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for Urban Intelligent Transport Systems**
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Report on project web-based tool

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Table of contents

Table of contents 1

Executive summary 2

1 Introduction 3

2 Purpose of the web-based tool..... 5

3 Website description and structure 7

 3.1 Search engine..... 9

 3.2 Interactive map (and City Pool details) 9

 3.3 Knowledge transfer 11

 3.4 Other components 11

4 Usage statistics 13

 4.1 Indicators 13

 4.2 Website statistics 14

 4.3 Page statistics 19

5 Conclusions 22

References 23

Executive summary

The CONDUITS website was established in accordance to the Declaration of Work (DOW) of CONDUITS project. As most project-websites, the CONDUITS website has both dissemination and operational benefits. To exploit those benefits, practical and aesthetic features were taken into account in the design stage, in order to produce a user-friendly and functional environment for users. The aim of this report is to explore and analyse the design features of the CONDUITS website.

Primarily, a target group of users was identified that allowed the establishment of a list of aims and goals. Considering the requirements set in the DOW, the website was structured into ten web-pages, out of which four are dedicated to informing the user on the project and disseminating its outputs, one in assisting the user to explore the website efficiently using a search-engine-type format, and one in exploring the City Pool members through the use of an interactive map. Additionally, usage indicators are examined here in order to identify patterns of visits and to evaluate the effectiveness in dissemination of the work undertaken. Finally, suggestions on future improvements are given, including the continuation of website's operation and the establishment of an RSS feed tool.

1 Introduction

The World Wide Web is a global platform, ideal for the dissemination of information and knowledge produced by projects such as CONDUITS. Project websites increasingly find reason for existence as they provide the means for better communication between consortium members, make information easily accessible and they provide a point of reference for promoting the work undertaken. In a similar manner the CONDUITS website provides the means for the promotion the work undertaken on Key Performance Indicators (KPI's) and Intelligent Transport Systems (ITS) to the international ITS and transport community.

This report is divided into three chapters dealing with the aims, the structure and the usage of the CONDUITS website.

In Chapter 2 the purpose of the website is discussed and design aims and goals are set. Furthermore, a target group is identified out of various users in order to tailor website design to their needs and to improve website efficiency and functionality.

In Chapter 3, all features and tools incorporated in the website are presented in detail. Particular attention is paid to the parts that are requested by the Description of Work (DOW) [1] of the CONDUITS project. Subchapters deal with the ease of exploring the website and the incorporated search engine, the interactive map that is prescribed in the DOW, the web-pages dedicated to the transfer of knowledge and the complementary website pages.

In Chapter 4 the usage statistics of the website that have been retrieved using website analytics tools are presented. The analysis uses aggregated indicators to establish patterns of website usage and it attempts to relate these patterns with developments in the work undertaken. Furthermore, statistics on individual web-pages are presented, and usage is explored in a monthly basis.

The conclusions drawn primarily check whether the website design adopted meets the preset standards, as set out in the DOW. Furthermore, the overall impact of the website is assessed in terms of dissemination of knowledge and the other purposes described in

Chapter 2. Other attributes such as the user friendly and functional environment are also evaluated and future improvements are suggested.

2 Purpose of the web-based tool

The purpose of the web-based tool was defined as to serve both as dissemination and working tool. The design of the website was expected to provide a user-friendly environment for both external visitors and consortium members looking to retrieve information on the CONDUITS project. To satisfy all user needs the web-based tool was expected to provide access in a flexible and tailored manner to the results and outputs of the various activities performed within CONDUITS. The website should also include standard project information, such as project objectives, partners, activities, progress and news.

To satisfy the dissemination needs of the CONDUITS project the ease of extracting accurate and complete information should be taken into account in the design stage. The incorporation of a search-engine-type format was deemed crucial for enabling users to find information related to their specific request rather than having to read a copious document. The incorporation of a search engine was also aimed at assisting more frequent users to retrieve information tailored to their needs.

It is important to note that the various tools and features that may be incorporated in website design may overload users with unnecessary information and applications. Therefore, it was important to prioritise design needs in terms of a well-defined website purpose and to identify a primal target group of website users.

The three categories of users that may be identified are: 1) daily users (such as consortium members) involved in the daily running of the project; 2) frequent users such as City Pool members looking at the progress made, results and knowledge gained from the project; and 3) external users, such as members of the international ITS community, looking for general information on the work performed and the final products of the project (KPIs).

The purpose of the website was further identified as assisting the running of the project on a daily basis, but more importantly as facilitating the transfer of knowledge between the partners and the City Pool. It was decided that uploads to the website should include, but not be constrained to:

- Completed deliverables (e.g. D 1.2-1.3)

- Set of completed KPIs (D 3.6)
- Contact details of partners
- Interactive map of Europe displaying results of work packages

It became thus clear that website design should focus on disseminating the work performed within CONDUITS, providing an attractive and pleasant environment for frequent users. Additionally, both daily and less frequent users should be enabled to retrieve more detailed or more general information respectively without compromising the functionality and attractiveness of the website.

3 Website description and structure

The World Wide Web domain www.conduits.eu was acquired in 2009 for the CONDUITS website. The domain was initially purchased for the duration of the project (2 years), but was further extended in order to secure its use beyond. The domain ending “.eu” was intentionally chosen to indicate that the website is part of the European Union suite of internet websites. To ensure a successful dissemination tool, the CONDUITS website was designed in accordance to the purposes of the project.

The most visible page of a website is rationally the introductory (index) page. The index page (see Figure 3.1) welcomes all visitors before they are navigated to more specific sub-pages of the website. As users look to retrieve different information, the task of the index page is to navigate each user as efficiently and as accurately as possible to their page of interest. Therefore, the index page should be user friendly, easily comprehensible, containing intriguing information on the project and providing all the necessary navigation tools for users.

As illustrated in Figure 3.1 the index page welcomes visitors with some basic information on the project. A brief summary explains Intelligent Transport Systems (ITS), urban transport problems, difficulties that arise in the implementation of ITS solutions and how the CONDUITS project is expected to have an impact on urban transport. Furthermore, the index page includes a navigation panel located at the top left, a newsfeed column located at the bottom-left and a calendar of events located at the right side. These three panels remain static throughout the website, meaning that they are visible from all pages. This allows users to easily redirect to pages of the website containing general information, making its exploration easy and efficient.

As shown in the navigation panel, the website is structured into ten sub-pages. These are: home page (index page), objectives page, activities page, events page, deliverables page, newsletter page, partners’ page, city pool page, search page, links page and contacts page.

In this section a brief description of each webpage is provided, in terms of contents and information incorporated. The report focuses on the website components required by the DOW document and their impact to the user.




Home

Objectives

Activities

Events

Deliverables

Newsletter

Partners

City Pool

Search

Links

Contact

News

7 June 2011
Issue 4 of the CONDUITS newsletter has been published
[more]

20 May 2011
Joint CONDUITS-2DECIDE event, 22 June 2011, Brussels
[more]

24 March 2011
2nd CONDUITS technical workshop hosted by the Municipality of Paris
[more]

7 March 2011
CONDUITS represented on EU ITS Urban Expert Group
[more]

Coordination Of Network Descriptors for Urban Intelligent Transport Systems

Intelligent Transportation Systems (ITS) are increasingly being deployed in urban areas as part of the response to the transport issues they face. The services offered range from traffic control through public transport information to travel demand management.

However, as each urban area tends to be autonomous and act in response to its own political pressures, it is very difficult to build a picture across Europe and beyond of how ITS is being used to provide solutions, the scale of deployment and the comparative effectiveness of the implemented solutions. It is important to have this wide picture because it can inform where future investment is needed in research, training and deployment. This information can show where the market is effective, where barriers need to be removed and where the effectiveness of investment can be improved.

CONDUITS is a two-year project with strong city involvement which will develop a number of tools to assist local authorities in making investment decisions on ITS. The project's objectives will be achieved through the coordination of research and development activities, so as to gather information on the programmes of cities and research teams, to improve communication, and to define the mutual needs and develop better reciprocal knowledge. In addition, the results are expected to benefit a wider range of ITS stakeholders, including the research community and the ITS industry by:

- showing the most promising areas for urban ITS where research efforts should be directed
- achieving an internationally-recognised standard measure for quantifying benefits, enabling better and faster decision making by policy makers
- stimulating more private high-tech investment by lowering the risk and uncertainty associated with intelligent transport systems

[Read the CONDUITS leaflet \(PDF, 633kb\)](#)




CONDUITS is a research project funded by the European Commission under the 7th Framework Programme for R&D, Theme 7 "TRANSPORT (including AERONAUTICS)".

Calendar of Events

16-20 October 2011
19th World ITS Congress, Orlando

22 June 2011
Joint CONDUITS-2DECIDE event, Brussels

6-9 June 2011
ITS European Congress 2011, Lyon

6-7 June 2011
European Commission ITS Conference and workshops, Lyon

25-27 May 2011
International Transport Forum, Leipzig

8-11 May 2011
ICT2011, Aya Napa

7-8 April 2011
mobilitUM 2011 Congress, Munich

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Figure 3.1: CONDUITS website index page (www.conduits.eu)

3.1 Search engine

The integrated search engine allows users to retrieve information related to their specific request. As shown in Figure 3.2, the custom search tool is powered by Google, and it allows users to efficiently identify all the pages within the CONDUITS website that are related to a specific keyword.



Figure 3.2: CONDUITS website search engine (<http://conduits.eu/Search.asp>)

To illustrate the efficiency of the search engine tool, the outputs of searches are analysed. For example, by entering 'Rome' as a keyword, a search is conducted that produces 23 links. These links are related to the keyword and are listed in order of relevance. The first five outputs when searching for 'Rome' include a pdf document summarising the transport systems of Rome, a direct link to the webpage of the 1st Technical Workshop that was conducted in Rome in 2010, and a link to the City Pool page where all City Pool members are listed. Another search using 'performance indicators' as a keyword produces links to two PowerPoint presentations on Key Performance Indicators, a link to a page presenting CONDUITS work packages, and more specifically WP3 that focuses on producing KPIs, a link to the CONDUITS leaflet, and a link to the CONDUITS newsletter.

The outputs of the search engine provide a quick and efficient approach for every user to identify points of interest within the website. As illustrated in the examples presented above, the search engine is an efficient tool to quickly navigate the reader to their points of interest.

3.2 Interactive map (and City Pool details)

Another vital component of the website is the interactive map that is illustrated in Figure 3.3. The interactive map is located at the City Pool page and its main functionality is to map the European City Pool members and to provide some basic information on the cities

involved in the project. The interactive map tool is also powered by Google, which provides an ideal platform with each participating city being represented as a pin on the map.

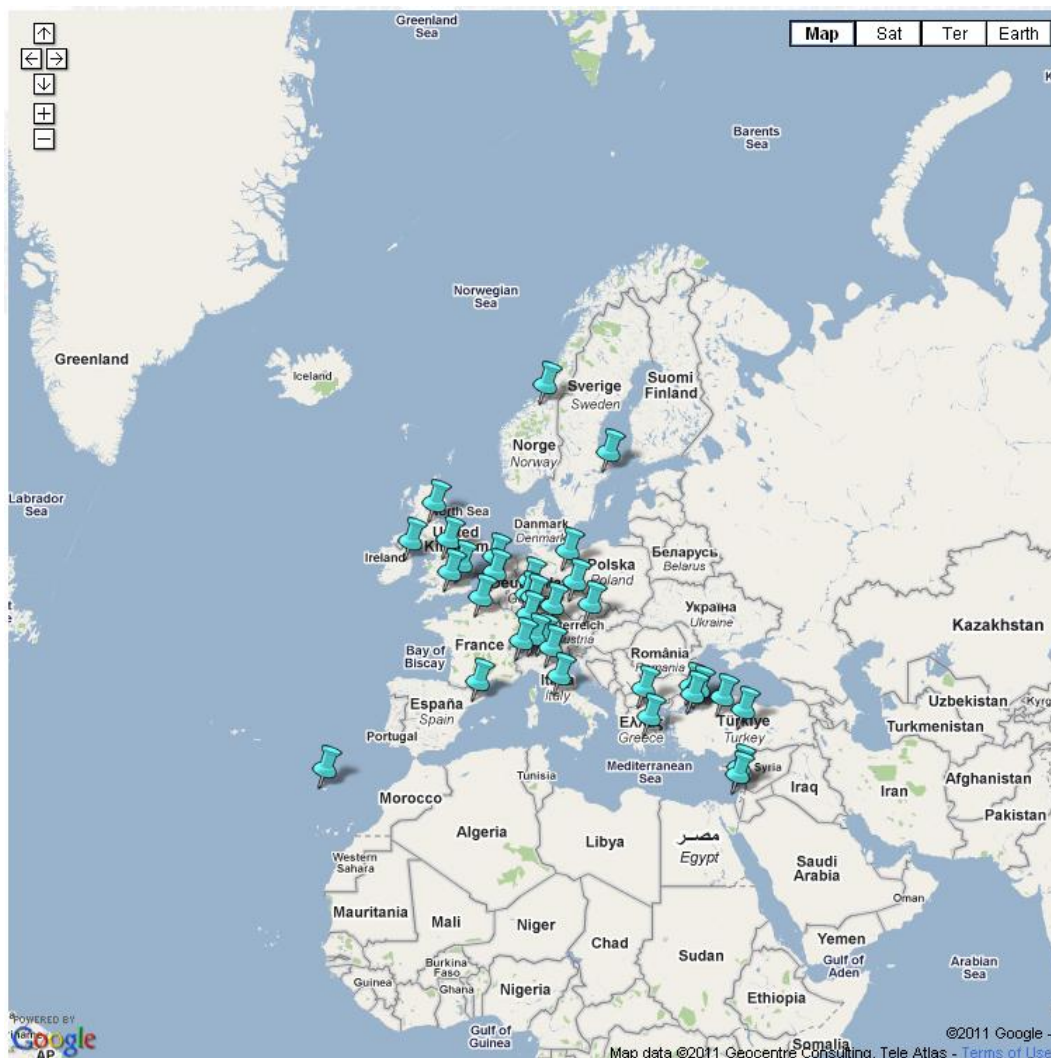


Figure 3.3: Interactive map (<http://conduits.eu/City%20Pool.asp>)

The map allows the visitor to instantly identify the spatial distribution of City Pool members across Europe and to anticipate cities of particular interest. As mentioned in CONDUITS Deliverable 1.1 [3], cities are not directly comparable to each other as transport problems and solutions are unique for each city. To assist the viewer to identify the transport nature of a city, a summary of its transport features is available by clicking on the corresponding pin. The summaries are composed using data collected by cities through a questionnaire during WP1 [1]. The complete analysis of the transport systems of cities is available in the Deliverables page.

3.3 Knowledge transfer

The dissemination of the knowledge gained during the course of the CONDUITS project is the most important function of the website. For that reason four web-pages are dedicated into informing and educating the viewer on work undertaken during the course of the CONDUITS project. The Objectives, Activities, Deliverables and Partners pages provide all the necessary information to the viewer to gain a complete and comprehensive understanding of the project and its outputs.

The Objectives page provides a clear review of the points of interest and aims of the project. It is mentioned that the project aims at 1) establishing a coherent set of Key Performance Indicators (KPIs) to indicate ITS good practice; 2) understanding European cities future ITS plans and comparing this to ITS worldwide; 3) clarifying the market for specific ITS applications and understanding the barriers to implementation; and 4) facilitating technical exchange on ITS solutions applied in major European cities through a series of workshops and the possible establishment of a city club, specifically promoting best practice.

The Activities page presents thoroughly the work packages as described in the DOW document including the tasks and the deliverables of each work package. For aesthetic and functionality reasons a separate web-page is dedicated to each work package. Users are able to retrieve all the deliverables produced during the CONDUITS project in the Deliverables page. The complete documents are available in PDF format, while the list of deliverables is frequently updated to provide viewers with all recent developments and knowledge obtained.

The Partners page presents all the consortium members and provides direct links to their individual websites, where the viewer is directed if more detailed information on their activities is demanded.

3.4 Other components

In addition to the events and news panels that are viewable from all pages of the website, dedicated pages on events and news are also available. In the Events page the viewer can find detailed information on the technical workshops and events conducted during the course of the project. The Newsletter page contains the PDF versions of the four newsletters produced during the life of the project.

The Links page provides access to the websites of related projects and institutions that may be of interest to the viewer. Finally, using the Contact page the user is able to contact key members of the consortium in order to establish a more direct relationship, ask questions and seek involvement in the project.

4 Usage statistics

The CONDUITS website can be assessed by examining usage statistics. Such information is available through server analytics tools. The indicators that are commonly used to describe the usage of a website are hits, files, pages and visits. Additional indicators include the origin of visits, the most viewed pages and usage in terms of kilobytes (kB) downloaded. The data available on the usage of CONDUITS website cover the time period from July 2010 to June 2011, i.e. the period during which the website was completed and fully active. The statistics presented in this section provide invaluable feedback on the operation of the website and the extent of its use. As the purpose of the website has been to both assist the communication between consortium members and the dissemination of the project, usage statistics allow the assessment of its overall performance.

4.1 Indicators

Website usage is commonly measured in terms of hits, files, visits and pages [2]. However the exact meaning of each of these indicators remains unclear.

Visits: The number of visits indicates the numbers of users that view a website. It is important to note that a user that visits several pages still counts as a single visit and that there is a time-limit in the duration of a visit. Therefore, if the same user visits the webpage on two consecutive days, the counter records two visits.

Hits: The hits statistic is the most commonly used indicator, however it is also considered to be misleading. Hits represent the number of files sent to a user from a server after a page request. In order to load a page the user has to download the files that contain the data of that page. However, when a page contains many elements (e.g. several pictures), for a single visit the hits recorder counts a hit for every element of the page downloaded producing a much larger number than the actual visits.

Page: The pages indicator counts the total distinct pages (html files) looked at on a website. It is a significant figure as when combined with the number of visits it illustrates the

attractiveness of a website. For example, a website with 5 visits and 20 pages implies that on average each visitor has viewed 4 pages. Therefore, the pages viewed per visit indicate the ability of the website to intrigue the interest of visitors.

Bandwidth (kB): The information downloaded from a server in order to view a website are measured in kilobytes, often referred to as bandwidth. Bandwidth is directly proportional to the size of the elements that compose the webpage. Therefore, webpages that contain large amount of images, downloadable files etc. tend to incur higher bandwidth. Plain html sites tend to have low bandwidth requirements.

4.2 Website statistics

The data recorded and presented in this report concern the last year of operation of the website. This implies that recordings are only available for a period from July 2010 until June 2011, which coincides with the period of publication of the first results of CONDUITS.

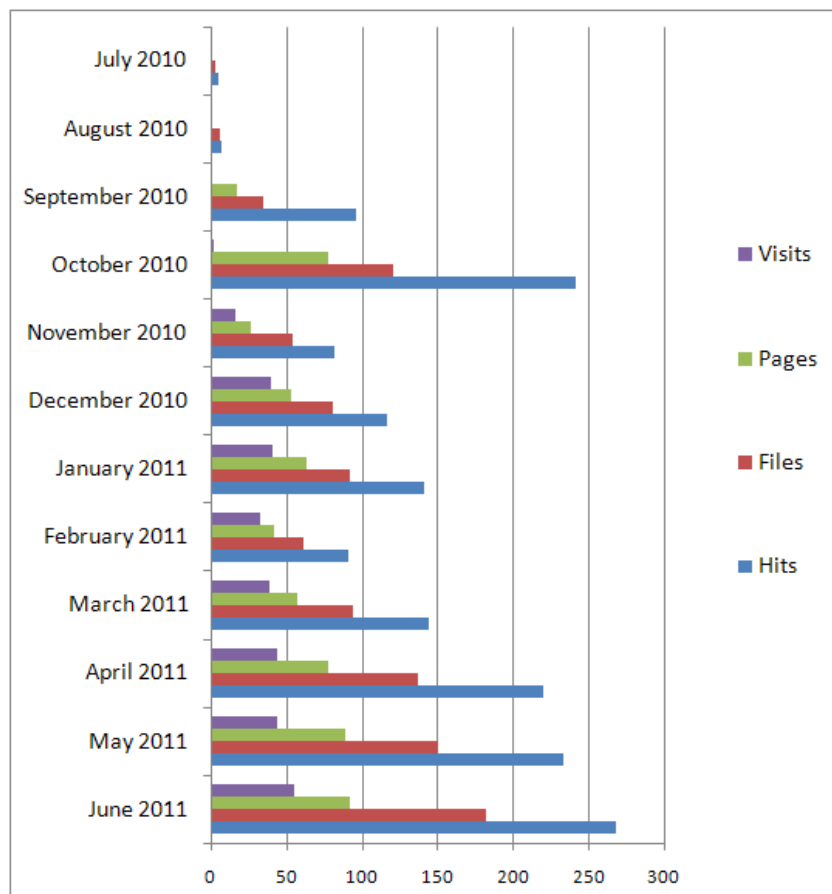


Figure 4.1: Daily average use by month

Since the beginning of the monitoring period, various usage patterns can be observed. As illustrated in Figure 4.1, during the first three months the website was rarely visited. This trend was followed by sharp increase of the number of visits recorded in November and December 2010. The sharp increase of visits was interrupted in January 2011, when a mild increase was recorded, followed by a decrease in visits is recorded in February 2011. During March and April 2011 the number of visits recorded recovered, to establish a new slowly but steadily increasing trend line.

Overall, a continuous and steady increase in the number of visits was evident during the first five months (July 2010 – December 2010) of the monitoring period. A local peak was achieved in January 2011, when 41 daily visits were recorded. The increasing trend was replaced by a static (slightly fluctuating) trend, apparent since December 2010 (see Figure 4.2). The absolute maximum number of visits was recorded in June 2011 when 55 visits were recorded per day.

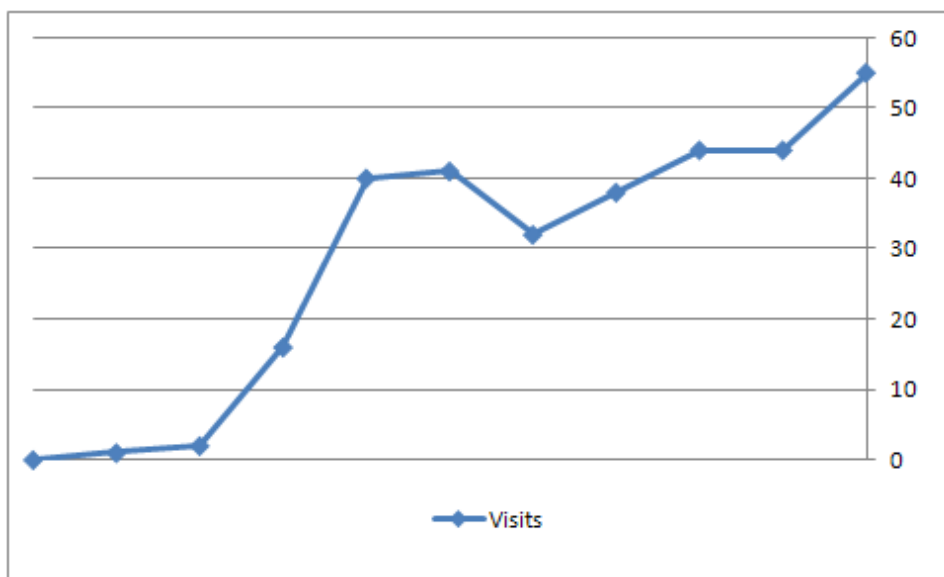


Figure 4.2: Visits recorded (July 2010 – June 2011)

A slightly different pattern is apparent when considering the hits indicator (see Figure 4.3). The hits recorded increased constantly during the first three months of the website, before suddenly plunging in October 2010. A similar pattern was observed during the following four months, with hits decreasing significantly in February 2011. From then on a stable increasing pattern was observed concluding in a maximum of 268 hits per day in June 2011. Therefore, the overall pattern observed can be divided into three distinct periods:

- July 2010 – November 2010: The hits counter constantly increases to a maximum of 241 hits in October 2010. A sudden decrease is recorded in November when only 82 hits are recorded.
- November 2010 – February 2011: From November onwards the hits recorded increase to a maximum of 141 in January 2011. Again a sudden decrease is recorded in February when only 91 were recorded.
- February 2011 – June 2011: During this period the hits recorded constantly increase to a maximum of 268 in June 2011. Unlike previous periods, fluctuation reduces with hits recording tending to stabilize towards the end of that period.

As mentioned earlier, the hits indicator is not considered to be reliable as it tends to inflate usage statistics. Hits recorded depend on the data required to be retrieved from the server to view a webpage. Therefore, for a site that is continuously being developed with new parts being added frequently it is only normal to record an increasing hits trend line. As the hits recorded for every visit are not constant and neither recorded, it is impossible to deduce any safe conclusions from this indicator.

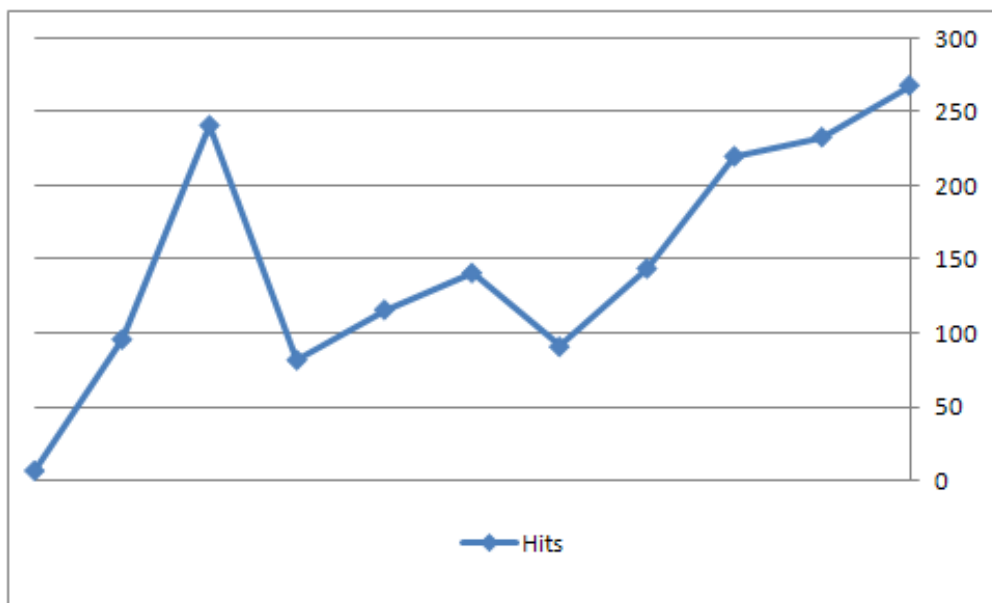


Figure 4.3: Hits recorded (July 2010 – June 2011)

A more reliable source of information is the pages indicator that records the pages visited within a website. As shown in Figure 4.4 a similar pattern to that of hits is observed, only less inflated. Therefore, by dividing data into three periods the following observations can be made:

- July 2010 – November 2010: The pages counter constantly increases to a maximum of 77 pages in October 2010. A sudden decrease is recorded in November when only 26 pages are recorded.
- November 2010 – February 2011: From November onwards the pages visited increase to a maximum of 63 in January 2011. Again a sudden decrease is recorded in February when 42 pages were visited.
- February 2011 – June 2011: During this period the pages recorded constantly increase to a maximum of 92 in June 2011. Similarly to the hits pattern, fluctuation reduces with pages visited stabilising towards the end of that period.

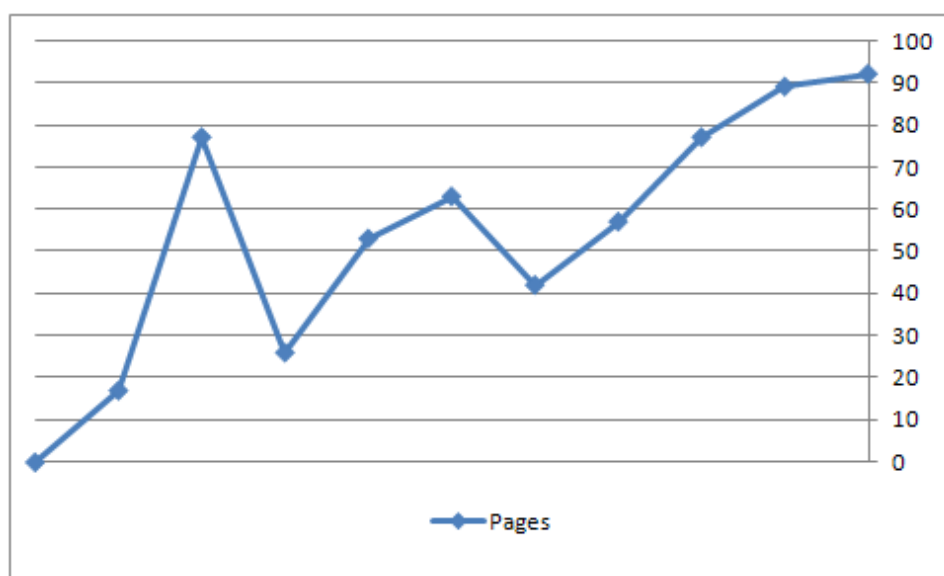


Figure 4.4: Pages visited ((July 2010 – June 2011))

In Table 4.1 the monthly data collected for each indicator from July 2010 to June 2011 are illustrated. It is apparent that the usage statistics of the CONDUITS website suggest a rapid usage increase during the first months of monitoring period. However, the sharpness of this increase disperses with time. By excluding minor fluctuations, the general impression gathered is that over the period examined the CONDUITS website usage was constantly, slowly and steadily increasing.

As illustrated in Table 4.1 the monthly average use of the website over the period examined was 137 hits, 50 pages and 26 users per day. Therefore, it can be said that on average for every website visit two pages were viewed. By examining the pages per visit in more detail (see Figure 4.5) it is observed that the ratio between the two figures also fluctuates. During the first months of the website operation, although the number of visits was very limited, a large number of pages were viewed. This implies that each visit was very thorough, with

viewers examining several website pages. Since November 2010, however, a different pattern was observed, with pages fluctuating in a similar pattern to visits. It is important to note that the increasing divergence between the two lines observed in Figure 4.5 implies increasing website attractiveness. In November and December 2010 for every visit recorded approximately one page was viewed. However, this figure gradually doubled by May 2011 when in 44 visits, 89 pages were viewed.

Table 4.1: Daily average use by month

	Hits	Files	Pages	Visits
June 2011	268	182	92	55
May 2011	233	150	89	44
April 2011	220	137	77	44
March 2011	144	94	57	38
February 2011	91	61	42	32
January 2011	141	92	63	41
December 2010	116	80	53	40
November 2010	82	54	26	16
October 2010	241	120	77	2
September 2010	96	34	17	1
August 2010	7	6	0	0
July 2010	5	3	0	0
Average	137	84	50	26

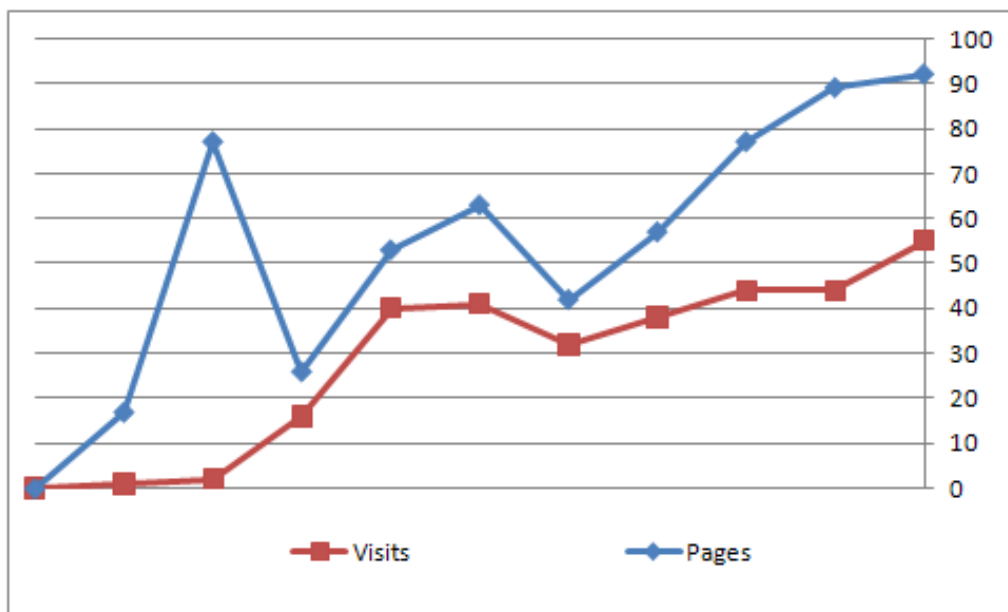


Figure 4.5: Overall visits and pages visited ((July 2010 – June 2011))

4.3 Page statistics

When examining each month individually, additional usage statistics were available. The data presented here focus on January and June 2011, as they provide an illustrative sample over the period examined. January and June 2011 are considered to be the most suitable occasions due to the high website traffic recorded.

Looking at website traffic in detail during a specific month enables the consideration of additional indicators, such as the hourly distribution of visits during a day, the most visited pages of a website, the most popular entry/exit pages, search strings, usage by country, etc. Although comparative patterns for these indicators are not of great value, by looking at them individually invaluable conclusions on website performance can be drawn.

As illustrated in Table 4.2, during January 2011 roughly 34% of the visits originated from the United States, 5.4% from the Russian Federation, 4.7% from Belgium, 3.7% from the United Kingdom, 2.5% from Netherlands, 2.1% from Italy, 1.5% from Turkey and Israel. In comparison, during June 2011 visits from United States reduced to 19.4% while United Kingdom increased to 7.1%. Furthermore, visits from France, Greece and Germany increased significantly.

It is encouraging to note that visits have been recorded from countries that are not members of the European Union, such as Malaysia, Sri Lanka, Japan, Colombia, India and Nepal. Although the number of visits recorded from these countries was limited, it is significant to note that the website has a worldwide 'reach', attracting viewers from around the globe. Furthermore, the significant amount of US viewers suggests that the website is highly attractive for users from countries with developed ITS systems.

The most viewed page of the CONDUITS website is reasonably the welcoming index page (www.conduits.eu) with 70% of the recorded traffic navigating through this page. Other popular pages are the City Pool page, that contains the interactive map, the partners' page and the project objectives page. It is worth noting that during June 2011, the second most popular page was the calendar of events page containing information on the joint CONDUITS – 2DECIDE meeting that was held on the 22nd of June 2011 in Brussels.

In terms of bandwidth the majority of monthly downloads concerned deliverables, and more specifically Deliverables 1.2-1.3. Other downloads regarded the leaflet, which

although it is downloaded more frequently, is of considerably smaller size (kB) than deliverables files.

Table 4.2: Origin of visits during January and June 2011

January 2011			June 2011	
34.22%	US Commercial	1	26.49%	Unresolved/Unknown
20.11%	Unresolved/Unknown	2	19.40%	US Commercial
11.92%	Network	3	13.71%	Network
5.35%	Russian Federation	4	7.09%	United Kingdom
4.71%	Belgium	5	5.78%	Belgium
3.66%	United Kingdom	6	3.23%	Germany
2.50%	Netherlands	7	3.15%	Italy
2.14%	Italy	8	2.76%	Turkey
1.80%	Non-Profit Organisation	9	2.56%	Russian Federation
1.62%	Israel	10	1.36%	France
1.50%	Turkey	11	1.32%	Greece
1.18%	Germany	12	1.16%	Austria
1.11%	Switzerland	13	1.16%	Netherlands
1.07%	Greece	14	1.01%	Israel
0.91%	Austria	15	0.84%	Spain
0.84%	Old style Arpanet	16	0.80%	Switzerland
0.80%	Estonia	17	0.78%	Denmark
0.61%	Sweden	18	0.78%	Nepal
0.57%	Colombia	19	0.69%	Czech Republic
0.48%	Japan	20	0.56%	Slovenia
0.48%	Romania	21	0.54%	Finland
0.34%	Poland	22	0.52%	Sweden
0.32%	Ireland	23	0.49%	India
0.30%	Spain	24	0.45%	Luxembourg
0.23%	France	25	0.37%	Non-Profit Organisation
0.20%	US Educational	26	0.35%	Australia
0.14%	Malaysia	27	0.32%	Old style Arpanet (arpa)
0.14%	Singapore	28	0.26%	Ukraine
0.11%	Sri Lanka	29	0.19%	Bulgaria
0.11%	Malta	30	0.15%	Norway

Table 4.3: Origin of visits during January and June 2011

January 2011			June 2011		
72.38%	/Index.asp	1	68.62%	/Index.asp	
3.78%	/City+Pool.asp	2	6.41%	/FC.asp	
3.62%	/Objectives.asp	3	2.41%	/City+Pool.asp	
3.30%	/Partners.asp	4	2.23%	/Partners.asp	
2.20%	/Activities.asp	5	1.95%	/Objectives.asp	
2.12%	/Deliverables.asp	6	1.86%	/TW2.asp	
2.05%	/Contact.asp	7	1.67%	/Deliverables.asp	
1.97%	/Newsletter.asp	8	1.67%	/Newsletter.asp	
1.73%	/Links.asp	9	1.67%	/UrbanITSEG.asp	
1.73%	/TW1.asp	10	1.58%	/Activities.asp	

5 Conclusions

Summarising this report, it was noted that the primal purpose of the CONDUITS website was to disseminate the work undertaken during the course of the project. Additionally, the website aimed to serve the daily needs of the consortium members and to inform the transport community on the results obtained.

The website was structured in ten sub-pages out of which: four were dedicated to informing the user on the project and disseminating its outputs, one in assisting the user to explore the website efficiently using a search engine type format, and one in exploring the City Pool members through the use of an interactive map. Also, by introducing static navigation, news and events panels, efficient navigation across pages of the website was made possible.

After examining several usage indicators, a steadily increasing pattern of users was observed. Additionally, it was noted that the website design is fairly attractive, as on average for every visit recorded two pages were visited. The international nature of visitors suggests that the CONDUITS website has been a very successful dissemination tool, spreading the knowledge gained across the transport community.

In conclusion, it is worth noting that the steadily increasing pattern of users (that reached a maximum in June 2011) is not expected to decrease in the near future. Therefore, it is strongly recommended to maintain the website operational and up-to-date after the completion of the CONDUITS project. In terms of functionality, the current website design can be improved by integrating an RSS feed tool that provides users with a convenient method to closely follow developments related to the project.

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