced BRT corridor in Delhi
24	Dr. Ambedkar Nagar to Pragati Maidan		3:00	4:33	93	
25	Dr. Ambedkar Nagar to Pragati Maidan	4-12-2010	10:40	11:44	64	
26	Dr. Ambedkar Nagar to Pragati Maidan		3:36	5:50	124	
27	M.B. Road to Pragati Maidan	5-12-2010	10:23	11:18	55	

Table II.
Characteristics of routes in Delhi – study section under EMPOWER scheme

The survey was conducted at different hours of the day, including the morning peak (8.00-9.30 a.m.), the afternoon peak (1.00-3.00 p.m.) and the evening peak (5.00-8.00 p.m.) periods, which takes account of daily variations. Differences in driving patterns due to the variation in activities at different periods are also expected.

Data collection

The following were installed with the performance box: a car with an engine size of 1,405 cc Baharat stage III, having a mileage of 152,496 km; a motorcycle with an engine size of 125 cc; an auto rickshaw with an engine size of 145 cc; buses with engine type BG & 230 Cummins BS III, water-cooled, turbo-charged inter-cooled CNG Engine 5,883 cc; and non-motorised vehicles such as cycles and cycle rickshaws. The performance box was a high performance 10 hz global positioning system (GPS), which entailed 10 hz logging of time, distance, speed, position, g-force, lap times and split times, as shown in Plates 1-5. The data were stored on a computer. Distance, speed, acceleration and time data were collected using a volunteer/owner on the given routes. The time-scale resolution of this data-acquisition system was 0.1 seconds.

Statistical representation of driving cycle

Once data were collected, the whole data set was processed using coding and classifications in order to derive the driving cycle by considering following Equations (1)-(4):

$\acute{P}$ = average of the average of the parameters of route 1 and route 2 for week days.

$$\frac{(\acute{\hat{A}}\, r1piwj + \acute{\hat{A}}\, r2piwj)}{2} \quad (1)$$

$\acute{P}_k$ = average of the average of the parameters of route 1 and route 2 for weekend.

$$\frac{(\acute{\hat{A}}\, r1piwk + \acute{\hat{A}}\, r2piwk)}{2} \quad (2)$$

Plate 1.
Installation of equipment in motorcycle

Plate 2.
Installation of equipment in passenger auto rickshaw

Plate 3.
Installation of equipment in cycle

Plate 4.
Installation of equipment in cycle rickshaw

Plate 5.
Installation of equipment in car

Δ_i = error in each parameter for week days.

$$= ((p_i - \acute{P})/p_i)^{*}100 \quad (3)$$

Δ_k = error in each parameter for weekend.

$$= ((p_i - \acute{P}_k)/p_i)^{*}100 \quad (4)$$

$\sum\delta_i$ = sum of the errors of all the parameters for each trip in both routes of week days.
$\sum\delta_k$ = sum of the errors of all the parameters for each trip in both routes of weekend.
R_1 = example of route from Yamuna sports complex to Karkarduma. R_2 = example of route from Karkarduma to Yamuna sports complex.
W_j = number of week days (j = 1-5).
W_k = weekend (Sunday).
P_i = driving cycle parameters obtained from the data collected (i = 1-12).
$\hat{\acute{A}}_{r1piwj}$ = average of the parameters of route 1 during weekend.
$\hat{\acute{A}}_{r2piwj}$ = average of the parameters of route 2 during weekend.
$\hat{\acute{A}}_{r1piwk}$ = average of the parameters of route 1 during weekend.
$\hat{\acute{A}}_{r2piwk}$ = average of the parameters of route 2 during weekend.

Finally, routes with minimum absolute error have been selected as the candidate driving cycle. Some typical driving cycles for different modes are shown in Figures 2-4.

Figures 2-4 show that the auto rickshaw driving pattern is not the same as that of the car and motorcycle. The auto rickshaw always has limited speed in spite of being used as a private mode of transport. Engine size and driver behaviour influence the speed pattern. Buses have a typical driving pattern showing frequent stop and go at every bus stop. Their speed is also limited to 40 kmph. In contrast, car and motorcycle speeds go beyond 55 kmph. In spite of the speed limit of 50 kmph, drivers were not able to control their speed while coming down the side of the flyover. Surprisingly, cycles have fewer stop and go operations, while cycle rickshaws show a similar driving pattern, except their speed was found to be lower than that of cycles.

Results and discussion

Figures 5-19 show results obtained through analysis of data on different modes of transport.

Bus: average driving speed was in the range 26.3-27.8 kmph. Average time spent in acceleration and deceleration was almost the same: 36-39 per cent, idling was approximately 14 per cent, which included bus stops and idling stoppages at intersections and in jam conditions. Their cycle length varied from 2 to 12 km in terms of length. Times averaged at 2,100 seconds (35.6 minutes).

Car: average speed was 28 kmph, which was higher than buses. Time spent in different vehicle operating modes was significantly different to buses. Time spent in acceleration and deceleration was 37-39 per cent, cruising 9-10 per cent and idling 13-14 per cent, while their cycle time was 2,400 seconds (40 minutes). Bus passengers have smaller trip times when compared to car passengers.

Motorcycle: average speed was 30 kmph in the morning and 27.5 kmph at other times. Idling was less than modes of transport, at 3-4 per cent. Cruising was 6-7 per cent, while it was observed that more time was spent in acceleration and

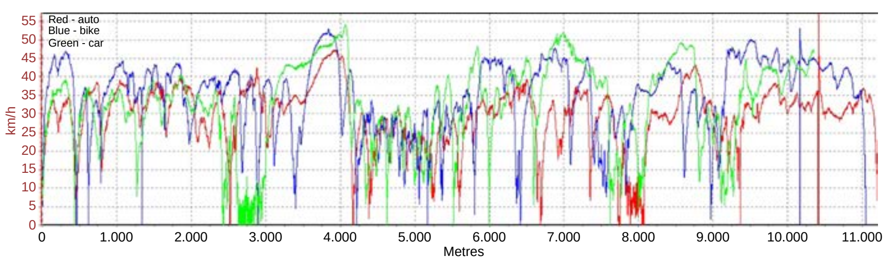

Figure 2. Typical driving cycle of car, motorcycle and auto rickshaw

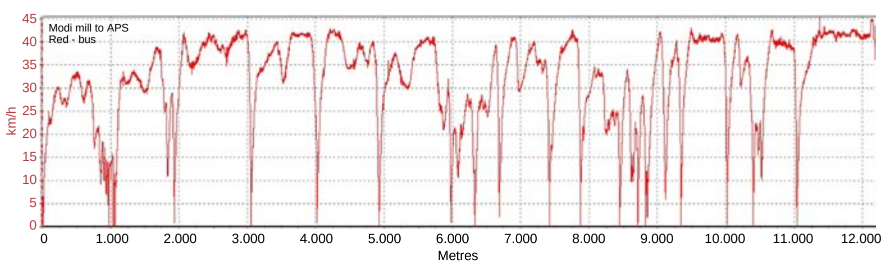

Figure 3. Typical driving cycle of bus

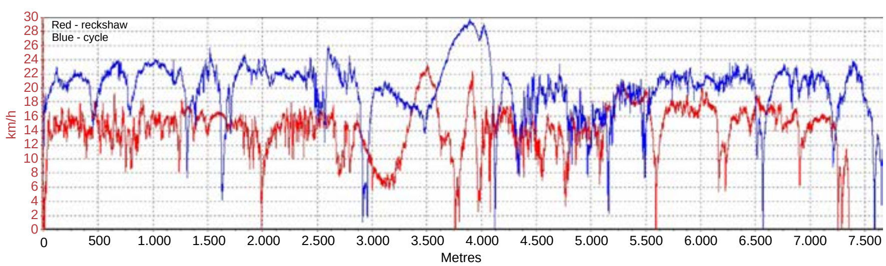

Figure 4. Typical driving cycle of cycle and cycle rickshaw

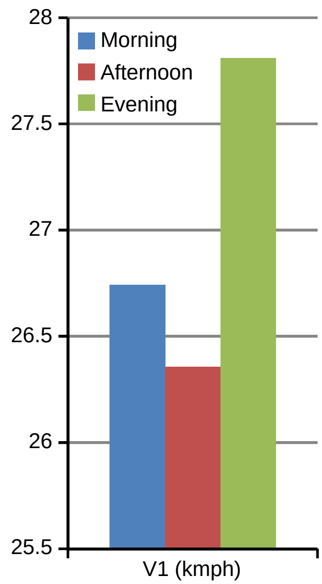

Figure 5.
Speed of bus

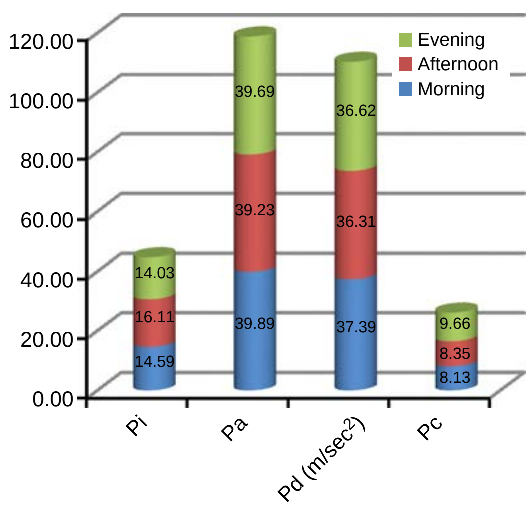

Figure 6.
Time spent by bus in vehicle operating mode

deceleration activity (46 per cent). Cycle time was 1,700 seconds (24 minutes), which was the shortest of all modes of transport existing on the roads. Two-wheeled vehicles are therefore popular in congested traffic environments.

Auto rickshaw: average speed was 26-27 kmph, which was as fast as cars and motorcycles. However, their idling time was higher than cars and motorcycles at 11-13 per cent. Their cycle length was 60 minutes. Auto rickshaws are normally used for longer trip lengths.

Cycle: cycles are used for smaller trip lengths, therefore their cycle time was found to be less than that for auto rickshaws at 27 minutes. The important non-motorised

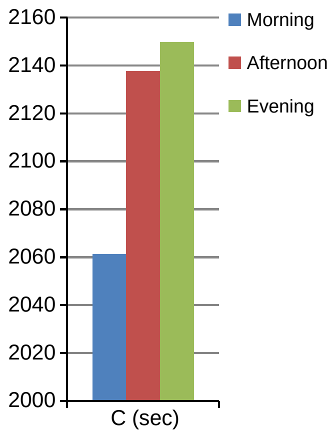

Figure 7.
Cycle length (S) of bus

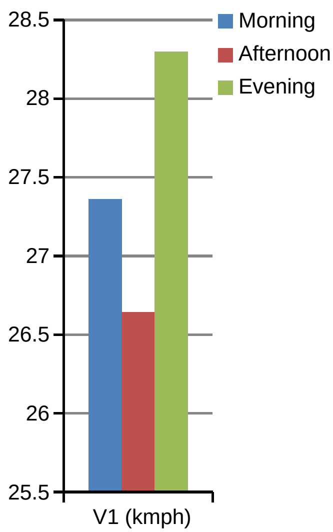

Figure 8.
Speed of car

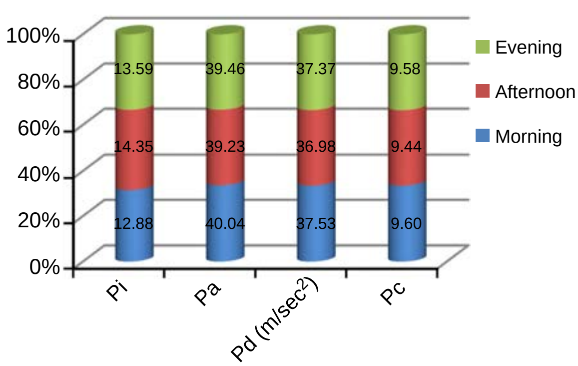

Figure 9.
Time spent by car in
vehicle operating mode

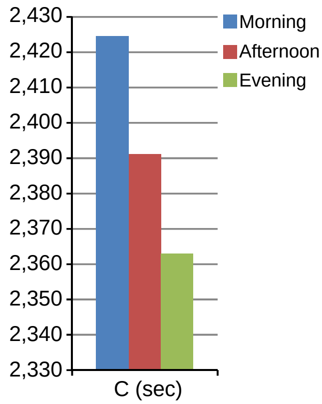

Figure 10.
Cycle length (S) of car

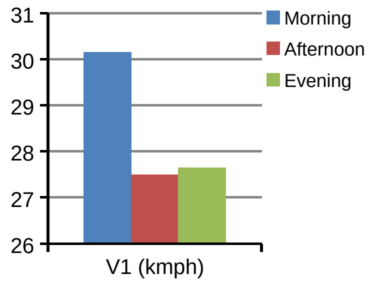

Figure 11.
Speed of motorcycle

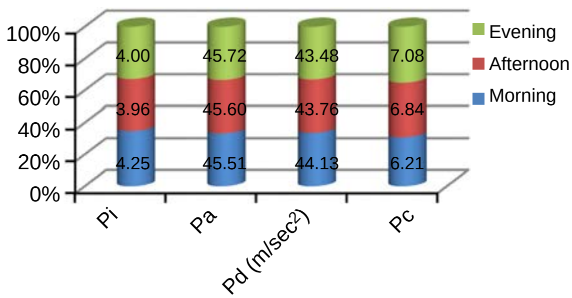

Figure 12.
Time spent by motorcycle in vehicle operating mode

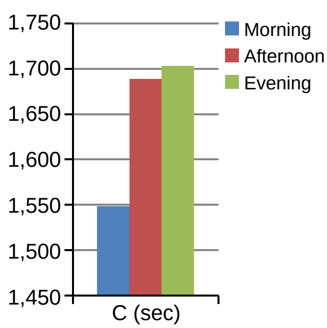

Figure 13.
Cycle length (S) of motorcycle

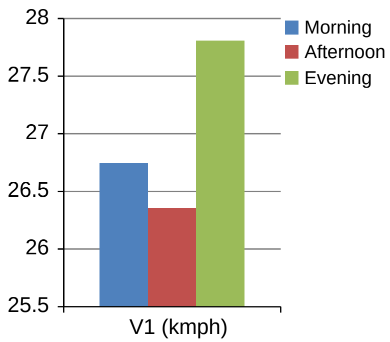

Figure 14.
Speed of auto rickshaw

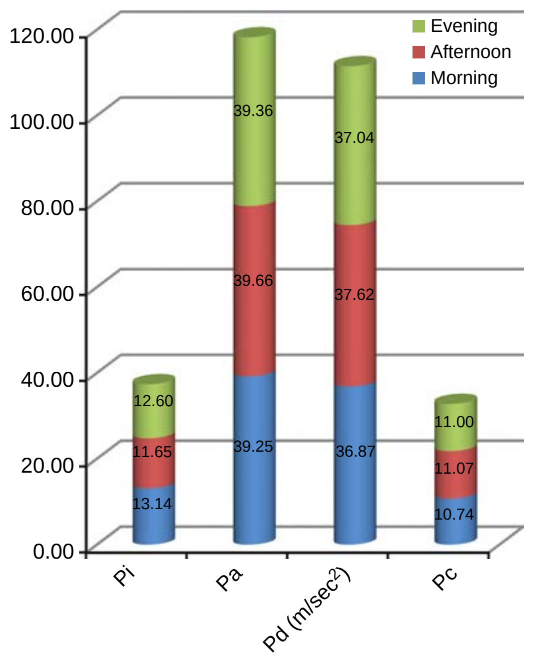

Figure 15.
Time spent by auto rickshaw in vehicle operating mode

operation had a higher time spent cruising (49-50 per cent), as it is clear that acceleration and deceleration activities are minimised in manual transport. In addition, idling was 4-6 per cent, which is similar to that of the motorcycle, but the average speed was 12-13 kmph, which is indicative of a limitation of the manual mode of transport.

Conclusion

Delhi has very typical traffic mixed with composition comprise of auto rickshaw, two wheeled, cars/taxi, buses and non-motorised traffic such as cycle and cycle rickshaw show heterogeneous nature of Indian traffic stream. Each vehicle driving patterns differ and result in driving cycle variations underestimates or overestimates EF, fuel consumption and make inappropriate traffic solutions to traffic problems. In this study, driving speed of motorcycles was found to be higher than other modes of transport,

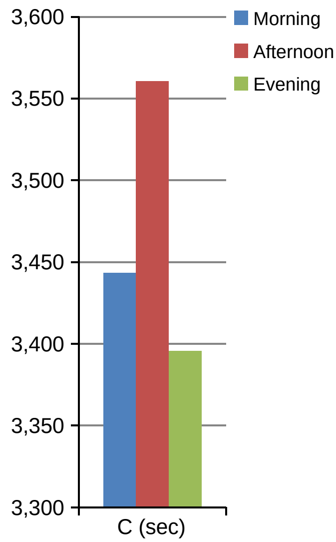

Figure 16.
Cycle length (S) of auto rickshaw

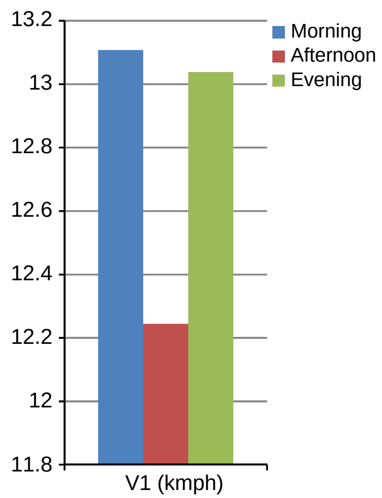

Figure 17.
Speed of cycle

whereas cyclists enjoy cruising and less idling time in spite of their lower average speed. The pattern of cycle rickshaw driving was found to be similar to that of cyclists, except for lower speeds than cyclist. Buses have good average running speeds but a higher number of stop and go operations, hence higher idling time on journeys. In order to make the policy decision on corridor traffic management, it is important to know the driving pattern of different modes of transport, together with their journey speeds and delays. These parameters can be used to determine the performance of the corridor. Since the driving cycle also identifies the spot-location of congestion, it is highly useful in improving the traffic demand. The understanding of real-world driving pattern and driving cycles will provide realistic emission and fuel consumption patterns for different vehicle running times spent in different vehicle operating modes and helpful in taking up proper traffic demand management strategies.

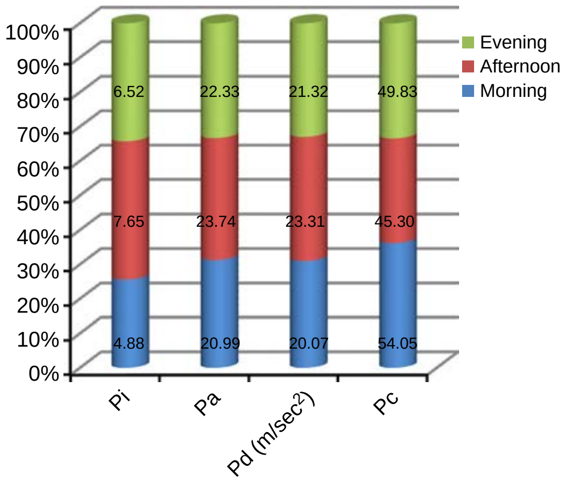

Figure 18.
Time spent by cycle in vehicle operating mode

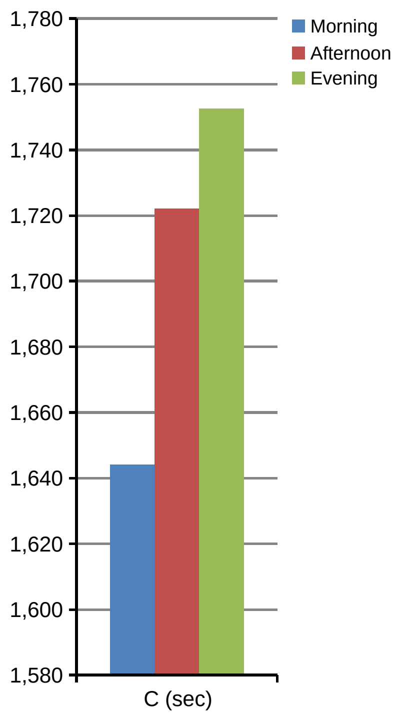

Figure 19.
Cycle length (S) of cycle

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About the authors

Dr Ravindra Kumar earned his PhD (Transportation Engineering) at Edinburgh Napier University (UK) and a Master's degree (Engineering) at the University of Roorkee (now Indian Institute of Technology). He has worked for the premiere Central Road Research Institute India for the last 15 years and is a Senior Scientist in the Transport Planning department. His current research focuses on transportation and road network planning, evaluating and mitigating the environmental impacts assessment of road transport on urban air and noise quality, with a special focus on rehabilitation and resettlement planning, real-world driving cycle and vehicular emission using advanced instruments and developing emission factors based on onboard, micro simulation and chassis dynamometer. He is supervising a number of undergraduate and postgraduate project students, besides research and consultancy research. Dr Ravindra Kumar is the corresponding author and can be contacted at: ravindra261274@yahoo.co.in

Dr Purnima Parida is a Principal Scientist and Head at the Transportation Planning Division of Central Road Research Institute, New Delhi, India. Some of the significant projects handled by Dr Parida include research on the development of qualitative and qualitative level of service models for sidewalks, estimation of energy loss due to congestion, development of parking norms for residential and commercial areas, and connectivity of an airport terminal with the city transport system. For her work in planning for pedestrian facilities, she was invited by the World Bank to deliver a presentation in the Transforming Transportation workshop. She received the IRC Medal for her work on estimation of fuel loss during idling of vehicles at signalized intersections in Delhi. She is a member of Urban Roads, Streets & Transport Committee (H-8 committee) of Indian Roads Congress. She has completed over 30 sponsored research and consultancy projects and has published more than 70 research papers in various journals and presented at national and international conferences.

Dr Bhujang Kanga Durai is a Senior Principal Scientist at the CSIR-Central Road Research Institute (CRRI) New Delhi, India. He has 25 years of experience in the areas of transportation planning and economics, including in rural roads. He completed his Master's degree in Economics and Planning and a PhD in the area of planning and evaluation of rural road networks. He teaches Research Methodology and Transportation Economics for postgraduate programmes. Currently he heads research project planning, monitoring and evaluation activities at CRRI.

Dr Wafaa Saleh is an academic member of the Transport Research Institute at Edinburgh Napier University, UK. He is a Reader in Transportation at the School and teaches a number of modules, including Transport Modelling, Traffic Engineering, Transport and the Environment and Transport Telematics. He has gained wide experience in assessing the impacts of transport schemes, sustainability and traffic demand management.