



# 2020 UPDATE OF THE TRICS GOOD PRACTICE GUIDE

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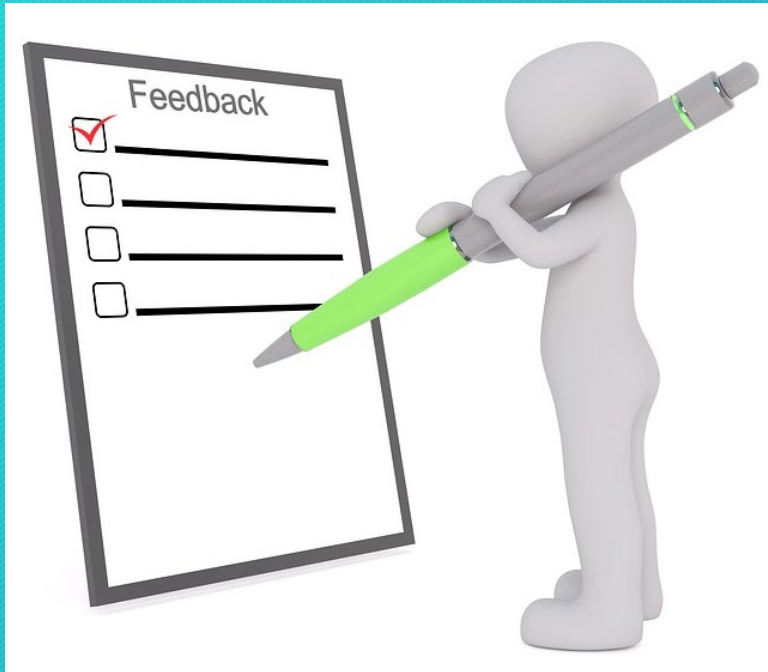
# THE TRICS GOOD PRACTICE GUIDE

- 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.

Location Type	Town Centre	Edge of Town Centre	Suburban Area	Edge of Town	Neighbourhood Centre	Free Standing
Town Centre	-	Possibly compatible	Not compatible	Not compatible	Not compatible	Not compatible
Edge of Town Centre	Possibly compatible	-	Possibly compatible	Possibly compatible	Not compatible	Not compatible
Suburban Area	Not compatible	Possibly compatible	-	Possibly compatible	Possibly compatible	Not compatible
Edge of Town	Not compatible	Possibly compatible	Possibly compatible	-	Possibly compatible	Possibly compatible
Neighbourhood Centre	Not compatible	Not compatible	Possibly compatible	Possibly compatible	-	Not compatible
Free Standing	Not compatible	Not compatible	Not compatible	Possibly compatible	Not compatible	-

**Week days to include**

Day of week	No. of surveys	Include
Monday	5	<input checked="" type="checkbox"/>
Tuesday	6	<input checked="" type="checkbox"/>
Wednesday	2	<input checked="" type="checkbox"/>
Thursday	6	<input checked="" type="checkbox"/>
Friday	28	<input checked="" type="checkbox"/>
Saturday	51	<input checked="" type="checkbox"/>
Sunday	1	<input checked="" type="checkbox"/>

**Public Transport Provision**

Selection by: Include all surveys

**Location Types to include**

	No. of surveys	Include
Town Centre	15	<input checked="" type="checkbox"/>
Edge of Town Centre	7	<input checked="" type="checkbox"/>
Suburban Area	31	<input checked="" type="checkbox"/>
Edge of Town	40	<input checked="" type="checkbox"/>
Neighbourhood Centre	6	<input checked="" type="checkbox"/>
Free Standing		<input checked="" type="checkbox"/>
Not Known		<input checked="" type="checkbox"/>

**Sub-categories**

Industrial Zone	2	<input checked="" type="checkbox"/>
Commercial Zone	7	<input checked="" type="checkbox"/>
Development Zone	7	<input checked="" type="checkbox"/>
	16	<input checked="" type="checkbox"/>
	29	<input checked="" type="checkbox"/>
	8	<input checked="" type="checkbox"/>
	1	<input checked="" type="checkbox"/>
	6	<input checked="" type="checkbox"/>
	23	<input checked="" type="checkbox"/>

**Warning on Location Type Selections**

Non-recommended combinations of main location types are currently selected. Please see the TRICS Good Practice Guide.

Manual count 99 
Directional ATC Count



# 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.



# IMPROVED GUIDANCE ON SUGGESTED DATA FIELDS TO CONSIDER WHEN SELECTING SITES



- 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.



# REVISED GUIDANCE ON MAXIMISING DATA SAMPLES

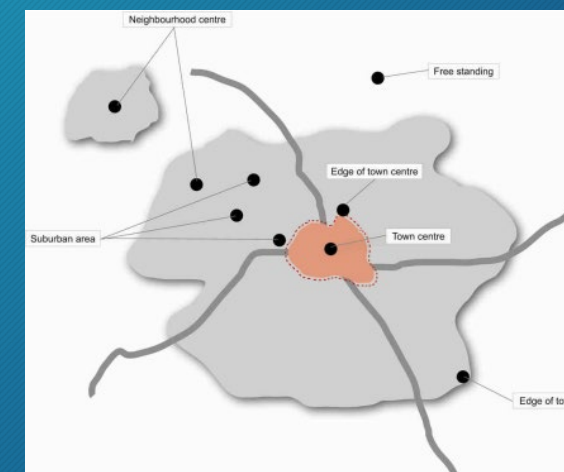


- Our current approach is to be more “inclusive” than “exclusive”, whilst not compromising the standard of filtering criteria.
- This approach will remain, but we shall review and update this section of the guidance, providing improved clarity.
- A new approach to survey date ranges will also be included.



# FULLY REVISED GUIDANCE ON FILTERING BY REGION AND LOCATION TYPE

- 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.

# WORKED EXAMPLES OF THE TRIP RATE FILTERING PROCESS



- 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.

**Trip Rate** 01 - RETAIL C - DISCOUNT FOOD STORES

Screen ID: 4  
TRICS Helpline  
020 3657 2186  
020 3657 2187  
support@trics.org

**PROGRESS CHECKLIST**

- land use & trip rate selection
- primary filtering**
- secondary filtering
- filtering summary
- site selection
- survey selection
- calculate trip rate
- rank order list
- Back
- Next
- Reset Screen Selections

**Trip Rate Parameters**

Description	No. of surveys	Include
Gross floor area	114	<input type="radio"/>
Retail floor area	114	<input type="radio"/>
Parking spaces	114	<input type="radio"/>
Number of Employees	111	<input type="radio"/>

**Parameter Range**

Selection by: Gross floor area  
Units: sqm  
Minimum: 700 From: 700  
Maximum: 2703 To: 2703

**Parking Spaces Range**

Include all surveys

Minimum: 17 From: 17  
Maximum: 230 To: 230

**Available Dates**

Minimum: 22/11/91 Maximum: 23/06/19

**Selected Dates**

From: 01/01/07 To: 23/06/19

The default lower date has been set to 01/01/07 in order to exclude old data from the calculation. If this is accepted, 55 days will be excluded.

**GFA not in use statistics**

Include "GFA not in use" in GFA trip rate calculations	YES
Number of selected surveys that include a known "GFA not in use" figure	17
Number of surveys that do not have this information available	0

**Week days to include**

Day of week	No. of surveys	Include
Monday	3	<input checked="" type="checkbox"/>
Tuesday	8	<input checked="" type="checkbox"/>
Wednesday	3	<input checked="" type="checkbox"/>
Thursday	1	<input checked="" type="checkbox"/>
Friday	2	<input checked="" type="checkbox"/>
Saturday	4	<input checked="" type="checkbox"/>
Sunday	4	<input type="checkbox"/>

**Public Transport Provision**

Selection by: Include all surveys

Important note: Filtering by Public Transport

**Survey Types to include**

Survey type	No. of surveys	Include
Manual count	17	<input checked="" type="checkbox"/>
Directional ATC Count		<input checked="" type="checkbox"/>

**Location Types to include**

Location Type	No. of surveys	Include
Town Centre	2	<input type="checkbox"/>
Edge of Town Centre	17	<input checked="" type="checkbox"/>
Suburban Area	4	<input type="checkbox"/>
Edge of Town	9	<input type="checkbox"/>
Neighbourhood Centre	6	<input type="checkbox"/>
Free Standing		<input checked="" type="checkbox"/>
Not Known		<input checked="" type="checkbox"/>
<b>Sub-categories</b>		
Industrial Zone	2	<input checked="" type="checkbox"/>
Commercial Zone		<input checked="" type="checkbox"/>
Development Zone		<input checked="" type="checkbox"/>
Retail Zone	2	<input checked="" type="checkbox"/>
Residential Zone	3	<input checked="" type="checkbox"/>
Built-Up Zone	5	<input checked="" type="checkbox"/>
Village		<input checked="" type="checkbox"/>
Out of Town		<input checked="" type="checkbox"/>
High Street		<input checked="" type="checkbox"/>
No Sub Category	5	<input checked="" type="checkbox"/>

Note on Location Compatibility

**GFA not in use Advice Notes**

In 2006, a "GFA not in use" data field was introduced. By default, total GFA is used for GFA trip rate calculations. You can now deduct "GFA not in use" from total GFA figures (where this data is available) in trip rate calculations, through a new option available via the Main Menu of TRICS. To activate this feature, click "Settings" above, then uncheck the box labelled "Include GFA not in use in GFA trip rate calculations" and click "Save".



# 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

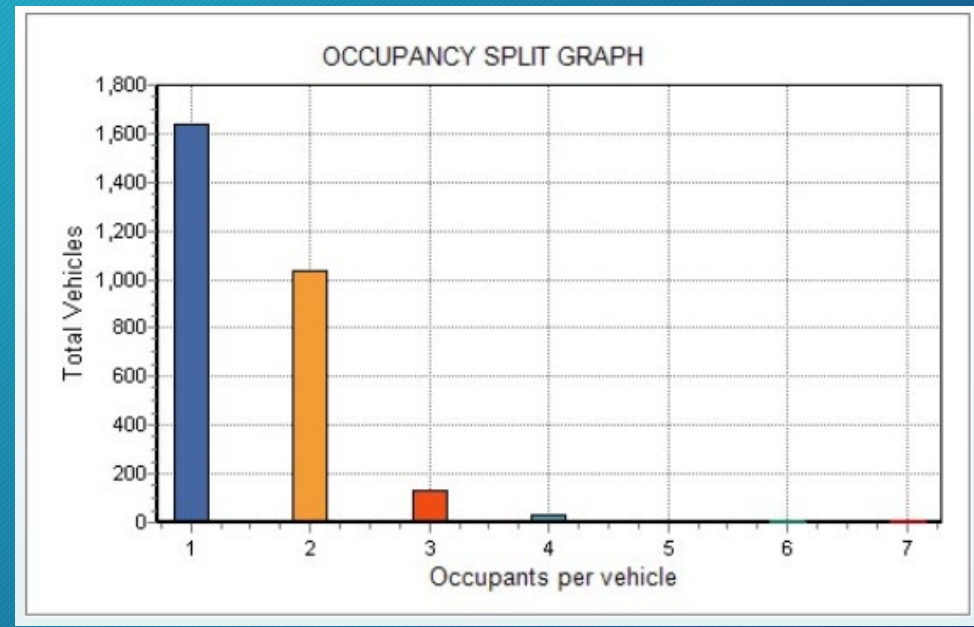


- Servicing Vehicle counts were first introduced in 2014.
- These vehicles are also included in the standard TRICS counts, and are not in addition to them (they are an extraction).
- We have recently clarified what constitutes a servicing vehicle with our data suppliers.
- There are sometimes limitations 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.