Job No: 2022-4801
File Ref: N04-CC-Highways Response D1 (221107)
Date: November 2022
Job Title: Infinite Hayes

Subject: **Highways Comment Response Note**

LBH Comment: *It appears that the forecast number of car trips generated has been derived from the number of car parking spaces to be provided (14no. accessible plus 18no. standard = 32no). in total. The applicant then reports that if all car parking spaces were occupied then 7.4% of guests would have arrived by car. 32no. spaces occupied divided by 435no. rooms = 7.4% car arrivals. The figure of 7.4% is then halved "to reflect that whilst people who travel to stay at the hotel by car would not use the car for all journeys, and as such a mode share of 3.7% is assumed". Is the applicant suggesting that 16no. of the car parking spaces available would be vacant? On what evidence is this assumption based?*

Private car trip generation should be based on the number of hotel rooms, not car parking spaces available. The Highway Authority requires trip generation to be based on rooms, this will show whether the 32no. car parking spaces is sufficient to cater for demand, if it is not then car would be displaced on-street.

1. CA Response: The proposed modal share for car driving has been underpinned by the quantum of car parking available and contextualised against the number of person trips made per day, per room, and is therefore, the trip generation assessment is underpinned by a calculation on a 'per room' basis.

2. The hotel will effectively operate as a car-free development, underpinned by the extensive array of measures outlined within the Transport Assessment. Guests will be informed that they cannot drive to the hotel and this will only be permissible where it is booked in advance. To underpin this, stringent management will be put in place whereby parking forms part of the Terms and Conditions of booking and a guest's stay can be terminated if they are found to be parking on-street, for example.

3. This is further reinforced by the comprehensive package of measures proposed including a dedicated minibus service with frequent services to connect to public transport services, a shared cycle hire facility, and complemented by attractive cycle parking. Indeed, as set out within the submitted Transport Assessment, the Applicant acknowledges and accepts that appropriate and reasonable financial contributions will be made towards parkig controls within the local area to prevent on-street car parking occurring.

4. If a higher car mode share was adopted, it would represent an unrealistic assessment as it will not be possible for people to drive and would act to reduce the theoretical demand for sustainable modes and underplay the anticipated patronage. This is underpinned by the 'vision and validate' methodology used instead of the traditional 'predict and provide' which is considered in detail within Section 7 of the submitted Transport Assessment.

5. Whilst 7.4% of rooms could theoretically have access to a car parking space (32 parking spaces and 435 rooms), it is not considered plausible or realistic that every trip made by each of these rooms would require the use of the car, as guests will take advantage of opportunities available within the local area and public transport during their stay. Indeed, a car is most likely to be used to arrive at the beginning of their stay and depart at the end.

6. The TRICS Trip Rate data obtained to underpin the person trip generation of the hotel suggests that each room would generate 6.778 person trips per day. Assuming a 3.8% modal share for car drivers, this would suggest 112 car movements per day (c.56 cars arriving and departing), or each parking space being used twice, approximately. This is considered a worst-case and realistic usage of the strictly managed car parking within the site.

7. To further demonstrate the suitability of using a 3.8% modal share, a car parking accumulation analysis has been undertaken, using the person trip rates per hour extracted from the TRICS data, factored against the 3.8% modal share for all 435 rooms. It is assumed the car park is full at the beginning of the day. This is summarised in Table 1 below, which demonstrates that a full car park at the beginning of the day will fluctuate throughout a day as people leave for daily tasks, and the changeover of rooms, before returning to a full occupancy at the end of the day. It is considered that this further demonstrates that the proposed modal share is appropriate.

Table 1: Car Park Accumulation Analysis			
Time	**In**	**Out**	**Car Parking Accumulation**
Before Start of Day			32
06:00-07:00	1	2	31
07:00-08:00	1	4	29
08:00-09:00	2	3	27
09:00-10:00	1	5	23
10:00-11:00	2	6	19
11:00-12:00	3	4	18
12:00-13:00	2	3	17
13:00-14:00	3	3	17
14:00-15:00	3	3	18
15:00-16:00	4	4	18
16:00-17:00	4	3	20
17:00-18:00	4	4	19
18:00-19:00	5	5	19
19:00-20:00	7	3	23
20:00-21:00	5	3	26
21:00-22:00	6	2	30

8. It is therefore considered that the proposed car driver modal share is robust and appropriate to assess the transport impact of the proposed hotel element of the development and the calculations undertaken within the Transport Assessment is an appropriate basis to assess the transport impacts of the development.