

The Benefits of Automatic Cycle and Pedestrian counting

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Counting History

- Manual Counts used
- 3 day data collection
- Good for detail
- Affected by weather



What Now?

- Eco Counter technology
- Accurate, Automatic Counters
- Cycle detection – ZELT loop
- Pedestrian detection – Pyroelectric Sensor
- Combined – Eco Multi



Why Count?

- **Justification** for investment

- Does this shared path need widening?
- Does this road need cycle lanes?

- **Quantify** asset usage

- How many cyclists are using the new facilities?
- How many pedestrians are there in this area?

- **Reinforce** Manual counts

- Are the counts in line with the long term data?
- Did the weather affect the counts?



Why Count?

- **Anticipate** erosion / maintenance requirements
 - Given usage trends, when will this path need upgrading?
- **Recognize** seasonal trends
 - Do we need seasonal management programs?
 - How can we cater for increased usage in the summer months?
- **Compare** data against weather stats
 - When does weather start to affect usage?
 - What affects usage the most? (rain, wind, temperature)



Findings so far

- Cycle site installed - Tamaki Drive, Auckland. A main transit route to CBD
- On road and off road detectors installed
- Cycle detection – ZELT loop
- Site active from 6 November 2008



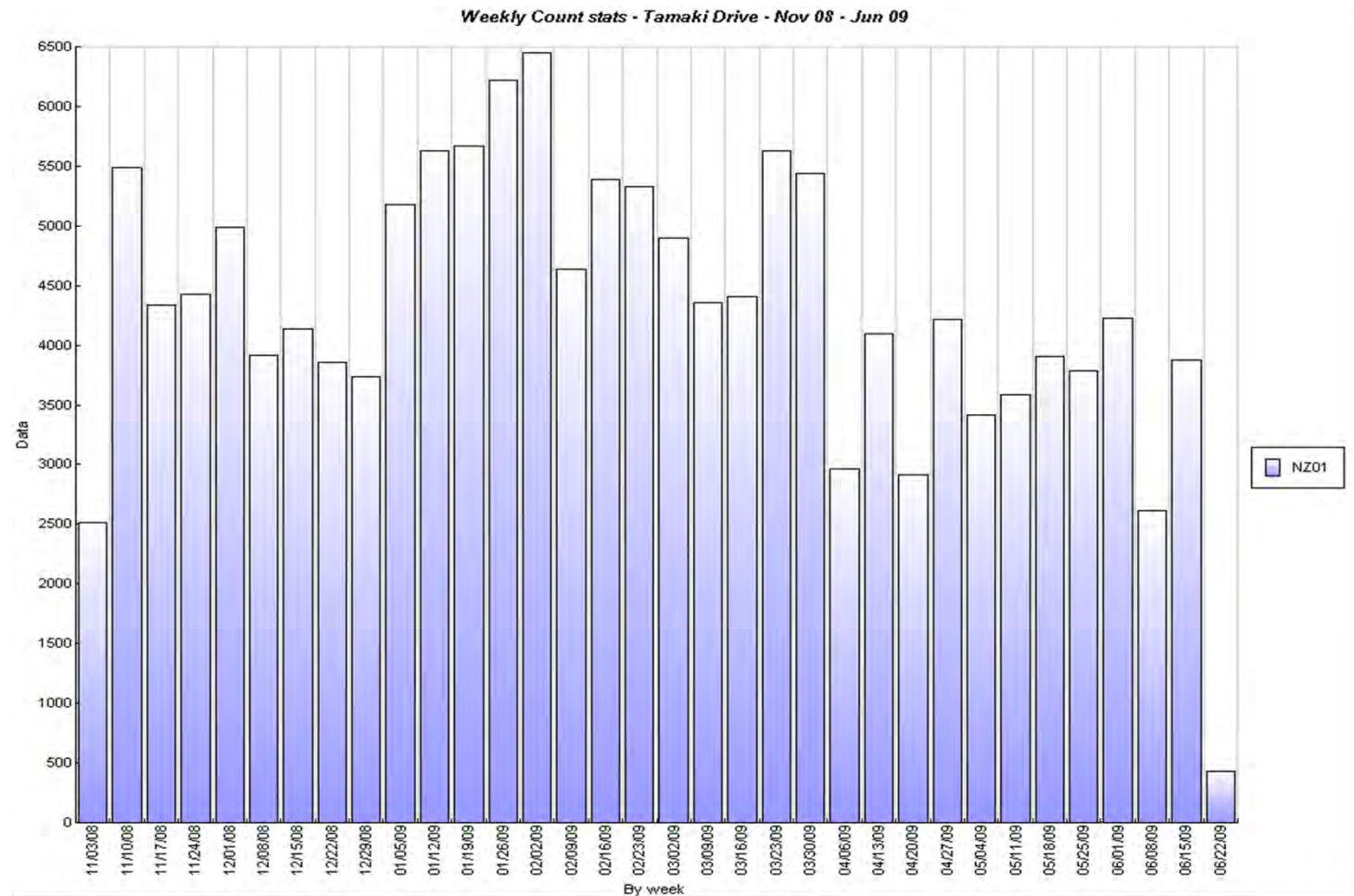
Findings so far

- 120,000+ Cycle movements since installation.
- Comparison with rain data – 3mm rain causes on average 60% drop in numbers
- Data from automatic counts used to adjust 2009 manual count.
 - Long term data showed 30% drop on MC days compared to others, due to weather.



Findings so far

- Weekly trend graph – Nov 08 – Jun 09:



In Conclusion

- Can decisions on pedestrian or cycling infrastructure be accurately made without long term data?

