DOUBLING THE NUMBER OF CYCLISTS IN THE AUCKLAND REGION-HOW WILL WE KNOW WHEN WE'VE GOT THERE?

Sandy Mills on behalf of the
Regional Cycle Monitoring Group

Cycling Conference 2007

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Working together to achieve cycling targets

- RLTS 2005.
- Sustainable Transport Plan 2006.
- Local councils.
- Regional Cycle Monitoring Group.

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Regional Cycle Monitoring Working Group

- Advice.
- Representation.
- Quality assurance.
- Support and coordination.
- Regional Cycle Monitoring Plan.

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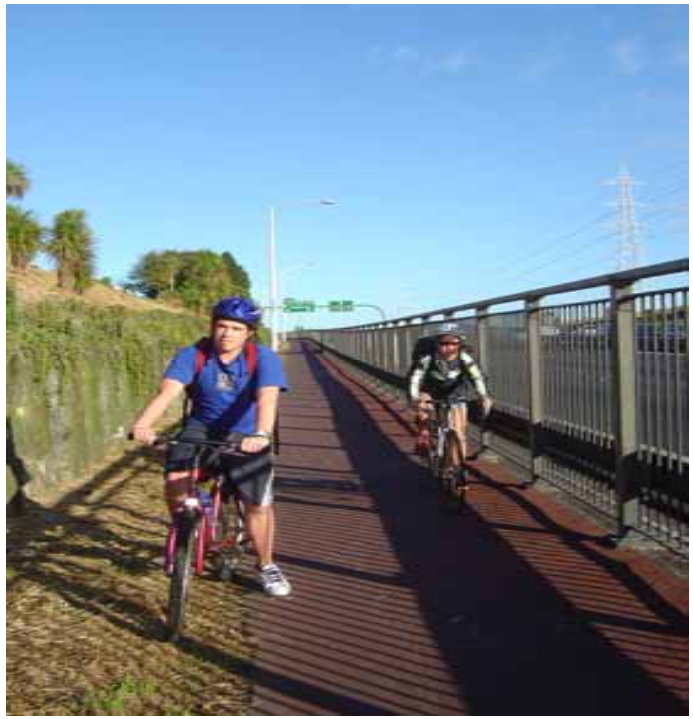
The Regional Cycle Monitoring Plan

- Regional consistency.
- Planning for the monitoring.
- Consistent methodology.



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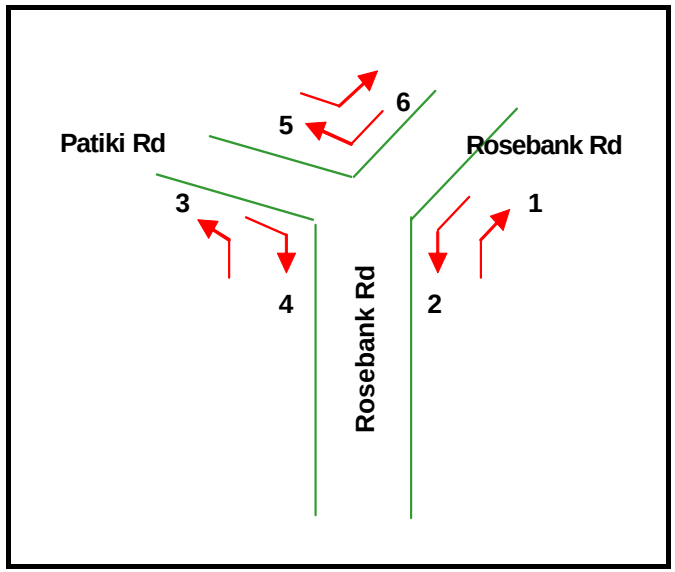
The manual cycle count

- The methodology ensured consistent:

Dates Times Location Data

Eg-Possible Cycle Movements - Patiki/Rosebank Roads (Gravitas 2007)



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What data was collected?

- Total number of cyclists
- Direction cyclist was travelling
- Time passed surveyor
- Student or adult
- Wearing a helmet
- Riding on footpath

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Supporting information

- Annual Average Daily Traffic count
- School bike shed counts

APPENDIX TWO: ANNUAL AVERAGE DAILY TRAFFIC (AADT) CALCULATION

Note: This description of the calculation of the Annual Average Daily Traffic Flow of Cyclists has been provided by ViaStrada based on their May 2007 report for ARTA entitled "Development of a Cycle Traffic AADT Tool".

Purpose

The purpose of this appendix is to document the recommended procedure for estimating a cycling AADT[15] in the Auckland region from any Gravitas manual count.

Method for Estimating AADT

The methodology is based on that published in Appendix 2 of the Cycle Network and Route Planning Guide (CNRPG)[16], adjusted for Auckland conditions based on data collected during March 2007. The aim was to use the published methodology as much as possible, with any necessary departure from it documented below. The following equation yields the best estimate of a cycling AADT:

$$AADT_{Cyc} = Count \times \frac{1}{\sum H} \times \frac{1}{D} \times \frac{W}{7} \times \frac{1}{R}$$

where *Count = result of count period*
H = scale factor for time of day
D = scale factor for day of week
W = scale factor for week of year
R = scale factor for weather conditions on the count day

If more than one set of count data is available (for example, both a morning count and afternoon count), then **the calculation should be carried out for each set of data, and the estimates derived from each averaged**.

The values for the scale factors (*H*, *D*, *W* and *R*) have been deduced in the ViaStrada report and are included in this report in Figure 1. For the Gravitas counts, the following factors apply:

$\sum H_{AM}$ = 30%; $\sum H_{PM}$ = 33.3%; (AM and PM refer to morning and afternoon respectively)
D = 14%
W = 0.9
R_{DRY} = 100%; R_{WET} = 64% (DRY and WET refer to fine and rainy conditions respectively)

[15] Annual average daily traffic
[16] LTSA, 2004

Results

- 4,358 cyclist movements.
- Individual monitoring report.
- Regional Summary Report
- Regional media response.

What would we change?

- Cost of external consultancy
- Count times of “peak traffic”
- THE WEATHER!

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Recommendations

- More alternate days available
- Project Plan and partnership agreement
- Funding
- Work as a region
- Work with professionals
- Have a written report

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