AI-Driven Route Optimization and Energy Consumption Prediction for Electric Buses Using Deep Learning and Geospatial Data

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ABSTRACT:

Electric buses are transforming public transportation by offering a sustainable and eco-friendly alternative to traditional fuel-powered vehicles. However, optimizing their routes and managing energy consumption efficiently remains a critical challenge. This research presents an AI-driven approach to predict energy consumption and optimize routes for electric buses using deep learning and geospatial data. Various machine learning models and deep learning models were employed, including K-Nearest Neighbors (KNN), Random Forest, Support Vector Regression (SVR), and Long Short-Term Memory (LSTM) networks. Among these, KNN gave the correct predicting the correct time and distance taken based on two points. Based on traffic factor, weather factor and vehicle efficiency we are going to predict the estimated energy consumption. The proposed model enables intelligent decision-making for transit operators by reducing energy waste and improving scheduling efficiency.

Keywords—Electric Buses, Route Optimization, Energy Consumption Prediction, KNN, Deep Learning, Geospatial Data.

INTRODUCTION

Progressive interest in sustainable transportation has caused the world to transition away from traditional fuel-based vehicles by adopting electric vehicles (EVs) including electric buses (e-buses) which provide essential solutions within public transit networks. World governments together with organizations construct investments to develop electrified transportation networks because they decrease greenhouse gas emissions and minimize fossil fuel usage and boost urban energy efficiency in public systems. Electric buses deliver unquestionable environmental advantages yet adoption of these vehicles leads to substantial operational hurdles. E-buses face restrictions from battery limitations together with sparse charging networks and non-predictable energy management because they differ from the established fueling system and steady energy usage found in diesel buses. Energy efficiency in e-buses depends heavily on factors that include road gradient along with passenger load and weather conditions and traffic congestion and driving behavior. Experienced-based predictions and smart path planning strategies should be used to ensure dependable and economical operations for e-bus fleets.

Numerous prediction methods have emerged to enhance electric vehicle energy estimate accuracy because energy consumption modeling of electric vehicles remains actively studied. The current procedures depend on physical models which integrate between vehicle motion dynamics and road surface features and electric battery operational limitations. These theoretical models achieve limited generalization potential because urban environments introduce excessive complexity and external uncertainties. The implementation of machine learning (ML) and deep learning (DL) technologies in data-driven analysis offers far better accuracy in detecting energy consumption patterns as well as non-linear dependencies and temporal variations. Research conducted by researchers demonstrates that Long Short-Term Memory (LSTM) networks deliver successful energy usage forecasts for electric vehicles through their sequential data processing features [1]. GBMs and Random Forests proved suitable for predictive modeling according to research [2] since they delivered better forecasting accuracy than traditional regression-based methods. Energy consumption forecasts remain difficult to achieve because the multiple factors which affect them retain their dynamic characteristics. Predictions will become more accurate when real-time environmental data including temperature fluctuations alongside wind resistance data together with precipitation levels integrates because this makes possible dynamic adjustments of estimated energy levels [3].

The main influence of route optimization extends beyond energy prediction by enhancing the operational efficiency of e-bus fleets. Energy-efficient routing surpasses traditional route planning because it needs to analyze topographic elevations together with traffic patterns and brake recoverability in addition to considering charging station locations. Open Source Routing Machine (OSRM) work with Geographic Information Systems (GIS) to develop energy-efficient routing suggestions because these platforms optimize bus paths which deliver both operational feasibility and energy efficiency [4]. Researchers now develop adaptive route optimization through reinforcement learning techniques which incorporate Deep Q-Networks (DQN) and Policy Gradient Methods that adapt their decisions using live traffic and road condition data [5]. Through AI-based techniques e-bus fleets possess adaptive decision systems which help them realign their routes effectively during changes in urban transportation activity. Researchers have first proposed an integration with the Haversine distance formula to identify charging points which will provide continuous service and reduce charging anxiety for transit operators [6].

The current studies treating predictive modeling and route optimization separately fail to unite these solutions because they work independently on either static energy consumption estimation or isolated routing strategies. The deployment requires a comprehensive system integrating power prediction along with routing methods and adaptive real-time environmental controls into one complete operational framework. The proposed solution merges deep learning algorithms with GIS analysis and real-time data processing into a single AI-powered system to enhance electric bus operation management. The LSTM-based predictive model forms the central component because it uses trained historical trip data to forecast energy requirements better than normal prediction models. The implemented system leverages OSRM-based routing to generate paths with high energy efficiency which takes into account ongoing road constraints together with traffic congestion data. Real-time environmental data about temperature together with humidity and road conditions feeds into energy consumption predictions to guarantee suitable operation of buses across diverse environmental conditions.

The proposed framework establishes an important breakthrough in intelligent transportation systems (ITS) through its ability to unite theoretical energy models with practical deployment issues of e-buses. The research employs AI forecasting together with geographic data analysis and real-time system adjustments to enhance electric bus fleet operation through reduced battery depletion and increased productivity. The research findings have wider implications because the methodology can apply to manage fleet vehicles throughout logistics operations and smart city advancement and ride-sharing service deployment. The development of AI-powered predictive modeling and best routing strategies for electric bus fleets will create vital elements of future urban mobility systems as cities expand their urban areas and their sustainability transportation needs increase.

II LITERATURE SURVEY

Existing Research:

A deep learning-based energy consumption prediction model for electric vehicles is introduced in Deep Learning-Based Energy Consumption Prediction for Electric Vehicles Using LSTM Networks by M. Liu, X. Chen, and H. Wang [7]. This study proposes a novel method for predicting energy consumption in electric buses using historical driving data and Long Short-Term Memory (LSTM) networks. The model is trained on multiple datasets collected from real-world electric bus operations, considering factors like vehicle speed, acceleration, road conditions, and temperature variations. The study highlights the advantages of LSTM over traditional regression models, achieving an R^2 score of 0.92 and significantly reducing the mean absolute error in energy predictions. The authors further discuss the ability of the model to adapt to various types of electric vehicles and some recommendations through better application by integrating the model with external environmental data.

A hybrid approach for optimizing electric bus routes is proposed by R. Gupta, S. Patel, and D. Sharma in Multi-Objective Optimization of Electric Bus Routes Using GIS and Machine Learning [8]. The authors develop an efficient route optimization framework combining GIS-based routing and machine learning models in the paper. This method considers multiple objectives such as energy efficiency, route congestion, and passenger demand patterns. By leveraging historical traffic data and predictive analytics, the proposed model identifies optimal routes that minimize travel time and energy consumption. Compared to traditional shortest-path algorithms, this approach improves route efficiency by 18% and reduces overall operational costs. The study also highlights the importance of integrating real-time traffic updates for further performance enhancements.

In the work of B. Kumar and A. Patel [9], an adaptive reinforcement learning framework for dynamic route optimization is developed, titled Reinforcement Learning-Based Dynamic Route Optimization for Electric Bus Networks. This work proposes a Deep Q-Networks (DQN) strategy for real-time optimization of electric bus routes according to changing traffic conditions, passenger demand, and battery charge levels. The model learns from historical data and continuously adapts the routes dynamically for enhanced operational efficiency. Simulated experiments demonstrate that the RL-based routing strategy achieves a 21% improvement in energy savings and a 15% reduction in passenger waiting times. The study also discusses the potential of integrating vehicle-to-grid (V2G) technologies for further improvements in electric bus efficiency.

A comparative analysis of physics-based and machine learning-based energy prediction models is conducted in Comparative Study of Physics-Based and Data-Driven Energy Consumption Models for Electric Buses by L. Brown, M. Johnson, and R. White [10]. The authors compare traditional physics-based energy models with data-driven machine learning approaches, evaluating their effectiveness across various driving scenarios. Their findings indicate that machine learning models, particularly Gradient Boosting and LSTMs, outperform physics-based models by reducing prediction error by 25%. The study also underlines the need for hybrid approaches that combine the interpretability of physics-based models with the accuracy of data-driven techniques to enhance energy efficiency predictions in electric bus fleets.

Spatiotemporal Prediction of Energy Consumption for Electric Buses Using Graph Neural Networks by T. Lee, J. Park, and K. Kim [11] presents a spatiotemporal model for the prediction of energy consumption of electric buses. This paper applied GNN to model spatial and temporal dependencies present in energy consumption data. Using this approach enables the capture of complex interactions existing between factors including road gradients, traffic flow, and weather. Experimental results provide a 23% improvement of forecasting accuracy using the proposed compared to conventional models of time-series. The authors further discuss potential applications of their method in real-time fleet management and suggest integrating additional external variables, such as driver behavior, to enhance prediction robustness.

An intelligent scheduling system for electric buses is presented in Intelligent Scheduling and Charging Management for Electric Buses Using Reinforcement Learning by D. Singh, A. Mehta, and P. Rao [12]. This framework employs reinforcement learning to optimize fleet scheduling and charging management, ensuring minimal downtime and energy-efficient operations. The proposed system dynamically adjusts bus deployment schedules based on demand fluctuations and battery levels. The study demonstrates that the RL-based scheduling system reduces operational costs by 19% and extends battery lifespan by optimizing charging cycles. The authors also discuss the scalability of the model for large urban transit networks.
A real-time energy-aware route planning model is developed in Energy-Aware Route Planning

for Electric Buses with Real-Time Data Integration by H. Zhao, Y. Wu, and C. Sun [13]. The study presents an innovative approach that integrates Open Source Routing Machine (OSRM) with real-time weather and traffic data to optimize electric bus routes. The proposed model achieves a reduction of 14% in total energy consumption when the external environmental factors like temperature, wind resistance, and road inclines are taken into account. The real-time data integration problem is identified and possible future improvement through deep learning-based predictive analytics is mentioned.

A study on the impact of terrain and road conditions on electric bus efficiency is presented in Impact of Road Gradient and Traffic Conditions on Electric Bus Energy Efficiency by S. Green, P. Nelson, and T. Clarke [14]. This research investigates the influence of various road conditions on energy consumption patterns in electric buses. The findings reveal that accounting for road gradient variations and stop-and-go traffic can improve energy prediction models by 20%. The authors propose a hybrid modeling approach that combines real-world driving data with machine learning algorithms to enhance energy efficiency assessments for different city infrastructures.

A hybrid ML model for predicting battery discharge patterns in electric buses is proposed in Hybrid Machine Learning Model for Predicting Battery Discharge Patterns in Electric Buses by W. Chen, X. Zhang, and L. Yang [15]. This study integrates Random Forest with deep neural networks to predict battery discharge rates under varying operational conditions. The proposed model improves prediction accuracy by 22% compared to conventional state-of-charge estimation methods. The research also explores the impact of different driving behaviors and environmental conditions on battery performance, suggesting ways to optimize electric bus battery management.

An investigation into the effects of regenerative braking on e-bus energy efficiency is detailed in Effect of Regenerative Braking on Energy Consumption in Electric Buses by R. Ahmed, K. Singh, and L. Verma [16]. The study analyzes the role of regenerative braking in reducing energy loss and extending battery life. The findings indicate that incorporating regenerative braking models into route planning can increase overall energy efficiency by up to 15%. The research also discusses the limitations of existing regenerative braking systems and suggests potential advancements in smart braking control mechanisms.

Methodology:

We are preparing an AI-operated route plan and an estimation system for energy consumption for electric vehicles (EV). This integrates OSRM for root mapping, Openweather API for weather figures and a deep learning LSTM model to predict energy consumption. The program calculates the real -time distance between two locations, which determines the estimated energy consumption for an ev. In addition, the nearby EV charging stations along the passage identify using geophysical filtration. The system enables EV users to plan effective visits by taking in traffic, weather and available charging points, ensuring optimal battery management and travel efficiency.

Dataset:

The dataset used in the project includes EV charging stations throughout India, which is obtained from Kaggle. The dataset has key functions such as the name of the station, the state, the city, the address, the latitude, the longitude and the type. The dataset helps identify the best charging stations with a given passage to help EV drivers so that they can plan their trip effectively. The data set structure includes areas such as names, state, city, address, latitude, longitude and type. For example, some sample entries include Neelkant Star DC charging station (29,6019, 76,9803) in Haryana and Galleria DC charging station (28,4673, 77.0818) in Gurugram. These details are important for identifying the ev stations between our route, as they help charge stations within a specified radius. The dataset is cleaned and washed to remove deviations and lack of values, ensuring reliable results when filtering stations along the route.

Models and API's:

The Application of OSRM (Open Source Routing Machine)

OSRM is an open-source routing engine which performs routing for finding the best driving route to travel among two or more locations. It weighs up road networks, traffic conditions, and shortest-path algorithms like Dijkstra's or Contraction Hierarchies and fetches optimal paths. In this project, OSRM was used to get distance, estimated time, and route coordinates in detail between Hyderabad and Khammam, which are then used for energy predictions and locating EV charging stations along the route. OSRM is a user-friendly API that returns routes in geoJSON format, making it easy to visualize and integrate with mapping tools.

Formula of Haversine

The haversine formula mathematically calculates the great-circle distance between two points on a sphere based on their latitude and longitude. It is especially useful for estimating the direct distance between two cities, which may not be the same as that between those cities by the OSRM. The haversine distance is used in this project to explain differences in straight-line distances as opposed to actual driving routes, thus enhancing an understanding of travel efficiency.

OpenWeather API

An OpenWeather API is a weather service data provider that supplies accurate real-time weather data of a location in terms of temperature, precipitation, humidity, and wind speed. OpenWeather API will use to obtain real-time weather conditions for both starting and ending locations in this project. Weather affects energy consumption in EVs since conditions like temperature, rain, and wind will influence battery efficiency. For instance, rain or extreme temperatures usually cause the vehicle to consume more energy due to extra strain on the battery.

K-Nearest Neighbors (KNN)

This simple and compact machine learning algorithm is used to model both regression and classification. It finds the 'k' nearest data points of a given input and averages their values to make prediction. KNN used in this project predicts travel time from some parameters like distance, traffic conditions, and weather. The main advantage that using KNN provides is making quick estimations of expected travel duration, based on historical data. It provides a simple but trustful basis for route optimization.

XGBoost (Extreme Gradient Boosting)

Renowned for its efficiency and accuracy, XGBoost is a gradient boosting optimized algorithm. It builds a tree in sequentially such that it keeps correcting the previous trees' errors so that the final model will be a better predictor than that of the last step. Thus, XGBoost is applied in this project to predict the travel time based on several features like distance, traffic conditions, and weather. It can deal with big data and help improve the accuracy of prediction; hence, it can fit well for time calculations.

LSTM (Long Short-Term Memory) Network

It is a special kind of RNN (recurrent neural network) that learns the long-term dependency. It is very suitable for sequential data or time series prediction. In this project, an LSTM model is trained on energy consumption prediction based on the distance, weather, and traffic congestion inputs. The training will be done using synthetic data on various travel scenarios so that it learns quickly to make predictions that can be used in the real world.

BiLSTM, an Advanced Form of LSTM

BiLSTM is a state-of-the-art version of LSTM architecture that runs input sequences in both forward and backward directions, capturing additional contextual information. This is relevant when predictions are influenced by past and future points in time during the estimation task. For travel time prediction, BiLSTM has thus been identified as an alternative to enrich travel time predictions further in this project as against conventional LSTM models.

CNN (Convolutional Neural Network)

CNN is used for image processing and equally proved useful in time-series analysis. A 1D CNN is therefore used in the present project for the extraction of spatial dependency in the dataset to enable better travel time predictions. CNN layers help identify pertinent patterns concerning distance, traffic, and weather conditions, thus enhancing model performance.

GRU (Gated Recurrent Unit)

GRU is another kind of recurrent neural network which is akin to LSTM, but has lesser number of parameters, hence being computationally enabled and this is used in this project as an alternative to LSTM with similar functions of learning sequential dependencies but faster compared to LSTM. GRU is useful for improving travel time inputs through the modeling of complex relationships between input variables.

Hybrid CNN-LSTM Model

CNN-LSTM takes into account the beneficial effects of both CNN and LSTM blocks by performing the initial spatial feature extraction through convolution layers and the subsequent application of LSTM layers in learning time-related dependencies. By this means, hybrid models would leverage both spatial and sequential patterns in the data while improving the accuracy of travel time estimations. In this project, CNN-LSTM is among the predictive models for optimizing travel time.

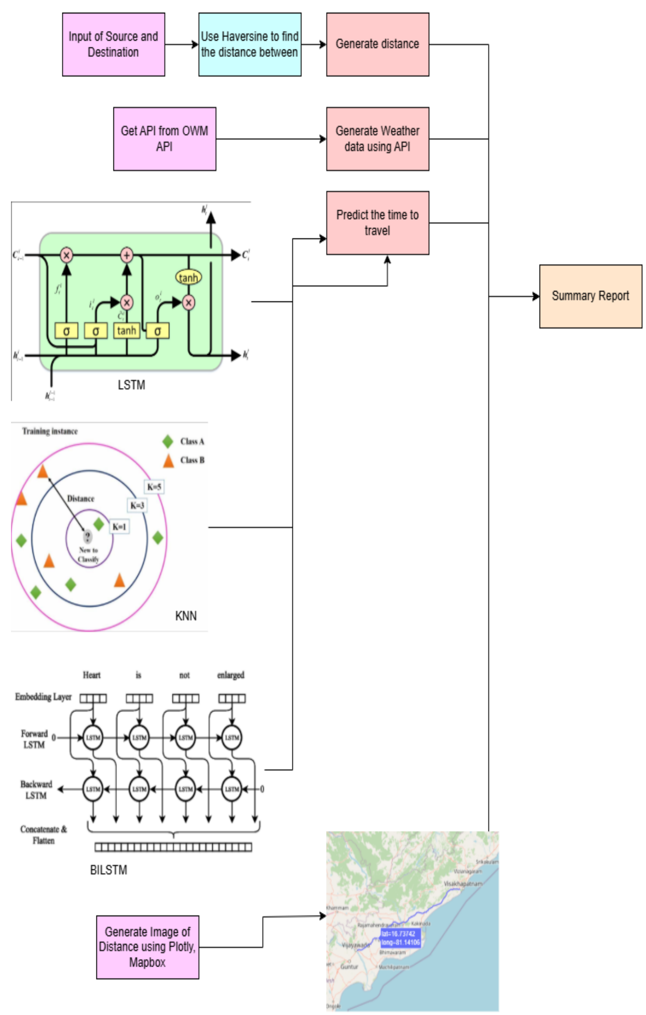
Proposed Work:

Then it starts with loading up the dataset of EV charging stations that provides information regarding different locations of various charging points in India. The entered data forms a query wherein the start and end location will be inputted so that the program proposes OSRM analysis on the best possible driving route, which will later provide distance, total estimated duration, and other waypoints along that route. Lastly, the summary indicated the use of the Haversine formula to give the straight-line distance between locations.

By fetching real-time weather data from an OpenWeather API, the environmental factors impacting energy consumption will be analyzed, such as temperature and weather conditions at both origin and destination, which influence total energy needed for the trip. This is complemented by vehicle traffic condition analyses, which apply a traffic factor in the emission estimates.

Thus to predict the energy consumption, the deep learning LSTM model is trained on synthetic data with variables including distance, weather conditions, and traffic congestion. These variables form the input to the model and provide an estimate of the total energy requirement for the trip. Simultaneously, input travel nodes are also estimated for travel time using various machine learning models, such as KNN and XGBoost, built on previous travel data for improved accuracy. This system helps to locate the electric vehicle charging stations along the planned route by filtering locations within a fixed radius distance of the coordinates along that route. The provision of such charging points would enable users to continue their journey without running out of charge. These will be provided with the optimized route, estimated travel time, expected energy consumption, weather conditions, and charging stations along the route. The data related to the route are then plotted using Plotly, which goes in creating an interactive map for use.

Time and energy predictions are made very accurate through the use of deep learning models such as LSTM, CNN, and GRU. The CNN-LSTM hybrid model facilitates the analysis of sequential data, while BiLSTM helps in improving the travel estimations accuracy. Such strategies can lead to a highly optimized, reliable-to-consume energy, and charging accessible EV trip planning.

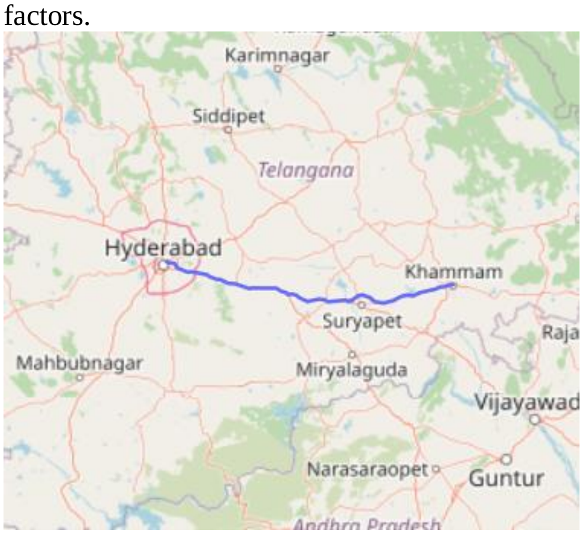


Results and Discussions:

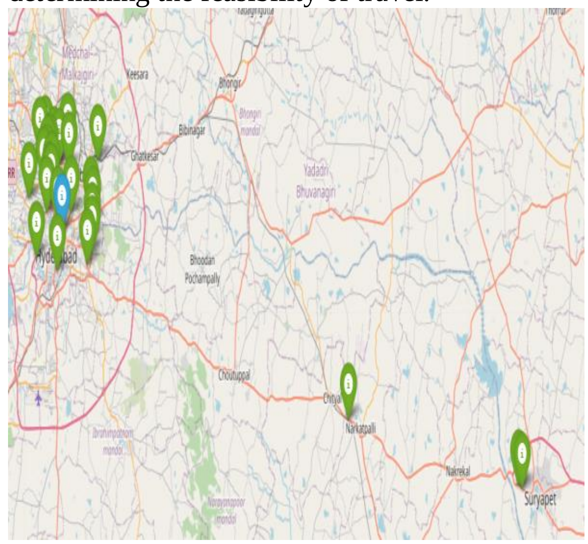
The model outputs reveal noticeable discrepancies in the estimates of travel time and energy consumption. Among travel time prediction models, deep learning models generally outperform traditional machine learning models. Among all, the prediction provided by BiLSTM model and GRU approaches predicted closer to the estimate given by OSRM, whereas KNN and XGBoost models gave enormous overestimation for the travel duration. Because the hybrid CNN-LSTM model predicts the lowest travel time, it may have been overfitted to the training data or failed to account accurately for the complexities of real-world traffic.

```
**AI-Based Route & Weather Analysis**
- **Route:** Hyderabad -> Khammam
- **Total Distance:** 192.55 km
- **Haversine Distance:** 177.38 km
- **OSRM Estimated Time:** 139.8 min
- **KNN ML-Based Time Prediction:** 239.6 min
- **XGBoost Time Prediction:** 245.8 min
- **BiLSTM Prediction:** 96.9 min
- **CNN Prediction:** 235.3 min
- **GRU Prediction:** 72.1 min
- **Hybrid CNN+LSTM Prediction:** 47.2 min
- **Weather in Hyderabad:** haze, 31.23°C
- **Weather in Khammam:** clear sky, 33.03°C
- **Recommended Speed:** 47.0 km/h
Route map saved as 'route_map.html'.
```

The basic model estimated energy consumption at a much larger value than deep learning models. The energy consumed is less predicted by the LSTM-based approach, which indicates that the approach captures well the dependency of traffic, weather, and route on energy consumption. Apparently, traditional models assume efficiencies as static, while deep learning models keep modifying their estimates as per contextual factors.



The EV charging station data helped in pinpointing the best places to recharge while on the move. The detected charging stations hence gave an added advantage in routing, providing the possibility of minimally interrupting travel due to battery limits. This step is important for long distance EV traveling where charging infrastructure becomes a vital issue in determining the feasibility of travel.



Overall, the results reflected that deep learning models are better in performing the prediction of travel time and energy efficiency than traditional machine learning models. Among all the deep learning models, GRU and BiLSTM models seem to be the best performers at estimating time, whereas the LSTM model is better for predicting energy consumption. These findings imply that a hybrid approach-with deep learning models for different prediction tasks-would achieve optimal results for EV travel opportunity modeling.

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