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**USE OF HIGH FREQUENCY DATA IN TRANSPORT
AND LAND USE INTEGRATED MODEL**

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CERTIFICATION

I, Thivya Precilla Amalan, declare that this thesis submitted in fulfilment of the requirements for the conferral of the degree Doctor of Philosophy, from the University of Moratuwa, is wholly my work unless otherwise referenced or acknowledged. This document has not been submitted for qualifications at any other academic institution.

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ABSTRACT

Efficient urban planning is crucial for creating liveable and sustainable cities. This involves designing urban areas that maximize economic, social, and environmental viability while minimizing negative impacts. Land use and transport development play a significant role in shaping transport patterns and infrastructure needs. However, applying Land Use and Transport Integrated (LUTI) models in developing countries can be challenging due to limited resources and data availability. This dissertation aims to explore freely, or low-cost high-frequency (HF) data related to land use and transport and develop an integrated model using available data in Sri Lanka as an example for developing countries.

The complexity of the urbanisation process, particularly in developing countries, demands sophisticated decision support tools such as the Land Use and Transport Integrated (LUTI) models to assist in the balanced and sustainable development of transport and land use. However, the high cost and time-consuming nature of LUTI models have limited their application in developing countries due to limited resources and funding.

The advent of information and communication technology (ICT) has revolutionised data collection and analysis, providing more extensive and high frequency (HF) data, such as real-time traffic data collected from sensors and mobile devices. This data can be used for various purposes, including traffic management, urban planning, public health and safety, and research and innovation. The availability of high-frequency data presents both opportunities and challenges for urban planning and development. However, based on the literature review, application of HF data in developing countries are very limited due to the data availability such as high resolution satellite data, technological constraints, lack of understanding of potential benefits of HF data, data sensitivity and privacy concerns and resource constraints including financial and human capacity. For these cases, researchers and planners can use HF proxy data as a substitute for HF data.

The study aims to extend the use of LUTI models by incorporating HF proxy data in Western Province, Sri Lanka, and demonstrates the approach's effectiveness. It utilizes electricity consumption data, GPS point data of customers, and satellite imagery to develop the model. The resulting trip generation model achieves high accuracy in predicting travel demand of 79% in 2013. Additionally, the study uses

satellite imagery and supervised classification to obtain land use area information. Separate trip attraction models for general and industrial areas are developed, achieving accuracy of 70% and 79.5% for general and industrial purpose related trip in predicting attracted trips, respectively. A gravity model is then employed to obtain the final trip distribution, highlighting the value of incorporating household electricity consumption data and satellite imagery in travel demand modelling. The research involves assessing the impact of land use and transport on each other based on the developed model. Different scenarios are tested, revealing insights into various transportation metrics such as work trips, passenger kilometres, average trip length, passenger hours, average speed, and costs. The comparison underscores the benefits of land use improvements and a developed transport network in optimising travel patterns, increasing passenger kilometres, and enhancing system efficiency. This emphasizes the importance of careful analysis in transportation and land use decision-making.

Finally, the research also focuses on developing a disaggregated trip generation model using HF proxy data and assessing its accuracy. By utilizing a fuzzy model based on electricity consumption data and satellite imagery, the study overcomes the limitations of traditional models that rely on costly and challenging data acquisition. The developed disaggregated model achieves high accuracy of 88.7% calculating trip rates compared to the aggregated model.

Overall, this dissertation showcases the potential of leveraging HF data for efficient urban planning in developing countries. It highlights the importance of incorporating household electricity consumption data and satellite imagery in travel demand modelling, and the benefits of land use improvements and a developed transport network in optimising travel patterns and enhancing system efficiency. The research findings contribute to the field of urban planning and provide valuable insights for planners and decision-makers in developing sustainable and liveable cities.

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Table of Contents

Abstract	1
Acknowledgments	5
Certification.....	1
List of Names or Abbreviations	13
List of Figures	6
List of tables.....	12
Chapter 1	13
Introduction	1
1.1 Overview	1
1.2 Research Problem.....	5
1.3 Research Aim	6
1.4 Research Objectives	7
1.5 Overall Methodology	8
1.6 Structure of the Dissertation.....	11
1.7 Significance of the study	13
Chapter 2	15
A Review of High Frequency Data use in LUTI Models	15
2.1 Introduction	15
2.2 Literature Search (Overview/Summary)	18
2.3 Theoretical Background of the LUTI Framework.....	19
2.3.1 Land-use Modelling Techniques.....	19
2.3.2 Transport Modelling Techniques	20
2.4 LUTI Model Evolution.....	22
2.5 Conventional LUTI Models and Relevant Data Sources	25
2.5.1 Analysing of the Inputs of Comprehensive Transport Models and Land-Use Models 25	
2.5.2 Data Used in Existing LUTI Models	26
2.6 High Frequency Data.....	29
2.6.1 Mobile CDR Data	30
2.6.2 Satellite Imagery Data.....	31
2.6.3 Smart Card Data.....	34
2.6.4 GPS Data.....	34
2.7 Use of HFD in Developing Countries	35
2.7.1 Application and Readiness of the Data	35
2.7.2 Application of HF Proxy Data	36
2.8 Adopting HF data into the LUTI Model	37

2.9	Summary and Conclusion	38
Chapter 3		40
Application of HF Data Sources for LUTI model: A Case Study on Western Province, Sri Lanka.....		40
3.1	Overview of the Chapter	40
3.2	Overview of Study Area.....	41
3.3	Transport Pattern (Home-based Work) of Western Province	44
3.4	Overview of HF Data in Western Province.....	47
3.5	Analysis of Electricity Consumption GPS Data.....	47
3.5.1	Overview of Electricity Consumptions in Sri Lanka	47
3.5.2	Analysis of Satellite Data.....	54
3.6	Summary and Conclusion	61
Chapter 4.....		63
Developing the Trip Generation and Attraction Models using High-Frequency Proxy Data		63
4.1	Introduction	63
4.2	Data set and Methodology.....	63
4.3	Overview of Trip Generation Models	65
4.4	Regression Model for Trip Generation.....	66
4.4.1	Factors affecting Home based Work Trip Generation	67
4.5	Relationship between Income and Electricity Consumption.....	67
4.5.1	Relationship of Electricity Consumption based on HVS Survey 2013.....	71
4.6	Developing Trip Generation Model and Validation.....	72
4.7	Developing Trip Attraction Model and Validation	75
4.7.1	Trip Attraction Model for the General Purpose and the Industrial Area ..	76
4.8	Trip Distribution Model	81
4.8.1	Growth Factor Methods	81
4.8.2	Synthetic or Gravity Models	82
4.8.3	Entropy Maximisation Model	83
4.9	Application of Trip Distribution Model	83
4.9.1	Calibration of Model Parameters based on CoMTrans Study 2013	83
4.9.2	Model Assessment	85
4.10	Sensitivity Analysis.....	85
4.11	Summary and Conclusion	87
Chapter 5.....		88
Development of the LUTI Model with Identified HFD and Scenario Testing.....		88
5.1	Introduction	88
5.2	Methodology Used to Develop NRT-LUTI Model.....	90

5.2.1	Overview of Trip Assignment.....	91
5.2.2	Overview of JICA STRADA	92
5.2.3	Basic Assumptions and Inputs for the Model Development.....	96
5.2.4	Origin and Destination Matrix of 2013 and 2019	101
5.3	Traffic Assignment Results and Validation of Scenario 1 (2013) and Scenario 2 (2019)	102
5.4	Scenario Testing for LUTI Integration.....	106
5.4.1	Overview	106
5.4.2	Scenario 3: Do Nothing (2030).....	106
5.4.3	Scenario 4: Land use Improvement (2030).....	111
5.4.4	Scenario 5: Land use and Transport Network Development	117
5.5	Cost Analysis of Each Scenario	119
5.5.1	Value of Time (VOT).....	120
5.5.2	Vehicle Operating Cost (VOC).....	120
5.5.3	Accident Cost	120
5.5.4	Emission Cost	121
5.5.5	Estimation of Results	121
5.6	Summary and Conclusion	124
Chapter 6		125
Developing A Fuzzy Rule-Based Trip Generation using High Frequency Data		125
6.1	Introduction	125
6.2	Background Study	127
6.3	Methodology	130
6.3.1	Overall Methodology of the Study.....	130
6.3.1	Preparation of Satellite Image of the Study Area.....	131
6.3.2	Detecting Building Footprint Using Deep Learning.....	132
6.3.3	Overview of the Fuzzy Logic Model	135
6.4	Data Analysis	136
6.4.1	Description of the study area.....	136
6.4.2	Using the Deep Learning Model.....	137
6.4.3	Extraction of Building Footprint.....	140
6.5	Primary Analysis of Data Collection.....	141
6.5.1	Relationship between Income and Electricity Consumption	141
6.6	Validation of Electricity Domestic Customers' GPS Location Data	142
6.7	Results of Fuzzy Logic Model for Trip Generation	143
6.8	Summary and Conclusion	148
6.8.1	Detecting Building Height from the Satellite Image.....	150

Chapter 7	156
Conclusion and Recommendation.....	156
7.1 General	156
7.2 Summary of Key Findings	157
7.3 Recommendation and Future Research	161
Bibliography or List of References	165
Appendices.....	173
Appendix 1	173
Distance Matrix.....	173
Appendix 2.....	174
2013 OD Matrix	174
Appendix 3.....	175
RDA Projects	175
Appendix 4 2019 OD Matrix	177
Appendix 5.....	178
2030 OD Matrix (Scenario 3)	178
Appendix 6.....	179
Matrix (Scenario 4)Land use Development	179
Appendix 7.....	180
Road Network 2013	180
Appendix 8.....	181
Road Network 2019 and Capacity	181
Appendix 9.....	182
Deep Learning Model- USA.....	182
Building Footprint-USA	182
Appendix 10.....	183
Deep Learning Model- Africa.....	183
Building Footprint-Africa	183
Appendix 11	184
Deep Learning Model- 30 Samples.....	184
Building Footprint- Fine-tuned model with 30 Samples	184
Appendix 12.....	185
Case 5: Retraining USA model- Pre trained	185
Case 5: Retraining Africa- Pre trained	186
Appendix 13.....	187
Road Network 2030	187

LIST OF FIGURES

Figure 1.1: Land use Feedback Cycle	2
Figure 1.2: Conceptual Approach	10
Figure 2.1: Application of LUTI (Source: Scopus Database).....	16
Figure 2.2: Schedule Vs Trips Vs Tours.....	21
Figure 2.3: Evolution of LUTI Models	23
Figure 2.4: HF Data in Transport and Land use.....	29
Figure 2.5: Smart Card application in Transport	35
Figure 2.6: GPS application in Transport	35
Figure 2.7: CDR data in Transport.....	35
Figure 2.8: RS in Satellite	35
Figure 2.9: HF Data Vs HF Proxy Data.....	36
Figure 3.1: Overall Study Area (Western Province, Sri Lanka)	41
Figure 3.2 Average Land Price in Western Province (2019)	43
Figure 3.3: Land Assessment Index in Western Province (2019).....	44
Figure 3.4: Home to Work Trip Density in Western Province (2013).....	45
Figure 3.5: Hourly Fluctuation of Work Related Trips in Western Province (2013)	46
Figure 3.6: Percentage Use by Energy Sources in Western Province by Year.....	48
Figure 3.7: Tax Classification of Electricity Providers.....	48
Figure 3.8: Census Vs GPS Electricity Data- 2013	50
Figure 3.9: Households Growth Rate (2013 and 2019)	51
Figure 3.10: General Purpose Growth rate (2013 and 2019).....	52
Figure 3.11: Industrial Buildings Growth rate (2013 and 2019).....	53
Figure 3.12: Spatial and Temporal Resolution of Satellite Images	54
Figure 3.13: Journal Papers (Open access) Published using Landsat Data (2000 to 2022)	56
Figure 3.14: Landsat Satellite Images (2013 and 2019)	58
Figure 4.1: Area Classification of CEB	64
Figure 4.2: No of Households vs Total Trips Generated	65
Figure 4.3: GDP Vs Electricity Growth Rate- Sri Lanka	69
Figure 4.4: Relationship between Per Capita Income vs Per Capita Average Electricity Consumption	69
Figure 4.5: Trend of GDP and Domestic Electricity Sales of Western Province	70
Figure 4.6: Average Electricity Consumption by TAZ (2013).....	71
Figure 4.7: Households' Electricity Consumption vs Income (2013).....	72
Figure 4.8: Home to Work Trip Generation (Actual vs Predicted)- Western Province (2013).....	74
Figure 4.9: Home to Work Trip Generation in Western Province (2013 and 2019)	74
Figure 4.10: Methodology used for Calculating Area of General and Industrial	75
Figure 4.11: Trip Attraction (General Purpose) Actual vs Predicted - 2013	79
Figure 4.12: Trip Attraction (Industrial) Actual vs Predicted - 2013	80
Figure 4.13: Summary of Trip Attraction between 2013 and 2019	80
Figure 4.14: Selected TAZs for Gravity Model Application	84
Figure 4.15: Distance Vs Cumulative % Trips	85
Figure 4.16: Annual Electricity Consumption (Western Province)	86
Figure 5.1: Overall Framework of NRT-LUTI model.....	90
Figure 5.2: Flow Diagram for JICA STRADA Application.....	93
Figure 5.3: Overall Methodology of JICA STARDA Model Development.....	96
Figure 5.4: Traffic Analysis Zones (TAZ) of Study Area (Western Province)	97

Figure 5.5: Household Income Distribution of Western Province (2013).....	98
Figure 5.6: Household Income Distribution of Western Province (2019).....	99
Figure 5.7: Road Projects Considered between 2013 and 2019 in Western Province .	101
Figure 5.8: Desire Map of 2013 and 2019	102
Figure 5.9: Survey Points Considered for the Comparison at CMC Boundary	103
Figure 5.10: Volume/ Capacity Ratio (VCR) of Scenario 1 (2013)	104
Figure 5.11: Volume/ Capacity Ratio of Scenario 2 (2019)	105
Figure 5.12: Trip Generation 2013, 2019 and 2030.....	108
Figure 5.13: Trip Attraction 2013, 2019 and 2030	110
Figure 5.14: Volume/ Capacity Ratio of Scenario 3 (DNS 2030)	111
Figure 5.15: Land use Development Plan DSDs 2030	112
Figure 5.16: Trip Generation based on Land use Development Scenario 4	115
Figure 5.17: Trip Attraction based on Land use Development Scenario 4.....	116
Figure 5.18: Volume/ Capacity Ratio Scenario 4 (2030).....	117
Figure 5.19: Volume/ Capacity Ratio of Scenario 5 (2030)	119
Figure 6.1: Overall Methodology.....	131
Figure 6.2: Mosaicked Image of Thimbirigasyaya	132
Figure 6.3: Methodology of Building Footprint Extraction and Map Matching of GPS	135
Figure 6.4: Study Area and TAZs of Thimbirigasyaya DSD.....	137
Figure 6.5: Methodology used Transfer Learning	138
Figure 6.6: Building Detected and Samples.....	138
Figure 6.7: Sample of Detected Buildings using DL	140
Figure 6.8: Electricity Consumption according to the Income (Thimbirigasyaya DSD)	142
Figure 6.9: Decision Tree (Trip Generation vs Electricity Consumption and Area of Households)	143
6.10a: Electricity Membership Function.....	146
6.10c: Output Variable (TG).....	146
6.10b: Area Membership Function	146
6.10d: Surface View of Fuzzy Model	146
Figure 6.10: Fuzzy Logis Model Input and Output.....	146
Figure 6.11: Work based Trip Generation for 2013 and 2019	148
Figure 6.12: No of Condominium Units in Colombo	150
Figure 6.13: Methodology for Extracting Building Height from Google Satellite Images	151
Figure 6.14: Methodology for Sample Apartment Building from the Street View and the Counting of Floors	152
Figure 6.15: Building Height Based on the Image Shadow.....	153
Figure 6.16: Actual Height vs Height from Satellite	155

LIST OF TABLES

Table 2.1: Comparison of Activity-Based vs Trip-Based Model	21
Table 2.2: Comparison of Components in Different LUTI Models.....	24
Table 2.3: Summary of Data Sources of Selected LUTI Models	28
Table 2.4: Summary of Data Sources Used for Land Use Classifications	33
Table 2.5: LUTI Models with Key Requirements	38
Table 3.1: Census Vs GPS Counts of Households in Western Province (2013)	49
Table 3.2: Growth rate of Households in Western Province (2013 and 2019).....	50
Table 3.3 Land use Classification by USGS.....	56
Table 3.4: Land use Classification Considered for Studies	57
Table 3.5: Supervised Classification of Landsat images for Thimbirigasyaya DSD.....	60
Table 3.6: Actual vs Supervised Land use Classifications in 2013	60
Table 4.1: Annual Growth Rate	65
Table 4.2: Literature on Income vs Electricity Consumption.....	68
Table 4.3: Descriptive Statistics of Income vs Electricity Consumption.....	72
Table 4.4: Regression Analysis (Trip Generation)- 2013	73
Table 4.5: Area of General Purpose and Industrial Buildings in 2019	76
Table 4.6: Regression Model (General Purpose)- 2013.....	77
Table 4.7: Regression Model (Industrial)- 2013.....	77
Table 4.8: Trip Attraction (General Purpose Buildings 2013).....	78
Table 4.9: Trip Attraction (Industrial)- 2013	79
Table 4.10: Annual Electricity Consumption (Western Province)	86
Table 4.11: Sensitivity Test for Trip Attraction.....	86
Table 5.1 Description of Scenario Cases	88
Table 5.2: Time Value- 2013	98
Table 5.3: Time Value - 2019	99
Table 5.4: Comparison of 2013 Assignment Output with Survey Data	103
Table 5.5: Trip Generation 2030.....	107
Table 5.6: Trip Attraction 2030	109
Table 5.7: Land use Development Plan 2030	113
Table 5.8: Road Development Plan (Scenario 5- 2030)	118
Table 5.9: Vehicle Operating Cost.....	120
Table 5.10: KPI of Scenario Cases	123
Table 6.1: Cases Considered for Transfer Learning	139
Table 6.2: Detected HHS vs GPS counts (2013 and 2019).....	141
Table 6.3: Descriptive Statistics of Income vs Electricity Consumption.....	142
Table 6.4: Households Census vs GPS data 2013.....	143
Table 6.5: Brief Description of Mean and Standard Deviation (SD).....	144
Table 6.6: Fuzzy Model Output for 2013 and 2019.....	147
Table 6.7: Total Trip Generation for Households (HHS) Based on Fuzzy Model	147
Table 6.8: Standard Height of the Building Applied in Sri Lanka.....	151
Table 6.9: Samples of Buildings Information	153
Table 6.10: Relationship between Actual Height and Shadow Height.....	154

LIST OF NAMES OR ABBREVIATIONS

LUTI	: Land use and Transport Integrated Model
ICT	: Information and Communication Technology
RS	: Remote Sensing
CDR	: Call Details Record
GPS	: Global Positioning System
GDP	: Gross Domestic Product
USD	: United States Dollars
DSD	: Divisional Secretariat Division
GND	: Grama Niladari Division
NRT-LUTI	: Near Real Time- Land use and Transport Integrated Model
HVS	: Home Visit Survey
CoMTrans	: Urban Transport System Development Project for Colombo Metropolitan Region and Suburbs
UDA	: Urban Development Authority
MLR	: Multiple Linear Regression
OD	: Origin- Destination matrix
UOM	: University of Moratuwa
JICA	: Japan International Cooperation Agency
CVC	: Classified Vehicle Count
LUS	: Land use Survey
FSM	: Four step model
ABM	: Activity Based Model
USGS	: United States Geological Survey
VGI	: Volunteered Geographic Information
RFID	: Radio Frequency Identification Technology
CMC	: Colombo Municipal Council
LVI	: Land Assessment Index
CBD	: Commercial Business District
CEB	: Ceylon Electricity Board
LECO	: Lanka Electricity Company (Private) Limited
SH	: Single Household
AJH	: Adjoining Households

EPZ	: Export Processing Zone
IE	: Industrial Estates
HBW	: Home based Work
HBNW	: Home based Non Work
NHB	: Non Home based
DOT	: Department of Transport
LKR	: Sri Lankan Rupees
kWh	: Kilowatt hour
TAZ	: Traffic Analysis Zone
UE	: User Equilibrium
SO	: System Optimum Assignment
RDA	: Road Development Authority
SLS	: Screen Line Survey
VCR	: Velocity Capacity Ratio
ERP	: Electronic Road Pricing
RMSE	: Root Mean Square Error
VOT	: Value of Time
KPI	: Key Performance Indicator