

buses with an observed headway twice (or more) than the scheduled one, etc..

When computed on the modified ratios, these new indicators are standardized with regard gain or loss of waiting time. Their values are comparable when applied for different parts of the day or for bus lines with different frequencies.

Once computed, the Lorenz curve helps the operator to identify the regularity of the bus line at a glance. We presented here an application on a part of the New Delhi bus network. We believe that this will complement the knowledge that operators already have on the network they manage.

The perspectives are twofold: (1) addressing the advantages and drawbacks of this coefficient compared with others (standard deviation of headway) – (2) Adding to the observed or scheduled headway, the observed or scheduled travel time from previous to current stop. Then making the ratios and applying the whole process. This would provide a different ranking of buses, suitable for the point of view of the traveler, who is sensitive to his entire journey time.

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