



# Stochasticity in line planning and timetabling

**Presentation****Author(s):**

[Klasovité, Viera](#) ; [Corman, Francesco](#) 

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# Stochasticity in Line Planning and Timetabling

**Viera Klasovitá, Francesco Corman**  
31. May 2024

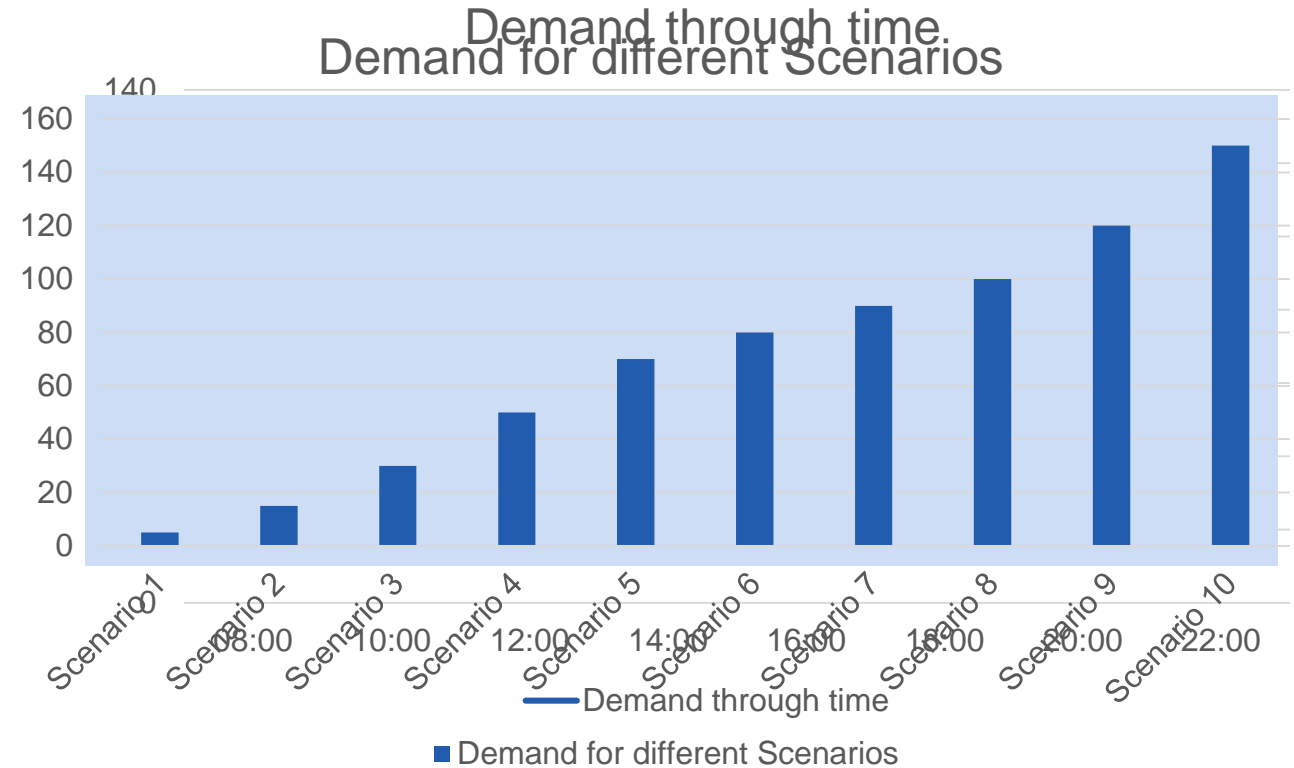


# Motivation

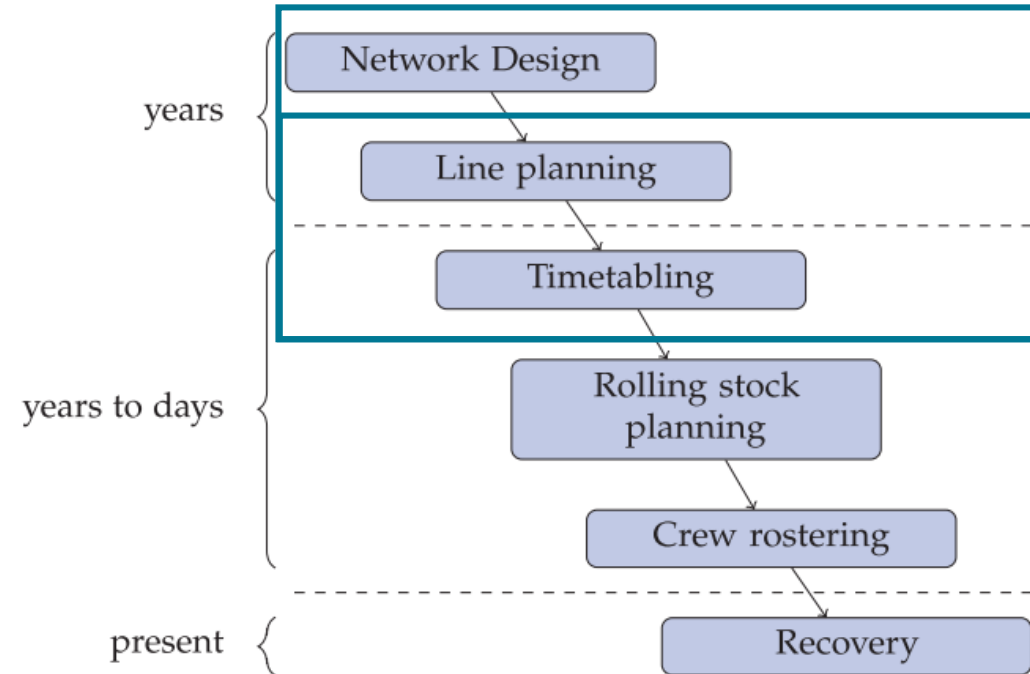
- Line Planning and Timetabling belong to the first steps in public transport design
- Parameters (e.g. demand and travel time) are
  - not known in advance
  - changing

# Approaches to Modelling

- Variable Input
- Robustness
- Stochastic Programming



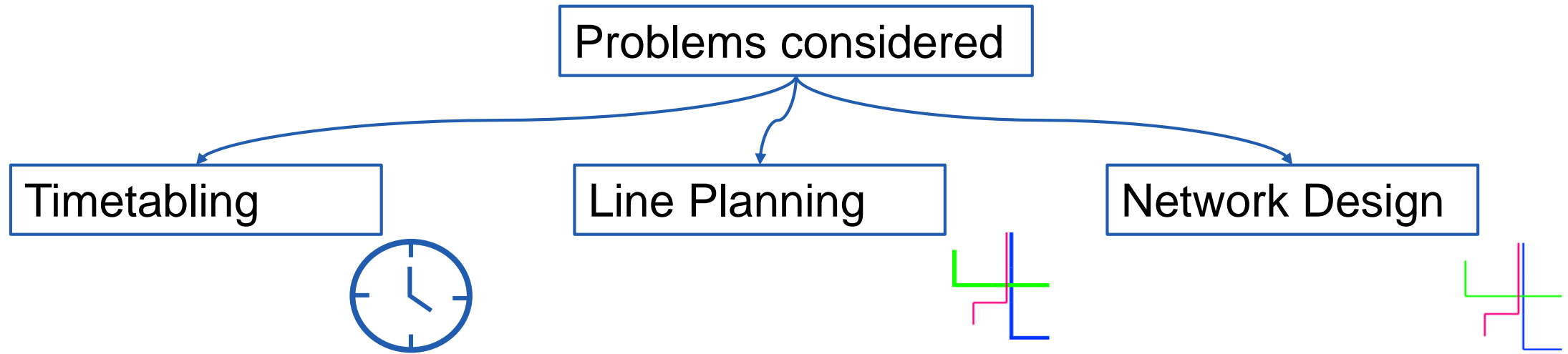
# Overview of Planning Steps



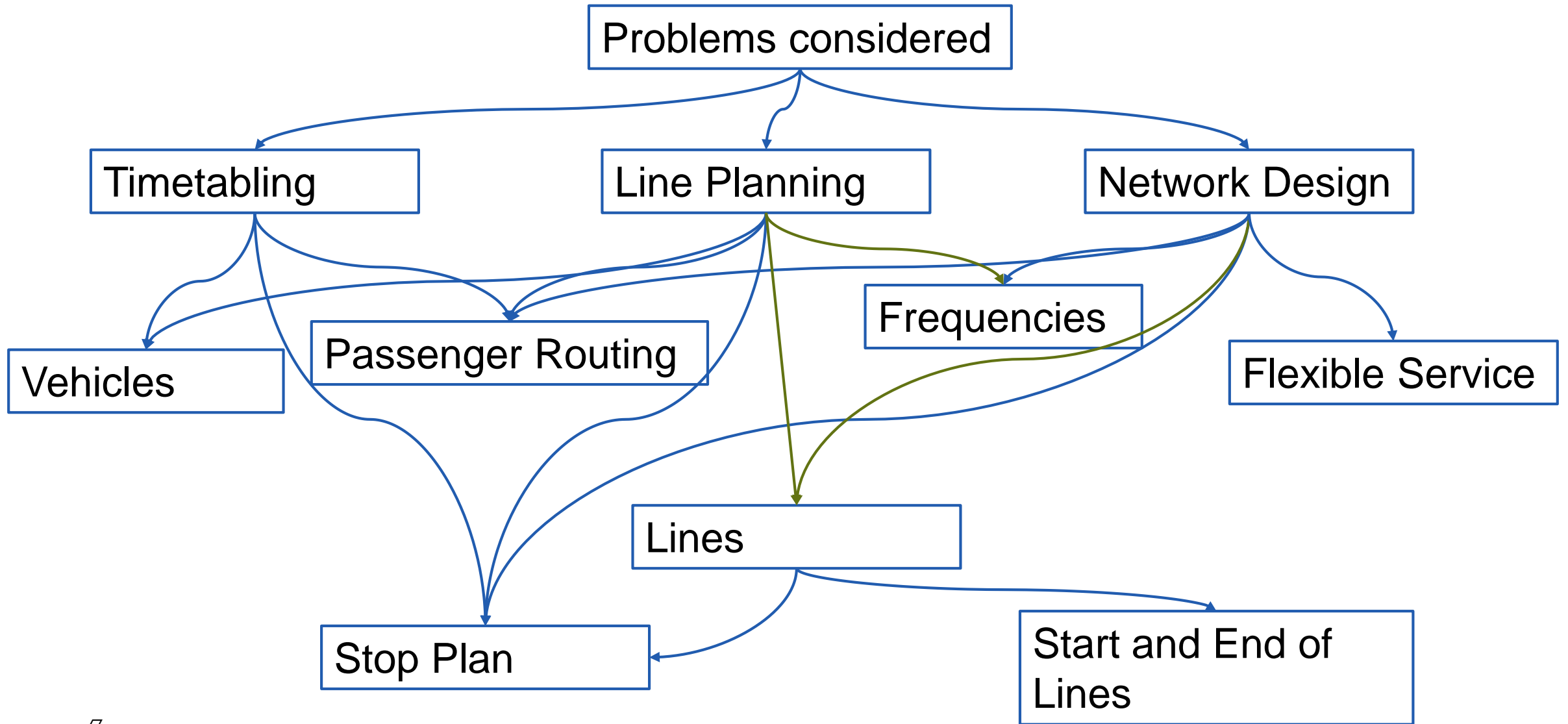
**Fig. 1.** Overview of the possible steps of rail planning, indicating their relative time horizons.

Lusby, Richard M., Jesper Larsen, and Simon Bull. "A survey on robustness in railway planning." *European Journal of Operational Research* 266, no. 1 (2018): 1-15.

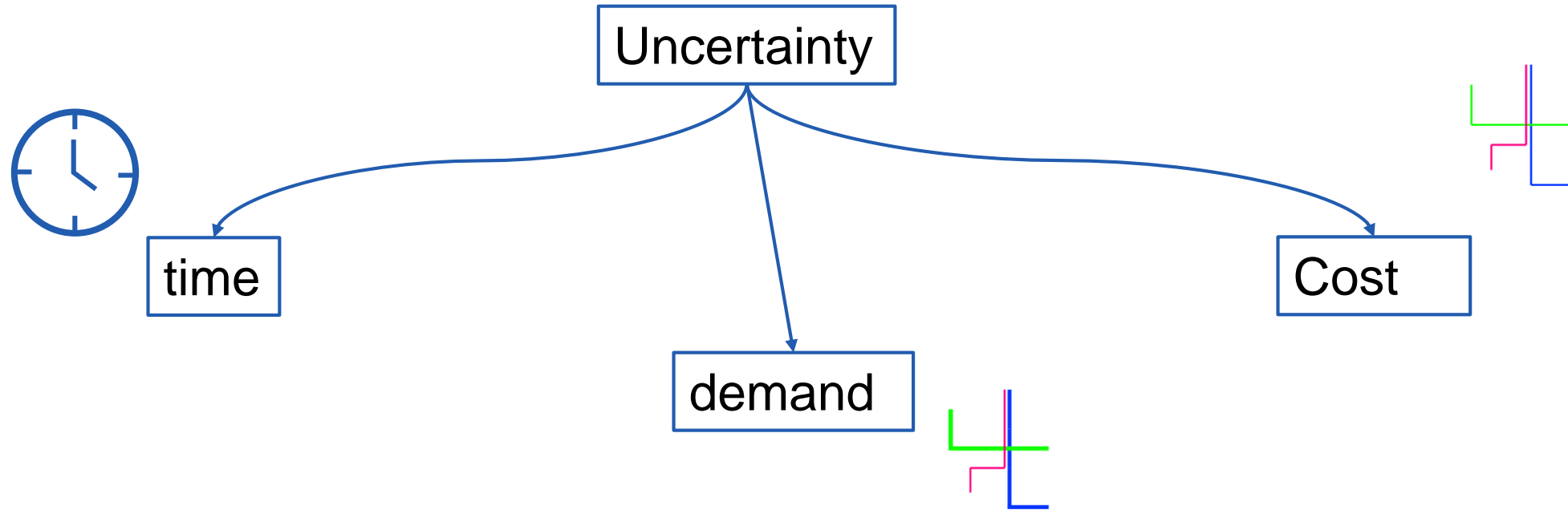
# Problems considered



# Problems considered

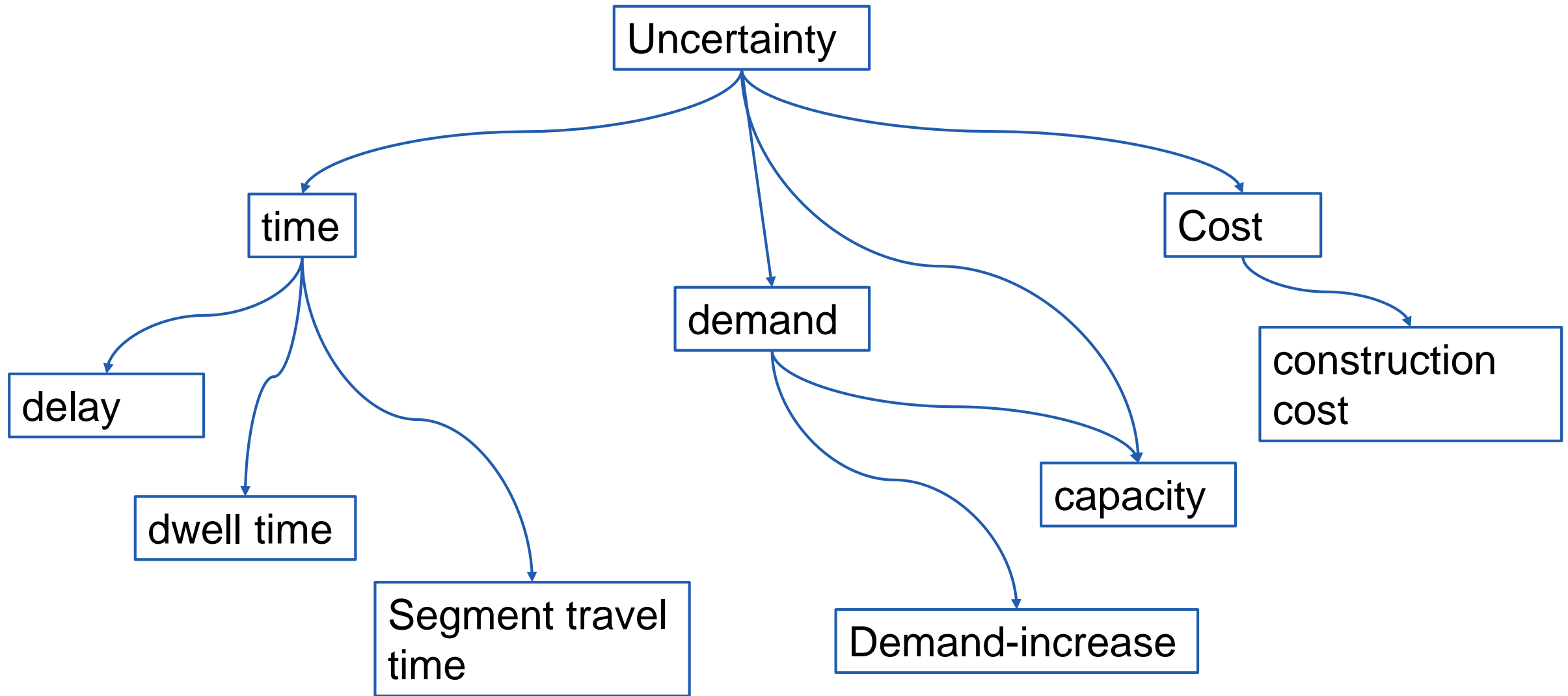


# Uncertain Parameters

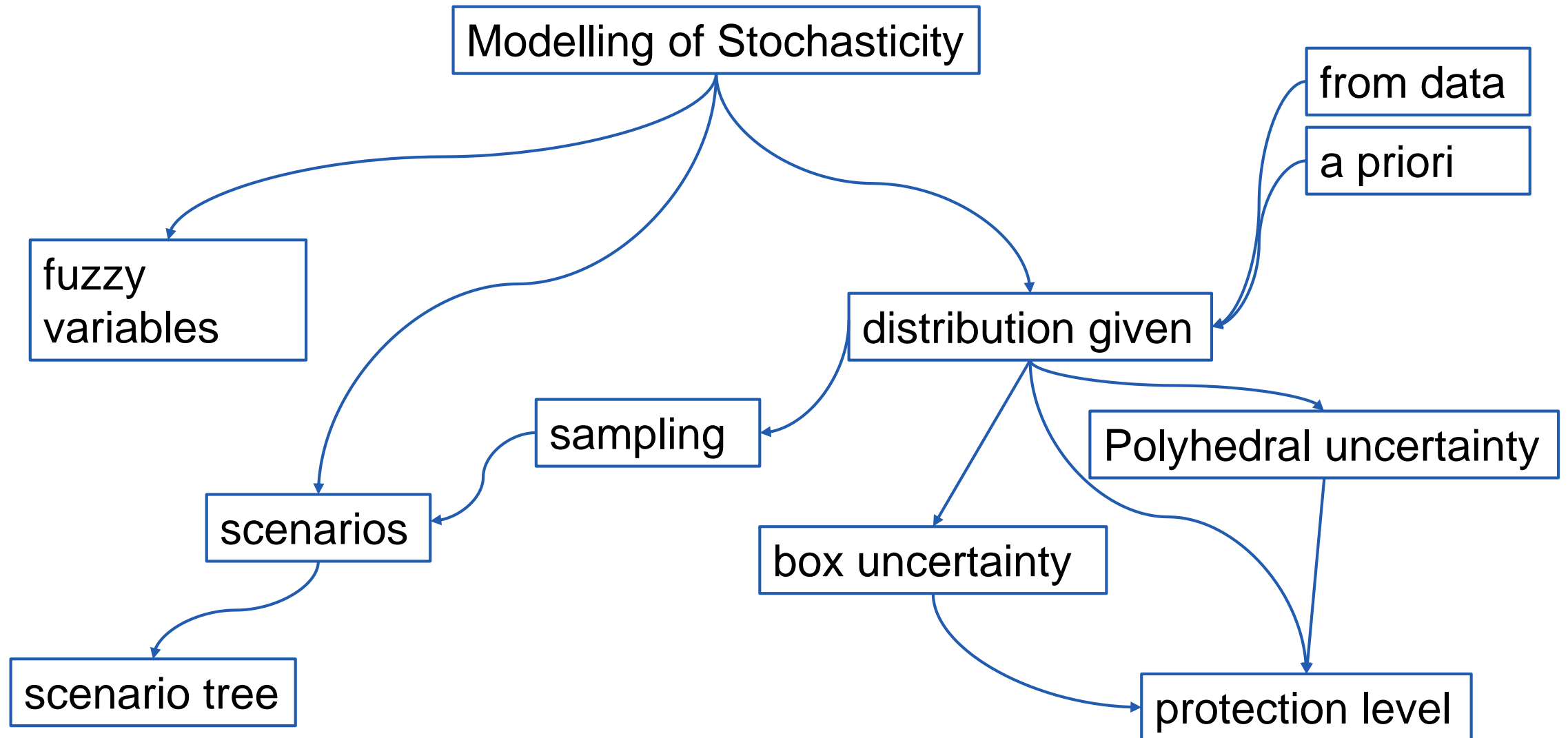




# Uncertain Parameters



# Modelling of Stochasticity



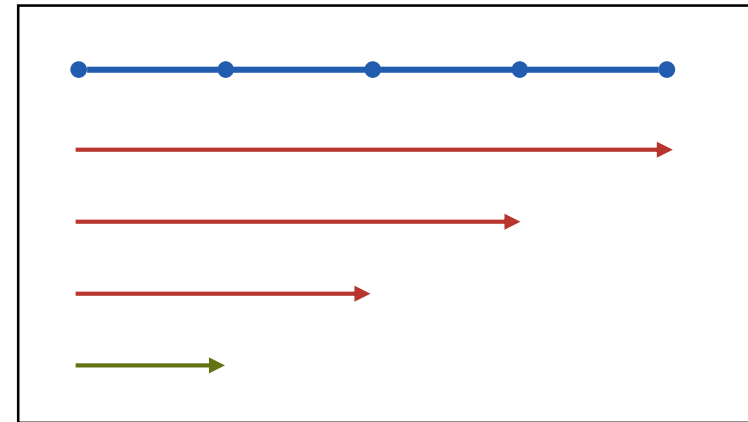
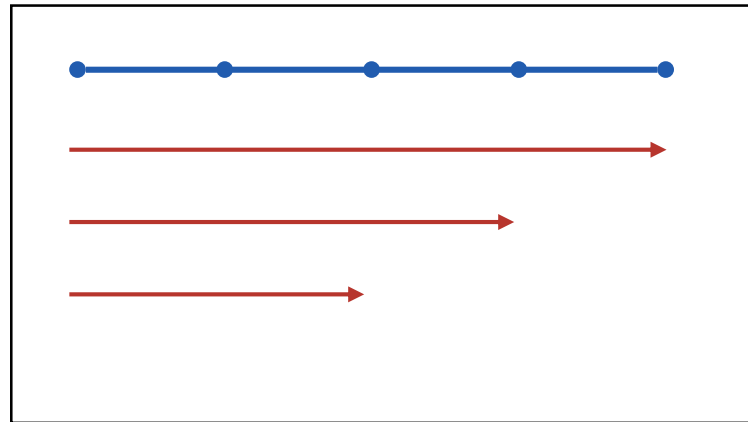
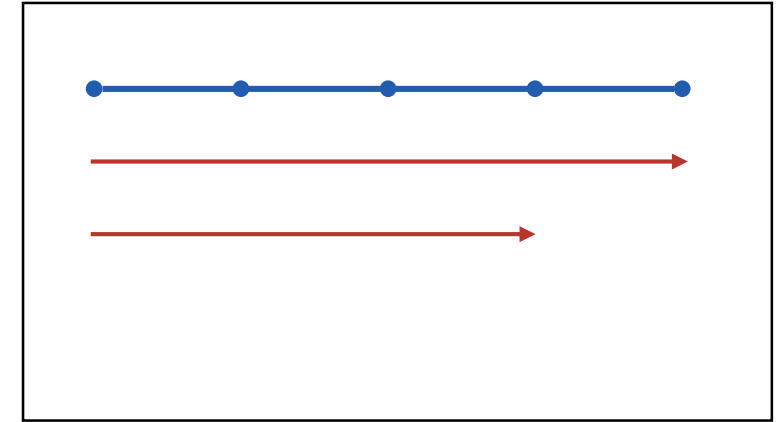
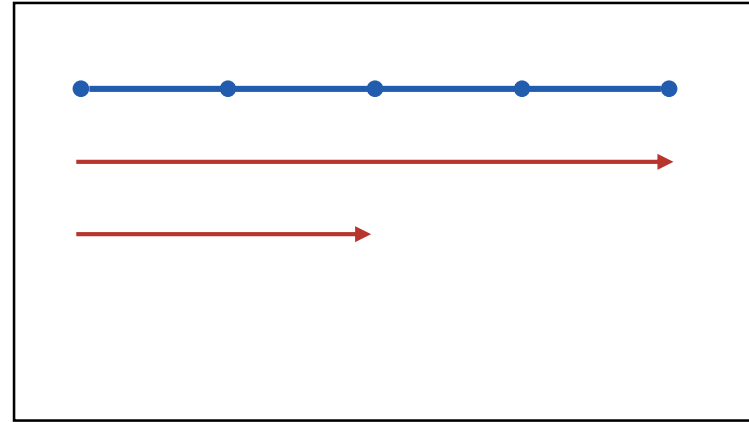
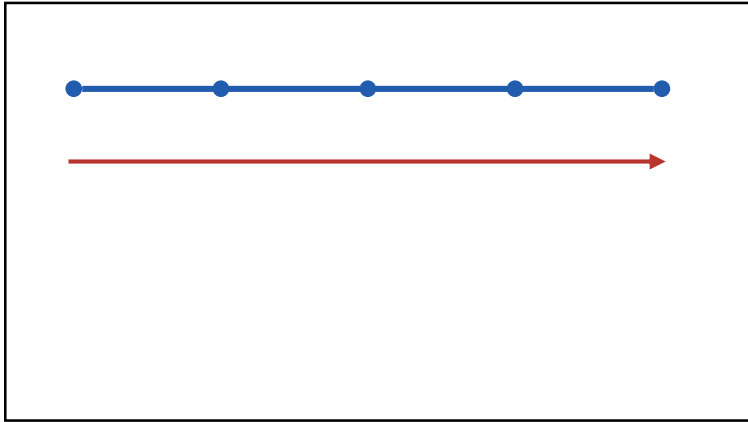
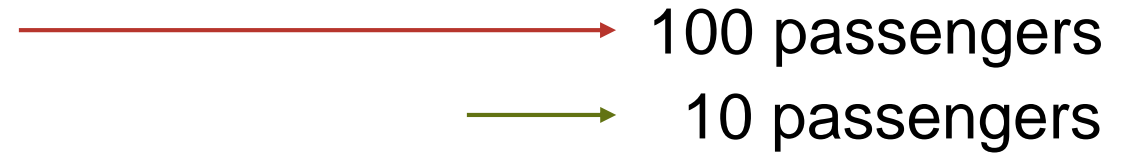
# Approaches for Solving Network Design, Line Planning and Timetabling

- Using Solvers
- Heuristics
- Algorithms

# Toy Example

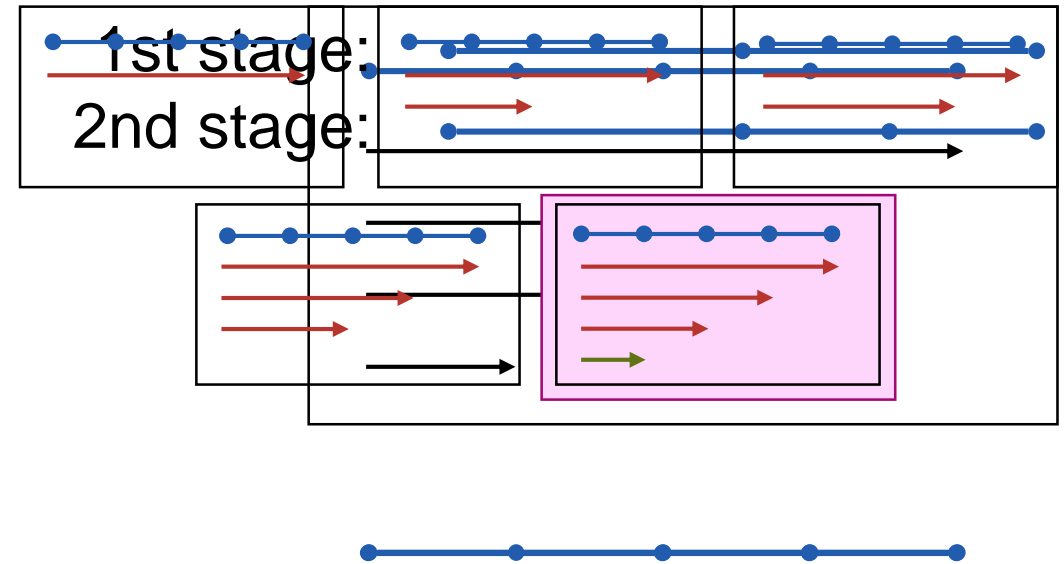


# Toy Example

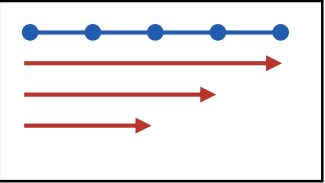
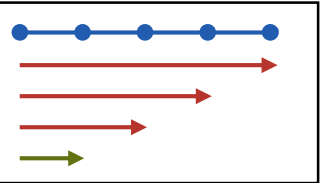






# Toy Example

- Deterministic Approach
  - Average Demand
- Robust Approach
- Stochastic Approach
  - 2-stage model:
    - adding stops (dwell time +5min)



# Toy Example

Total travel time [min]					
Deterministic 	7'500	11'000	13'000	16'500	16'650
Robust 	7'000	10'000	12'000	15'000	
Stochastic 	6'500	9'500	12'500	15'500	18'650
Ideal 	6'000	9'500	11'000	15'000	16'650

# Conclusion

- Different Approaches: Variable Input, Robustness, Stochastic Programming
- Interconnected Problems, esp Network Design and Line Planning
- Overview of different uncertainties
- Limited use of data
- Common test cases could be useful
  - Also real-life test cases



Questions?

