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?