2020 UPDATE OF THE TRICS GOOD PRACTICE GUIDE

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TRICS has continuously developed since its 1989 beginnings, and is now a complex and flexible system.

In the 2000’s it was clear that guidance on the best use of TRICS would assist users.

The first TRICS Good Practice Guide was published in 2005.

The current version was published in 2016, and a thorough update is now due.

A fully revised version will be published in 2020.
CONSULTATION WITH USERS

• The 2020 TRICS User Survey included a section asking users to provide ideas on how we could update the guidance.

• We received a good, solid number of responses.

• Ideas have been discussed within the TRICS team, with some further revisions to the guidance added to the list.

• We can now provide a summary of what areas of the guidance will change/be added for the 2020 update.
CLARIFICATION ON INTERNALISATION & LINKED TRIPS

- This is a subject that users have brought up consistently in annual TRICS User Surveys.
- In short, there is no magic number.
- Every site needs to be taken on its own merits.
- Professional judgement is required in each individual case.
- We will clarify and update our guidance in this area, but there will never be a “one size fits all” solution.
Review of the Location Types Compatibility Table

- Users have identified inconsistencies within the current TRICS location type compatibility table.
- We shall amend and update this table to provide full consistency.
- The pop-up warning in the TRICS filtering process will also be reviewed to ensure consistency.
NEW SECTION ON THE TRICS CALCULATION METHOD

• Users sometimes compare the TRICS calculation method with an alternative average (non-TRICS) rank order method.

• Our established average (mean) method is statistically sound.

• A new section of the guidance will explain how our calculations are undertaken.

• It will be made clear that alternative methods are not endorsed by TRICS.

• Users should make it clear when non-TRICS methods have been used, or when TRICS data has been manipulated from its calculated form.
As always, use of TRICS requires professional judgement and decision making.

Without undertaking selection processes for our users, we can provide some improved guidance on areas of compatibility.

Visual compatibility (using the map facility) will also be covered.

This will be caveated, but there will be new guidance on the data fields that users should consider in trip rate filtering.
• Our current approach is to be more “inclusive” than “exclusive”, whilst not compromising the standard of filtering criteria.

• This approach will remain, but we shall review and update this section of the guidance, providing improved clarity.

• A new approach to survey date ranges will also be included.
• We have published a technical report detailing an analysis of vehicular trip rate variation by region and location type.

• This is the first published analysis of this type published by TRICS.

• This section of guidance will be fully revised, referring to the results of the analysis.

• The revised guidance will state that rejecting vehicular surveys on the basis of region is not statistically justified.

• Possible multi-modal analysis in 2020.
UPDATED GUIDANCE ON TRIP RATES OVER TIME (USING OLDER TRICS DATA)

- Recent research commissioned by TRICS has shown that trip rates are not, as many had assumed, increasing over time.
- There is evidence to suggest that trip rates are actually reducing.
- The survey date cut-off will be removed in 2020.
- The section on using older TRICS data will be fully reviewed.
- Users should use their professional judgement as always.
- The cut-off option will be replaced by a graph showing how many surveys in a land use category are available per year.
MORE DETAIL & CLARITY ON THE TRICS DEFINITION OF GROSS FLOOR AREA

• Gross Floor Area (GFA) is one of the most popular methods of calculating trip rates within TRICS.

• Users often ask us for clarification of what is (and what isn’t) included in TRICS GFA figures.

• More detail will be provided in the guidance, covering the TRICS definition of GFA.

• Some land use sub-categories also include external GFA areas, which will also be clarified in detail.

• The inclusion/exclusion of GFA Not In Use will also be covered.
Some worked examples of the trip rate calculation process will be published in a new appendix.

Caveats will be in place, as the examples will literally just be examples of how TRICS can be used.

The worked examples will be useful for new TRICS users in understanding how the filtering process operates.
MORE DETAIL ON TRICS OUTPUTS AND WHAT EACH SECTION MEANS

- It is very important that TRICS users provide results that show how trip rates have been arrived at.
- We have always provided guidance on how users should always provide full evidence.
- More detail will be provided on the various stages of TRICS outputs, explaining each sub-section.
- Improved detail will provide good clarification to both those supplying TRICS results and those auditing them.
NEW SECTION ON UNDERSTANDING SERVICING VEHICLES COUNTS

- Servicing Vehicle counts were first introduced in 2014.
- These vehicles are also included in the standard TRICS counts, and are not in addition to them (they are an extraction).
- We have recently clarified what constitutes a servicing vehicle with our data suppliers.
- There are sometimes limitations in terms of identifying some servicing vehicles.
- A new section of the guidance will provide detail on the definition of this count, as perhaps some users may have misunderstood what vehicles are included.
NEW SECTION ON UNDERSTANDING VEHICLE OCCUPANTS COUNTS

• Vehicle Occupants counts were introduced in 2000 when multi-modal surveys commenced.

• Users have often requested clarification on vehicle-sharing, and how drivers and passengers are recorded in TRICS.

• The Vehicle Occupants count is fully defined, and a new section of the guidance will explain this in detail.

• Special conditions such as how parents are recorded when taking children to and from school will also be explained.
UPDATE TO GUIDANCE ON AVOIDING “PRE-DETERMINED” TRIP RATES

• Our existing guidance encourages users not to try and fit trip rates calculated by TRICS to “pre-determined” targets.
• This guidance will remain in the updated 2020 version.
• The new “Decide & Provide” method for Transport Assessments is separate from using “pre-determined” trip rates.
• A “fan of influence” may be a key future aspect of modelling development for future year scenarios.
• Our updated guidance will take all of this into account, whilst not endorsing any Transport Assessment method, keeping TRICS fully independent.
NEW CONSIDERATION FOR “BROWSE & SELECT” & MANUAL SURVEY DESELECTION

• Our guidance covers the manual deselection of surveys, and how users should always indicate and explain why any surveys have been removed from a selected dataset.

• The guidance will be updated to provide greater clarity considering we have made recent system changes regarding this.

• We will also introduce a new section covering users directly building up a dataset using the “individual sites” and “browse and select” features.