



Guidance on TRICS Survey Compatibility – “Setting The Standard”

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Martin Hubbard/ Simon Jones
Kent Highway Services



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Why publish the TRICS multi-modal methodology?

- Show how TRICS is keeping pace with the multi-modal approach to transport appraisal and planning.
- Increasing interest in Travel Plan monitoring through the Standard Assessment Methodology (SAM).
- User organisations have also expressed interest in supplying their own data in addition to our annual data collection programme. It will be important that they know exactly how TRICS data should be collected.
- Clarifying data collection methods is helpful to users.



Multi-modal project background

- From 25 surveys in 2000, the multi-modal programme has grown to 150 surveys in 2007.
- 60% of all surveys being undertaken are multi-modal.
- Now over 300 sites with multi-modal surveys within TRICS, growing rapidly.
- 2007 surveys split between 8 multi-modal count types.



Multi-modal methodology overview

- Visit the site to determine survey specification.
- A number of site checks and observations are required.
- Production of survey specification must meet defined standards.
- Ensure that survey is undertaken to specification.



List of observational checks required during site visit

- 15 checks required during a TRICS site visit.
- Same rules apply to all sites to ensure that the site can be surveyed and correct counts by all modes of transport are obtained.
- Without these checks there is a danger of count data being wrong!
- Sites vary in complexity and the length of the visit is dependent upon this. Site visits should continue until all checks have been made.



1. Site boundary integrity

- Is the site boundary secure?
- Are there too many “leaky” points of access?
- Are there any “unofficial” access points?





2. On-site parking provision

- What type of parking is available at the site?
- Would non-site users park on-site?
- Is site car parking enforced?





3. Relevance of off-site parking

- Would off-site parking take place for the site?
- Could relevant off-site parking be observed?





4. Local public transport provision

- Do public transport user trips fall within TRICS distance thresholds?
- Can public transport users be identified through observation?





5. Site access points

- Have all relevant access points been identified?
- What modes are relevant to each access point?
- Have all “unofficial” access points also been identified?





6. Identification of “through-trips”

- Would there be a reason for a through-trip?
- How can through-trips be identified and excluded?





7. “Cross-over” trips from adjacent sites

- Would people cross between the site and its adjacent neighbour?
- How can the correct overall transport mode be identified?





8. Exceptions for “town centre” developments

- When is a pedestrian trip not a pedestrian trip?
- How can the true mode to the local area be identified?





9. Avoidance of double-counting

- Has the possibility of double-counting been removed?
- Exclusion of trip types needs to be agreed in advance by enumerators.
- Interviews need to establish parking location. E.g. a small leisure centre.



10. Type of survey required

- Is the survey to be:
 - “observational”,
 - “part-observational” or
 - “full interview”?
- Site visits will determine the type of survey required.



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11. Inclusion of “head counts”

- How do we record everyone at high-intensity sites?
- Would a head count apply to every access point?
- Some parts of the site may be busier than others – implications for factoring of results.



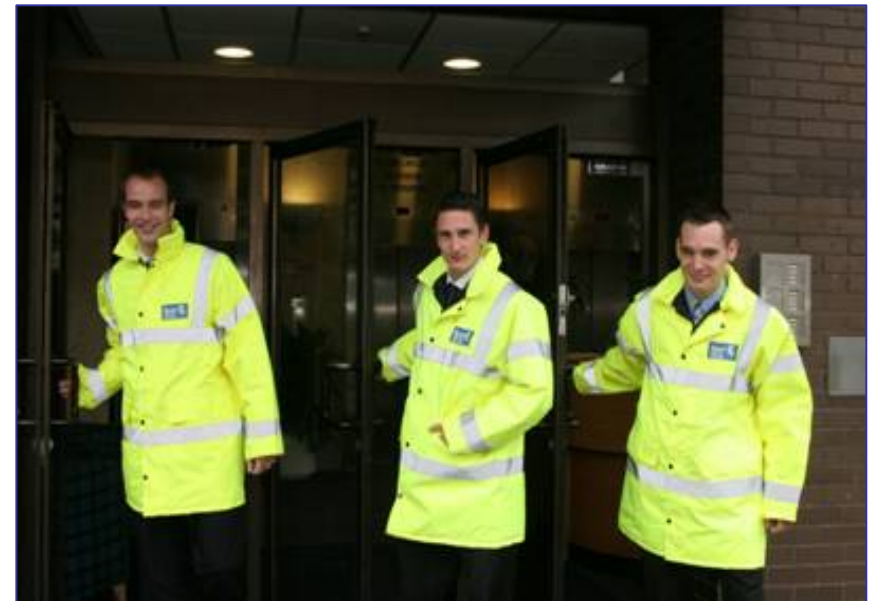
12. Special survey conditions

- There is no limit to the number of unusual survey conditions that may apply.
- Is there anything unusual needing to be taken into account, such as a shopping unit within a residential site?
- Would a head count apply to all access points?



13. Enumerators required at any one time

- How can we work out how many enumerators we need?
- Would we have enough enumerators at busy times?





14. Requirements of each enumerator location

- What needs to be counted?
- Who needs to be interviewed?
- Clear instructions required!



15. Site photographs

- Can we make things clearer for data collectors?
- What should we photograph?





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Multi-modal survey specifications overview

- Specifications first developed in 2000.
- Annual improvements through experience.
- Detailed yet straightforward approach.
- Fine attention paid to detail.



Producing a survey specification

- Expanding site visit notes into plain English instructions for enumerators.
- Consists of the following 9 components...



Components 1 to 4

1. Site identification & location

- Site should be clearly identified by street name and postcode.

2. Identification of TRICS land use classification

- The correct land use code (from over 100 in TRICS) should be stated.

3. Day of week & survey duration

- Avoid school holidays.
- “Peak” day to be used.
- Survey duration to cover site operating hours.
- Seasonal issues.

4. Total access points for all modes & vehicles

- Identify separately.



Components 5 to 7

5. Total enumerator positions required

- Total number of enumerators to be required at any one time.

6. Type of survey

- Observational.
- Part-observational.
- Full interview.

7. Special survey conditions

- “Yes/No” indicators for selection of survey conditions (e.g. “exclusion of through-trips required (y/n)”)
- Any other special conditions not in list to be noted.



Components 8 to 9

8. Individual enumerator instructions

- Position of enumerator.
- Count/interview instructions (directions & modes, head counts).
- Any special conditions.

9. Site photographs

- Show access points and bus stops.
- Photographs numbered and referenced in individual enumerator text.



Summary

- Correct auditing of sites by thorough site visits vital to survey success.
- All surveys must meet TRICS modal definitions.
- Survey specifications based on site visit notes.
- All factors important to success of large TRICS data collection programme.
- Methodology allows members and other organisations to undertake surveys to TRICS standard.



Further Information and Questions

- A full copy of the 2007 TRICS Multi-Modal Methodology, and further information, can be obtained from JMP Consulting (ian.coles@jmp.co.uk)
- Information on the UK Standard for Measuring Travel Plan Impacts can be found at www.trics.org/standardised_monitoring.htm