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# THE 2011 TRICS GOOD PRACTICE GUIDE



# The 2011 TRICS Good Practice Guide

- Why is Good Practice essential?
  - Who does Good Practice apply to?
  - Understanding the aims of TRICS
  - Good Practice in the production of trip rates
  - The audit of TRICS data
  - Your thoughts on adapting our guidance
- 

# Why is Good Practice essential?

TRICS is a vast database of transport survey information that allows flexibility and a wide range of trip generation filtering criteria.

For data to be robust and acceptable it surely must display its origins, with all processes of selection made clear. Only then can trip rate generation be shown as transparent.



# Who does Good Practice apply to?

There is a two-stage approach to implementing Good Practice in the use of TRICS


Methods of Good Practice outlined in the guidance apply to those preparing transport assessments.

Local authorities auditing planning applications should also use the guidance to understand the methods used in the generation of TRICS results.

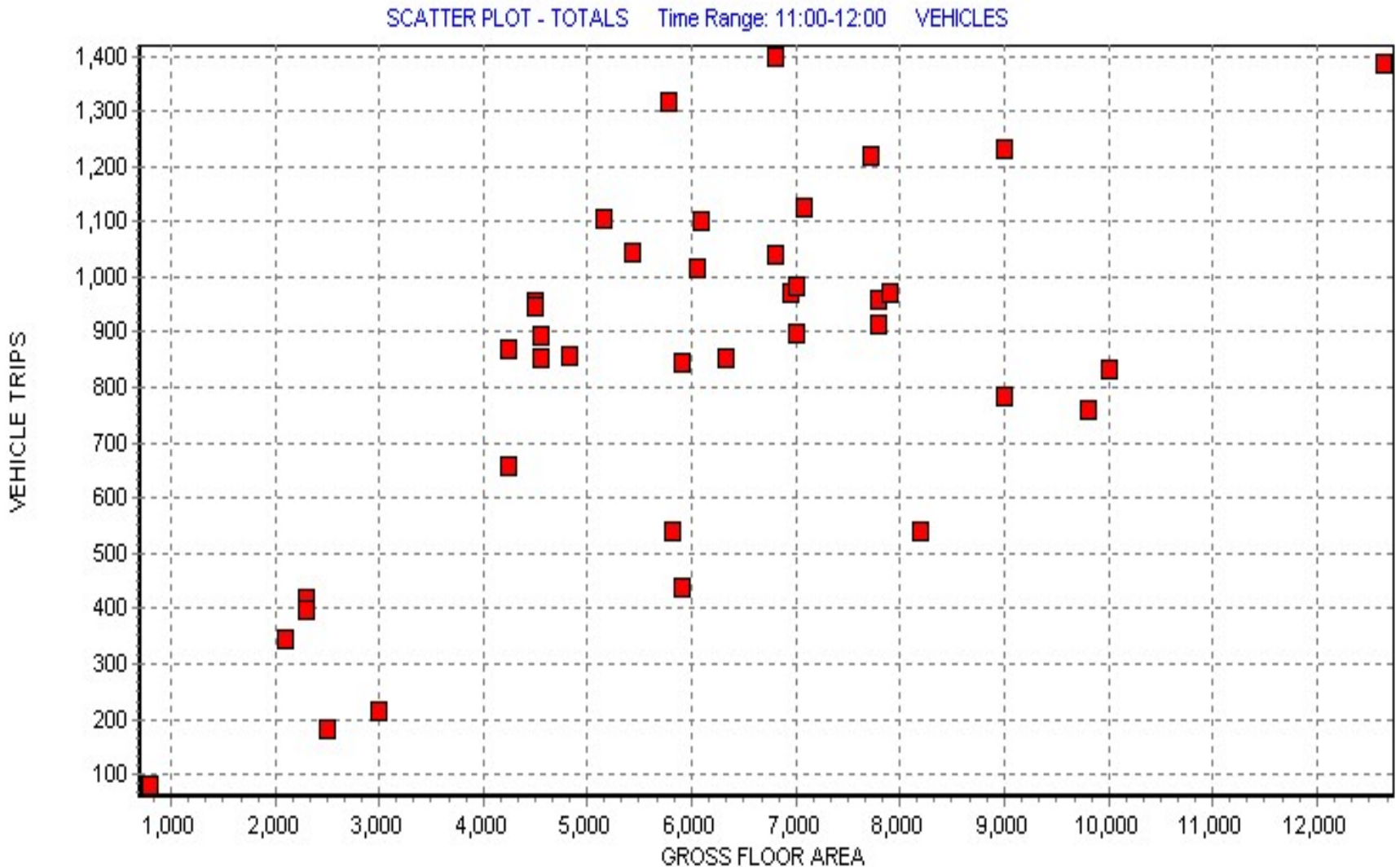




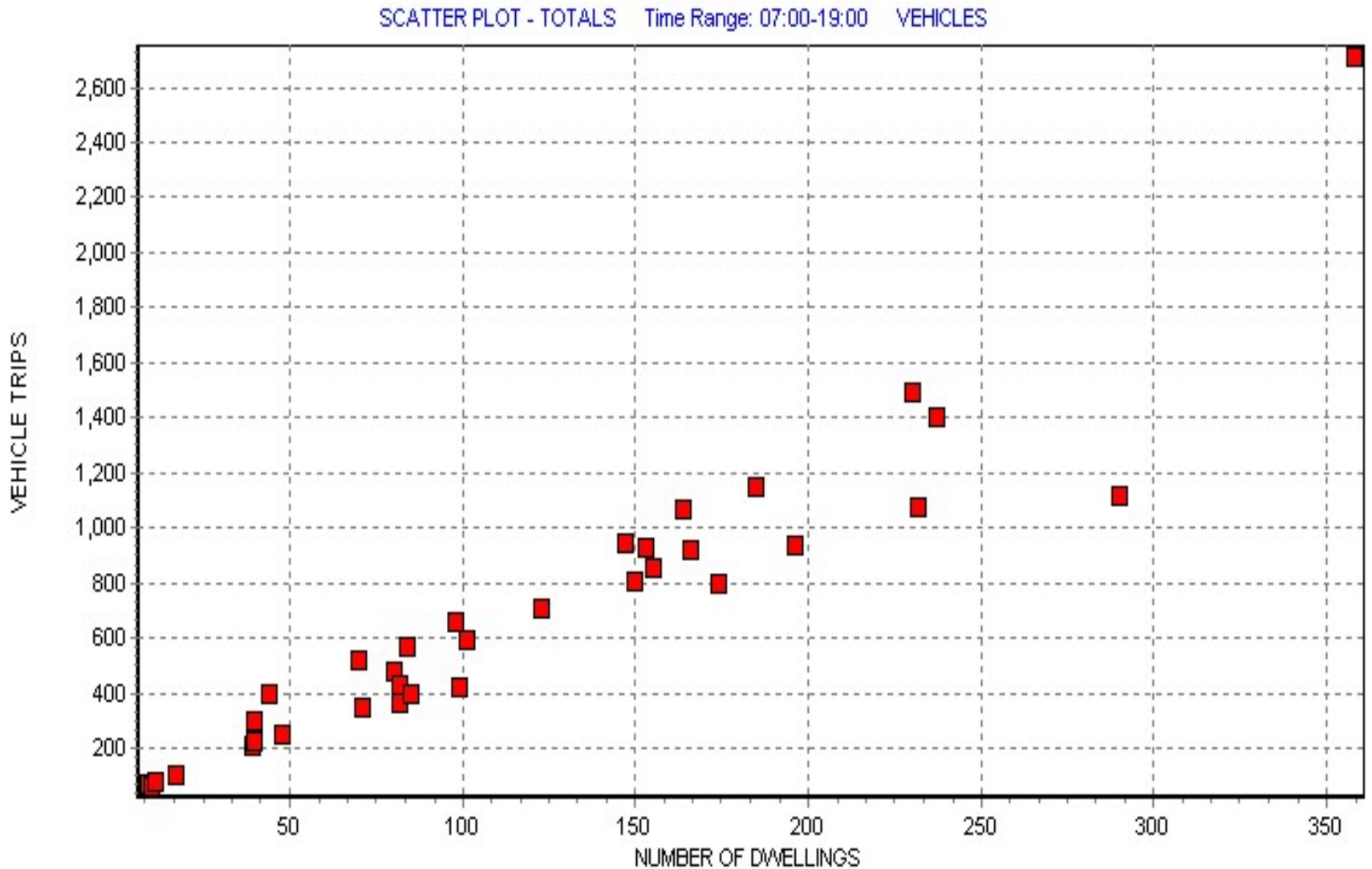
# Understanding the aims of TRICS


- TRICS can provide indications of trip rate ranges across a variety of development types
  - It is not designed to provide an exact prediction for any given scenario
  - TRICS provides examples of error margins
  - TRICS demonstrates the many factors that can influence trip generation
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# Error margins: Food Superstore





# Error margins: Residential






# Factors influencing trip generation (within database)

- Location type
  - Access and availability of public transport
  - Population levels
  - Levels of car ownership
  - Peak days and times
  - Weather conditions
  - Other factors...
- 



# Factors influencing trip generation (external to database)


- Economic conditions at time of survey
  - Effect of local competition
  - Demographic considerations
  - Other factors...
- 

# Good Practice in the production of trip rates





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- Using the most up to date version of TRICS
  - Understanding land use definitions
  - Site selection by region and data fields
  - The use of comment boxes
  - Understanding trip rate calculation parameter definitions
- 


# Land use definitions: Residential







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- Using older TRICS data
  - Seasonal trip rate variation
  - Peak hours and days
  - Avoiding the production of pre-determined “preferred” trip rates
  - Representative sample sizes
- 

# Peak hours and days

Saturday remains the busiest day of the week for food superstores, but only just.

Mixing weekend days and weekdays together goes against Good Practice and can lead to the phenomenon of “double peaks”.



# Finding the balance: Representative sample sizes


The general rule in TRICS is the more surveys in your selected set, the better.

Achieving a balance between the strictness of your filtering criteria and your sample size is important for producing robust trip generation data.





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- Re-surveys and multi-surveys
  - Weighting factors in trip rate calculations
  - Trip rates and limits of extrapolation
  - Mixed use sites and TRICS
- 

# The TRICS Cross-Test

TRICS MAIN MENU

Land Use 01 - RETAIL A - FOOD SUPERSTORE

Rank Graph Copy Data Print Selection Cross Test Help Previous Screen Descriptive

TRAFFIC/MULTI-MODAL FILTERING STAGE 1 FILTERING STAGE 2 FILTERING STAGE 3 FILTERING STAGE 4 COUNT TYPE RESULTS

VEHICLES  Estimate TRIP rates

TRIP RATE VALUE PER 100 SQM	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00-02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00-03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00-04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00-05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00-06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00-07:00	1	4830	0.663	1	4830	0.186	1	4830	0.849
07:00-08:00	37	6114	1.553	37	6114	0.938	37	6114	2.491
08:00-09:00	38	6008	3.678	38	6008	2.460	38	6008	6.138
09:00-10:00	38	6008	5.422	38	6008	4.282	38	6008	9.704
10:00-11:00	38	6008	6.794	38	6008	5.813	38	6008	12.607
11:00-12:00	38	6008	7.128	38	6008	6.857	38	6008	13.985
12:00-13:00	38	6008	6.901	38	6008	6.977	38	6008	13.878
13:00-14:00	38	6008	6.348	38	6008	6.556	38	6008	12.904

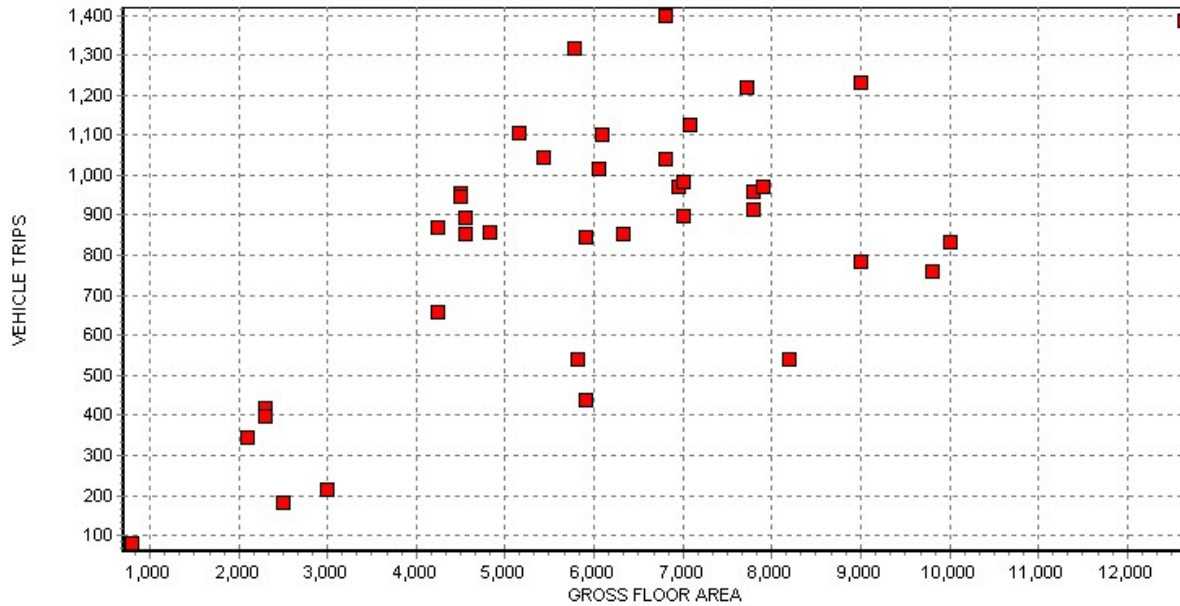
**CROSS TEST RESULTS**

Selected Time Period 11:00-12:00  
 Direction Totals

Mean Trip Rate 13.985  
 Median Trip Rate 14.792  
 Variation (%) 5.8

OK


SCATTER PLOT - TOTALS Time Range: 11:00-12:00 VEHICLES



VEHICLES <span style="float: right;"><input checked="" type="checkbox"/> Estimate TRIP rates</span>												
Estimated TRIP rate value per <input type="text" value="7200"/> SQM				Estimated TRIP rates shown in shaded column (for 7200 SQM)								
TRIP RATE VALUE PER 100 SQM	ARRIVALS Total Rate: 73.771 Peak: 11:00-12:00			Total 5311.551	DEPARTURES Total rate: 73.617 Peak: 12:00-13:00			Total 5300.431	TOTALS Total rate: 147.388 Peak: 11:00-12:00			Total 10611.98
	No. Days	Ave. GFA	Trip Rate	Estimated Trip rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip rate
00:00-01:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
01:00-02:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
02:00-03:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
03:00-04:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
04:00-05:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
05:00-06:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
06:00-07:00	1	4830	0.663	47.702	1	4830	0.186	13.416	1	4830	0.849	61.118
07:00-08:00	37	6114	1.553	111.845	37	6114	0.938	67.571	37	6114	2.491	179.416
08:00-09:00	38	6008	3.678	264.811	38	6008	2.460	177.108	38	6008	6.138	441.919
09:00-10:00	38	6008	5.422	390.420	38	6008	4.282	308.299	38	6008	9.704	698.719
10:00-11:00	38	6008	6.794	489.160	38	6008	5.813	418.550	38	6008	12.607	907.710
11:00-12:00	38	6008	7.128	513.222	38	6008	6.857	493.733	38	6008	13.985	1006.955
12:00-13:00	38	6008	6.901	496.887	38	6008	6.977	502.311	38	6008	13.878	999.198
13:00-14:00	38	6008	6.348	457.056	38	6008	6.556	472.068	38	6008	12.904	929.124
14:00-15:00	38	6008	6.382	459.485	38	6008	6.323	455.227	38	6008	12.705	914.712



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- Understanding count type definitions
  - Correct presentation of trip rates and methods
  - The Standardised Assessment Methodology (SAM)
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# Correctly present your data





# The audit of TRICS data

- Local authorities have an important part to play in ensuring Good Practice is followed
  - Look for the steps taken to achieve trip generation results
  - Could a given set of results be reproduced at the local authority?
  - Have correct methods been used?
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# Your thoughts...

The TRICS Good Practice Guide has been updated every year since 2005 when it was first issued.

Please let us know your thoughts and ideas on how we can adapt the guide for future issues.

