

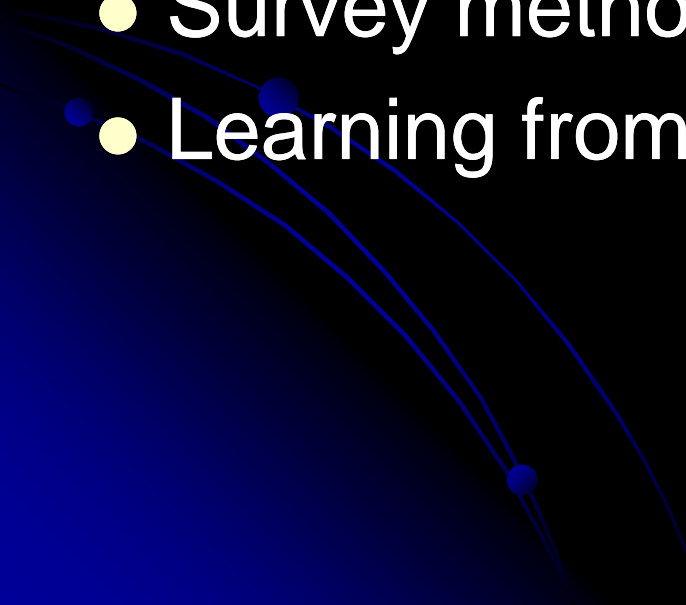


# Standardised Assessment Methodology

Enhancements to TRICS® Data Collection

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TRICS® Consortium  
Surrey County Council

# Standardised Assessment Methodology

- What is SAM?
  - Who's using it?
  - Survey methodology
  - Learning from re-surveys
- 

# Standardised Assessment Methodology

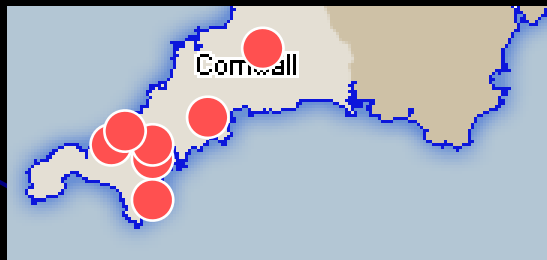
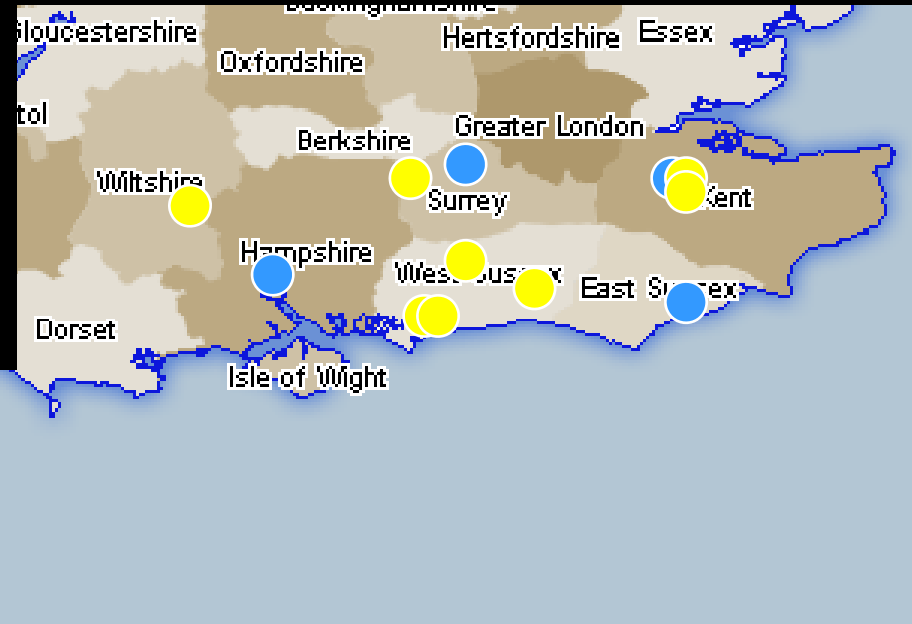
- Measures performance against trip rate or mode share targets
- Only UK-wide travel plan monitoring standard
- More informed target setting for new applications






# Target setting approaches

- West Sussex CC
  - 12-hour vehicle trip rate:
    - Urban areas to reduce by min. 15%
    - Rural areas to reduce by min. 10%
  - Also reduce peak hour trip rates
  
- Surrey CC
  - Modal split targets more common than trip rates
  - No standard reduction set

# SAM sites



	Initial survey ('07)
	Initial survey ('05) + resurvey ('08)
	Commissioned ('08 / 09) + 54 more (09/10)

# SAM Part 1:

## Travel Plan measures and costs

- Changes in environment and circumstances
- Car parking management
- Financial incentives
- Public transport initiatives
- Shuttle bus
- Cycling
- Car-sharing

<p>Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard)</p> <p>Date implemented <input type="text" value="April"/> <input type="text" value="2006"/></p> <p>Capital cost <input type="text" value="3000"/></p> <p>Annual operating cost <input type="text" value="3000"/></p>	<p>Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency</p> <p>Date implemented <input type="text" value="April"/></p> <p>Capital cost <input type="text"/></p> <p>Annual operating cost <input type="text"/></p>
<p>Priority parking spaces for car-sharers close to building entrances</p> <p>Date implemented <input type="text" value="July"/> <input type="text" value="2006"/></p> <p>Capital cost <input type="text" value="500"/></p> <p>Annual operating cost <input type="text" value="0"/></p>	<p>Car Club available locally that could be used by occupants of the site</p>
<p><a href="#">Additional comments</a></p> <p>The "free ride home" service is rarely used (there was no known usage in the past year).</p>	

# SAM Part 2: Multi modal survey

## Site visit – checklist

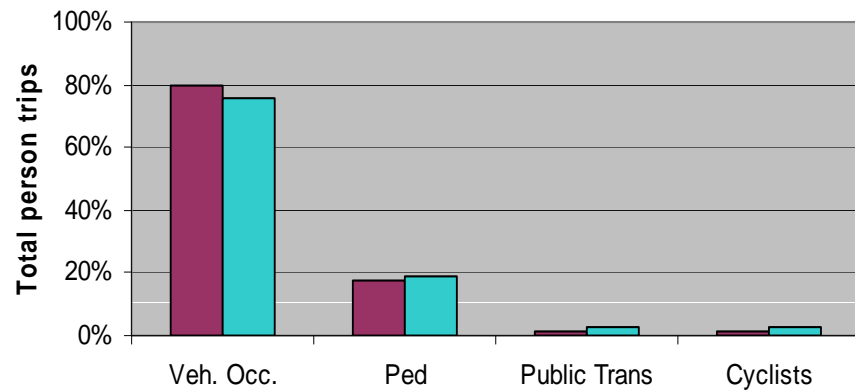
- Site boundary integrity + number of accesses
- On-site + off-site parking
- Local public transport
- Exclusion of through-trips + “Cross-over” trips
- Type of survey required
- Head counts
- Enumerators



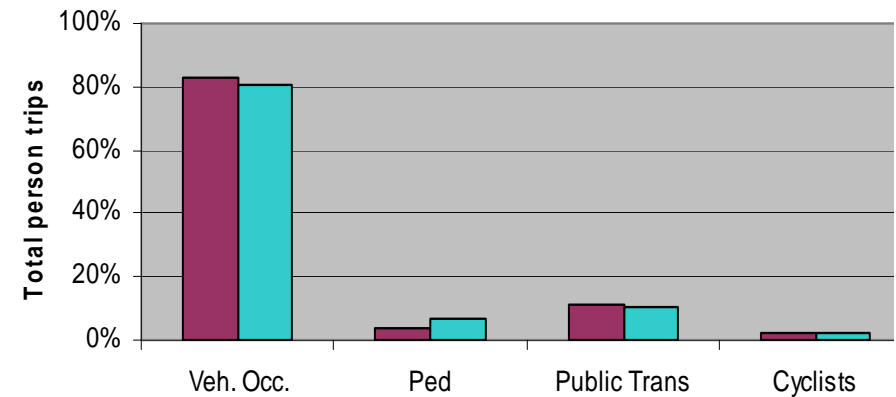
Survey specification

# Longitudinal surveys: 2005, 2008

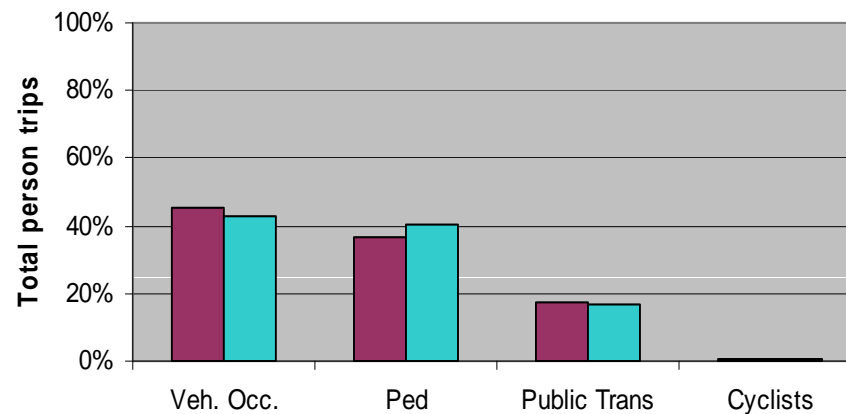
**B&Q office, Chandler's Ford, Hampshire**



**GlaxoSmithKline, Weybridge, Surrey**

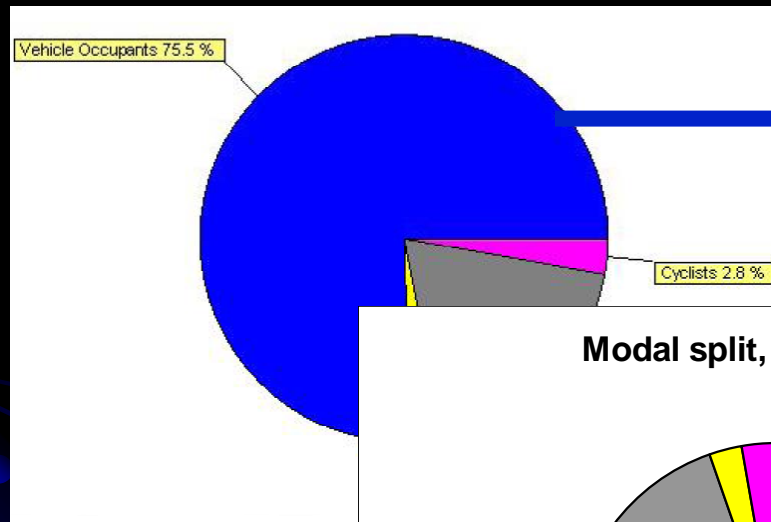


**County Hall, Maidstone, Kent**

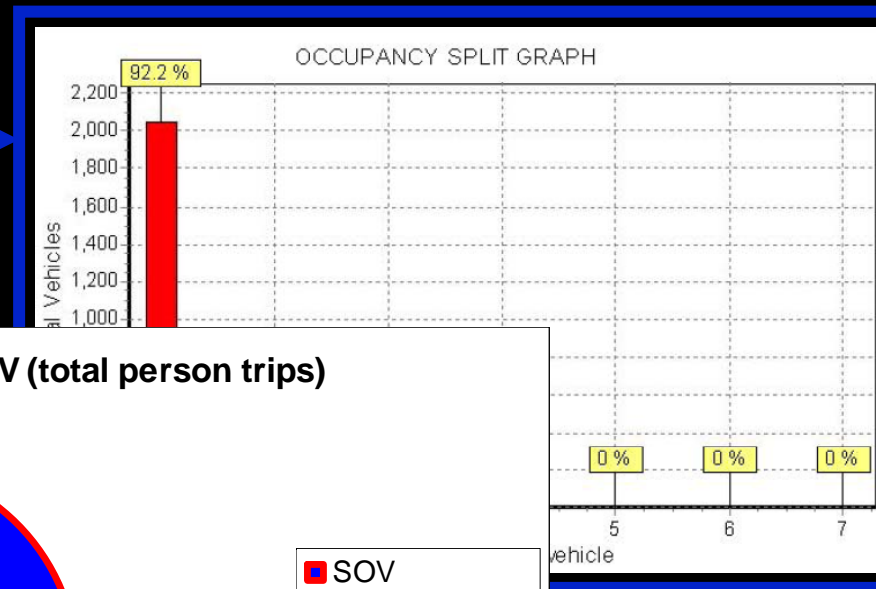


# Calculating SOV trips (2008 survey)

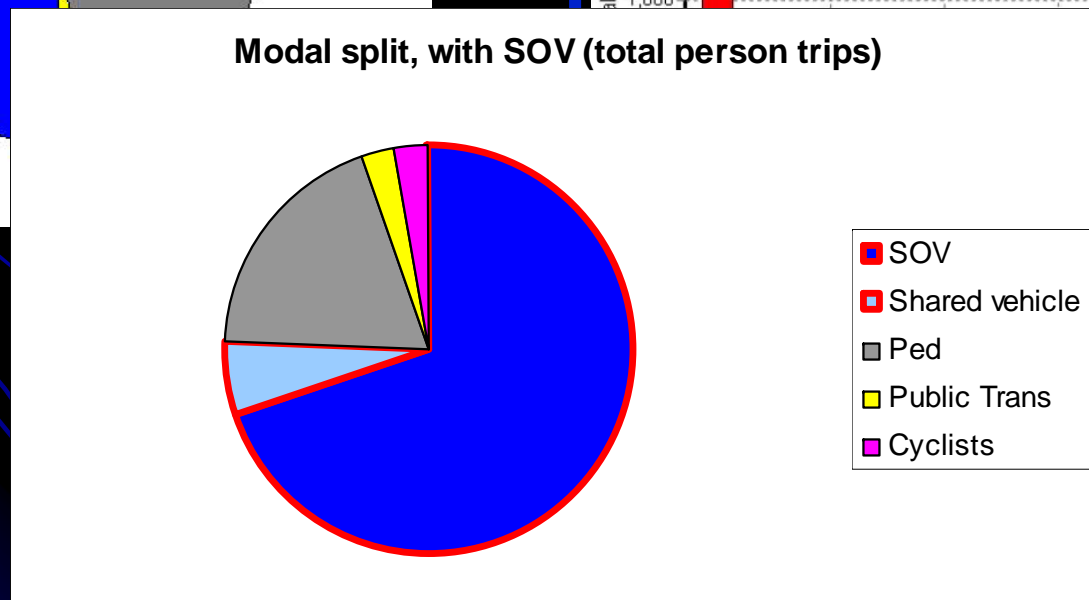
Modal split for total people with SOV and car share combined



Vehicle occupancy split



Modal split, with SOV (total person trips)





# Journey Purpose



## Employment:

- Home to Work
- Personal
- Business
- Visitor
- Delivery/Servicing

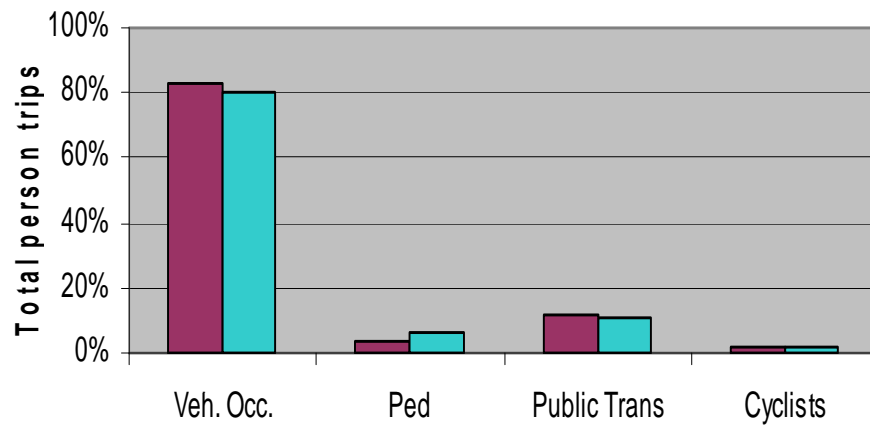


## Residential:

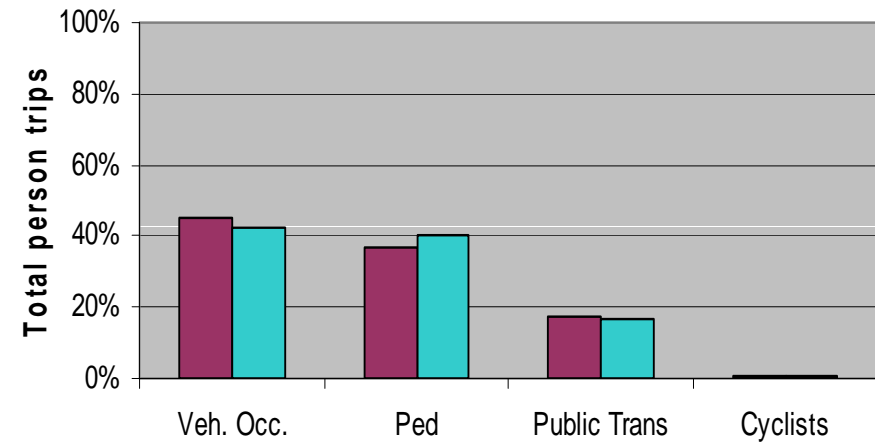
- Resident, to/from or en-route to work
- Resident, non-work journey
- Visitor

# Significance of journey purpose

## GlaxoSmithKline, Surrey



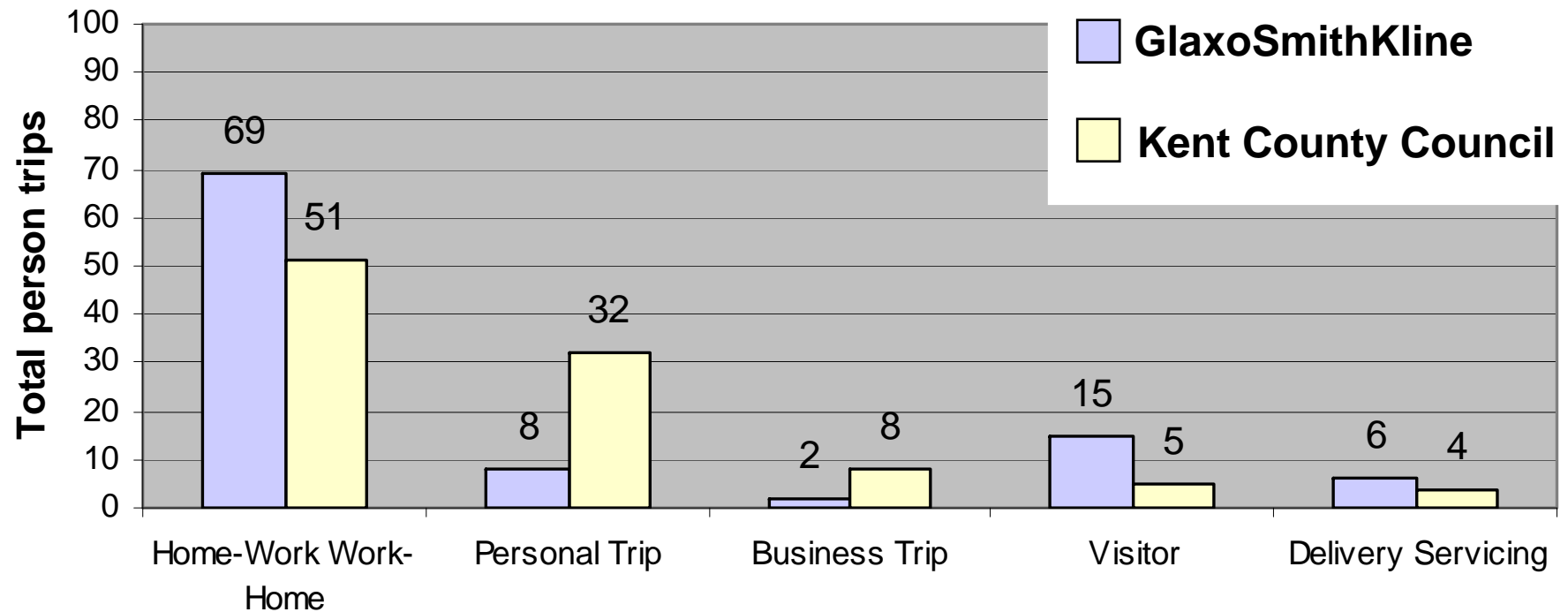
## Kent County Hall



(Longitudinal surveys: 2005, 2008)

# Journey purpose variations

'Journey purpose' split



# Are vehicle trip rates a better indicator of TP performance?

**Trip Rates Comparison (per 100m2 GFA) – B&Q Headquarters**

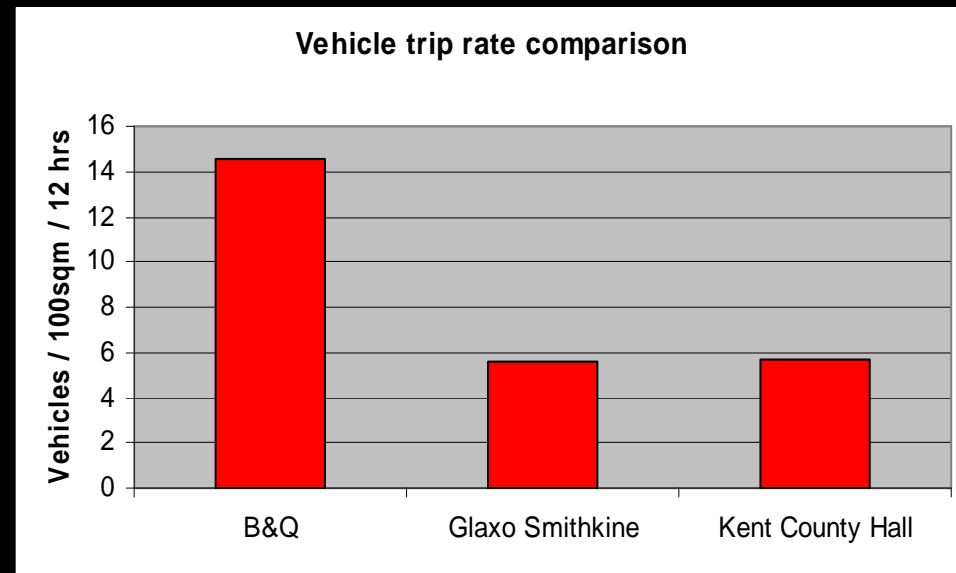
Mode	0800-0900 (Arrivals)		1700-1800 (Departures)		0700-1900 (Att + Dep)	
	2005	2008	2005	2008	2005	2008
<b>Total Vehicles</b>	2.773	2.986	2.491	2.798	15.462	14.635
Vehicle Occ.	3.130	3.174	2.710	3.149	16.081	15.086
Pedestrians	0.150	0.188	0.219	0.119	3.606	3.725
PTU	0.025	0.169	0.025	0.207	0.250	0.532
Cycles	0.063	0.175	0.069	0.138	0.319	0.526
Total People	3.358	3.706	3.023	3.612	20.256	19.869

**Trip Rates Comparison (per 100m2 GFA) – Glaxo Smithkline**

Mode	0800-0900 (Arrivals)		1700-1800 (Departures)		0700-1900 (Att + Dep)	
	2005	2008	2005	2008	2005	2008
<b>Total Vehicles</b>	0.991	0.997	1.030	0.874	6.714	5.654
Vehicle Occ.	1.020	0.806	1.176	0.942	6.966	6.062
Pedestrians	0.010	0.068	0.019	0.029	0.369	0.535
PTU	0.214	0.165	0.117	0.204	0.719	0.729
Cycles	0.049	0.039	0.029	0.058	0.174	0.156
Total People	1.292	1.078	1.341	1.234	8.229	7.461

**Trip Rates Comparison (per 100m2 GFA) – County Hall Maidstone**

Mode	0800-0900 (Arrivals)		1700-1800 (Departures)		0700-1900 (Att + Dep)	
	2005	2008	2005	2008	2005	2008
<b>Total Vehicles</b>	0.793	0.729	0.677	0.921	6.020	5.797
Vehicle Occ.	0.848	1.022	0.723	0.979	6.072	5.836
Pedestrians	0.171	0.302	0.207	0.232	5.221	5.466
PTU	0.485	0.540	0.350	0.399	2.387	2.177
Cycles	0.021	0.015	0.015	0.018	0.080	0.061
Total People	1.525	1.878	1.305	1.628	13.759	13.359



**No!**

# In conclusion...

## Standardised Assessment Methodology:

- ✓ Thorough multi-modal methodology
- ✓ Growing database
- ✓ Journey purpose provides an indicator of trip significance (length) without excessive cost

➤ BUT.... we need additional journey purpose and/or origin destination data to fully evaluate travel plan performance