

## TRICS Consortium Limited Data Collection Note for TRICS Contractors

**January 2024**

The purpose of this document is to assist TRICS data collection contractors, with regards to the survey count and supplementary information that is required for a TRICS survey report to be produced. **Blue text within the document is used to highlight particularly important information.**

This note should be used in conjunction with “TRICS Data Collection Note for Clients & Site Operators” (January 2024), which provides guidance for the supplementary information that is required directly from clients and site operators. **Therefore, this note specifies what data the contractors need to gather independently, defining the various data items accordingly.**

**One thing that applies to all developments, is that all data supplied by our contractors must be correct for the day on which the actual survey count at the site took place. This theme runs throughout the data, so it should be something that everyone is aware of from the outset.**

The following sections of this note break down the data required for the different sections contained within our TRICS data collection forms which needs to be sourced directly by our contractors, independent from the clients/site operators input. We request supporting information with regards to the location of the site and its surroundings (Site Details), public transport information (Public Transport Details), design features encouraging non-car modes, road network distances to various development types (Accessibility Details), Census information (Census Details), details about the developments themselves (Development Details), off-site parking information (Off-Site Parking Details), and, the actual survey count itself (Count Details).

### **Site Details**

This information is required for all TRICS surveys. Note that the list does not include all data fields, just those that may require clarification as to their definitions.

<b>Data Item</b>	<b>Unit</b>	<b>Description/Definition</b>
Description	Generic Text	The type of development in a generic format, for example “block of flats”, “accountants”, “Sainsbury’s”, “general hospital”, “primary school”, “leisure centre”, “Texaco”, “recycling centre”, etc.
Street	Street/Road Name	The name of the street or road off which the site is directly located.
District	Area Name	The district or area within the town/city where the site is located. A sub-area, for example the “Greengate” part of Manchester. See the exception for sites in London below in the Town/City definition.
Town/City	Town/City Name	The town or city where the site is located, for example “Glasgow”, “Manchester”, “Birmingham”, etc. If the site is in an out of town location near a city, this should be stated, for example, as “Near Manchester”. For sites in any part of London there is an exception. In such cases, the part of London where the site is located should be put down in the Town/City field, for example “Westminster” or “Hammersmith”, with the District field either left blank or filled in with any applicable sub-area there may be. This exception does not apply to any other cities or towns.
Location main category	Pull Down Selection	The main location type where the site is located, as defined by TRICS. <b>See the separate document providing full definitions.</b>
Location sub-category	Pull Down Selection	The sub-location type where the site is located, as defined by TRICS. <b>See the separate document providing full definitions.</b>



Use class	Pull Down Selection	The planning use class applicable to the development being surveyed. Note that use classes applicable to England and Wales apply to all sites surveyed, for the purposes of consistency. <b>See the separate document which lists the use classes and the TRICS land use classifications that each class applies to.</b>
Population within 1 mile	Pull Down Range	The range of population within a 1-mile crow-fly radius of the site's outermost edges. <b>For residential sites do not include the population of the site itself.</b>
Population within 5 miles	Pull Down Range	The range of population within a 5-mile crow-fly radius of the site's outermost edges. <b>For residential sites do not include the population of the site itself.</b>
Population within 500 metres	Number	The population within a 500 metres crow-fly radius of the site's outermost edges. <b>For residential sites do not include the population of the site itself.</b>
Car ownership (5 miles)	Pull Down Range	The average number of cars owned per household within a 5 miles crow-fly radius of the site's outermost edges.
Urban regeneration	Yes/No	Is the site considered to be located within an area of urban regeneration?
Standardised Assessment Methodology (SAM)	Yes/No	Was the survey commissioned as part of the Standardised Assessment Methodology process? If the survey is part of a standard regional data collection package than say "No", otherwise say "Yes".
Speed limit (mph)	Pull Down Selection	The speed limit (in miles per hour) of the road off which the site's main access is located. This access can either be a vehicle access or a pedestrian access (whichever is considered the main access and most relevant). The options are 20, 30, 40, 50, 60 and 70.
Local traffic calming features	Multiple tick boxes	<p>If any of the following traffic calming features are present within 200 road distance metres of any of the site's access points, the relevant box(es) should be ticked.</p> <ul style="list-style-type: none"> <li>• Speed bumps</li> <li>• Speed cameras</li> <li>• Give way restrictions</li> <li>• Stopping restrictions</li> <li>• Bus lanes</li> <li>• 20 mph roads</li> </ul>

## Public Transport Details

This information is required for all TRICS surveys.

Data Item	Unit	Description/Definition
Public transport provision summary table	Numbers	<p>The total number of buses/trams that stop within a 400 metres crow-fly radius of the site's outermost edges (both directions combined), and the total number of trains (including London Underground and Metro services) that stop within a 1-kilometre crow-fly radius of the site's outermost edges (both directions combined), for various time periods and days of the week, in tabular format. Note that the bus figures should also include any buses that stop within the site itself. <b>Also note the following important further conditions that apply to this table:</b></p> <ul style="list-style-type: none"> <li><b>The table should include the sum of physical bus or train vehicles travelling in both directions</b> (with circular bus services going in only one direction only recorded once).</li> <li><b>Each physical bus or train should only be recorded once per direction.</b> For example, if a bus stops at three different bus stop locations within a 400 metres radius of the site, it should only be represented in the table once per direction, and not three times per direction, to avoid over-counting.</li> <li><b>Figures should represent the absolute total numbers of services, and not just the services that meet the criteria for inclusion in the individual bus services table (see below).</b></li> </ul>
Site specific bus service	Yes/No	Is there a site-specific bus service directly associated with this development? For example, this could be a company shuttle bus, a specific supermarket bus, a shuttle bus provided at a residential development to take residents to and from a local rail station, or a school bus at a school site.
Bus stop within 400 metres of the site frontage	Yes/No	Is there at least one bus stop within a 400-metre crow-fly radius of any of the site's access points? If there is a bus stop within the actual site itself this should also be marked as "Yes".
Conveniently placed crossing facility		If yes to the above, where it is necessary to cross a road between the development and the nearest bus stop, is there a conveniently placed crossing facility?
Do any bus services meet individual service table inclusion criteria?	Yes/No	If there are any bus stops within a 400-metre crow-fly radius of any of the site's access points, are there any bus services running at least 2 buses/trams per hour (per direction between 0700 and 1900 from Monday to Saturday), with routes serving significant areas of population within a 5-kilometre crow-fly radius?
Individual bus services table	Destinations, Frequencies & Journey Times (in minutes)	<p>If any bus services meet the criteria above, the individual bus services table should be completed. <b>Each line in the table should include a single unique bus service destination (so no duplication of the same service twice or more in the table),</b> its frequency (in one direction) per hour, and the approximate journey time in minutes to the specified destination. <b>Also note the following important further conditions that apply to this table:</b></p> <ul style="list-style-type: none"> <li>The destination name should be clear, and in most cases should be the name of part of a town/city with a significant local population, or a</li> </ul>

		<p>specific identifiable landmark or development (i.e. the destination should be the most applicable and relevant to the inclusion criteria above). <b>Only one destination should be provided per row in the table.</b> If for a specific bus service there is one destination very close to the site in one direction, and another destination further away in the opposite direction, the destination further away should be provided.</p> <ul style="list-style-type: none"> <li>• <b>The frequency per hour should reflect the unique bus service provided, in one direction.</b> If the frequency changes through the course of the day, provide the average hourly frequency to the nearest whole number. <b>No services with frequencies of 1 bus (or less) per hour should be included in the table.</b></li> <li>• <b>Each unique bus service should only be presented once in the table, so the same service in the opposite direction should not be shown.</b></li> <li>• The approximate journey time should reflect the journey time in minutes from the bus stop nearest the site to the stated destination.</li> <li>• <b>It is important that all unique services shown in the rows within the table meet the stated criteria for inclusion above.</b></li> <li>• Only public services should be included in the table, with all non-public services excluded.</li> <li>• The table allows for four rows, but if more unique bus services meet the inclusion criteria, this should be provided by data suppliers as an additional comment. <b>If there are more than four services, the four most frequent services should be included in the table.</b></li> </ul>
Railway station within 1 kilometre of the site frontage	Yes/No	Is there at least one railway/underground/metro station within a 1-kilometre crow-fly radius of any of the site's access points?
Pedestrian access to the local railway station	Yes/No	If yes to the above, is pedestrian access to the local railway station considered to be satisfactory? This should be an objective judgement based on the site's local surroundings and local accessibility.
Do any rail services meet individual service table inclusion criteria?	Yes/No	If there are any railway stations within a 1-kilometre crow-fly radius of any of the site's access points, are there any rail (stopping) services running at least 2 trains per hour (per direction between 0700 and 1900 from Monday to Saturday), with routes serving stations within a 10-kilometre crow-fly radius?
Individual rail services table		<p>If any rail services meet the criteria above, the individual rail services table should be completed. <b>Each line in the table should include a single unique rail service destination (so no duplication of the same service twice or more in the table),</b> its frequency (in one direction) per hour, and the approximate journey time in minutes to the specified destination. <b>Also note the following important further conditions that apply to this table:</b></p> <ul style="list-style-type: none"> <li>• The destination name should be clear and should be the name of the railway station most applicable and relevant to the inclusion criteria</li> </ul>



		<p>above. <b>Only one destination should be provided per row in the table.</b> If for a specific rail service there is one destination very close to the site in one direction, and another destination further away in the opposite direction, the destination further away should be provided.</p> <ul style="list-style-type: none"> <li>• <b>The frequency per hour should reflect the unique rail service provided, in one direction.</b> If the frequency changes through the course of the day, provide the average hourly frequency to the nearest whole number. <b>No services with frequencies of 1 train (or less) per hour should be included in the table.</b></li> <li>• <b>Each unique rail service should only be presented once in the table, so the same service in the opposite direction should not be shown.</b></li> <li>• The approximate journey time should reflect the journey time in minutes from the station nearest the site to the stated destination.</li> <li>• <b>It is important that all unique services shown in the rows within the table meet the stated criteria for inclusion above.</b></li> </ul> <p>The table allows for four rows, but if more unique rail services meet the inclusion criteria, this should be provided by data suppliers as an additional comment. <b>If there are more than four services, the four most frequent services should be included in the table.</b></p>
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## Design Features Encouraging Non-Car Modes

This information is required for all TRICS surveys.

Data Item	Unit	Description/Definition
Pedestrian features	Text Comments	Provide general information as text comments on features of the site and the local surroundings that may encourage pedestrian activity. For example, footpath links, covered walkways, internal crossings of vehicle paths, specific attention to security, etc. <b>Be specific about the individual site, rather than providing the same short and generic answers for multiple sites.</b>
Cycling features	Text Comments	Provide general information as text comments on features of the site and the local surroundings that may encourage cycling activity. For example, on-site cycleways, cycleway connections off-site, secure cycle parking, shower facilities, etc. <b>Be specific about the individual site, rather than providing the same short and generic answers for multiple sites.</b>
Public transport features	Text Comments	Provide general information as text comments on features of the site and the local surroundings that may encourage the use of public transport. For example, a site being part of a bus/rail development, service information provided on-site, special ticket deals for employees/visitors, park and ride on at near the site, bus stops with regular services located near the site, etc. <b>Be specific about the individual site, rather than providing the same short and generic answers for multiple sites.</b>

## Accessibility Details

This information is required for all TRICS surveys. It consists of a table of road network distances from the site being surveyed to various separate development types. **Note that these are the closest distances by road from the site, and not crow-fly radii from the site.**

Data Item	Unit	Description/Definition
Year of analysis	Year	The year that the analysis was undertaken by the data collection contractor (almost always the same year that the actual survey was undertaken).
Nearest primary school	Kilometres (to 1 decimal place)	The distance by road in kilometres from the site to the nearest primary school.
Nearest secondary school	Kilometres (to 1 decimal place)	The distance by road in kilometres from the site to the nearest secondary school.
Nearest local shop/corner shop	Kilometres (to 1 decimal place)	The distance by road in kilometres from the site to the nearest local shop/corner shop. This could either be a convenience store such as a small local "Nisa" or "Premier" style shop, or a larger store such as Sainsbury's Local or Tesco Express, whichever is closest by road to the site.
Nearest main supermarket	Kilometres (to 1 decimal place)	The distance by road in kilometres from the site to the nearest main supermarket, excluding discount food stores. Examples would be Sainsbury's, Tesco, Morrisons or Asda food superstores (but not their smaller convenience stores), and excludes discount food stores such as Aldi and Lidl.
Nearest doctor's surgery	Kilometres (to 1 decimal place)	The distance by road in kilometres from the site to the nearest GP surgery or medical centre. Note that this excludes specialist clinics.
Nearest hospital with minor injuries or A&E	Kilometres (to 1 decimal place)	The distance by road in kilometres from the site to the nearest hospital with Accident & Emergency or Minor Injuries facilities. Note that this excludes private hospitals and clinics.
Nearest sports/leisure centre	Kilometres (to 1 decimal place)	The distance by road in kilometres from the site to the nearest sports centre, leisure centre or swimming pool. Excludes specialist sports facilities such as cricket clubs, football clubs, etc.



## **Census Details**

This information is required for all TRICS surveys. It consists of a table of Census information relating to the site being surveyed, **and a specific separate guidance note has been provided to data suppliers which provides all information that is needed to obtain this data.** Note that the guidance note provides separate guidance for obtaining Census information for the following countries:

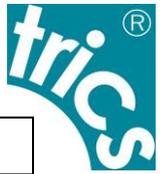
- England and Wales
- Scotland
- Northern Ireland
- Republic of Ireland

As the Census guidance note provides detailed information for all data required for this section there is no need for a table here.

## Development Details

Some of this information will be required for all land use categories (the first two items in the table below), with the remainder required for Retail and a small number of other land use sub-categories only. The remaining development details not included in the table below will need to be supplied by the site operator ([see our other document “TRICS Data Collection Note for Clients and Site Operators”](#)).

Data Item	Unit	Description/Definition
Trade name	Name	The trading or company/organisation name of a site, or in the case of residential sites the name of the housing development. Examples could be “Sainsbury’s”, “D&N Accountants”, “Oak View Nursing Home”, “Cineworld”, “Meadow Lakes” (example of housing development), etc.
Nearest similar site	Name and Kilometres (to 1 decimal place)	The name of the nearest similar site to the development being surveyed (in terms of crow-fly radius distance in kilometres and to 1 decimal place), both in terms of size and nature. Supply just the name of the nearest similar site (in the same style as above), and not any further details such as the address etc.
Petrol filling station	Pull Down Selection	Specify the status of a petrol filling station at the development being included in the survey count from the following three options: <ul style="list-style-type: none"> <li>• A PFS is present at the site and was included in the survey count.</li> <li>• A PFS is present at the site but was not included in the survey count.</li> <li>• A PFS is not present at the site.</li> </ul> <p><b>Note that this item only applies to Retail land use sub-categories.</b></p>
Cashpoint facilities	Yes/No	Specify whether the development has cashpoint facilities available. <b>Note that this item only applies to Retail land use sub-categories.</b>
Home delivery	Yes/No	Specify whether the development has a home delivery service available. <b>Note that this item only applies to Retail and Hotel, Food &amp; Drink (drive-through) land use sub-categories.</b>
Filling bays	Number	For petrol station sites, the total number of vehicles that can refuel at any one time. Note that two vehicles can usually refuel at a pump unit (one either side of it), so the figure reflects the maximum refuelling capacity as opposed to physical pump structures.
Parking spaces (excluding filling bays)	Number	For petrol station sites, the total number of marked parking spaces, separate from the number of filling bays (see above).
Number of bays (car wash sites)	Number	For cash wash sites, the total number of vehicles that can be washed at any one time.
Drive-Through Lane Capacity	Number	For drive-through sites (fast food drive-throughs and drive-through coffee shops), the total number of vehicles that could queue within the drive-through lane.
Drive-Through Lane Capacity Exceeded?	Yes/No	If at any point during the survey at a drive-through site, the drive-through capacity (see above) was exceeded (i.e., vehicles queued outside the drive-through lane to access it), then this field should be marked as “yes”, otherwise it should be marked as “no”.
Pre-Order pick-up bays	Number	For drive-through sites (fast food drive-throughs and drive-through coffee shops), the number of parking bays that are specifically for those people who pre-order food /drink online before driving to a site.
Drive-Through ordering points	Number	For drive-through sites (fast food drive-throughs and drive-through coffee shops), the number of places where drivers



		can place their orders before moving forwards to the pick-up area.
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## Off-Site Parking Details

This information is required for all TRICS surveys. Some of the data fields are dependant on the results of previous fields, and details are provided within the table below accordingly. Whilst a site operator is required to assist data collection contractors with the collection of on-site parking information, it is the responsibility of contractors to source the off-site parking information independently.

Data Item	Unit	Description/Definition
Off-site parking available	Yes/No	Specify whether it is possible to park anywhere off site to visit the development being surveyed. Off-site parking could be on-street, off-street, public parking, off-site parking provided by the development being surveyed, or any other possible places where people could reasonably park.
Off-site parking included in the counts	Yes/No	Specify whether off-site parking activity was included in the survey count. For multi-modal surveys this will be specified in the survey specification document supplied by TRICS, whilst for traffic only surveys off-site parking should always be included (obtained by interviews) if it is considered that such parking for visiting a site being surveyed might take place.
Free local on-street parking	Yes/No	Specify whether free local on-street parking is available within a reasonable walking distance of the site.
Easy to find a local on-street parking space	Yes/No	<b>If there is free local on-street parking available within a reasonable walking distance of the site</b> , is it considered easy to find such a space?
Easy to find somewhere to park off-site all day	Yes/No	If prepared to pay, is it easy to find somewhere to park off-site all day? This data field requires some further clarification. <b>The question really means is it considered easy to find any sort of off-site parking within a reasonable walking distance of the site (either free or paid parking), that allows all day parking?</b>
Area subject to parking restrictions	Pull Down Selection	Specify whether the local surrounding area of the site is subject to parking restrictions such as a CPZ, with the pull-down options being the following: <ul style="list-style-type: none"> <li>No</li> <li>Yes (only some parts of the local area)</li> <li>Yes (most of the local area)</li> </ul>
Permitted on-street parking for non-residents within CPZ	Pull Down Selection	<b>If there are local parking restrictions</b> , specify whether there is on-street parking available for non-residents within the restricted area, with the pull-down options being the following: <ul style="list-style-type: none"> <li>No</li> <li>Yes (at specific times of the day)</li> <li>Yes (all day)</li> </ul>
Time limit for on-street parking for non-residents within CPZ	Yes/No	<b>If on-street parking is permitted for non-residents within the restricted area</b> , specify whether time is limited for such parking.
Charges for permitted on-street non-residents parking	Pull Down Selection	<b>If on-street parking is permitted for non-residents within the restricted area</b> , specify whether there are charges for such parking by selecting one of the following pull-down options: <ul style="list-style-type: none"> <li>No</li> <li>Yes (at specific times of the day)</li> <li>Yes (all day)</li> </ul>
Average charge per hour for on-street non-residents parking	Pence	<b>If there are charges for on-street parking by non-residents within the restricted area</b> , specify the average charge (in pence) per hour. If there are multiple parking options in the local area with different sets of fees, supply an average charge per hour which covers all of these.

Maximum parking duration for on-street non-residents parking	Minutes	<b>If there are charges for on-street parking by non-residents within the restricted area</b> , specify the average maximum parking duration (in minutes). If there are multiple parking options in the local area with different maximum parking durations, supply an average duration which covers all of these.
Off-street parking available	Pull Down Selection	Specify whether there is any off-site off-street parking available that could potentially be used for visiting the site being surveyed, by selecting one of the following drop-down options. <b>Note that if such parking is available, a common-sense judgement should be made on its inclusion, based on the walking distance to the site being surveyed, and whether people could reasonably access the site from such parking (for example would they need to cross a busy dual carriageway with no clear crossing facilities present?). Also note that the question relates to public parking spaces, no private or otherwise restricted spaces would qualify for consideration for inclusion.</b> <ul style="list-style-type: none"> <li>• No</li> <li>• Yes (public off-street parking is available)</li> <li>• Yes (additional off-site parking is provided by the employer (or by the site, whatever land use type it is))</li> <li>• Yes (in unofficial or unspecified areas, such as waste ground, verges, etc)</li> </ul>
Approximate available off-street parking spaces	Number	<b>If there is off-site off-street parking available that could potentially be used by people visiting the site being surveyed</b> , specify the total number of spaces available. If there are multiple locations where such parking is available (within a reasonable walking distance), the total figure should combine all of these.
Off-street parking located within a CPZ	Yes/No	<b>If there is off-site off-street parking available that could potentially be used by people visiting the site being surveyed</b> , specify whether any such parking is located within an area covered by a CPZ.
Charges for off-street parking	Pull Down Selection	<b>If there is off-site off-street parking available that could potentially be used by people visiting the site being surveyed</b> , specify whether there are charges for such parking by selecting one of the following drop-down options: <ul style="list-style-type: none"> <li>• No</li> <li>• Yes (at specific times of the day)</li> <li>• Yes (all day)</li> </ul> <p>If there are multiple areas of such parking available, and at least one of these has charges applicable, then one of the "Yes" answers will be required.</p>
Charge amount for off-street parking	Pence	<b>If there are charges for the above off-street off-site parking</b> , specify the charge amount (in pence), which corresponds to the charge period indicated (see item below). If there are multiple locations where parking charges apply, this figure should represent the average for all of these.
Charge period for off-street parking	Pull Down Selection	<b>If there are charges for the above off-street off-site parking</b> , specify the charge period which corresponds to the charge amount indicated (see item above), by selecting one of the following drop-down options: <ul style="list-style-type: none"> <li>• Hour</li> <li>• Day</li> <li>• Week</li> <li>• Month</li> <li>• Year</li> </ul>



		If there are multiple locations where parking charges apply, this figure should represent the most applicable charge period for all of these.
Park & Ride facility to access the site	Yes/No	Specify whether there is a local Park & Ride facility that provides a relevant means of accessing the site being surveyed. If such a facility appears to be accessible and within a reasonable walking distance of the site, then this should be answered as "Yes".
Approximate journey time from Park & Ride facility to the site	Minutes	<b>If there is a Park &amp; Ride facility locally that provides a relevant means of accessing the site</b> , specify the total approximate journey time from the facility to the site. This figure should be the journey time from the facility to the site using the most obvious and likely mode.

## Count Details

This information is required for all multi-modal TRICS surveys. Note that the inclusion of the Servicing Vehicles count for Level 2 (multi-modal) surveys is determined by the survey specification provided to contractors by TRICS. For some sites such a count will not be possible, so the survey specification will reflect this. Servicing Vehicles counts are also required for Level 1 surveys when these are specified within regional tender documents.

Also note that for traffic only surveys less count types are required, and further details are provided in the table below. Note that only the data items requiring definitions are shown.

Data Item	Unit	Description/Definition
Total Vehicles	Inbound & Outbound Numbers	All vehicles visiting the site, excluding pedal cycles. Includes site-visiting vehicles dropping off/picking up people outside the site as both arrivals and departures, and vehicles parking off-site for use of the site (if such trips take place). <b>This is automatically calculated from the sums of each vehicle type in the TRICS data collection form, and therefore requires no manual input.</b>
Cars	Inbound & Outbound Numbers	All privately owned or rented cars visiting the site, excluding taxis and minicabs. This definition includes estates and light vans with side windows to the rear of the driver's seat. Includes site-visiting vehicles dropping off/picking up people outside the site as both arrivals and departures, and vehicles parking off-site for use of the site (if such trips take place). <b>Requires manual input and is automatically included in the Total Vehicles count.</b>
Taxis	Inbound & Outbound Numbers	All taxis and minicabs visiting the site. Includes site-visiting taxis dropping off/picking up people outside the site as both arrivals and departures. <b>Requires manual input and is automatically included in the Total Vehicles count.</b>
Motorcycles	Inbound & Outbound Numbers	All motorcycles, motorscooters, mopeds and motorcycle combinations visiting the site. Includes site-visiting vehicles dropping off/picking up people outside the site as both arrivals and departures, and vehicles parking off-site for use of the site (if such trips take place). <b>Requires manual input and is automatically included in the Total Vehicles count.</b>
Light Goods Vehicles (LGV's)	Inbound & Outbound Numbers	All light goods vehicles visiting the site. Consists of all goods vehicles up to 30 CWT unladen weight. Included in this category are car-type delivery vans, and standard "Transit" type vans, but not vehicles with twin rear wheels. Also includes ambulances (excluding patient passenger transports which would fall under Public Service Vehicle). Includes site-visiting vehicles dropping off/picking up people outside the site as both arrivals and departures, and vehicles parking off-site for use of the site (if such trips take place). <b>Requires manual input and is automatically included in the Total Vehicles count.</b>
Public Service Vehicles (PSV's)	Inbound & Outbound Numbers	All public service vehicles (buses, minibuses and coaches with 13 or more seats) visiting the site. Note that ambulance patient transfer transport vehicles are also included as PSV's, but standard ambulance vehicles are recorded as LGV's. Includes site-visiting vehicles dropping off/picking up people outside the site as both arrivals and departures, and vehicles parking off-site for use of the site (if such trips take place). <b>Requires manual input and is automatically included in the Total Vehicles count.</b>
Heavy Goods Vehicles (OGV's)	Inbound & Outbound Numbers	All heavy goods vehicles visiting the site. Includes vehicles parking off-site for use of the site (if such trips take place). <b>This is automatically calculated from the sums of each OGV sub-type in the TRICS data collection form, and therefore requires no manual input. It is automatically included in the Total Vehicles count.</b>

OGV(1)	Inbound & Outbound Numbers	All goods and commercial vehicles (with 2 axles and twin rear wheels and all vehicles with 3 axles) visiting the site. Includes vehicles parking off-site for use of the site (if such trips take place). <b>Requires manual input and is automatically included in the Heavy Good Vehicles (OGV) count.</b>
OGV(2)	Inbound & Outbound Numbers	All goods and commercial vehicles with 4 or more axles visiting the site. Includes vehicles parking off-site for use of the site (if such trips take place). <b>Requires manual input and is automatically included in the Heavy Good Vehicles (OGV) count.</b>
Total People	Inbound & Outbound Numbers	This is the sum of Pedal Cycles, Scooters, Vehicle Occupants, Pedestrians and Public Transport Users visiting the site. Essentially, all "people" trips to and from the site by all modes. <b>This is automatically calculated from the sums of each multi-modal count type in the TRICS data collection form, and therefore requires no manual input. Note that this count only applies to multi-modal surveys.</b>
Pedal Cycles	Inbound & Outbound Numbers	All pedal cycles visiting the site. Will also include any site-visiting cycles that park off site. <b>Requires manual input and is automatically included in the Total People count for multi-modal surveys.</b>
Scooters	Inbound & Outbound Numbers	All stand-on scooters (both motorised and manual and including children's scooters) visiting the site. Will also include any site-visiting scooters that park off site. <b>Requires manual input and is automatically included in the Total People count for multi-modal surveys.</b>
Vehicle Occupants	Inbound & Outbound Numbers	All occupants of cars, taxis, motorcycles, light goods vehicles and OGV's visiting the site (PSV occupants are excluded). Includes any vehicle occupants being dropped off/picked up anywhere outside the site but excludes taxi drivers and drivers of other vehicles that pick up/drop off passengers (either inside or outside the site). Input splits the number of vehicles with 1 occupant, 2 occupants, 3 occupants, etc. <b>Requires manual input and is automatically included in the Total People count. Note that this count only applies to multi-modal surveys.</b>
Pedestrians	Inbound & Outbound Numbers	All people walking to/from the site as their main mode of transport. <b>Requires manual input and is automatically included in the Total People count. Note that this count only applies to multi-modal surveys.</b>
Public Transport Users	Inbound & Outbound Numbers	This is the public transport users count and is the total of all public transport user types (bus & tram passengers/total rail passengers/coach passengers/water service passengers). <b>This is automatically calculated from the sums of each public transport user sub-count type in the TRICS data collection form, and therefore requires no manual input. Note that this count only applies to multi-modal surveys.</b>
Bus/Tram Passengers	Inbound & Outbound Numbers	All people who use a public bus/tram as their main mode of transport to/from the site. <b>For surveys in Greater London this consists of an automated sum of bus passengers plus tram passengers and requires no manual input, but for all surveys outside of London this is a single count that requires manual input. Note that this count only applies to multi-modal surveys.</b>
Total Rail Passengers	Inbound & Outbound Numbers	All people who use any type of rail service as their main mode of transport to/from the site. <b>For surveys in Greater London this consists of an automated sum of the various rail sub-types and requires no manual input, but for all surveys outside of London this is a single count that requires manual input. Note that this count only applies to multi-modal surveys.</b>
Coach Passengers	Inbound & Outbound Numbers	All people who use a coach/minibus/private hire bus/school bus as their main mode of transport to/from the site. <b>Requires manual input and is automatically included in</b>



		<b>the Public Transport Users count for multi-modal surveys. Note that this count only applies to multi-modal surveys.</b>
Bus Passengers	Inbound & Outbound Numbers	All people who use a public bus as their main mode of transport to/from the site. <b>This count requires manual input for surveys within Greater London only. Note that this count only applies to multi-modal surveys.</b>
Tram Passengers	Inbound & Outbound Numbers	All people who use a public tram as their main mode of transport to/from the site. <b>This count requires manual input for surveys within Greater London only. Note that this count only applies to multi-modal surveys.</b>
Underground Passengers	Inbound & Outbound Numbers	All people who use the London Underground as their main mode of transport to/from the site. <b>This count requires manual input for surveys within Greater London only. Note that this count only applies to multi-modal surveys.</b>
Docklands Light Rail Passengers	Inbound & Outbound Numbers	All people who use Docklands Light Rail as their main mode of transport to/from the site. <b>This count requires manual input for surveys within Greater London only. Note that this count only applies to multi-modal surveys.</b>
Overground Passengers	Inbound & Outbound Numbers	All people who use the London Overground as their main mode of transport to/from the site. <b>This count requires manual input for surveys within Greater London only. Note that this count only applies to multi-modal surveys.</b>
National Rail Passengers	Inbound & Outbound Numbers	All people who use National Rail as their main mode of transport to/from the site. <b>This count requires manual input for surveys within Greater London only. Note that this count only applies to multi-modal surveys.</b>
Water Service Passengers	Inbound & Outbound Numbers	All people who use a public boat as their main mode of transport to/from the site. <b>This count requires manual input for surveys within Greater London only. Note that this count only applies to multi-modal surveys.</b>
Servicing Vehicles	Inbound & Outbound Numbers	<p>This is a free-standing extract of the overall Cars, Motorcycles, LGV's and OGV's counts. It includes all vehicles of the specified sub-types that are servicing the site. <b>It is important to note that the Servicing Vehicles count is not in addition to the overall counts by vehicular sub-type. Instead, it shows the proportion of the vehicular sub-types that were servicing vehicles, with the overall Cars, Motorcycles, LGV's and OGV's counts including both servicing and non-servicing vehicles combined. Therefore, no Servicing Vehicles sub-type figure can ever be higher than the corresponding overall vehicular sub-type figure for any time period, inbound or outbound.</b></p> <p>Examples of servicing vehicles include delivery vehicles, refuse and recycling lorries, utility company vehicles, couriers, fast food deliveries, building and repairs vehicles, plumbers and maintenance vehicles, etc. <b>It is also important to note that site-owned vehicles that perform a servicing activity should also be included in the Servicing Vehicles count.</b> For example, if a survey was to take place at a DHL depot, all of the DHL delivery vehicles would need to be included in the Servicing Vehicles count, as they would be undertaking servicing activities just like any other delivery vehicle that is not owned by the site.</p> <p><b>Note that this count only applies to multi-modal surveys where the requirement for Servicing Vehicles is indicated in the survey specification provided to the data collection contractor by TRICS. It only applies to traffic-only surveys when the count is specified on a site-by-site basis in regional tender documents.</b></p>