

EXECUTIVE SUMMARY

1- The definition of an urban transport policy, the implementation of investments projects, the coordination with urban policies, all these decisions are made more efficient by the availability of a sound information basis. In developing cities specially in Africa, the available information is too often weak, not updated, without consistency, although numerous partial surveys are implemented. In the whole set of information tools, one is the Travel Household Survey, used for transport planning in many countries in the world, but not always through homogeneous methods.

Various means of surveys and information sources can produce knowledge on travel needs and behaviour, but they cannot entirely substitute for a household survey implemented at the whole city scale : one selects a sample of households according statistics rules, and one interviews all the household members, the children being excluded inside an age limit which can vary among surveys.

In the set of direct results, such a survey brings a structural image of mobility and access to urban services, the inequalities of travel conditions between groups ; it gives the figures of travel behaviour (individual daily mobility rate) and modal share. It is also a basis for building the Origin-Destination trips matrix, with the complementary traffic counts.

2- Such a Household Survey was implemented in Dakar in 2000 by a consultant for Cetud with the help of Inrets and Let experts. It was used as an experience for building the present methodological guidelines, based also on other Sitrass survey experiences in Ouagadougou, Bamako and Niamey.

3- The implementation of a Travel Household Survey is a complex matter, so that it appeared useful to propose guidelines addressed to those in charge of such surveys in developing cities. Survey complexity is in proportion of its potential richness. The decision makers have to be conscious the efforts made for such a survey can be justified only if they afford the means to use the richness of the produced information. Such a survey is not recommended in cities where results cannot be used correctly and where smaller surveys on reduced samples have to be designed. Success is depending on rigour and professionalism brought in each step where methodological options have to be managed.

4- we insist on practical matters, with open choices according the specific conditions in each city : training, selection, salary and recruitment of interviewers ; zoning, sampling ; transport organisation of the survey team on the field ; sample correction ; checking the information consistency. When necessary the possible options are proposed with their advantages and shortcomings. Indeed there is no absolute standardised method applicable in every city, as one has to adapt a common framework to specific city contexts, that supposes survey conductors are experimented and clever enough about the understanding of the survey matter.

5- Themes dealt with depend on the survey objectives. It is recommended to identify these objectives during the survey preparation step, as it is not possible to get the same precision level for each theme : trade off have to be managed during this step, before the survey implementation. Classical themes are :

- Household composition
- Socio-economic characteristics of members
- Household revenues
- Equipment in transport means
- Transport expenses
- Trips made on the day before survey

It is very useful to consider some among the following additional themes which can be linked to the urban mobility and for which integrated policies can be designed.

- Access to urban services (school, health services)
- Equipment in the dwelling and access to facilities (water, phone,)
- Social networks and frequency of visit to family, friends
- Household budget
- Interurban travel

- Attitudes on available mode of transport
- Attitudes on the urban areas of the city and on its centre

6- The implementation of a Travel Household Survey is composed of following steps, each of them has to be managed carefully and not slapdash work :

- Preliminary work : objectives definition, themes identification, financement negotiation
- Preparation and methodological trade-offs : questionnaire design, zoning, sampling, recruitment and training of interviewers and inspectors, interviewers handbook
- Survey field implementation, verification acceptance and filing of questionnaires
- Processing of questionnaires : post coding, data entry, file auditing, correction, and files processing
- Analysis of results, comparisons with external data, additionnal processings
- Dissemination of survey results

A supplementary step is recommended : the integration of survey data in a Geographical Information System (GIS). It can be done in the view of updating periodically the survey data.

7- The scope of the survey depends on the sample size and the questionnaire content. For a 1 to 3 millions inhabitants city it is advisable to get a sample size of 2000 to 3000 households, this size being mainly determined by the zoning precision one wants for transport analysis (OD trips matrix, accessibility). Time necessary for such a survey, including preparation and processing, cannot be less than 18 months and the best is to plan a two years project supposing a real continuity in steps without breakdowns for financial or other reasons, what is unfortunately frequent.

8- Finally the success key for a Travel Household Survey is the ability to adapt its management to various unforeseen difficulties which impede a totally standardised method to be implemented. That involves skills both for statistics and transport field.