Overview

• E-Road 2020 Status and delays
• E-Road 2025 Recommendations
• Uses
• How to Modernise?
E-Road Census: Background

- E-Road Census collects infrastructure information + traffic volumes (AADT) on the E-Road network (as defined in the UNECE AGR agreement) every 5 years.
- Traffic breakdown (heavy vehicles versus light vehicles) useful as proxy for goods/people.
- Data used for infrastructure planning, identification of bottlenecks, road safety benchmarking, regional modal splits.
- Traditionally, was excel/table focused. Of more modern relevance: collecting the data in a GIS format.
2020 E-Road Census: Received

- Received contributions from 16 countries. Armenia, Austria, Belarus, Bulgaria, Croatia, Czechia, Finland, Hungary, Kazakhstan, Netherlands, Poland, Russian Federation, Serbia, Slovenia, Sweden, Switzerland (bold gave Shapefiles)

- COVID affected both the measurement and compilation of data. Some countries delayed their

- Notified that it will be late: Germany (expected imminently), Romania, Slovakia.
Thanks to those countries providing 2019 values for further comparisons.
Dissemination

2020 (or 2021) late submissions

- Please provide data by start of September.
Uses

• Corridor-specific modal split/shifting opportunities. Where could modal shift to rail or other modes be most effective (passengers or goods)?

• Combination with air quality/noise/road safety data.
2025 Census Recommendations

• ECE/TRANS/WP.6/2023/2

• Simplified the excel: discontinued table 4 (lengths of E-Road with different bands of AADT). This is derivable from the Shapefiles.

• A manually drawn map is no longer relevant when countries provide geospatial data, so discontinued.

• Minor change to Geospatial demand: AADT for 4 main categories of vehicles (2 wheelers, passenger cars and vans, HGVs and bus/coaches, not just heavy versus light). (Most countries report these 4 categories anyway.) This makes insights easier for both Goods and Passenger transport.
How to define network segments? Poland Experience

General rule: a uniform traffic volume on the selected segment of the road; changes resulting from incoming/outcoming traffic are lower than 1000 veh./day. In general, 2km<segments<30km.

Specific rules:

• Junctions with other national roads, regardless of traffic volume.

• Junctions with voivodship roads, with AADT (from previous counting) above 1000 veh/day. Except if two voivodship roads are crossing with national road at the distance lower than 2km – then segment split at middle.

• The beginning/end of a particular road.

• Country border.

• Presidential Cities (including voivodship capital cities) borders.

• Location of planned road investments and roads under construction – nodes, bypasses, etc.

In exceptional circumstances a segment divided when there could be changes of traffic volume >1000 veh/day resulting from:

• Junctions with roads other than national or voivodship roads, that introduce significant traffic;

• Cities/towns (other than presidential), with number of citizens over 10,000 people;

• Other important traffic generators/absorbers (i.e. logistics centres, touristic/recreational attractions/large production companies or commercial zones/large shopping centres)
2025 Census Recommendations

• But...should we go further?
• Is it reasonable to collect simplified data on a higher temporal frequency? What data standards would make this feasible?
Road Census Future Plans

• Some of the excel tables have limited value/are very detailed.
• Main value added of the road census is geospatial analysis of traffic patterns.
• Would a simplified questionnaire asking mainly for traffic counts (with coordinates) be easier for NSOs and/or Highway agencies to complete more regularly?
• Many countries now using traffic counters as a “medium data” source.
• Is it easier for countries to report count posts rather than road segments?
Conclusions

Countries are invited to:

• Send 2020/2021 data if available (reaching out to highway agencies/others as necessary)

• Approve or provide comments on the 2025 recommendations

• Share their experiences on the best ways to collect and get value from traffic count data

Thank you!

Alex Blackburn

BlackburnA@un.org

Stat.trans@un.org