EuroVelo usage monitoring guidelines

Annual NECC/Cs Meeting, Weil am Rhein
Thursday 18th September 2014
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Objectives

- to have reliable and comparable information which enables estimations of the impacts
- to establish a common basis for data collection on the European level.
Objectives

If realized, the impact will be:
€ more reliable statistics
€ more comparable impact assessments
€ more convinced decision makers,
€ more allocated resources
€ more implemented actions
€ better EuroVelo routes
What’s happened so far?

€ ECF was subcontracted by CHA in frame of the Iron Curtain Trail SEE Interreg project to elaborate manual on usage monitoring.

€ Some good practices were checked

€ A first draft was elaborated and discussed by the EV Council in spring 2014

€ The current NECC meeting is the first public debate about the content
Main challenges

• There are different methods for surveying and calculating the results in every country.

• What is the right level of detail/accuracy in surveying? What I affordable in less developed countries / less popular routes?

• (There is no commonly accepted methodology to estimate the economic impacts).
Questions to answer

€ How many people cycle?
€ What is the usual purpose of the cycle trip?
€ Where the cyclists are coming from?
€ What is the age group, gender of the cyclists?
€ How long the cyclists stay? How much the cyclists spend?
€ How long the cyclists ride (km)?
€ What kind of vehicle do the cyclists use to reach the start / destination?
€ What kind of services do the cyclists use?
€ How satisfied were the cyclists with their experience?…
Counting in the field

Automatic bicycle counters are an ideal solution, but which one?

- pneumatic road tubes,
- piezo-electric sensors,
- inductive loops
- devices using transmitted energy (radar waves, infrared beams etc.)
- (camera systems with automatic user recognition)
Counting in the field

In case of all automatic counter it is important to ensure that:

- it works 24h every day, all year round,
- there is a minimal level of accuracy, which is tested and proved
- it makes a clear distinction among the main types of road users (as a minimum between cyclists, pedestrians and motorized vehicles).
Counting in the field

Manual counting is a short term, temporary solution only, in case of:

• lack of resources
• a detour is introduced temporarily or before a new section is opened
• a significant number of “bicycles” with multiple users
Counting in the field

In case of manual counting, there are several open questions:

- the counting hours (7.00 – 22.00)
- the minimal amount of counting days (3 days)
Counting in the field

Placing the counting places – Frequency

€ At least one counting place should be provided per daily section but it is recommended to have more.

€ In case of homogenous, rarely used, sporadically populated sections, one counting spot can represent a maximum of 5 daily sections.
Counting in the field

Placing the counting places - positions:

€  urban (in the core of main settlements),

€  suburban (on commuter routes)

€  rural (countryside outside of the settlements / daily commuter routes).
Interviews and questionnaires

Brief interviews
Minimum level:
€ one day of interviews per year, per route with at least 100 people equally distributed during the day (7.00-22.00).
Optional:
€ repeat this survey more frequently
€ undertake the survey for each daily section in the same locations where automatic/manual counters are installed.
Interviews and questionnaires

Brief interviews – obligatory questions with standard answers:

• What is the usual purpose of the cycle trip?
• Where the cyclists are coming from?
• How much do the cyclists spend?
• How long do the cyclists stay?
Interviews and questionnaires

Brief interviews – optional questions with standardized answers:

- How long do the cyclists ride? (km)
- What is the age group?
- Sex: Men / women.
- What kind of vehicle do the cyclists use to reach the start / destination?
- What kind of services do the cyclists use?
- How satisfied were the cyclists with their experience?
Interviews and questionnaires

Detailed questionnaires are optional:

- Motivation (Why did they choose that specific route/country? What was their favorite destination? What will be their next destination?)
- Organisation (individual or organised tour, in groups or individually),
- Sources of information and/or communication tools used
- Customer profile (education, income)
How entry and store information?

- Each country should develop their own system.

- A European database can only accommodate overview information collected using the same methodology.

- The ECF should develop an electronic reporting format for NECC/C`s
Going forward

1. Create a working group
2. Second draft
4. Final draft
5. Editing printing by the end of 2014
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Questions and comments?
Thank you for listening

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