



# **Regional Cycle Monitoring Plan**

## **Provisional Guidelines**

### **2006-2008**



**Owned and Implemented by the  
Regional Cycle Monitoring Working Group**

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## 1 Executive Summary

Monitoring numbers of cyclists across the region has historically been carried out by each TLA using different manual count methodologies. The lack of a consistent approach to data collection for cycling, and the reliance on manual counts alone, presents difficulties when trying to compare data across the region. Validity of data collected manually on 1 – 3 days every year, or every other year, is questionable, due to the large variability in cycle trip behaviour (with weather, season and holidays all having an impact on people's cycle travel choices). As a result, there has been a lack of credible baseline data on which to base monitoring of trends. Consequently, the lack of robust and reliable data will make future decisions, for directing funding for cycling towards the most appropriate investments, a challenging task. This lack of data makes it difficult to track progress towards our regional strategic goal, to increase cycling.

This plan proposes how ARTA and the TLAs across the region can –

1. align manual cycle count methodologies to one system, increasing regional comparability
2. deploy permanent cycle monitoring equipment, to collect annual trends in cycle use
3. use temporary automatic cycle monitoring equipment to monitor specific infrastructure upgrades, as part of the development of the Regional Cycle Network
4. organise the collection and reporting of other related cycle monitoring data in a regionally consistent way.

Collectively, achieving these monitoring goals will provide data that will allow trends in cycle trips to be compared with the strategic goal of doubling cycle trips from 2006 to 2016. The results from this process will initially provide data to build a credible baseline for 2007 (where possible), and for the 07/08 year. Data collected year on year as a result of this monitoring plan will inform regionwide progress towards the regional target.

Where possible, data will be collated to present TLA cycle indicators, to demonstrate trends across different parts of the region, as well as giving a regional overview. A yearly Cycle Monitoring Report will be compiled by ARTA, which will give specific data on changing trends.

**A Regional Cycle Monitoring Working Group was established during 2006/07 with representation from TLAs, to be coordinated by ARTA, to take these Provisional Guidelines through to completion. This Group will then function on an ongoing basis during the establishment and early implementation of this plan. Terms of Reference for this Group are included in Appendix 1.**

## 2 Introduction

Monitoring cycle trips and cycle traffic on the Regional Cycle Network and to key destinations across the region (such as public transport nodes, schools, workplaces and tertiary institutes) is important to ARTA and the local councils in the Auckland region. The investment value of the Regional Cycle Network needs to be demonstrated, to secure future funding for improvement to cycle infrastructure across the region. Cycle trip data will also help ARTA to prioritise how funding should be directed in the future through the Auckland Land Transport Programme.

Before the 2006/07 year, monitoring has been carried out in four of the seven local councils across the region with manual counts, using different methodologies. In addition, the ARC counts all traffic at a cordon surrounding central Auckland, including cyclists once every two years<sup>1</sup>.

As these counts happen on just one weekday (and in the North Shore and Manukau also at the weekend), they are very vulnerable to fluctuations caused by the weather, daylight and

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<sup>1</sup> The ARC carries out a cordon count every year for the CBD, but it only counts cyclists once every two years (the alternate year is a regional cordon count, which doesn't include cycle counts).

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other factors. It is proposed through this plan that these manual counts be regionally aligned to ensure better regional consistency, and that they be augmented with automatic cycle traffic counters also. This presents two main benefits. First, it is possible to collect much more data than a daily 'snapshot', which can be extremely variable year on year. Second, it allows monitoring of trends due to daily variations, which then allows for validation of trends indicated by the manual count data. Some automatic counts are expected to be installed for two weeks duration at a time, while others may be permanent installations, giving continuous data at a few key locations. With permanent counters in place, data can be adjusted to account for daily fluctuations. As a result, trends emerging over time will become more reliably evident.

Developing a reliable baseline for cycle trips is the priority for 2006/07, to enable cycle trips to be reported alongside bus, train and ferry trips. Census data shows that cycle trips are currently as common as train trips in the region, and other sources show that cycle trips are more common than ferry trips (customer segmentation research carried out by Colmar Brunton for ARTA, 2006). Developing reliable data to demonstrate the significance of cycle trips in the region alongside other non-car modes of transport will in turn assist strategic discussions concerning prioritisation for different modes, to fund programmes that increase the range of travel mode choices available.

### 3 Objective of this plan

This plan aims to develop a regionally consistent process, and methodologies, for -

- monitoring trends in cycle trips, on the Regional Cycle Network and at other locations off the cycle network, including cycle trips to significant destinations
- monitoring other cycling indicators as available
- tracking and reporting progress on completing the planned Regional Cycle Network.

Agreement from local councils in the Auckland region to align with this plan will result in cycle infrastructure projects being rated 'High' for Efficiency, through the Auckland Land Transport Programme process. This in turn will increase the likelihood of these projects being funded.

This Plan sets out how this responsibility will be undertaken, by ARTA and the local councils across the region, and other significant partners (eg ARC, Land Transport NZ, Transit NZ, Fullers, Veolia).

This Plan does not set out to monitor cycle crash data, perceptions data, or other related information. Whilst this information is of relevance in informing the development and implementation of the region's Cycling Action Plan, some of this information is already collated by other agencies (in the case of cycle vs vehicle crash data, via Land Transport NZ's CAS database), or requires follow up through a separate plan.

### 4 Cycling targets

The National Walking and Cycling Strategy, adopted in 2005, sets the goal of "more people choosing to cycle, more often" but does not include specific targets for cycling.

The Regional Land Transport Strategy for 2006-16 sets the target of developing 50% of the Regional Cycle Network. The Sustainable Transport Plan sets the target of doubling the number of cycling trips by 2016 from the base year of 2006. The Sustainable Transport Plan also requires progress to be tracked and reported for the construction of the planned Regional Cycle Network, to give year by year evidence of progress towards the target of 50% completion by 2016.

All local councils across the region have the goal to increase cycling through their Walking and Cycling Strategies, and some have set their own local cycle traffic growth targets, which need to be monitored and reported at a local level. In order to set realistic targets, local councils need to accurately assess the current level of cycling in their areas, preferably in a

way which is consistent with other local councils' methodologies (to enable regional comparisons).

## 5 Data required

This section of the plan sets out what data needs to be collected and reported, at two levels – Essential Components, and other Incidental Data. The proposed methodology for collecting this data is outlined in Section 7 below.

### 5.1 Essential Monitoring Components

Data required	Goal for 2016	Current data available
number of cycle trips across the region	To double from 2006 base	2006 census data on regional journey to work  ARC Household Travel Survey (one off survey carried out in 2006) can also provide baseline information
number of cyclists using the Regional Cycle Network (to provide data on which to gauge the comparative success of infrastructure improvements) <sup>2</sup>	To at least double from 2006 base	Data currently unknown
the degree to which the Regional Cycle Network has been completed, and the quality of the completed sections of the Network	Complete at least 50%	12% of the Regional Cycle Network is already built (112kms)  Quality of already completed sections of the Network not yet assessed – Cyclability Audit Tool to be considered for development, to report on the quality of existing infrastructure

A credible baseline for numbers of cycle trips across the region in 2006/07 needs to be assembled – this is the primary output from this plan for the 2006/07 year, to be reported through the first Regional Cycle Monitoring Report in 2007.

#### 5.1.1 Monitoring the Regional Cycle Network

The Regional Land Transport Strategy sets the target of completing 50% of the Regional Cycle Network by 2016. The Sustainable Transport Plan sets the financial goal of committing \$111 million of regional transport funds to achieving this target. Within the Cycling Action Plan, the completion of 50% of the Regional Cycle Network is by far the most financially-demanding part of the Action Plan, and as such, requires regionally consistent monitoring to track progress towards this target, whilst also assessing relative benefits of different parts of

<sup>2</sup> Data on proportion of increase of cycle trips on any particular piece of cycling infrastructure will be used to guide future funding recommendations (this cycle monitoring data will provide a feedback loop for funding recommendations throughout the 2006-16 timeframe)

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the Network, to guide future funding recommendations for implementation of the whole Network. This feedback is required on a yearly basis from 2007 onwards, to ensure accurate assessments for funding recommendations.

Completion of the Regional Cycle Network will be monitored by ARTA, through charting lengths of the Regional Cycle Network built on a yearly basis. An example of the type of reporting that could be presented through the Regional Cycle Monitoring Report is presented here, from Christchurch City Council :

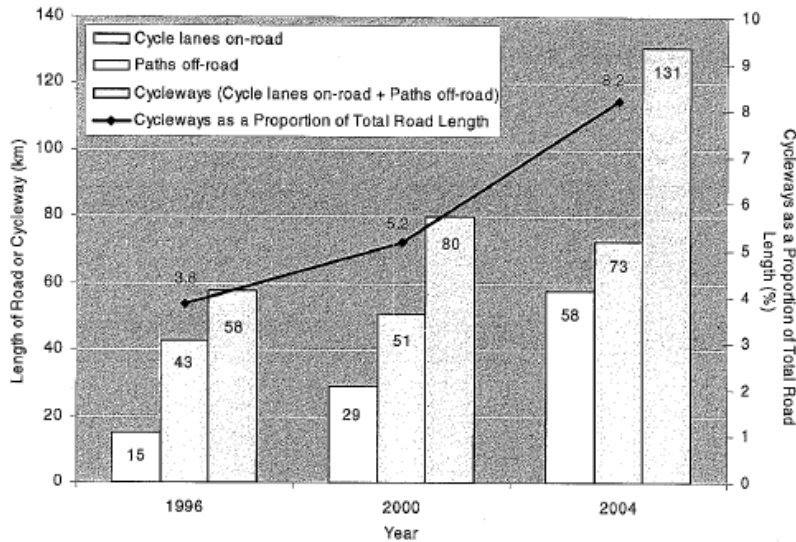


Figure 4.3.1: Length of Cycleways 1996 - 2004

Decisions will need to be made as to what point reporting will happen with regard to building the Network – key points could be (1) funding is available; (2) design plans have been completed; (3) construction is completed and route is open for use.

As the Regional Cycle Network is built, ARTA will also report on the accessibility of the Regional Cycle Network, charting what percentage of the regional population is within 500 metres of the Network year on year. Additionally, ARTA will audit the cyclability of existing parts of the Regional Cycle Network, using an internationally-recognised audit tool, combined with technical advice from NZ cycle design standards. A measure of the quality of each section of the Network will be provided as a result.

## 5.2 Other Incidental Data

In addition to the above, other data can further inform and guide future decision-making during the implementation of the Cycling Action Plan. Recommendations for other data that could be collected include :

Useful data	Goal for 2016	Current status
Age of cyclists	Specific goal for age sub-categories not specified	ARC's Household Travel Survey contains this data
Comparative percentage of children cycling to TravelWise schools <sup>3</sup> , charting changes year by year <sup>4</sup>	Specific goal for cycle trips to school not yet specified	Data collected through the TravelWise programme (demonstrable downward trend in recent years)
Types of cycling infrastructure being used (proportional to the number of cyclists) eg footpath, road, cycle lane, bus/bike lane, off-road cycle path etc <sup>5</sup>	Not specified, although the Regional Cycle Network consists of a range of different types of infrastructure	Data currently unknown
Cyclists' origins and destinations, and distances travelled	Origins and destinations data can inform future funding decisions for cycling infrastructure spend	Data currently not collected in a comprehensive and regionally consistent way
Numbers of cyclists using different train services	Not specified, although the Regional Cycle Network is planned to connect with PT nodes, to enable intermodal travel	Numbers of cycle trips on trains are collected by Veolia on a weekly basis <sup>6</sup>
Numbers of cyclists using different ferry services	Not specified, although the Regional Cycle Network is planned to connect with PT nodes, to enable intermodal travel	Data collected for North Shore services only, by NSCC, once a year

<sup>3</sup> Recommendation is to monitor TravelWise schools only, since these are the only schools for which travel-to-school data is regularly and consistently collected. 20% of all schools are currently on the TravelWise (School Travel Plan) programme, but the vast majority of these are currently primary schools. The plan is to carry out School Travel Plans in all schools by 2014, and therefore the number of intermediate and secondary schools will increase during the course of this monitoring plan.

<sup>4</sup> this figure needs to be a percentage of children at each school who are cycling, not just number of bikes in the bike shed, since we can't compare school with school with simply numbers of bikes.

<sup>5</sup> Monitoring in the UK by Sustrans has found a disproportionately high usage rate for off-road cycle routes compared to on-road cycle networks (such as bus/bike lanes or cycle lanes) – 36% of the National Cycle Network, which was off-road, carried 84% of cycle trips. It would be beneficial if we could monitor such usage trends between different types of infrastructure for the Regional Cycle Network.

<sup>6</sup> This data is unable to track origins and destinations before the introduction of integrated ticketing.

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<p>Number of each type of cyclist, according to agreed standard categories. LTNZ Categories are: Commuting / neighbourhood / sports / recreation / touring.</p>	<p>Not specified, although this data would provide valuable feedback on trends relating to overall targets</p>	<p>Data currently not collected in a comprehensive and regionally consistent way</p>
<p>Regionally consistent measures for programmes in the Cycling Action Plan</p>	<p>Data on proportion of increase of cycle trips for any particular specific programmes can guide future funding recommendations</p>	<p>Data currently unknown</p>

## 6 Data currently available

### 6.1 Nationally

The 2001 Census showed that 0.97% of journeys to work in the Auckland region were by cycle (2006 data will be reported in the first Annual Cycle Monitoring Report). In 2006, the census data was collected on the same day as the Auckland City manual cycle count data, allowing for comparability to be made with the manual count methodology developed by Auckland City.

The Ministry of Transport (MOT) Household Travel Survey provides a more comprehensive snapshot of travel modes used, however, since this allows for more than one option to be chosen for how people travel. In addition, it covers more than just trips to work. In the most recent Household Travel Survey, 1.8% of all trips were made by cycle. This survey also gives a range of other specific data about cycling trends at a national level (see Appendix 1 of the National Walking and Cycling Strategy 'Getting there – on foot, by cycle' for more information). The MOT carries out a nationwide Household Travel Survey on an annual basis, dating back to 1997.

The annual Bike Wise week, currently held in March each year, has an increasing number of events taking place each year, which are primarily aimed at recognising existing cyclists. However, overall figures for increasing numbers of cyclists nationally during this week are not compiled.

### 6.2 Regionally

The ARC carries out a mode split cordon survey around the CBD every year, which includes cyclists every other year. The ARC also carried out a Household Travel Survey in 2006 which will provide data about all modes of travel from interviews of household members. For cycling (and other modes), this source can be used to extract data about age, gender, origin/destination information for a weekday trip, purpose of cycle trip, time of cycle trip, and whether other forms of transport were used as well to reach the destination. The ARC has also carried out a one-off Cycle Diary exercise during 2007.

ARTA manages the School Travel Plan programme and the Workplace Travel Plan programme across the region. Data on how people get to school and work, and how they would like to get to school and work, is regularly collected through these programmes. Tertiary Travel Plans are also coordinated with ARTA's involvement, and data on travel patterns can also be sourced for this sector as Travel Plans are developed.

### 6.3 Locally

See Appendix 2 for a summary of the different approaches taken across the Auckland region for cycle count monitoring before the 2006/07 year.

For all these surveys, TLAs choose the sites for manual cycle count monitoring. Future monitoring location choices and the development of the Regional Cycle Network over the next 10 years need to be closely aligned, to ensure trends in numbers of cyclists can be correlated to the development of the Regional Cycle Network.

#### 6.3.1 Manual cycle count inconsistencies

Of the four manual cycle count programmes in place before 06/07, MCC and NSCC counts took place at the same morning and evening peak times, while ACC's differed by one hour for the evening peak, and WCC's differed for both peaks. This variability prevents the possibility of comparing the relative popularity of different sites across TLA boundaries (although the data could be scaled if raw data was collected in a comparable way).

Each programme takes place at different times of the year, preventing comparability from location to location (since factors such as weather, school/tertiary education holidays, seasonal variations and daylight savings each have a potentially major impact on numbers of cyclists). Even within a TLA, inconsistencies as to when counts take place from year to year prevent robust comparability from year to year (unless data is properly scaled, using the AADT methodology outlined in the Cycle Network and Route Planning Guide). Some examples of inconsistencies arising from manual counts are provided in Appendix 3.

## 7 Regional Cycle Monitoring Methodology

Unlike the established methodology for counting motor vehicles, methodologies for monitoring cycle traffic are currently in their infancy in New Zealand. The main problem historically has been the perceived lack of reliable automatic traffic counting equipment designed specifically to count cyclists<sup>7</sup>, although many types of automatic cycle monitoring equipment have been in use for several years in some overseas countries. Other means of carrying out surveys of cycle use levels (eg cycle parking surveys, road-side interviews etc) could be established, but need to be undertaken regularly if they are to be an effective means of monitoring. An important part of the planning and design process for the Regional Cycle Network is the accurate assessment of cycle flows before and after implementation. ARTA expects local councils across the region to monitor the cycle use of cycle infrastructure schemes which implement the growth of the Regional Cycle Network, in a regionally consistent way. This monitoring should be done as part of the local councils' 'Network and asset management' responsibilities. Land Transport New Zealand provides a work category for this work to be part-funded ('traffic count surveys' are part of W/C 151 – 'Network and Asset Management').

### 7.1 Different monitoring methodologies

Monitoring needs to involve a range of data sources, to produce an array of indicators and measures which will demonstrate the impact of schemes. Monitoring will be undertaken in partnership between ARTA and the local councils across the region. Potential data collection methodologies include :

- manual cycle counts
- temporary automatic cycle counters
- permanent automatic cycle counters
- cordon / screenline counts
- counts of parked cycles

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<sup>7</sup> a 2002 Transfund document 'Evaluation of Automatic Bicycle Counters in NZ', summarising the status of equipment when the report was written, is available from ARTA on request.

- school travel surveys
- workplace travel surveys
- route user surveys
- Census, Household Travel Surveys and other national data sources

### **7.1.1 Manual counts**

For results to be statistically significant, a number of count locations are needed. In most cases, the high cost of hiring a sufficient number of enumerators would rule out manual counts as the exclusive method of monitoring cycle use, if statistical significance is to be achieved. It is advisable that some automatic cycle count monitoring is carried out to supplement manual counting. Whatever method is selected, a suitable sampling size is important if the results are to be an accurate reflection of cycling levels. The exact time of year to count will depend on many factors that may affect the variable characteristics of cycle traffic. Manual counts can also be used to obtain additional information by observation - for instance, the gender and age of the cyclist. 'Normal days' for manual counts are charted in Appendix 4, noting exclusion days which can lead to inconsistent data. The cycle monitoring methodology used by Auckland City Council, as developed by Gravitas Research and Strategy, can be found in Appendix 5.

### **7.1.2 Temporary and Permanent Automatic Cycle Counters**

These provide the possibility of establishing a database of continuous counts to observe trends over time. Sites can be classified whether they are on the Regional Cycle Network or not, whether they are on traffic-free or road routes, and whether they are in urban or rural areas. Automatic cycle counters introduce consistency and replicable samples where manual cycle counts can't.

Automatic cycle counters can be useful on major cycle routes that are being promoted, and on adjacent routes from which cyclists might divert. One or more control sites should be established, equipped with permanent or long-term automatic cycle counters. These sites should be located on routes where no cycle infrastructure changes are anticipated and where relatively high levels of cycle use are known to exist. The automatic cycle count data should be compared at least every 6 months with that from manual counts, and if need be adjusted. This validation process will assist in adjusting the data for factors such as coincidence (two cyclists crossing the loop at the same time), footpath cycling etc. Ideally, validation checks should be carried out during both peaks and troughs in the daily traffic flow.

### **7.1.3 Cordon / screenline counts**

When manual cordon or screenline counts are carried out to measure general traffic flows, cycles should be counted as a separate category (experience has shown that when things get busy, counters will stop noticing cyclists first, leading to very poor data sets - the only reliable solution is to have separate counters for cyclists). To maximise the accuracy of any count, and reduce the number of enumerators required, cordon and screenline stations should be located where cyclists are 'funnelled'.

### **7.1.4 Destination surveys**

Useful information on cycle trends can be obtained by counting parked cycles at transport interchanges, schools, workplaces etc. Monitoring of all such establishments would be a major undertaking, so a representative number of key destinations could be monitored regularly instead, as part of a Travel Plan process.

### **7.1.5 Route user surveys**

These are a tried and tested approach developed by Sustrans in the UK to collect data about cycle route users. Each survey is undertaken on a consistent basis (one weekday in term-time, one weekend day during term-time, one weekday during school holiday periods, and one weekend day during school holiday periods, from 7am to 7pm on each day). This allows a high degree of comparability. Most surveys are carried out in the late summer and early autumn. Route users are interviewed on a next-to-pass basis. Children are not interviewed. Manual counts of all users (including children) are conducted concurrently with the user

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interviews. Interview surveys are more expensive, and require careful planning and execution. However, they are one of the few methods of obtaining accurate cycle flow data, with trip origin, destination and purpose information. Care should be exercised when analysing a single day's data as, on its own, this will only give a momentary 'snapshot' of cycling trends. This variability can be minimised if sites with high cycle flows are chosen.

One important source of data in implementing this monitoring plan is information about the number of cyclists who could have used a car but chose not to (since the Sustainable Transport Plan aims to deliver programmes that will voluntarily remove 20,000 car trips from the morning peak, and the Cycling Action Plan is one component of this overall plan). In the UK, Sustrans carries out Route User Surveys that ask the cyclist whether they could have used a car but chose not to (as compared to 'car was not an option' or 'recreation was main purpose of the trip'). Collecting this data will pinpoint more accurately whether the changing numbers of cyclists and cycle trips reflect the goal of replacing car journeys with cycle journeys, or not.

An example of a Route User Survey developed by Sustrans in the UK is attached as Appendix 6.

### 7.2 Proposed Regional Cycle Monitoring System

The first challenge to achieve regional consistency in cycle monitoring is to align manual cycle count methodologies to one standard methodology. Ideally, cycle count monitoring would be carried out at the same time each year across the region, applying a standard methodology.

The most consistent data set from manual cycle counts across the region belongs to Auckland City. With six years of data collected at the same locations at roughly the same time each year, there is a good argument for aligning all manual cycle count methodologies to that used by Auckland City. Decisions as to which locations should be chosen for cycle counts for each TLA should be guided by each respective TLA, mindful of planned developments for the Regional Cycle Network.

A consistent methodology would ensure that –

- standard monitoring days are used (excluding school and tertiary holidays, statutory holidays, and preferably taking place at the same time of the year each year, to enable comparisons to be made reliably year on year). See Appendix 4 for a list of suitable days each year for manual cycle count monitoring.
- A consistent set of times are used for monitoring, for the morning and evening peak, and inter-peak (if monitored).
- A consistent method is used for monitoring direction and location of cyclists (whether and how many are on the footpath or not).

See Appendix 5 for a summary of the cycle count methodology currently used by Gravitas Research and Strategy, for Auckland City Council.

To secure ownership of the programme by all key stakeholders, ARTA has proposed the establishment of a **Regional Cycle Monitoring Working Group**, comprised of local council and regional authority staff, plus Transit and Land Transport NZ, to oversee the implementation and development of this plan, and to coordinate sharing of cycle count data across other initiatives (e.g. School and Workplace Travel Plans). ARTA will convene the Regional Cycle Monitoring Working Group.

### 7.3 Essential Monitoring Components – Methodology

Data required	Methodology	Implementation Responsibility – RECOMMENDATIONS
number of cycle trips across the region	<p>Manual cycle counts to take place according to agreed regional standards, applying cycle AADT methodology to extrapolate daily cycle traffic flows. Decisions about sites for monitoring to be made by Working Group, based around Regional Cycle Network plans.</p> <p>Census data can provide complementary 5 yearly snapshots, but on its own is an unreliable methodology</p>	<p>ARTA to manage a regional contract with Gravitas Research and Strategy, with funding provided proportionately by TLAs. Regional contract to be overseen by Working Group, based on the method used by Auckland City<sup>8</sup></p> <p>ARTA to develop a cycle trip annual indicator for each TLA as a result of this data</p> <p>ARTA to source regional census data</p>
number of cyclists using the Regional Cycle Network	<p>Install permanent cycle monitoring equipment at a minimum of 10 “Control Sites”. Number and locations of monitoring sites to be determined by the Working Group.</p> <p>Counts at Control Sites to be validated manually every six months<sup>9</sup></p>	<p>ARTA to develop a funding proposal for purchase and installation of equipment if necessary, for possible implementation from 2007/08 budget year onwards</p>
number of cyclists using new	<p>Install temporary cycle monitoring equipment (eg pneumatic tubes) on Regional Cycle Network infrastructure</p>	<p>TLAs to embed a programme of automatic cycle monitoring within overall routine traffic</p>

<sup>8</sup> Auckland City is the only council in the region to have 6 years worth of continual cycle monitoring data. In light of this, and based on a request from Auckland City that they be able to continue with their methodology, it is recommended that all other TLAs align to the approach taken in Auckland City's monitoring (with regard to timing of morning and evening peak counts, time of the year the monitoring takes place, directional data collected etc). See Appendix 5.

<sup>9</sup> As recommended in “Monitoring Local Cycle Use”, Department of Transport UK. Validation to adjust automatic count data for factors such as cyclists using the footpath, cars driving in cycle lanes etc. Where a high percentage of cyclists are using the footpath, e.g. near some schools, then consideration should be given to installing automated counting at both locations.

<sup>10</sup> Transit NZ require a minimum of 7 day continuous periods up to four times per year depending on the traffic flows. Given that cycling is more variable than motorised traffic and that cycle numbers are considerably lower than motorised traffic it is recommended that a minimum of two weeks data is collected for non-permanent sites. The confidence limits achieved by this need to be determined following a year of data collection. The period and frequency might need to be reviewed as a result.

<sup>11</sup> To integrate cycling data and analysis into existing traffic management systems, the Regional Working Group could explore what opportunities there are to integrate this cycle monitoring plan, including data collection and analysis, into the RAMM database.

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<p>developments on the Regional Cycle Network</p>	<p>for two 2-week periods<sup>10</sup>, one in winter and one in summer, on normal days (see Appendix 4), prior to the start of construction and for 5 years following completion.</p> <p>Counts at Control Sites to be validated manually every six months</p>	<p>monitoring programmes<sup>11</sup></p> <p>TLAs to carry out manual validation following an agreed protocol for such counts</p>
<p>the degree to which the Regional Cycle Network has been completed, and the quality of the completed sections of the Network</p>	<p>Report on lengths of the Regional Cycle Network which have been completed on a yearly basis, as measured from July – end June.</p> <p>Report on the accessibility of the Regional Cycle Network (based on population catchment within a 500m buffer zone of the built Network)</p> <p>Carry out cyclability audits (according to agreed protocols) to assess quality of current Network, and provide a quality rating for all completed sections of the Network</p>	<p>ARTA</p> <p>ARTA</p> <p>ARTA</p>

## 7.4 Other Incidental Data - Methodology

Useful data	Methodology	Implementation Responsibility – RECOMMENDATIONS
Age of cyclists	Gravitas Research and Strategy cycle count methodology currently notes whether cyclists are school children or adults (determined by whether they are wearing a school uniform or clearly of school age)	Data could be extracted by TLAs from data collected as a result of applying the regionally consistent manual count methodology
Comparative percentage of children cycling to TravelWise schools	ARTA to develop methodology, based on data collected through the TravelWise programme	ARTA
Types of cycling infrastructure being used (proportional to the number of cyclists) eg footpath, road, cycle lane, bus/bike lane, off-road cycle path etc	Different types of cycling infrastructure to be selected for monitoring sites (both manual and automatic), as selected by the Working Group	ARTA (through yearly monitoring report) - data collected through manual count data and automatic cycle counting equipment, to be reported on according to type of infrastructure
Cyclists' origins and destinations, and distances travelled	Route User Surveys (an 'incentive to stop' may need to be available to secure sufficient data)	ARTA
Numbers of cyclists using different train services	Collate data as supplied by Veolia to ARTA on a weekly basis – report as a monthly indicator	ARTA
Numbers of cyclists using different ferry services	Methodology to be developed with Fullers if possible	ARTA, with Fullers
Number of each type of cyclist, according to agreed standard categories, eg: <ul style="list-style-type: none"> <li>• Commuting</li> <li>• neighbourhood</li> <li>• sports</li> <li>• recreation</li> <li>• touring</li> </ul>	Different types of cyclist could be categorised, through an adapted manual count methodology (if possible)	Data could be extracted by TLAs from data collected as a result of applying the regionally consistent manual count methodology, if adapted to collect this data

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Regionally consistent measures for specific programmes in the Cycling Action Plan	Methodology will differ depending on project	ARTA / TLAs
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### 7.5 Responsibilities

#### ARTA

ARTA will lead the process of transitioning over to a regionally-consistent manual cycle count methodology, in line with the methodology used historically by Auckland City Council.

ARTA will take responsibility for sourcing the funding for purchase, installation and data collection from the permanent cycle monitoring equipment. The Regional Cycle Monitoring Working Group, through its management by ARTA, will share responsibility for permanent cycle monitoring, including –

- deployment of the equipment
- data management

ARTA holds responsibility for managing the data collection process relating to measuring progress on building the Regional Cycle Network.

ARTA will be responsible for developing and producing the annual Regional Cycle Monitoring Report. This may require other incidental projects to be led by ARTA, to secure specific data required as necessary.

#### TLAs

TLAs will contribute to decision-making for the regionally consistent manual cycle count methodology, through the Regional Cycle Monitoring Group.

TLAs will be responsible for carrying out temporary automatic cycle counts, as set out in the Essential Monitoring Components table above (item 7.3), and for six monthly manual validation of this data. TLAs will therefore purchase and own the temporary automatic cycle monitoring equipment to be used at different locations around the region, to monitor pre- and post-construction cycle counts for cycle infrastructure that forms key components of the Regional Cycle Network, if purchase is necessary (alternatively, contractors can be engaged to undertake the counts). This work will be developed to form part of the TLAs standard traffic monitoring contracts.

Possible links with the RAMM database system will be explored, to systematise and manage this data.

#### Land Transport New Zealand

Land Transport NZ has a keen interest in seeing this regional monitoring plan implemented successfully, and is willing to assist where necessary to guide implementation of this plan, which may set some standards for national roll-out for regional and local cycle monitoring.

#### Transit NZ

Transit's role in implementing this regional plan has yet to be determined. Transit will be invited to join the Regional Cycle Monitoring Working Group.

### 7.6 Reporting stages

Data collected as a result of implementation of this plan will be compiled on a yearly basis and presented through a Regional Cycle Monitoring Report, to be produced by ARTA. This report will give a comprehensive overview of trends year on year. It is envisaged that this

## Regional Cycle Monitoring Plan - Provisional Guidelines

report will be available before September each year, and will summarise all cycle monitoring data available on a yearly basis. This report will then be available for the ARC to base reporting for the Regional Land Transport Strategy on, and for TLAs to track progress on implementation of their respective cycle strategies (data will be presented both regionally and TLA by TLA wherever possible). The first Regional Cycle Monitoring Report is proposed to be available before September 2007.

The expectation is that this report will provide adequate feedback during the 10 year timeframe for implementation of 50% of the Regional Cycle Network, to enable ARTA to direct funding recommendations most effectively, for greatest results for the increase in cyclists and cycle trips. Changes in cycle counts year by year will need to be connected to different investment initiatives to be able to demonstrate impacts.

## 8 APPENDICES

### APPENDIX 1

#### Regional Cycle Monitoring Working Group Terms of Reference

##### Coordinating Body

Auckland Regional Transport Authority

##### Purpose of the Regional Cycle Monitoring Working Group

The Regional Cycle Monitoring Working Group ('the Group') owns the Regional Cycle Monitoring Plan. Ownership includes –

- managing establishment of the Regional Cycle Monitoring Plan
- region-wide implementation of the Regional Cycle Monitoring Plan
- reviewing the Regional Cycle Monitoring Plan as required to ensure strategic alignment with the regional cycling objectives (as set out in the Cycling Action Plan, a chapter of the Sustainable Transport Plan).

The Regional Cycle Monitoring Working Group is a sub-group of the Regional Walking and Cycling Group.

During the initial establishment timeframe (specified here as December 2006 - March 08), the Plan shall remain as Provisional Guidelines, while establishment issues are worked through by this Group. This Group shall endeavour to finalise the Plan by March 2008, at which point in time the Plan will be published, appropriate adoption processes will be agreed by the Group, and these Terms of Reference will be updated.

During the medium-term establishment phase (specified here as December 2006 – June 2009), this Group will take responsibility for managing establishment of new initiatives in the Plan, and for establishing working processes which enable regional implementation of these initiatives (through collaborative funding and shared working processes).

The on-going role of this Group long-term is to provide quality region-wide data on cycling, as set out in the Regional Cycle Monitoring Plan.

##### Functions

The functions of the Regional Cycle Monitoring Working Group include:

- **Plan ownership** – to own the development, adoption and implementation of the Regional Cycle Monitoring Plan across the Auckland region
- **Representation** - to communicate the deliverables from the Regional Cycle Monitoring Plan to colleagues and key stakeholders, to ensure regional alignment for cycle monitoring
- **Advice** - to provide advice and guidance for the development and management of the Regional Cycle Monitoring Plan
- **Support** – to assist with the delivery of the Regional Cycle Monitoring Plan
- **Co-ordinate** to ensure operational alignment of local cycle monitoring initiatives with the Regional Cycle Monitoring Plan
- **Quality Assurance** – to ensure coordination for cycle monitoring between organisations across Auckland and to make recommendations to ensure continual improvement for implementation of the Regional Cycle Monitoring Plan.

## Regional Cycle Monitoring Plan - Provisional Guidelines

### Membership

The following organisations are represented on the Regional Cycle Monitoring Working Group:

Organisation
Auckland Regional Transport Authority
Auckland City Council
Manukau City Council
North Shore City Council
Waitakere City Council
Rodney District Council
Papakura District Council
Franklin District Council
Auckland Regional Council
Land Transport New Zealand
Transit New Zealand

The Regional Cycle Monitoring Working Group may call upon experts from time to time to assist them to carry out the functions of the Group.

If the need should arise for member organisations to change, new member organisations will be appointed as agreed by the Regional Cycle Monitoring Working Group.

### Frequency

The Regional Cycle Monitoring Working Group will meet at least twice a year, but can meet more often as needed.

### Reporting structure and process

The Regional Cycle Monitoring Working Group will deliver a yearly Cycle Monitoring Report as specified in the Regional Cycle Monitoring Plan. This Report will be prepared by ARTA, and approved by the Regional Cycle Monitoring Working Group before release.

ARTA will supply this report to the ARC, for use in preparation for the annual Regional Land Transport Strategy monitoring report. Data will also be supplied to the ARTA Annual Report on travel patronage by mode (prepared in June each year). Data will also be supplied to TLA reporting mechanisms.

The Group will report on the Group's work to the Regional Walking and Cycling Group as required. ARTA will report on the Group's work to the ARTA Board as required. TLAs will report on the Group's work to the relevant Council Committee as required.

### Recording of Proceedings

A draft agenda, together with reports and documents that relate to the Regional Cycle Monitoring Working Group's core business, will be forwarded to members in sufficient time to enable consideration prior to meetings.

Accurate minutes will be kept of each meeting of the Regional Cycle Monitoring Working Group. The minutes of each meeting will be distributed via email within 10 working days of each meeting to all members of the Group. ARTA, as the coordinating body, is responsible for preparation of draft agendas, chairing meetings, and writing up and circulating minutes after meetings.

## APPENDIX 2

### Summary of existing manual cycle count monitoring

**Auckland City** employs Gravitas Research and Strategy to carry out a yearly Cycle Monitoring Report, which involves a one day manual count at morning and evening peak at 12 sites across the city. The same locations have been consistently monitored since 2002, providing a starting point for a reliable base of monitoring data for Auckland City.

**North Shore** has carried out two extensive Cycle Monitoring Surveys, in 2002 and 2004, both involving a 3 day manual count (Friday, Saturday and Sunday) at morning and evening peak at 8 sites (in 2002) and 20 sites (in 2004). The two surveys were carried out at different times of the year, reducing reliability of comparisons (October and June).

**Manukau City** has carried out two Cycle Monitoring Surveys, in 2004 and 2006, involving a one day manual count at morning and evening peak at 12 sites across the city.

**Waitakere City** has carried out two Cycle Monitoring Surveys, in 2004 and 2005, involving a variable number of days of manual count at morning and evening peak across the city.

**Rodney District, Papakura District and Franklin District** do not yet have any cycle monitoring surveys.

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The following table summarises the count methodologies used by each TLA:

TLA	Cycle Count Methodologies	Month	No. of days per year	Hours	Categories	No. of sites	Weather	Other
ACC	Annual survey since 2002	early March to end April	1	7: 00am to 9:00am and 4:00pm to 6:00pm.	school children or adults  footpath, road	12	Weather recorded	Other "one off" counts are undertaken in support of proposed projects, e.g. New Market Cycling and Walking Study .
MCC	2004 and 2006	unknown for 2004; April for 2006	1	7:00am to 9:00pm and 3:00pm to 6:00pm	None	12	Weather recorded	
NSCC	2002, 2004	October and June	3	7:00am to 9:00pm and 3:00 pm to 6:00pm.	None	8 (2002); 20 (2004)	Weather recorded, no comment in report	
WCC	Annual since 2004 (but only have since 2005)	Early Dec to end February	varies	6:30am to 12:00noon and 2:00pm to 6:30pm	None			Scaled to give AADT based on method from Appendix 2 of Cycle Network and Route Planning Guide.
ARC	Mode Split Cordon Survey every two years	TBC	1	7:00am and 9:00am	"casual" or "fitness" by clothing			

## APPENDIX 3

### Manual Cycle Count Inconsistencies

These examples are taken from Auckland City's manual cycle count data. The fact that Auckland City now has six years of continuous data enables relatively easy identification of these issues. Without several years' data to compare, it becomes almost impossible to identify factors which may interfere with the reliability of this data. The Auckland City dataset is the most coherent data source in the region. Through implementation of this monitoring plan, this dataset can be further improved, and inconsistencies such as those outlined below can be factored out (when analysed in conjunction with permanent cycle count monitoring).

### Impacts of weather

From ACC's 2006 cycle count, the effect of weather can be easily demonstrated. In the morning peak, 1579 cyclists were recorded at 12 locations, when the weather was fine. By the time of the evening peak however, the weather had become worse, and rain was recorded at the majority of the 12 locations. Only 1050 cyclists were counted in the evening peak, demonstrating that only 66% (2 in 3 cyclists) of those who cycled during the morning peak were counted again in the evening. Such a significant drop in cycle numbers was not observed in previous years, when weather was comparable in the morning and evening peak.

### Impacts of timing of cycle count

Looking at ACC's cycle count data, the difference between the 2004 and 2005 survey was recorded as a 19% increase. However, there are two factors that will have impacted this difference which relate more to the monitoring methodology than to a changing trend in cycling patterns. In 2004, the count was carried out on March 24, when the sun set at approximately 6.15pm (after the clocks had changed). In 2005, the count was carried out on March 9, when the sun set at 8pm (before the clocks changed). More significantly, in 2004, the count at the busiest site (Tamaki / Strand intersection) took place on April 15, three weeks after all the other sites. Critically, this timing coincided with the University holidays, which will have had a strong influence on how low the overall figures were for 2004 for this site (in 2004, only 125 cyclists were counted at this site in the morning peak, compared to 224 in 2003, 261 in 2005 and 282 in 2006 - a similar trend was found in the evening peak). If the total number of cyclists from the 2004 count is compared to the total number of cyclists in the 2005 count **excluding this site** (due to the irregularity in timing for data collection for this location), a 10% increase is demonstrated from 2004 to 2005, rather than a 19% increase.

Such variability unfortunately doesn't demonstrate trends in cycle trips, or provide a monitoring baseline for cycling in the region, but rather demonstrates the weaknesses of relying on just a one day manual count. Recommendations for how such problems with manual cycle count data can be overcome can be found in section 7.

### Multiple cycle counts on one cycle trip

The current data collected at 12 monitoring locations in Auckland City is compiled by adding together the number of cyclists that pass through every location. This doesn't account for any cyclists who may pass through more than one monitoring location during the monitoring timeframe. Therefore, if a cyclist passes through 5 monitoring locations during the morning peak, they will be counted as 5 separate cyclists, and the overall number of cyclists will be exaggerated to an equivalent extent. (Equivalently, a lot of cycle trips may not pass through any of the monitoring locations, meaning that the raw data collected cannot constitute a comprehensive baseline of total number of cycle trips.)

### Bike Wise week and cycle count monitoring

Another variable which could unduly influence data on cycle trips is the closeness of Bike Wise week to the TLA's cycle count day. If the latter takes part during or just after Bike Wise week, there is the possibility that an unusually high number of cyclists could be counted as a result of the impact of Bike Wise week. Whilst this isn't a problem if cycle count monitoring always takes place close to or during Bike Wise week, it does present inconsistencies if the two sometimes coincide, and sometimes don't, from year to year.

## APPENDIX 4

### Calendar of 'normal days', and agreed exclusion days, for manual cycle monitoring (as developed by the Regional Cycle Monitoring Working Group) :

#### Normal days

- It is recommended that manual cycle monitoring takes place on Tuesdays, Wednesdays or Thursdays. Other traffic monitoring projects have found people's travel patterns to vary considerably on Mondays and Fridays, compared to the three central weekdays.
- It is also recommended that manual cycle monitoring takes place during term time – for both schools and tertiary education.
- It is preferable to carry out manual cycle monitoring during daylight saving weeks, since this allows commuter cyclists to travel both to and from work in the light.

#### Agreed exclusion days

- Mondays
- Fridays
- Weekends (unless data is specifically needed about weekend trends)
- School and tertiary holidays
- Statutory holidays
- Bike Wise Week (unless data is specifically looking for trends around changes in cycle trips during Bike Wise Week, when there is a higher level of awareness and promotion surrounding cycling than normal)
- It is preferable not to carry out manual cycle monitoring during the winter months (outside daylight savings), unless data is specifically needed about cycle traffic patterns when cyclists may need to travel some (if not all) of their journey in the dark.

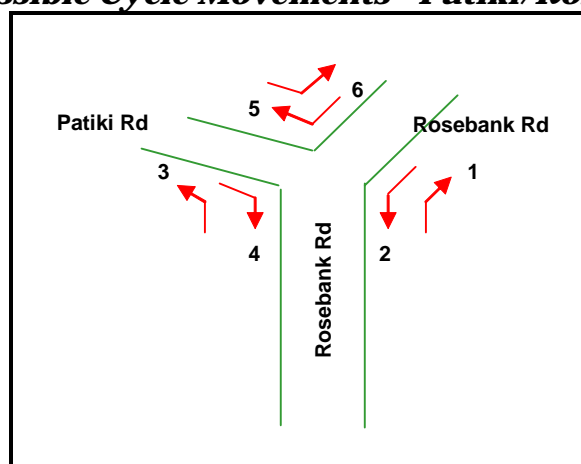
## APPENDIX 5

### Gravitas Research and Strategy Cycle Monitoring Methodology for Auckland City Council

Since 2001, manual cycle monitoring has been conducted at twelve sites around the city, with surveying at all sites taking place on a single day each year<sup>12</sup>. Over the last five years, cycle surveying has taken place on the pre-scheduled day, irrespective of weather conditions.

Each site is assigned to a surveyor, who is issued with a map that shows the range of movements a cyclist could make through that intersection (Figure 1 is provided as an example).

**Figure 1: Possible Cycle Movements - Patiki/Rosebank Roads**



In addition to the map, surveyors are issued with a clipboard, a name badge and a letter identifying them as a member of a Gravitas research team<sup>13</sup>.

Surveyors work over the morning (7:00 am to 9:00 am) and afternoon/evening (4:00 pm to 6:00 pm) peaks. Each surveyor completes both shifts at the one site. Data is collected on:

- The total number of cyclists passing through the intersection;
- The direction in which cyclists are travelling (using the numbers on the map provided);
- The time at which cyclists pass through the intersection;
- Whether cyclists are school children or adults (determined by whether they are wearing a school uniform or clearly of school age);
- Whether cyclists are wearing a helmet; and
- Whether cyclists are riding on the footpath.

In addition, data is collected on the weather conditions at each site (for each peak). Surveyors are also encouraged to record any information that may affect cycle numbers or direction – for example, construction or maintenance works being conducted on the cycle way or roadworks at the intersection.

<sup>12</sup> Surveying is ideally conducted on either a Tuesday, Wednesday or Thursday during March (once all tertiary students have returned to study after the summer break but before daylight saving finishes)

<sup>13</sup> This letter also contains contact details for the client organisation and Gravitas Research and Strategy for any members of the public or local business owners who have queries about the work being undertaken.

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The following results are reported at a site level:


- Total number of movements through the intersection during the morning and afternoon peaks;
- Total number of movements through the intersection during each ten-minute interval during the morning and afternoon peaks;
- Number of cyclists making each directional movement through the intersection during the morning and afternoon peaks;
- Share of cyclists through the intersection during the morning and afternoon peaks who are:
  - adults/school children;
  - wearing a helmet/not wearing a helmet
  - riding on the road/riding on the footpath

Trend data from previous years' surveys is also provided to allow for comparisons over time.

### **APPENDIX 6 (overleaf)**

#### **Route User Survey**

Example form from Sustrans.

<b>NATIONAL CYCLE NETWORK USER SURVEY 2005</b> (TYPE 5 ver 1)																											
Survey Site: <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>	Interview no: <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>																										
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<b>Q1a Note day type (Select one choice only)</b> Weekday <input type="checkbox"/> Weekend <input type="checkbox"/> Bank Holiday <input type="checkbox"/>																											
<b>Q1b Note whether school holiday or school term (Select one choice only)</b> School holiday <input type="checkbox"/> School term <input type="checkbox"/>																											
<b>Q2 Note activity being undertaken (Select one choice only)</b> Cycling <input type="checkbox"/> Walking <input type="checkbox"/> Wheelchair user <input type="checkbox"/> Horse rider <input type="checkbox"/> Roller skater <input type="checkbox"/> Jogger <input type="checkbox"/> Other <input type="checkbox"/>																											
<b>ABOUT YOUR CURRENT JOURNEY</b>																											
<b>Q3 Are you on a recreational or touring trip OR are you travelling to a specific destination for a particular purpose? IF IN DOUBT REFER TO YOUR NOTES (Select one choice only)</b> Recreational/touring <input type="checkbox"/> <b>GO TO Q4</b> Particular purpose <input type="checkbox"/> <b>GO TO Q6</b>																											
<b>Q4 How would you describe your cycle/walking trip today? (Select one choice only)</b> Short, circular recreational trip (less than 3 hours) <input type="checkbox"/> Short, out and back, recreational trip (less than 3 hours) <input type="checkbox"/> Day ride/walk (a trip of more than 3 hours duration) <input type="checkbox"/> Cycling/walking short break (2 or 3 days) <input type="checkbox"/> Cycle touring/walking holiday <input type="checkbox"/>  <b>Q5 Did you start your trip today from home or holiday accommodation? (Select one choice only)</b> Home <input type="checkbox"/> Holiday base (staying 1 night) <input type="checkbox"/> Holiday base (staying more than 1 night) <input type="checkbox"/> Other <input type="checkbox"/>  GO TO QUESTION Q7a	<b>Q6 What is the PURPOSE of your current trip?</b> <table style="width: 100%; border: none;"> <thead> <tr> <th style="text-align: left; border: none;"><u>Travelling TO</u> (select one choice only)</th> <th style="text-align: left; border: none;"><u>Travelling FROM</u> (select one choice only)</th> </tr> </thead> <tbody> <tr> <td style="border: none;">Home <input type="checkbox"/></td> <td style="border: none;">Home <input type="checkbox"/></td> </tr> <tr> <td style="border: none;">Work <input type="checkbox"/></td> <td style="border: none;">Work <input type="checkbox"/></td> </tr> <tr> <td style="border: none;">In course of work <input type="checkbox"/></td> <td style="border: none;">In course of work <input type="checkbox"/></td> </tr> <tr> <td style="border: none;">Education <input type="checkbox"/> (school/college etc)</td> <td style="border: none;">Education <input type="checkbox"/> (school/college etc)</td> </tr> <tr> <td style="border: none;">Shopping <input type="checkbox"/></td> <td style="border: none;">Shopping <input type="checkbox"/></td> </tr> <tr> <td style="border: none;">Personal business <input type="checkbox"/></td> <td style="border: none;">Personal business <input type="checkbox"/></td> </tr> <tr> <td style="border: none;">Visit friends/relatives <input type="checkbox"/></td> <td style="border: none;">Visit friends/relatives <input type="checkbox"/></td> </tr> <tr> <td style="border: none;">Social/Entertainment <input type="checkbox"/></td> <td style="border: none;">Social/Entertainment <input type="checkbox"/></td> </tr> <tr> <td style="border: none;">Holiday base <input type="checkbox"/></td> <td style="border: none;">Holiday base <input type="checkbox"/></td> </tr> <tr> <td style="border: none;">Escort to School <input type="checkbox"/></td> <td style="border: none;">Escort to School <input type="checkbox"/></td> </tr> <tr> <td style="border: none;">Other escort <input type="checkbox"/></td> <td style="border: none;">Other escort <input type="checkbox"/></td> </tr> <tr> <td style="border: none;">Other <input type="checkbox"/></td> <td style="border: none;">Other <input type="checkbox"/></td> </tr> </tbody> </table> GO TO QUESTION Q7a	<u>Travelling TO</u> (select one choice only)	<u>Travelling FROM</u> (select one choice only)	Home <input type="checkbox"/>	Home <input type="checkbox"/>	Work <input type="checkbox"/>	Work <input type="checkbox"/>	In course of work <input type="checkbox"/>	In course of work <input type="checkbox"/>	Education <input type="checkbox"/> (school/college etc)	Education <input type="checkbox"/> (school/college etc)	Shopping <input type="checkbox"/>	Shopping <input type="checkbox"/>	Personal business <input type="checkbox"/>	Personal business <input type="checkbox"/>	Visit friends/relatives <input type="checkbox"/>	Visit friends/relatives <input type="checkbox"/>	Social/Entertainment <input type="checkbox"/>	Social/Entertainment <input type="checkbox"/>	Holiday base <input type="checkbox"/>	Holiday base <input type="checkbox"/>	Escort to School <input type="checkbox"/>	Escort to School <input type="checkbox"/>	Other escort <input type="checkbox"/>	Other escort <input type="checkbox"/>	Other <input type="checkbox"/>	Other <input type="checkbox"/>
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<b>Q7a Where did you start your cycle/walk trip today? POSTCODE or location street name</b> <input style="width: 100%; height: 20px;" type="text"/>	<b>Q7b Where did you join the path/trail today?</b> <input style="width: 100%; height: 20px;" type="text"/>																										
<b>Q7c Where will you finish your cycle/walk trip today? POSTCODE or location/street name</b> <input style="width: 100%; height: 20px;" type="text"/>	<b>Q7d Where will you leave the path/trail today?</b> <input style="width: 100%; height: 20px;" type="text"/>																										
<b>Q8 Approximately how long will your cycling/walking journey be?</b> Miles: <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/> or <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/> KM: <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/> and HRS/MINS: <input style="width: 30px; height: 20px;" type="text"/> : <input style="width: 30px; height: 20px;" type="text"/>	<b>Q10 If you have travelled by any other mode, how far will you have travelled to enable you to make this trip? Please include both your outward and return trip. (Select one choice only)</b> 1-5 miles <input type="checkbox"/> 11-30 miles <input type="checkbox"/> 101+ miles <input type="checkbox"/> 6-10 miles <input type="checkbox"/> 31-100 miles <input type="checkbox"/>																										
<b>Q9 Did you or will you use any OTHER mode of transport than your current mode to enable you to make THIS trip? (Select one choice only - main type)</b> Car/Van <input type="checkbox"/> Bus <input type="checkbox"/> Rail <input type="checkbox"/> Other <input type="checkbox"/> No other mode, JUST the bike/walking/etc <input type="checkbox"/>	<b>Q11 If you have NOT used a car, could you have used a car for this trip instead of cycling/walking? (Select one choice only)</b> Yes, could have used a car but chose not to <input type="checkbox"/> No, car was not an available option <input type="checkbox"/> No, recreation by cycling/walking is main purpose of this trip <input type="checkbox"/>																										
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Regional Cycle Monitoring Plan - Provisional Guidelines

<p style="text-align: center;"><b><u>ABOUT THE ROUTE</u></b></p> <p><b>Q12a How safe do you feel on this route in terms of exposure to traffic and/or other types of route users? (Select one choice only)</b>                  Very safe <input type="checkbox"/> Fairly safe <input type="checkbox"/>                  Fairly unsafe <input type="checkbox"/> Very unsafe <input type="checkbox"/> Don't know <input type="checkbox"/></p> <p><b>Q12b How safe do/would you feel using this route in terms of personal security, assuming you are alone in daylight hours? (Select one choice only)</b>                  Very safe <input type="checkbox"/> Fairly safe <input type="checkbox"/>                  Fairly unsafe <input type="checkbox"/> Very unsafe <input type="checkbox"/> Don't know <input type="checkbox"/></p> <p><b>Q12c How safe do you think this route is in terms of its surface quality? (Select one choice only)</b>                  Very safe <input type="checkbox"/> Fairly safe <input type="checkbox"/>                  Fairly unsafe <input type="checkbox"/> Very unsafe <input type="checkbox"/> Don't know <input type="checkbox"/></p> <p><b>Q12d How easy is it for you to get to this route by foot/bicycle? (Select one choice only)</b>                  Very easy <input type="checkbox"/> Fairly easy <input type="checkbox"/>                  Fairly difficult <input type="checkbox"/> Very difficult <input type="checkbox"/> Don't know <input type="checkbox"/></p> <p><b>Q13a How often do you use this route in spring/summer? (Select one choice only)</b>                  Daily <input type="checkbox"/> Several times per week <input type="checkbox"/>                  Once a week <input type="checkbox"/> Once or twice per month <input type="checkbox"/>                  Less frequently <input type="checkbox"/></p>	<p><b>Q13b How often do you use this route in autumn/winter? (Select one choice only)</b>                  Daily <input type="checkbox"/> Several times per week <input type="checkbox"/>                  Once a week <input type="checkbox"/> Once or twice per month <input type="checkbox"/>                  Less frequently <input type="checkbox"/></p> <p><b>Q14 What particular improvements to this route would encourage you to use it more often? DO NOT PROMPT THE RESPONDENT (Select as many as apply)</b>                  Clearance of rubbish/glass <input type="checkbox"/>                  Clearance of dog mess <input type="checkbox"/>                  Clearer information/signage <input type="checkbox"/>                  Improved lighting <input type="checkbox"/>                  Improved access to the route <input type="checkbox"/>                  Improvements to the surface of the route <input type="checkbox"/>                  Greater feeling of personal safety <input type="checkbox"/>                  Linking of the route with other routes/places <input type="checkbox"/>                  Cut back vegetation <input type="checkbox"/>                  Widen path <input type="checkbox"/>                  Nothing - already use it frequently <input type="checkbox"/>                  Other <input type="checkbox"/></p> <p>If other, please specify  <table border="1" style="width: 100%; height: 20px; border-collapse: collapse;"></table></p>
<p><b><u>ABOUT YOU</u></b></p> <p><b>Q15 RECORD SEX OF RESPONDENT</b>                  Male <input type="checkbox"/> Female <input type="checkbox"/></p> <p><b>Q16 What was your age last birthday? (Select one choice only)</b>                  16-24 years <input type="checkbox"/> 25-34 years <input type="checkbox"/> 35-44 years <input type="checkbox"/>                  45-59 years <input type="checkbox"/> 60+ years <input type="checkbox"/></p> <p><b>Q17 How many adults and children are there in your group, including yourself?</b>                  Adults <input type="text"/> Children <input type="text"/></p> <p><b>Q18 What is your FULL home postcode? IF NOT UK, WRITE IN THE COUNTRY.</b>  <table border="1" style="width: 100%; height: 20px; border-collapse: collapse;"></table></p> <p><b>Q19 Is there a car in your household?</b>                  Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p><b>Q20 ASK CYCLISTS ONLY. What sort of cyclist would you say you were? (Select one choice only)</b>                  New to cycling <input type="checkbox"/> Starting to cycle again <input type="checkbox"/>                  Occasional cyclist <input type="checkbox"/> Experienced, occasional <input type="checkbox"/>                  Experienced, regular <input type="checkbox"/> cyclist <input type="checkbox"/></p>	<p><b>Q21 ASK ALL USERS. Are you currently cycling/walking more, less or about the same as you were a year ago? (Select one choice only)</b>                  More <input type="checkbox"/> Less <input type="checkbox"/> About the same <input type="checkbox"/></p> <p><b>Q22 ASK ALL USERS. In the future are you planning to cycle/walk more, less or about the same as you are now? (Select one choice only)</b>                  More <input type="checkbox"/> Less <input type="checkbox"/> About the same <input type="checkbox"/></p> <p><b>Q23 Which of the following best describes your working status? (Select one choice only)</b>                  Employed full-time (30+ hours) <input type="checkbox"/> Employed part time <input type="checkbox"/>                  Looking after home/family <input type="checkbox"/> Unemployed/sick leave <input type="checkbox"/>                  Retired <input type="checkbox"/> Studying <input type="checkbox"/>                  Voluntary worker <input type="checkbox"/> Other <input type="checkbox"/></p> <p><b>Q24 How would you describe your ethnic origin? (Select one choice only)</b>                  White <input type="checkbox"/> Mixed <input type="checkbox"/>                  Asian/Asian British <input type="checkbox"/> Black/Black British <input type="checkbox"/>                  Chinese <input type="checkbox"/> Other Ethnic Group <input type="checkbox"/></p> <p><b>Q25 Are you registered disabled</b>                  Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>A sample of these surveys will be followed up as part of our quality control procedures, and so we would be grateful if you could take the respondents name, telephone number and house number. It is also possible that we may need this information if we are to do a follow up survey. Please inform the respondent that this information will not be used for any other purpose or given to anyone else. If the respondent is happy to give this information but does not wish to be followed up please put a cross in the 'DON'T CONTACT' box</p> <p>Name: <table border="1" style="width: 100%; height: 20px; border-collapse: collapse;"></table></p> <p>Tel. Number: <table border="1" style="width: 200px; height: 20px; border-collapse: collapse;"></table> House Number: <table border="1" style="width: 50px; height: 20px; border-collapse: collapse;"></table> DON'T CONTACT <input type="checkbox"/></p> <p style="text-align: right;">4870125311</p>	