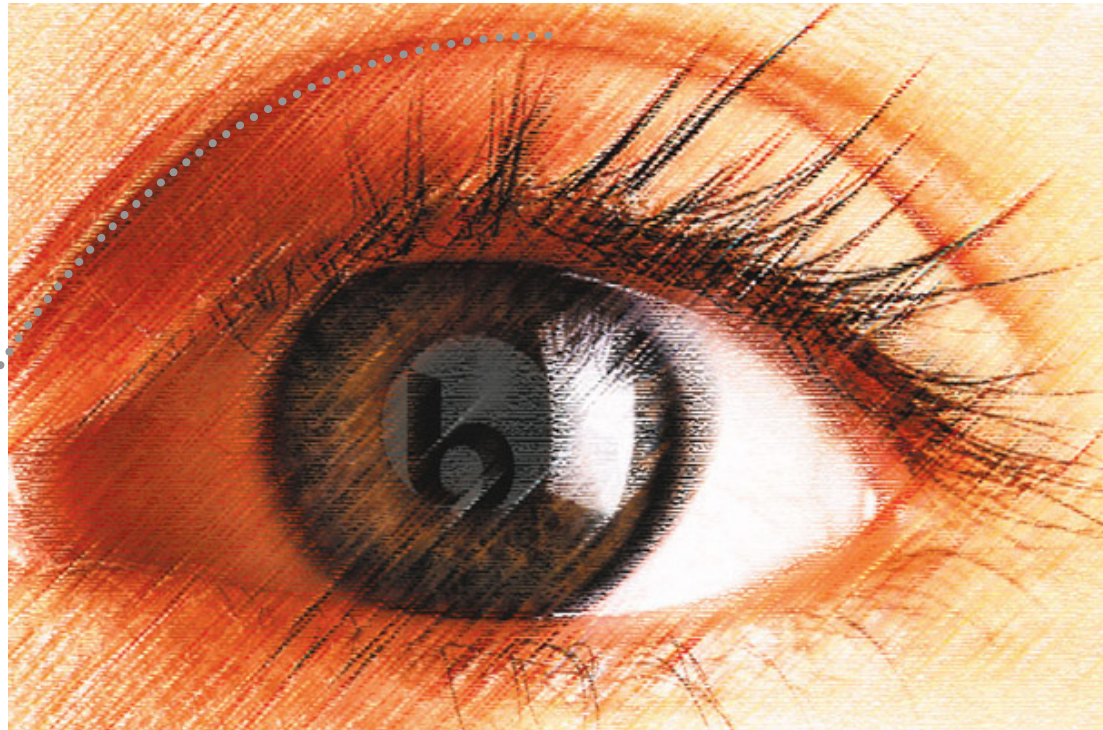


**Babtie Group**

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Does historic site and survey data remain valid to use?

## Research Conclusions

**TRICS User Group Meeting**

**Thursday 1st July 2004**

**Cardiff**

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Does historic site and survey data remain valid to use?

## Research Aims:

- The Consortium aims to keep TRICS relevant and applicable.
- ✓ Default 8 year cut off to exclude historic data.
- ✓ Repeat surveys of existing sites.
- This research project has sought to further these aims by:
  - ✓ Understanding more about whether data remains valid over time.
  - ✓ Examining any factors that strongly influence trip making but are not included in TRICS.

Does historic site and survey data remain valid to use?

## Initial Research:

- We examined a number of general trends that would apply to most land uses.
- Analysed quantitative trends in historic TRICS data for some of the land uses with significant sample sizes.
- Reviewed repeat surveys. Kent research from 2003 was used as a starting point.
- However many land use (sub) categories have small sample sizes, resulting in a more qualitative approach.

Does historic site and survey data remain valid to use?

## General Transport Trends:

- Road traffic growth has been influenced by greater car ownership, fewer households without access to a car, greater mobility and sustainable development.
- ✓ Total Road Traffic increased by 73% between 1980 and 2001, with most occurring before 1991.
- ✓ Since 1980 road traffic has grown broadly in line with Gross Domestic Product, but since 1993 traffic has increased at a slower rate, indicating a degree of sustainable development.
- ✓ The average number of trips made per person has remained fairly stable since 1985 at just over 1,000 per year.



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## Land Use Changes:

- Recent changes in government policy. Trying to bring a different ethos to new development.
- Rural 'Greenfield' or Urban 'Brownfield' sites? Likely to have a substantial impact on the type of trip generation that occurs.
- Incentives to stimulate economic regeneration, e.g. Assisted Areas, Economic Development Zones, Development Corporations.
- Designation of new National Parks. Likely to result in strict planning guidelines and intensification of existing land uses.



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## Key Land Uses Analysed:

- Retail – food superstore (1A)
- Offices (2A)
- Industrial Estates (2D)
- Residential (3A and 3K)
- Primary Schools (4A)
- Hotels (6A)

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## Food Superstores:

- National trends include:
  - ✓ Introduction of Max Parking Standards.
  - ✓ Sunday trading since August 1994.
  - ✓ Longer opening hours during week.
  - ✓ Increasing brand loyalty.
- Town centre trip rates fell since 1998.
- Suburban/ neighbourhood sites – fell since 1994.
- Edge of town sites – trips peaked during 1995-1997.



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## Offices:

- National trends include:
  - ✓ Increasing congestion in town centres.
  - ✓ Introduction of Travel Plans.
  - ✓ Change to maximum parking standards.
  - ✓ Recent shift to more flexible working hours .
- Sharp decline in town centre trip rates since 1997.
- Suburban – trips rates similar over time.
- Edge of town – trip rates have grown steadily over time.



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## Industrial Estates:

- Majority of surveys are from the 1980s, with no data between 1992 and 1997.
- Has to be remembered that this early data was collected under a totally different economic climate from today.
- E.g. 'Just in time' philosophy of deliveries has been steadily introduced since the 1980s.
- Substantially higher trip rates for B1 compared to B2 land use.
- Found that B2 trip rate was highest from 1985-87. Most recent data from 1997-00 results in lower trip rates.



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## Residential (1):

- Change in parking standards.
- Rising car ownership levels.
- Introduction of Controlled Parking Zones.
- PPG3 has allowed for an increase in housing density.
- PPG13 will encourage greater non-car accessibility.



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## Residential (2):

- Privately owned (3A):
  - ✓ Declining trip rate during mid 1990s.
  - ✓ Since 1999 returned to early 1990s peak.
- Mixed Private (3K):
  - ✓ Variable trip rates, with peaks from 1991-92 and 1995-98.
  - ✓ Resurveys show no clear trends.



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## Primary Schools:

- National Statistics show a rise in the car being used for the 'school run'.
- However TRICS data does not reflect national trends.
- State primary school trips were highest in 1991. Fell between 1996 and 1999.
- We found categories of school with distinct and logical trip rate patterns:
  - ✓ Trip rates higher at preparatory schools than state schools.
  - ✓ Middle schools have lower trip rates than primary schools.



Does historic site and survey data remain valid to use?

## Hotels:

- Geographical location within a settlement seems to be quite important.
- ✓ All locations – peak in trip rate from 1995 -2000, whereas lower from 1987-94 and 2001-02.
- ✓ Edge of town locations very similar except that trip rates rose dramatically from 2001-02.
- ✓ Free standing – trip rates have been fairly stable since 1993.



Does historic site and survey data remain valid to use?

## Repeat Surveys:

- Sports Centres/ Marinas – Growth in trip rate at resurveyed sites.
- Garden Centres – Trip rates have increased where both surveys occurred during summer (1988-97).
- Retail Parks (excluding food) – Consistent trip rates.
- Country parks – Resurvey had lower rates – likely to depend on weather. It is worth noting that this information has only been recorded since 1998.



Does historic site and survey data remain valid to use?

## DIY Superstore (1):

- Brand name is important because each has their own market niche. Different types of commodity/ markets could affect the vehicle used to pick up goods. The Do-it-All and Texas chains no longer exist.
- Addition of intermediate floors to increase retail floor area.
- 'Just in time' deliveries have led to an increase in trips made by goods vehicles to stores.
- Sunday trading, longer opening hours.



Does historic site and survey data remain valid to use?

## DIY Superstore (2):

- With a Garden Centre:
- ✓ DIY multiples have seen much stronger growth than traditional garden centres.
- ✓ Likely to be linked to DIY purchases but in the future the garden centre could attract more trips in its own right.



## Does historic site and survey data remain valid to use?

### Key Points:

- Certain land uses surveyed even recently may not remain of relevance to developments being planned now. This also means that the future data collection programme must continue to be responsive to demand trends and policy.
- The use of ‘average’ site representations in preference to an approach based on individual site details needs to be considered carefully.
- We have tabulated advice on data cut offs for all land uses in our “Executive Summary” document. However our research has indicated that default cut off is generally valid for trip rate calculation purposes.

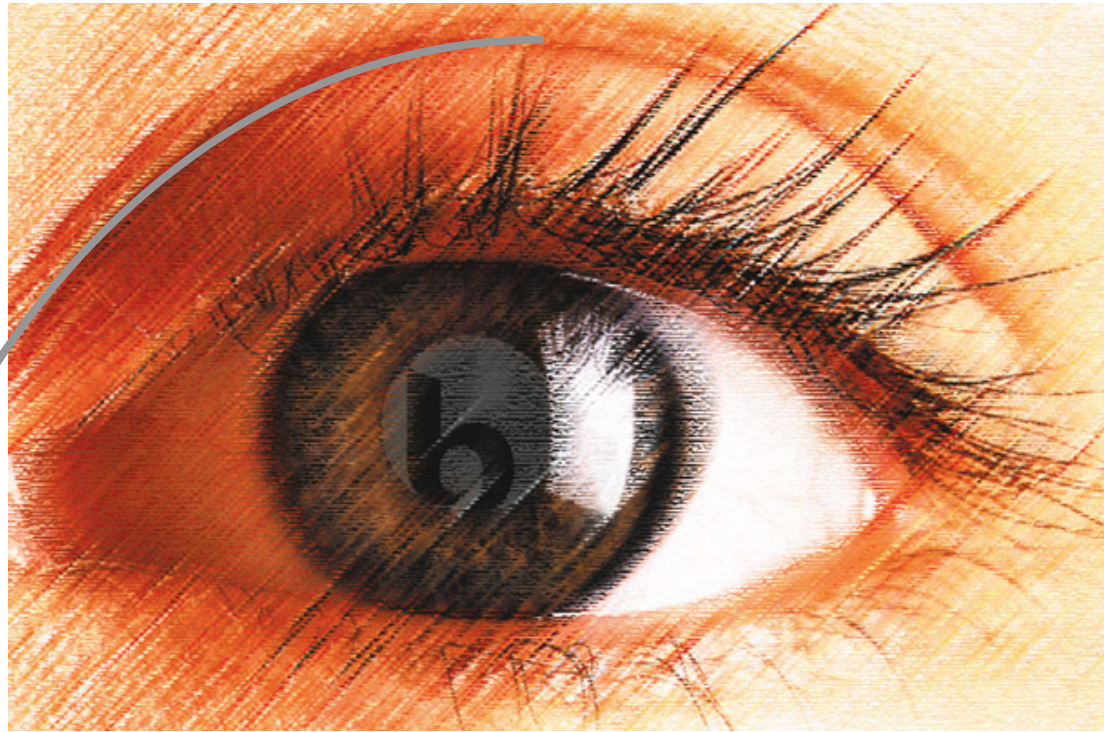
Does historic site and survey data remain valid to use?

## What next?

- Table of cut off dates
- System development
- Influencing the future data collection programme

## Babtie Group

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