




Nick Rabbets, Dorset County Council

MOVING FORWARDS: TRICS SYSTEM DEVELOPMENTS IN 2011



Developing the TRICS System

- Involvement of TRICS Community
 - Annual system development programme
 - System developments – December 2010
 - System developments – June 2011
 - Have YOUR say in the system's future
- 



Involvement of the TRICS Community


For 22 years the development of TRICS has involved the input from its membership community.


Feedback from all users of the system is widely regarded and has a direct impact on our development programme.






Working with the TRICS Community

- Feedback received via emails and telephone calls
 - Annual TRICS User Survey
 - Wide variety of ideas and suggestions
 - Important to keep TRICS up to date
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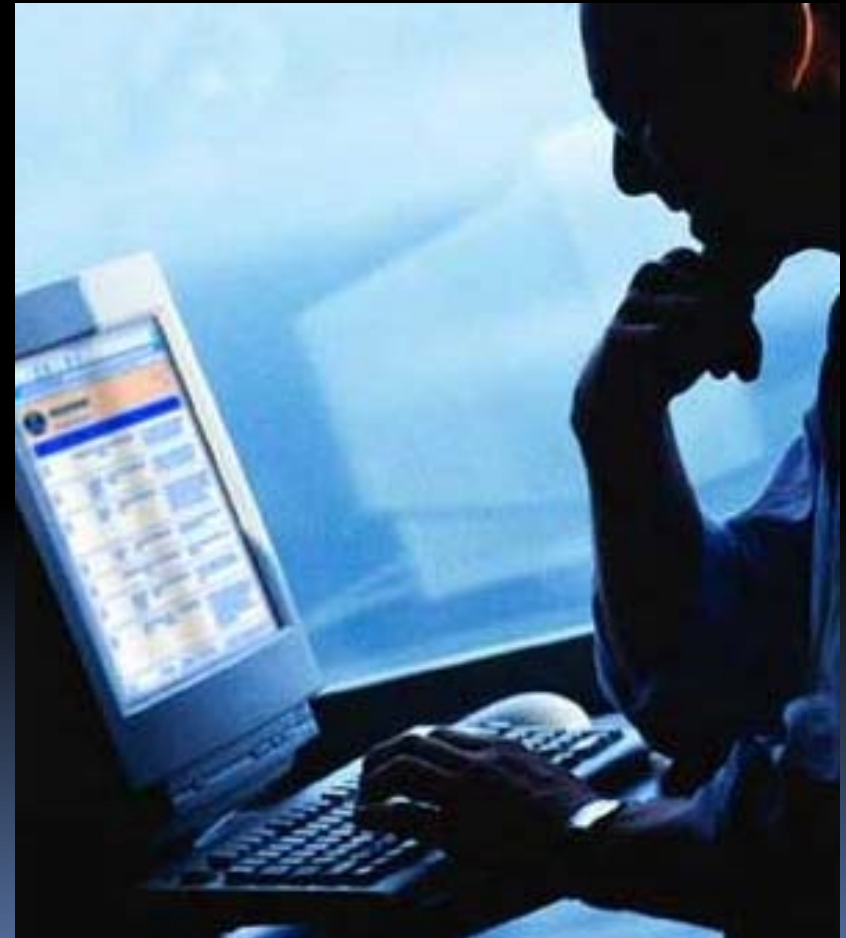
Annual System Development Programme

- Annual process
 - User Survey results analysed in Summer
 - Programme for system developments proposed through to following June
 - Programme approved by Consortium
 - Two stages of development
- 

What is the System Development Programme?

The annual System Development Programme is a culmination of user feedback analysis and ideas generated by the TRICS Consortium and JMP.


This programme is essential to ensure that TRICS meets today's challenges and fulfils user requirements.






Annual TRICS User Survey

- Circulated to all user organisations
- Contains a number of sections
 - What would you like to see in the system?
 - What parts of the system are difficult?
 - What ideas for research do you have?
 - What development types need more data?
- Copies provided – please complete today!



Process of deciding a System Development Programme

- Annual User Survey responses analysed
 - JMP puts together proposal of the most popular and appropriate development suggestions
 - Proposed developments are rated by cost, effectiveness and appropriateness
 - Consortium select developments from shortlist
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Two stages of annual development


There are four annual database updates, two of which contain new system features and amendments.

The December and June system updates contain the new development features programmed the previous autumn.





System Developments: December 2010

- Site area added as TRP for Industrial Estates
 - All 23 TRICS Research Reports made available to download from the TRICS Library
 - “Car-Sharers” now indicated in modal split pie charts
 - Reduced Google Maps pop-up warning
 - Clarification note on school surveys
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Site Area added as TRP for Industrial Estates

Industrial Estates within TRICS can vary considerably in their Site Area.

An option to calculate trip rates by Site Area in hectares was introduced, alongside the existing three TRP options.

The screenshot displays the TRICS software interface. At the top, it shows 'TRICS MAIN MENU' and 'Land Use 02 - EMPLOYMENT D - INDUSTRIAL ESTATE'. Below this are navigation buttons: 'Next Stage' (green arrow), 'Reset Stage 2 Selections' (blue document with red X), 'Help' (blue question mark), and 'Previous Screen' (green arrow). A row of tabs includes 'TRAFFIC/MULTI-MODAL', 'FILTERING STAGE 1', 'FILTERING STAGE 2' (selected), and 'FILTERING STAGE 3'. The 'Main selection' table is shown below, with columns for 'Description', 'No. of surveys', and 'Include'. The 'Include' column contains radio buttons, with the first one (for 'Site area') selected. A 'Definitions' button is located to the right of the table.

Description	No. of surveys	Include
Site area	173	<input checked="" type="radio"/>
Gross floor area	223	<input type="radio"/>
Parking spaces	104	<input type="radio"/>
Number of Employees	224	<input type="radio"/>

23 Research Reports made available in TRICS Library

TRICS RESEARCH REPORTS (PDF Format Zipped)

02-1	Relationships Between Accessibility and Parking for New Developments (research brief 1)
02-2	Seasonality Research Report
03-1	The Effectiveness of Travel Plans (research brief 2)
04-1	Does Historic Site and Survey Data Remain Valid to Use?
04-2	Hospital Travel
05-1	Trip attraction rates of developments with multiple retail and leisure uses
09-1	An econometric study of the relationship between land use and vehicle trip generations
89-1	Traffic Generation Study of Offices and High Tech Sites
89-2	Traffic Generation Studies
89-3	Review of Parking Standards
89-4	Traffic Generation from Industrial Estates
89-5	Traffic Generated from Marinas
92-1	Assessment of Parking Demand
92-2	Traffic Implications of Sunday Trading
93-1	Parking and Public Transport - The Effect on Mode Choice / A study of B1 developments
94-1	Long Term Changes in Superstore Traffic Generation
95-1	Parking and Public Transport - The Effect on Mode Choice / Additional surveys at B1 developments with constrained parking
95-2	Pass By and Diverted Traffic - A Resume
95-3	Traffic and Parking at Food Retailing
95-4	Traffic and Parking at Food Retailing / Appendices
97-1	Transport Characteristics of Non-Food Retail Parks
99-1	Transport Characteristics of Foodstores at Retail Parks
99-2	Research into Trip Rate Variation

Highlight a report in the above list and click "Download" (ZIP File)

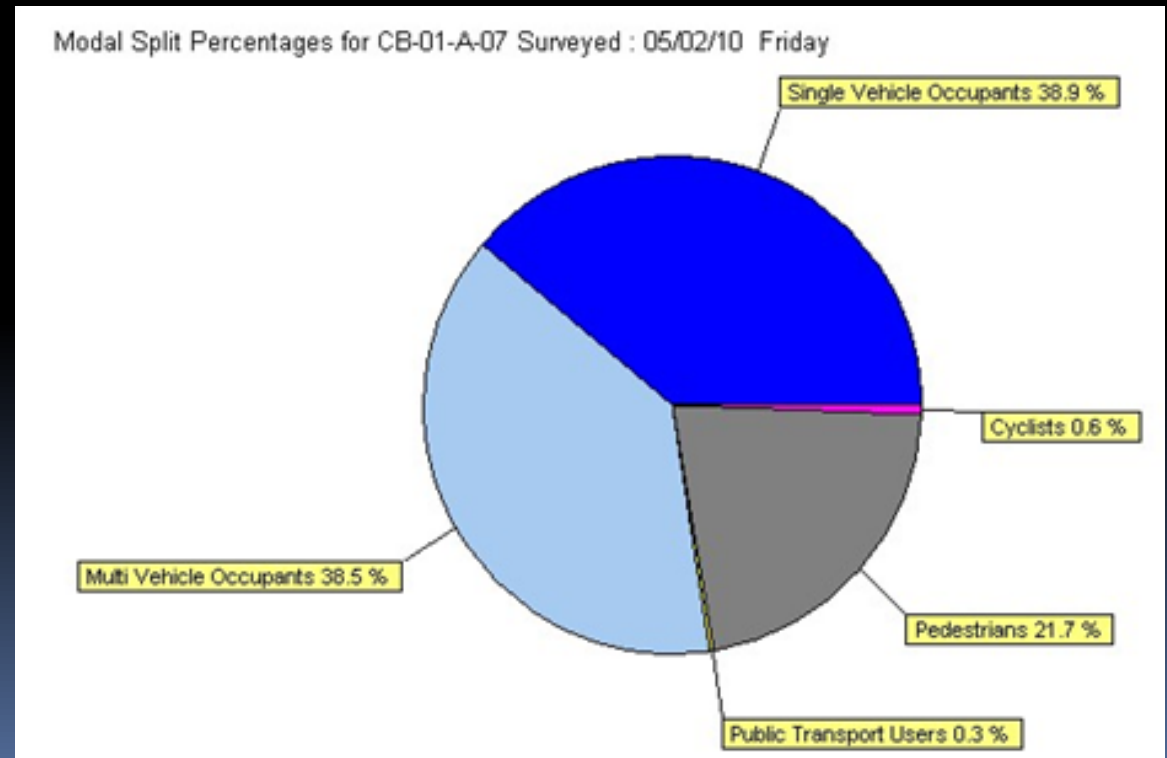
Download

“Car-Sharers” indicated in modal split pie charts

Previously modal split pie charts just showed total “vehicle occupants”.

New feature splits vehicle occupants between single occupancy and multi-occupancy.

Good indication of “car-sharing”.



Reduced Google Maps pop-up warning

The screenshot shows a web application interface with a light blue background. At the top, there are navigation icons: a globe for 'View Map', a yellow warning triangle, a printer for 'Print', a question mark for 'Help', and a green arrow for 'Previous Screen'. Below these are three tabs: 'Rail accessibility', 'Design features encouraging non-car modes', and 'Accessibility & Census Information'. The main content area displays a table with the following data:

Gross floor area	7702 sqm	Created	Version	2011(a)v6.7.1
Retail floor area	5500 sqm		Date	07/09/10
Total parking spaces	456	Travel Plan	Is there a travel plan	

Overlaid on the interface is a 'Google Maps' dialog box with a teal header. The text inside the dialog reads: 'You are about to open a separate browser session which accesses Google Maps, referenced by this site's Latitude and Longitude data fields. To reproduce images from Google Maps in your reports or any other submitted outputs, permission must be obtained from Google. Links to Google's Permission Rules and a Permission Request Form are immediately below. Adherence to the stated rules is the sole responsibility of individual TRICS users.' Below the text are four buttons: 'Permission Rules', 'Permission Request Form', 'OK', and 'Cancel'. The background interface also shows a 'Public Transport' section with a 'Day' dropdown menu and a table with columns for 'Day', '1600-1900', '56', '5', and '61'.

Clarification note on school surveys

A note has been added which provides clarification on how multi-modal trips at school sites are recorded.



Navigation icons: Total Vehicles, Cycle, PSV, Vehicle Occupants, Pedestrians, PTU, Bus Passeng

TOTAL VEHICLES

Survey date: 19/10/05 Wednesday

Survey type: Manual Count

Comment: No OGVs or taxis entered or exited the site. A pupil was killed the previous day, and then normal school hours.

Bracketed figures assume initial number at site to be 0

Time	Arrivals	406	Departures	412	Totals	Parking Accum
00:00-01:00						
01:00-02:00						

School surveys in TRICS require a greater level of scrutiny.

Note on Multi-Modal Survey Counts at Schools

Users should be aware that the method for undertaking multi-modal surveys at schools has specific conditions attached. Essentially, drivers of vehicles dropping off/picking up children at a site are excluded from the vehicle occupants count. The only instance of inclusion of vehicle drivers (i.e. parents and guardians) is when such people attend the school for an appointment as opposed to merely leading their children in and out of the school. Therefore, as a rule, a vehicle arriving with a parent dropping off a child at the site should be recorded as both a vehicle arrival and departure, with the one vehicle occupant (the child) recorded as arriving.

All parents arriving at/departing from the site either as pedestrians or public transport users should be recorded along with their children. Unlike the vehicle occupants count, where the parents/guardians are treated as the operators of the vehicles rather than actual site visitors, people accompanying children on foot or by public transport are considered genuine trips to and from a school. So, in the case of a parent walking to school with a child, this would, as a rule, be represented by two arriving pedestrians and one departing pedestrian being recorded in the survey count.



System Developments:

June 2011

- Sixth Form data field for Secondary Schools
- Descriptive document on TRICS in Library
- Employment trip rates half hourly/hourly toggle option
- User comments field added to PDF outputs
- Internal/External GFA breakdown for Garden Centres
- Guidance note on cross-test facility

Sixth Form data field for Secondary Schools

A new data field will indicate, for all Secondary School sites within TRICS, whether or not a school had a Sixth Form facility at the time of the survey.



Descriptive document on TRICS in Library

Some recipients of TRICS data are unsure what the system is and what its data represents.

A new descriptive document will be made available to give data recipients a basic introduction into what TRICS is.



Employment trip rates: Half hourly/hourly toggle option

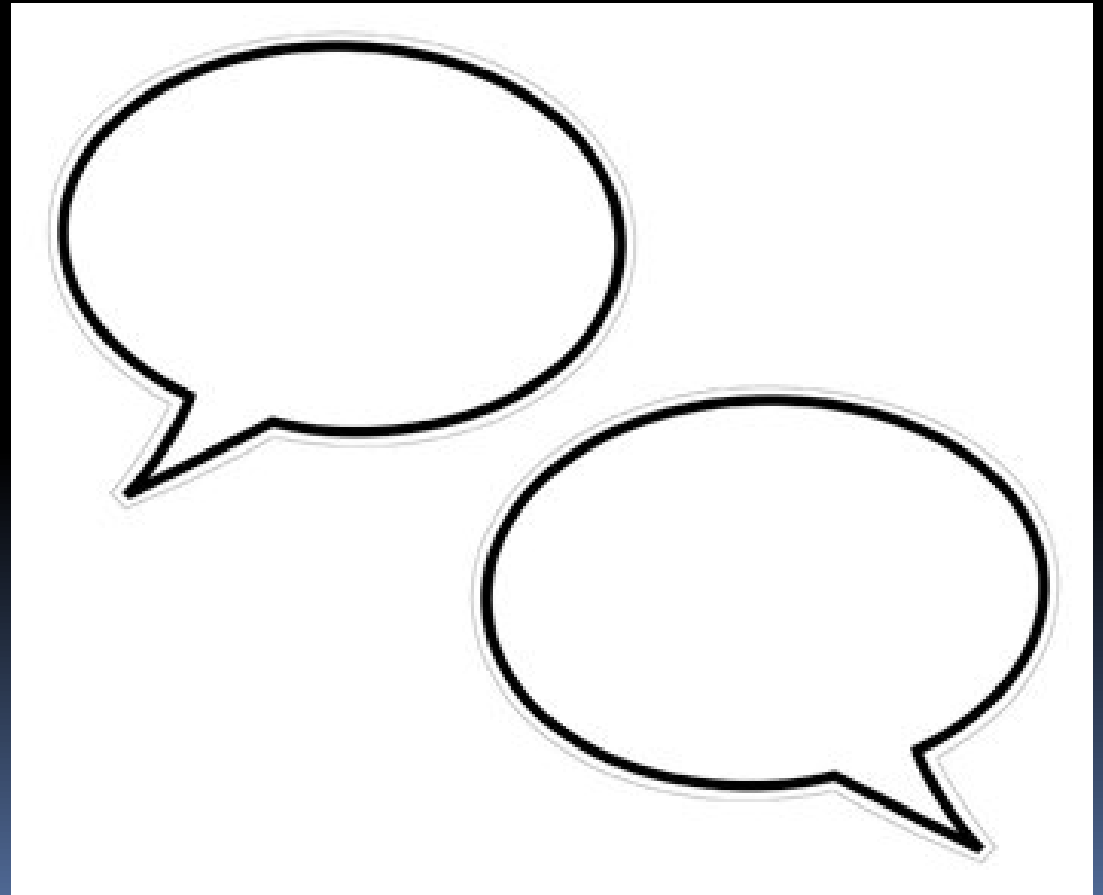
Employment is only main land use category where trip rates are displayed half-hourly.

New feature will allow users to toggle trip rates between half-hourly and hourly formats.



User comments field added to PDF outputs

A new facility will allow suppliers of TRICS outputs to add their own comments and points of clarification prior to generation of PDF reports.



Internal/External GFA breakdown for Garden Centres



Guidance note on Cross Test facility

The Cross Test facility has become an important part of analysing trip rate generation in TRICS.

A guidance note is being written which explains the process and how levels of variation can fluctuate.

CROSS TEST

Direction	Start/End Time Selection
<input type="radio"/> Arrivals	Start 11:00 ▼
<input type="radio"/> Departures	End 12:00 ▼
<input checked="" type="radio"/> Totals	

OK Cancel

CROSS TEST RESULTS

Selected Time Period	11:00-12:00
Direction	Totals
Mean Trip Rate	13.528
Median Trip Rate	13.828
Variation (%)	2.2

OK

We need your feedback and ideas!

Please complete a TRICS User Survey and provide us with your own ideas and feedback today.

Every opinion counts, and TRICS needs to represent its user organisations as we continue to develop the system.

