



## UNIVERSAL DESTINATIONS & EXPERIENCES UK PROJECT

Former Kempston Hardwick Brickworks  
and adjoining land, Bedford

### Appendix 5.1 Transport Assessment Annex 4 – Trip Forecasting Note – Theme Park

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Contents

1 Introduction ..... 1

2 Trip Forecasting – Domestic Visitors..... 2

3 Trip Forecasting – International Visitors..... 72

4 Team Members..... 107

5 Total Forecast Trip Generation..... 131

6 Summary ..... 164

Annex 1 – Logit Model Specification ..... 168

Annex 2 - Gravity Distribution Model specification ..... 179

Annex 3 - Defining the 2023 Existing and Reference Scenarios..... 182

Annex 4 – Results: Validation and Sensitivity analysis..... 195

Annex 5 - Results for Midweek (Monday to Friday) assessment ..... 203

Annex 6 – International Visitors Assumptions ..... 238

# 1 Introduction

- 1.1 This Trip Forecast Paper has been prepared to detail the methodologies followed in deriving a trip forecast for the proposed Theme Park. For the purpose of this paper the Theme Park is taken to mean the following elements of the development: the Theme Park itself, the Entry Plaza, and the Entertainment Resort Complex (ERC) Support facilities. Effectively, the aim of this paper is to derive trip forecast associated with the predicted 8.5m visitors to the Theme Park in the Primary Opening Year and the 12.5m visitors in the Future Year, plus the trip forecast associated with the 8,050 and 10,000 Team Members (TMs) associated with the Theme Park in the Primary Opening Year and the Future Year respectively.
- 1.2 This Paper considers the following key categories of site users:
- Domestic visitors – people visiting the Theme Park from the UK (including Northern Ireland)
  - International Visitors – people visiting the Theme Park from outside the UK
  - Staff – Team Members (TMs) who will be employed at the Theme Park, including ERC Support facilities.
- 1.3 Servicing trips associated with the ERC Support facilities are dealt with separately as set out in **Annex 10b – Development Assumptions Note** which can be found in **Annex 10 of the Transport Assessment (TA) (Appendix 5.1: Transport Assessment (Volume 3) of the ES)**.
- 1.4 A bespoke set of calculations has been carried out for each category of Theme Park users and these calculations are detailed separately in the following sections of this report.
- 1.5 The calculations carried out are based on the description of the development and the basis for the cautious worst case that provides a robust assessment as per **Sections 4, 5 and 6 of the Transport Assessment (Appendix 5.1: TA (Volume 3) of the ES)**.

## 2 Trip Forecasting – Domestic Visitors

### General Approach

- 2.1 This section considers the trip forecasting methodology applied to derive trip generation, distribution and mode assignment for the Domestic Visitors to the Theme Park.
- 2.2 A gravity-based distribution model has been developed to estimate the distribution of domestic visitor demand from across the UK, and a Multinomial Logit model has been developed to estimate the modes that domestic visitors will be likely to choose to access the Theme Park from different areas of the UK.
- 2.3 Six scenarios are developed for the trip forecasting assessment as follows:
- Scenario 1: 2023 Existing. This is a Scenario assessing the existing road network and existing traffic.
  - Scenario 3: Reference Case. This is a Scenario of the existing road network and traffic plus traffic associated with agreed committed developments.
  - Scenario 4: Primary Opening Year – Reference Case plus Development. This is a Scenario of the existing road network and traffic plus traffic associated with agreed committed developments plus Primary Opening Year related demands from the Site. This is based on the Full Wixams Station being open, EWR running between Oxford and Milton Keynes only with a shuttle bus service operating between Milton Keynes and the Site and the new A421 Junction being complete. For clarity this scenario does not include trip generating development on either the Lake Zone or West Gateway Zone (There may be some drainage or other infrastructure works required on the Lake Zone and West Gateway Zone to support the delivery of development on the Core Zone).
  - Scenario 5: Future Year – Reference Case plus Development. This is a Scenario of the existing road network and traffic plus traffic associated with agreed committed developments plus Future Year related demands from the Site. This is based on the Full Wixams Station being open, EWR running between Oxford and Milton Keynes only with a shuttle bus service operating between Milton Keynes and the Site and the new A421 Junction being complete. For clarity this scenario considers full development of the Lake Zone and West Gateway Zone.
  - Scenario 5a: Future Year – Reference Case plus Development plus full East West Rail. This is a Scenario of the existing road network and traffic plus traffic associated with agreed committed developments plus Future Year related demands from the Site. This is based on the Full Wixams Station being open, EWR running between Oxford and Cambridge with a new station within the Site and the new A421 Junction being complete. For clarity this scenario considers full development of the Lake Zone and West Gateway Zone.
  - Scenario 5b: Future Year – Reference Case plus Development plus Removal of Rail Discount. This is a Scenario of the existing road network and traffic plus traffic associated with agreed committed developments plus Future Year related demands from the Site. This is based on the Full Wixams Station being open, EWR running between Oxford and Milton Keynes only with a shuttle bus service operating between Milton Keynes and the Site and the new A421 Junction being complete. For clarity this scenario considers full development of the Lake Zone or West Gateway Zone. In this scenario, there is no rail discount applied for visitors.

- 2.4 The other scenarios not listed above (Scenario 2 etc) relate to construction scenarios and do not include forecast trip generation related to the Theme Park and are therefore not relevant to this Paper.
- 2.5 Within the Logit mode choice/distribution model the UK has been broken down into 70 zones of origin with a finer breakdown of areas near the Site (58 zones representing all the Unitary Authority Areas and LA County Council Areas within four Regions closest to the proposed Site: South East England, the East of England, East Midlands and West Midlands) and a broader breakdown away from the Site (comprising a single zone for each of the combined Regions for the remaining 7 Regions (excluding London) that are a considerable distance from the Site: North East England, Wales, Yorkshire and the Humber, South West England, North West England, Scotland, Northern Ireland). London is split into 5 zones: London Central, London North West, London South West, London South East and London North East. Due to the wide nature of Hertfordshire County to the South of the Site and the different rail corridors that pass through this county offering quite different travel options to the Site, Hertfordshire has been subdivided into 4 zones: East, East Central, East West and West. Similarly the county of Essex has been divided into 2 zones: North and South.
- 2.6 For each zone, a single origin point has been chosen (a main city/town or a main railway station near the population weighted centre of the zone, or multiple origin points for larger zones) to work out an average driving journey time and average public transport journey time to the Site (with a record of the number of interchanges required on public transport services).
- 2.7 The Logit model developed for the purpose of this assessment allows the user to model the six scenarios outlined in Paragraph 2.3 but also allows the user to set specific values for a range of other parameters, to gain an understanding of variation in trip making against these parameters. The full Logit model specification and sources of data for each mode in the different scenarios outlined in Paragraph 2.3 is provided in **Annex 1** to this report (**Section 7**). The range of parameters that can be adjusted by the user is detailed in **Annex 3 Section 9, Table 9.1**, including the values for each parameter applied in each of the six scenarios.
- 2.8 To accurately reflect costs within the model the domestic visitor demand is divided into 10 visitor types as illustrated in **Table 2-1** below. The proportions of visitors associated with each type has been informed by data provided by Universal Destinations & Experiences (UDX). The breakdown within **Table 2-1** represents an average group size of 2.91. Within the model, the proportions per visitor type can be adjusted by the user to test different scenarios/sensitivities. The values applied in the tool for all scenarios are illustrated below.

**Table 2-1 – Visitor Types**

Proportion of demand per visitor type	
Individual Adult	5%
Couple Adults	15%
Group 3 Adults	7%
Group 4 Adults	3%
Group with children: 2 Adults + 1 Child	7%
Group with children: 2 Adults + 2 Children	25%
Group with children: 2 Adults + 3+ Children	18%
Group with children: 1 Adult + 1 Child	3%
Group with children: 1 Adult + 2 Children	10%
Group with children: 1 Adult + 3+ Children	7%

- 2.9 As costs and travel times vary by time of day and day of week, time and cost data for each mode was obtained to determine the disutility associated with travel for each visitor type from any zone for each mode for any time of day/day of week. The disutility for each mode is calculated as the generalised time of travel between the origin zone and the destination (see **Annex 1** Section 7.15-7.17). This was then applied in the multinomial logit model to estimate the mode choice between each origin zone and the Site for three modes (car, coach, or rail) by hour of day/day of week. **Annex 1** Section 7 includes a more detailed description of the data and assumptions informing the generalised time calculations applied in the model for each scenario.
- 2.10 Not all modes will be available to all visitors from every origin zone. As a result the choice set varies by visitor type and/or time of day according to mode availability.
- 2.11 Car ownership levels by origin zone are obtained from Census data and then adjusted to account for the variation in car ownership by age (obtained from NTS data) to better reflect the car ownership levels of the domestic visitor demographics. The age profile of adult domestic visitors without children can be defined/adjusted by the user within the model. The values in the tool for all scenarios are provided in **Table 2-2** below, informed by discussions with UDX.

**Table 2-2 – Age profile: adults without children**

Adults without Children	
Age Group	%
18-24	50.00%
25-29	30.00%
30+	20.00%

- 2.12 Where no rail service exists or where no dedicated coach exists from an origin zone for a particular hour of day/day of week then these modes are also not included in the corresponding logit choice set.
- 2.13 There are no sub-modes modelled. Car driver and passenger sub-proportions are calculated for each visitor type according to the group composition (**Table 2-1**).
- 2.14 For each visitor group in each time period, the Logit model equation is:

$$Prob_{ij}^m = \frac{\exp(-\lambda^M u_{ij}^m)}{\sum_M \exp(-\lambda^M u_{ij}^M)}$$

Where:

- i)  $Prob_{ij}^m$  is the probability that mode m is selected for travel between origin zone i and destination j (the Site).
- ii)  $\lambda^M$  is the lambda (sensitivity) parameter for mode choice
- iii) M is the full set of modes in the mode choice set
- iv)  $u_{ij}^m$  is the disutility of travel from origin zone zone i and destination j (the Site) for mode m. Disutility is the Generalised Cost for the given mode.

The full description of the Logit model and details of the values for parameters in the Logit model equation are provided in **Annex 1** Section 7.

### Distribution of Daily Demand by Origin Location

- 2.15 Paragraph 2.5 to Paragraph 2.14 describe how the mode choice for any origin zone is estimated. This is based around calculating the value of disutility of travel by each mode (i.e. the generalised time of travel) from a specific origin zone to the Site and applying this in the Logit choice assignment.
- 2.16 To estimate the distribution of domestic visitor demand across the UK, Vectos has developed a Gravity Model using the same zoning system as the Logit Model (see Paragraph 2.5) with the UK broken down into 70 zones of origin.
- 2.17 The Gravity model formula for each visitor type in each hour of the day is:

$$N_{ij} = N_j \times \frac{(rdi_i \times p_i) / (Average u_{ij})^\alpha}{\sum_i^{70} (rdi_i \times p_i) / (Average u_{ij})^\alpha}$$

Where:

- i)  $N_{ij}$  is the number of trips from origin zone i to destination j
- ii)  $N_j$  is the total number of trips at destination j
- iii)  $p_i$  is the population of zone i
- iv)  $rdi_i$  is the relative disposable income<sup>1</sup> of zone i - This has the effect of weighting the distribution more towards zones with higher disposable incomes
- v) *Average  $u_{ij}$*  is the average disutility of travel from origin i to destination j
- vi)  $\alpha$  is a distance parameter that expresses the rate at which trips become less desirable as the distance between zones increases

The full description of the Gravity Distribution model and details of the values for parameters in the Gravity model formula are provided in **Annex 2** Section 8.

### Validation of the Logit mode choice/distribution model

- 2.18 The combined Logit mode choice/distribution model has been validated against National Travel Survey (NTS) data for the trip purposes: 'Day Trips' combined with 'Entertainment and public Events' trips. It is felt that these categories of trip provide the closest reflection of the types of trips to be made to the Theme Park.
- 2.19 **Annex 4** Section 10 provides a fuller description of the Validation and Sensitivity Analysis conducted and explains why this approach to compare with NTS data for broadly similar trip purposes was followed.
- 2.20 The NTS is the primary source of data on personal travel patterns in Great Britain. It is a household survey that has run continuously since 1988 and is designed to monitor long-term trends in personal travel. The survey collects information on how, why, when and where people travel as well as factors which affect personal travel. Data is collected via two main sources: face-to-face interviews with people in their homes and a seven-day travel diary, allowing travel patterns to be linked with individual characteristics.
- 2.21 2019 NTS data (the most recent available data that is not affected by Covid related changes in trip making) covers all of England and provides numbers of trips by purpose for 14 trip purposes, by mode for 13 modes and by trip distance within 8 distance ranges.

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<sup>1</sup> Based on ONS data Net Household Income (after housing costs) Indexed to England and Wales average

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/earningsandworkinghours/methodologies/smallareaincomeestimatesmodelbasedestimatesofthemeanhouseholdweeklyincomeformiddlelayersuperoutputareas201314technicalreport>



- 2.22 From this data, combined with knowledge on the proportions of the population within each Region that live within each distance band from the proposed site location, it is possible to derive an estimate of distance relevant modal share to the site based on NTS 'Day Trip' and 'Entertainment/public events' trips.
- 2.23 **Table 2-3** presents a summary of the validation results comparing the NTS data with the Logit/Gravity model mode share for the 2023 Existing Scenario 1 when applying the general population traveller profile and a £5 daily parking charge (full description provided in **Annex 4** Section 10).

**Table 2-3 - Comparison of Logit model mode share for the 2023 Existing Scenario 1 (wider population traveller profile) with England average NTS derived data for journeys equivalent in nature to those made to the Site**

	Car Mode Share	Car Driver Mode Share	Car passenger Mode Share	Train Mode Share	Coach/Other Mode Share
NTS derived data	71.9%	32.8%	39.1%	17.9%	10.2%
Logit model 2023 Existing Scenario	69.6%	29.0%	40.7%	17.5%	12.9%

- 2.24 **Table 2-3** shows that the Logit model mode share assignments are closely matching NTS data when broadly equivalent circumstances are considered. While, by no means conclusive, this does give a level of confidence that the base year model is performing in an acceptable manner.
- 2.25 In line with TAG Unit M2.1 (DfT, 2020) recommendations, three sets of realism tests are performed to quantify:
- The car driver (i.e. traffic km) response (in vehicle kms) to a 10 per cent increase in fuel costs.
  - The combined public transport (i.e. rail and bus) response (in number of trips) to a 10 per cent increase in rail and bus fares.
  - The car driver (i.e. car trips) response to 10 per cent increase in car journey time (i.e. reduction in speed).
- 2.26 The results for the fuel costs test and for the car journey time test were both within the TAG recommended elasticity range. For the public transport fares elasticity test the results were slightly higher (-0.95) than the upper bound (-0.9) in the TAG recommended elasticity range. The explanation for this is likely to be because the trips to the Theme Park are primarily long-distance trips, which form a relatively small fraction of public transport demand in the local models TAG is typically used for. Long distance journeys typically display higher elasticity values and so it is not unexpected that the public transport fare elasticity for this model would be near the upper end of the TAG range. More detailed description of these sensitivity tests is provided in **Annex 4** Section 10.16 to 10.25.
- 2.27 The validation and sensitivity testing results provide reassurance that the Logit mode choice/distribution model performs as expected and can be considered a suitable tool for assessing the trip forecasting in the four different development scenarios.

## Trip Making across the Day

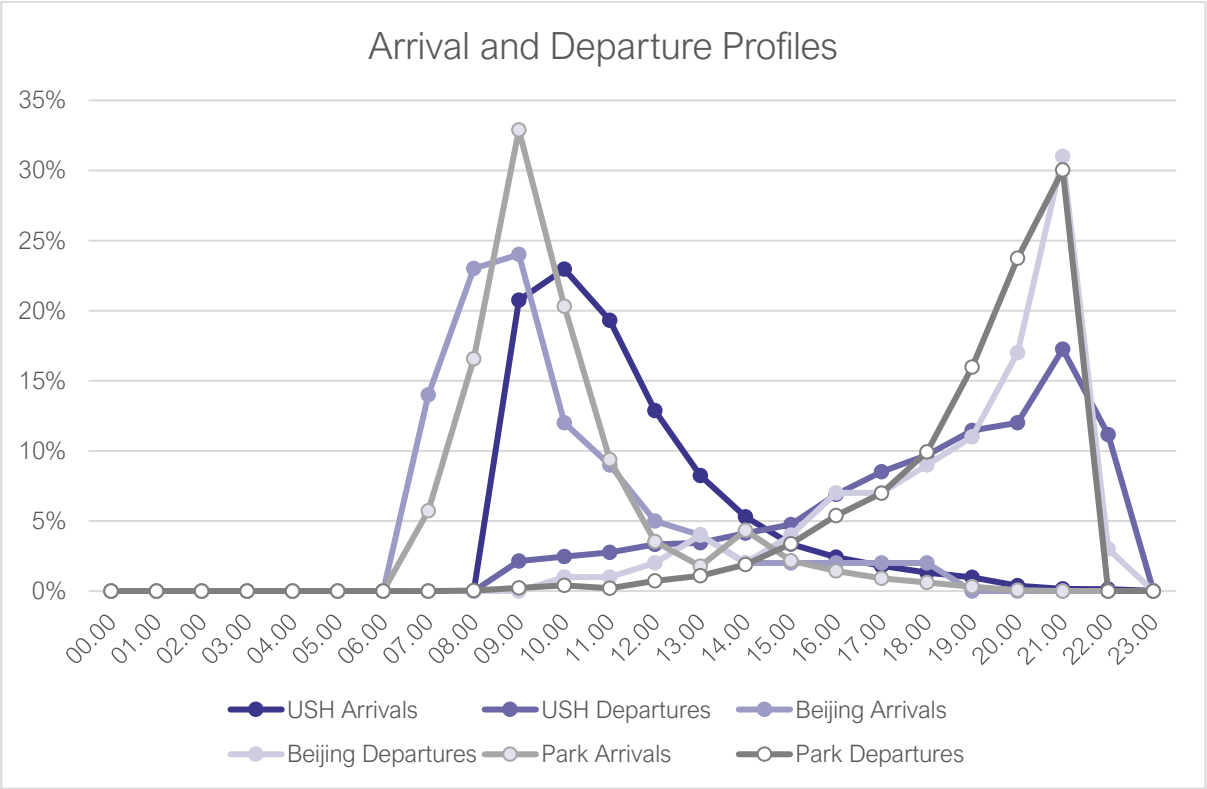
- 2.28 Arrival and departure profiles for visitors at the Theme Park have been derived from profiles provided by UDX from their other Destinations in Hollywood and in Beijing. These profiles have been used to derive a number of arrivals and departures per hour across the day, for Domestic Visitors to the Theme Park.
- 2.29 **Table 2.4** details the arrival and departure profiles observed at the Hollywood and Beijing Theme Parks and the assumed arrival and departure profiles applied to the proposed Theme Park in Bedford.

**Table 2.4 – Arrival and Departure Profiles**

Hour starting	Hollywood		Beijing		Bedford	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
00.00	0%	0%	0%	0%	0%	0%
01.00	0%	0%	0%	0%	0%	0%
02.00	0%	0%	0%	0%	0%	0%
03.00	0%	0%	0%	0%	0%	0%
04.00	0%	0%	0%	0%	0%	0%
05.00	0%	0%	0%	0%	0%	0%
06.00	0%	0%	0%	0%	0%	0%
07.00	0%	0%	14%	0%	6%	0%
08.00	0%	0%	23%	0%	17%	0%
09.00	21%	2%	24%	0%	33%	0%
10.00	23%	2%	12%	1%	20%	0%
11.00	19%	3%	9%	1%	9%	0%
12.00	13%	3%	5%	2%	4%	1%
13.00	8%	3%	4%	4%	2%	1%
14.00	5%	4%	2%	2%	4%	2%
15.00	3%	5%	2%	4%	2%	3%
16.00	2%	7%	2%	7%	1%	5%
17.00	2%	9%	2%	7%	1%	7%
18.00	1%	10%	2%	9%	1%	10%
19.00	1%	11%	0%	11%	0%	16%
20.00	0%	12%	0%	17%	0%	24%
21.00	0%	17%	0%	31%	0%	30%
22.00	0%	11%	0%	3%	0%	0%
23.00	0%	0%	0%	0%	0%	0%

2.30 **Figure 2-1** illustrates the profiles identified above. It shows that the arrival and the departure profiles applied to visitors to the proposed Theme Park follow a similar pattern to the arrival and departure profiles observed at the Hollywood and Beijing. To offer a robust assessment of the peak impacts of the Proposed Development on the transport networks, high morning arrival and evening departure peak values have been assumed for the Proposed Development.

**Figure 2-1 – Arrival and Departure Profiles**



**Results for Primary Opening Year and Future Year Development Scenarios**

- 2.31 The combined Logit mode choice/distribution model has been applied to the Domestic Visitor demands for four scenarios that would reflect the available modes, travel times, costs and day of week/times of day for travel to the Site in both the Primary Opening Year and Future Year for different levels of transport infrastructure and scale of the Proposed Development. The values of user defined parameters for each scenario are detailed in **Annex 3** Table 9-1 along with those for the 2023 Existing Scenario 1.
- 2.32 Section 2.3 presents a summarised version of Table 9-1 highlighting the key elements and differences between each scenario.
- 2.33 For each scenario, the arrival and departure profiles for visitors have been applied to the total number of Domestic Visitor trips and the proportions by Visitor Type (Table 2-1) to derive the number of trips by Visitor Type by hour of the day. The Logit mode choice model estimates the proportion of trips by mode (Car, Rail, Coach) for each visitor type in each hour from each origin zone. This allows calculation of an average generalised time (weighted by mode share) for travel from each origin zone (see **Annex 2** Section 8.4). This is applied in the Gravity model to estimate the distribution of these hourly demands to each origin zone across the UK.

- 2.34 **Table 2-5 to Table 2-8** provides a detailed breakdown by origin zone considered in the assessment of the population (derived from the 2011 Census data) distance to the Site and estimated number of daily domestic visitors for each of the LOW, AVERAGE, BUSY and PEAK demands applied to Saturdays for each of the scenarios.
- 2.35 While the data presented in **Table 2-5 to Table 2-8** (and subsequent Tables in Section 2) relate to the different attendance levels on a Saturday, the Tool inputs can be adjusted to provide the same information for each attendance level on midweek days. The full set of result tables for midweek days is available in **Annex 5** of this report.
- 2.36 This is important as a 'low' or 'average' demand midweek day at the Theme Park may result in a more detrimental impact on the highway network if the network is already busy with commuting traffic. The background highway traffic is likely to be much lower at weekends and so the highway network will be better able to accommodate higher traffic demand related to Theme Park visitors.
- 2.37 **Table 2-9 to Table 2-12** provide the average daily mode share for a Saturday by origin zone for each of the scenarios before adjustments for local bus and long-distance overnight accommodation stays are applied.
- 2.38 **Table 2-13 to Table 2-16** provide the propensity to travel to the Theme Park by mode (Car, Coach, Rail) for a Saturday for each of the scenarios before adjustments for local bus and long-distance overnight accommodation stays are applied (Section 2.38-2.48).

**Table 2-5 – Domestic Visitors – Origin areas, population, distance and daily demand for Scenario 4 (Saturday assessment)**

Origin Area	Population	Distance to Site (miles)	Number of Daily Visitors			
			Low	Average	Busy	Peak
Bracknell Forest	124,607	80.0	16	37	65	89
Brighton and Hove	277,103	120.0	30	70	121	167
Isle of Wight	140,459	150.0	4	9	15	21
Medway	279,773	95.0	31	71	123	170
Milton Keynes	287,060	18.0	76	174	303	416
Portsmouth	208,003	125.0	19	44	76	104
Reading	174,224	80.0	22	51	89	122
Slough	158,500	60.0	22	50	86	118
Southampton	248,922	120.0	22	52	90	124
West Berkshire	161,448	96.0	19	43	75	103
Windsor and Maidenhead	153,496	65.0	21	48	84	116
Wokingham	177,503	78.0	23	52	90	124
Buckinghamshire	553,078	45.0	89	206	358	492
East Sussex	545,848	135.0	50	115	201	276
Hampshire	1,400,899	110.0	135	311	541	744
Kent	1,576,069	110.0	159	366	636	874
Oxfordshire	725,291	75.0	111	256	445	612
Surrey	1,203,108	75.0	162	372	647	890
West Sussex	882,674	120.0	86	197	342	471
Bedford	185,225	6.0	117	270	469	645
Central Bedfordshire	294,252	17.0	57	131	228	314
Luton	225,262	23.0	107	246	428	589
Peterborough	215,671	46.0	33	76	133	183
Southend-on-Sea	180,686	91.0	20	45	78	108
Thurrock	176,001	80.0	21	48	84	115
Cambridgeshire	578,849	45.0	96	222	386	530
Essex North	681,024	80.0	86	199	346	476
Essex South	822,577	68.0	113	260	453	622
Hertfordshire West	352,098	38.0	62	143	249	342
Hertfordshire West Central	255,944	33.0	65	149	258	355
Hertfordshire East Central	342,542	38.0	57	130	227	312
Hertfordshire East	249,165	43.5	42	96	167	230
Norfolk	916,120	95.0	91	208	362	498
Suffolk	760,688	100.0	75	173	300	413
Derby	261,364	90.0	32	73	127	175
Leicester	368,571	65.0	51	116	202	278
Nottingham	323,632	92.0	39	90	156	215
Rutland	41,049	60.0	6	14	24	32

Origin Area	Population	Distance to Site (miles)	Number of Daily Visitors			
			Low	Average	Busy	Peak
Derbyshire	794,636	95.0	93	213	370	509
Leicestershire	712,366	60.0	103	237	412	567
Lincolnshire	768,364	85.0	91	210	366	503
Nottinghamshire	824,822	107.0	90	206	359	493
North Northamptonshire	359,525	35.0	68	157	273	376
West Northamptonshire	425,725	35.0	81	187	325	446
Herefordshire	187,034	136.0	16	37	65	89
Shropshire	323,606	130.0	29	67	117	161
Stoke-on-Trent	258,366	122.0	24	56	97	133
Telford and Wrekin	185,541	113.0	18	41	72	99
Staffordshire	876,104	100.0	94	216	376	517
Warwickshire	596,772	65.0	84	193	336	462
Birmingham	1,144,919	80.0	144	330	575	790
Coventry	345,325	60.0	51	118	205	282
Dudley	323,486	92.0	39	90	157	215
Sandwell	341,832	90.0	42	96	167	229
Solihull	216,240	80.0	30	69	120	165
Walsall	284,124	86.0	33	76	133	183
Wolverhampton	263,727	93.0	32	74	128	177
Worcestershire	603,676	107.0	63	146	253	348
North East	2,647,013	234.0	148	339	590	812
Wales	3,107,494	194.0	196	451	784	1078
Yorkshire and the Humber	5,480,774	145.0	499	1148	1996	2745
South West	5,701,186	220.0	376	864	1503	2067
North West	7,417,397	180.0	527	1212	2107	2898
London - C	1,980,903	60.0	366	841	1463	2012
London - NW	2,130,698	50.0	398	915	1592	2189
London -SW	1,116,285	65.0	174	400	695	956
London - SE	1,555,943	85.0	243	560	974	1339
London - NE	2,012,799	68.0	339	780	1356	1864
Scotland	5,480,000	400.0	191	439	764	1051
Northern Ireland	1,905,000	450.0	52	118	206	283
Total UK	66,982,539		<b>7,000</b>	<b>16,100</b>	<b>28,000</b>	<b>38,500</b>

**Table 2-6 – Domestic Visitors – Origin areas, population, distance and daily demand for Scenario 5 (Saturday assessment)**

Origin Area	Population	Distance to Site (miles)	Number of Daily Visitors			
			Low	Average	Busy	Peak
Bracknell Forest	124,607	80.0	23	38	74	100
Brighton and Hove	277,103	120.0	42	70	136	183
Isle of Wight	140,459	150.0	5	9	17	23
Medway	279,773	95.0	43	72	139	187
Milton Keynes	287,060	18.0	100	166	322	433
Portsmouth	208,003	125.0	27	45	87	117
Reading	174,224	80.0	31	52	100	135
Slough	158,500	60.0	30	50	97	130
Southampton	248,922	120.0	32	53	103	138
West Berkshire	161,448	96.0	26	44	85	115
Windsor and Maidenhead	153,496	65.0	29	49	95	127
Wokingham	177,503	78.0	32	53	102	137
Buckinghamshire	553,078	45.0	126	209	405	544
East Sussex	545,848	135.0	72	120	231	311
Hampshire	1,400,899	110.0	191	319	616	829
Kent	1,576,069	110.0	223	371	718	965
Oxfordshire	725,291	75.0	155	258	500	672
Surrey	1,203,108	75.0	224	373	720	969
West Sussex	882,674	120.0	122	203	392	528
Bedford	185,225	6.0	160	266	514	692
Central Bedfordshire	294,252	17.0	79	131	254	341
Luton	225,262	23.0	146	243	469	631
Peterborough	215,671	46.0	46	77	148	199
Southend-on-Sea	180,686	91.0	27	46	88	119
Thurrock	176,001	80.0	29	49	95	127
Cambridgeshire	578,849	45.0	135	225	434	584
Essex North	681,024	80.0	121	202	390	525
Essex South	822,577	68.0	157	262	506	681
Hertfordshire West	352,098	38.0	90	150	290	390
Hertfordshire West Central	255,944	33.0	88	146	283	381
Hertfordshire East Central	342,542	38.0	78	130	252	339
Hertfordshire East	249,165	43.5	59	98	189	254
Norfolk	916,120	95.0	129	215	415	558
Suffolk	760,688	100.0	107	178	345	464
Derby	261,364	90.0	44	73	141	189
Leicester	368,571	65.0	71	118	229	308
Nottingham	323,632	92.0	54	89	173	232
Rutland	41,049	60.0	8	14	27	36

Origin Area	Population	Distance to Site (miles)	Number of Daily Visitors			
			Low	Average	Busy	Peak
Derbyshire	794,636	95.0	128	214	413	555
Leicestershire	712,366	60.0	142	237	458	616
Lincolnshire	768,364	85.0	130	217	419	564
Nottinghamshire	824,822	107.0	127	212	411	552
North Northamptonshire	359,525	35.0	96	159	308	414
West Northamptonshire	425,725	35.0	113	189	365	491
Herefordshire	187,034	136.0	23	38	74	100
Shropshire	323,606	130.0	42	69	134	180
Stoke-on-Trent	258,366	122.0	34	57	111	149
Telford and Wrekin	185,541	113.0	26	43	82	111
Staffordshire	876,104	100.0	133	221	428	575
Warwickshire	596,772	65.0	117	194	376	505
Birmingham	1,144,919	80.0	202	337	652	876
Coventry	345,325	60.0	72	120	232	312
Dudley	323,486	92.0	55	91	177	237
Sandwell	341,832	90.0	58	97	188	253
Solihull	216,240	80.0	41	69	133	179
Walsall	284,124	86.0	47	78	151	203
Wolverhampton	263,727	93.0	44	73	140	189
Worcestershire	603,676	107.0	90	149	289	389
North East	2,647,013	234.0	212	353	683	918
Wales	3,107,494	194.0	280	467	902	1213
Yorkshire and the Humber	5,480,774	145.0	707	1178	2277	3062
South West	5,701,186	220.0	544	906	1751	2355
North West	7,417,397	180.0	749	1248	2413	3245
London - C	1,980,903	60.0	494	824	1592	2141
London - NW	2,130,698	50.0	530	883	1707	2296
London -SW	1,116,285	65.0	234	390	754	1014
London - SE	1,555,943	85.0	327	545	1053	1416
London - NE	2,012,799	68.0	453	755	1460	1964
Scotland	5,480,000	400.0	275	458	885	1190
Northern Ireland	1,905,000	450.0	68	113	218	293
Total UK	66,982,539		<b>9,750</b>	<b>16,250</b>	<b>31,417</b>	<b>42,250</b>



**Table 2-7 – Domestic Visitors – Origin areas, population, distance and daily demand for Scenario 5a (Saturday assessment)**

Origin Area	Population	Distance to Site (miles)	Number of Daily Visitors			
			Low	Average	Busy	Peak
Bracknell Forest	124,607	80.0	22	37	72	97
Brighton and Hove	277,103	120.0	42	70	135	182
Isle of Wight	140,459	150.0	5	9	17	22
Medway	279,773	95.0	43	71	137	184
Milton Keynes	287,060	18.0	94	157	303	408
Portsmouth	208,003	125.0	27	44	86	115
Reading	174,224	80.0	32	54	104	140
Slough	158,500	60.0	30	49	96	128
Southampton	248,922	120.0	33	54	105	141
West Berkshire	161,448	96.0	26	44	85	114
Windsor and Maidenhead	153,496	65.0	29	48	92	124
Wokingham	177,503	78.0	32	53	102	138
Buckinghamshire	553,078	45.0	126	209	405	544
East Sussex	545,848	135.0	71	118	228	307
Hampshire	1,400,899	110.0	194	324	626	842
Kent	1,576,069	110.0	220	366	708	952
Oxfordshire	725,291	75.0	175	292	565	760
Surrey	1,203,108	75.0	220	366	708	953
West Sussex	882,674	120.0	120	200	387	520
Bedford	185,225	6.0	151	252	487	655
Central Bedfordshire	294,252	17.0	103	172	332	447
Luton	225,262	23.0	115	192	372	500
Peterborough	215,671	46.0	71	119	230	309
Southend-on-Sea	180,686	91.0	27	45	87	117
Thurrock	176,001	80.0	29	48	93	125
Cambridgeshire	578,849	45.0	173	289	558	751
Essex North	681,024	80.0	122	204	394	530
Essex South	822,577	68.0	155	258	498	670
Hertfordshire West	352,098	38.0	87	145	280	376
Hertfordshire West Central	255,944	33.0	90	150	290	390
Hertfordshire East Central	342,542	38.0	100	166	321	432
Hertfordshire East	249,165	43.5	60	99	192	258
Norfolk	916,120	95.0	142	237	458	616
Suffolk	760,688	100.0	116	193	373	501
Derby	261,364	90.0	43	72	138	186
Leicester	368,571	65.0	70	116	225	302
Nottingham	323,632	92.0	53	88	170	228
Rutland	41,049	60.0	8	14	26	35

Origin Area	Population	Distance to Site (miles)	Number of Daily Visitors			
			Low	Average	Busy	Peak
Derbyshire	794,636	95.0	126	210	406	546
Leicestershire	712,366	60.0	140	233	450	605
Lincolnshire	768,364	85.0	128	213	412	555
Nottinghamshire	824,822	107.0	125	209	404	543
North Northamptonshire	359,525	35.0	94	156	302	406
West Northamptonshire	425,725	35.0	108	181	349	470
Herefordshire	187,034	136.0	23	38	74	99
Shropshire	323,606	130.0	41	68	132	177
Stoke-on-Trent	258,366	122.0	34	56	109	146
Telford and Wrekin	185,541	113.0	25	42	81	109
Staffordshire	876,104	100.0	130	217	420	565
Warwickshire	596,772	65.0	117	194	376	505
Birmingham	1,144,919	80.0	198	330	638	859
Coventry	345,325	60.0	70	117	226	304
Dudley	323,486	92.0	53	89	172	232
Sandwell	341,832	90.0	57	95	184	247
Solihull	216,240	80.0	40	67	129	174
Walsall	284,124	86.0	46	76	148	199
Wolverhampton	263,727	93.0	42	70	136	183
Worcestershire	603,676	107.0	89	149	288	387
North East	2,647,013	234.0	221	368	712	958
Wales	3,107,494	194.0	278	463	896	1205
Yorkshire and the Humber	5,480,774	145.0	695	1158	2238	3010
South West	5,701,186	220.0	540	900	1740	2339
North West	7,417,397	180.0	736	1227	2373	3191
London - C	1,980,903	60.0	499	831	1607	2161
London - NW	2,130,698	50.0	469	781	1510	2031
London -SW	1,116,285	65.0	233	389	752	1012
London - SE	1,555,943	85.0	328	547	1057	1422
London - NE	2,012,799	68.0	454	756	1462	1966
Scotland	5,480,000	400.0	291	485	938	1261
Northern Ireland	1,905,000	450.0	66	110	213	286
Total UK	66,982,539		<b>9,750</b>	<b>16,250</b>	<b>31,417</b>	<b>42,250</b>

**Table 2-8 – Domestic Visitors – Origin areas, population, distance and daily demand for Scenario 5b (Saturday assessment)**

Origin Area	Population	Distance to Site (miles)	Number of Daily Visitors			
			Low	Average	Busy	Peak
Bracknell Forest	124,607	80.0	23	39	76	102
Brighton and Hove	277,103	120.0	42	70	135	181
Isle of Wight	140,459	150.0	5	9	17	24
Medway	279,773	95.0	44	73	141	190
Milton Keynes	287,060	18.0	98	163	316	425
Portsmouth	208,003	125.0	27	45	87	118
Reading	174,224	80.0	31	52	101	136
Slough	158,500	60.0	30	51	98	132
Southampton	248,922	120.0	32	54	104	140
West Berkshire	161,448	96.0	27	45	87	117
Windsor and Maidenhead	153,496	65.0	30	50	97	130
Wokingham	177,503	78.0	32	54	104	140
Buckinghamshire	553,078	45.0	129	215	417	560
East Sussex	545,848	135.0	73	122	235	316
Hampshire	1,400,899	110.0	196	326	631	849
Kent	1,576,069	110.0	227	379	732	984
Oxfordshire	725,291	75.0	149	248	479	644
Surrey	1,203,108	75.0	227	379	732	985
West Sussex	882,674	120.0	124	207	399	537
Bedford	185,225	6.0	160	266	515	692
Central Bedfordshire	294,252	17.0	80	133	258	347
Luton	225,262	23.0	145	241	467	628
Peterborough	215,671	46.0	46	77	148	200
Southend-on-Sea	180,686	91.0	28	46	89	120
Thurrock	176,001	80.0	30	50	96	129
Cambridgeshire	578,849	45.0	136	226	437	588
Essex North	681,024	80.0	123	205	396	533
Essex South	822,577	68.0	160	267	516	694
Hertfordshire West	352,098	38.0	90	151	291	392
Hertfordshire West Central	255,944	33.0	84	140	271	364
Hertfordshire East Central	342,542	38.0	80	133	256	345
Hertfordshire East	249,165	43.5	60	99	192	259
Norfolk	916,120	95.0	131	218	421	566
Suffolk	760,688	100.0	109	181	350	471
Derby	261,364	90.0	44	73	141	189
Leicester	368,571	65.0	70	117	225	303
Nottingham	323,632	92.0	53	89	171	231
Rutland	41,049	60.0	8	14	27	37

Origin Area	Population	Distance to Site (miles)	Number of Daily Visitors			
			Low	Average	Busy	Peak
Derbyshire	794,636	95.0	130	216	418	563
Leicestershire	712,366	60.0	144	239	463	622
Lincolnshire	768,364	85.0	132	220	426	572
Nottinghamshire	824,822	107.0	129	215	416	559
North Northamptonshire	359,525	35.0	94	157	303	408
West Northamptonshire	425,725	35.0	112	186	359	483
Herefordshire	187,034	136.0	24	40	76	103
Shropshire	323,606	130.0	43	71	137	185
Stoke-on-Trent	258,366	122.0	35	58	112	150
Telford and Wrekin	185,541	113.0	26	43	83	112
Staffordshire	876,104	100.0	135	226	436	587
Warwickshire	596,772	65.0	119	198	383	514
Birmingham	1,144,919	80.0	205	342	661	888
Coventry	345,325	60.0	73	121	234	315
Dudley	323,486	92.0	55	91	176	237
Sandwell	341,832	90.0	59	98	189	254
Solihull	216,240	80.0	41	69	133	179
Walsall	284,124	86.0	48	79	154	207
Wolverhampton	263,727	93.0	43	72	140	188
Worcestershire	603,676	107.0	92	153	295	397
North East	2,647,013	234.0	212	354	684	920
Wales	3,107,494	194.0	283	472	913	1227
Yorkshire and the Humber	5,480,774	145.0	717	1195	2311	3108
South West	5,701,186	220.0	555	925	1788	2405
North West	7,417,397	180.0	764	1274	2462	3312
London - C	1,980,903	60.0	465	776	1500	2017
London - NW	2,130,698	50.0	516	860	1663	2237
London - SW	1,116,285	65.0	227	378	731	983
London - SE	1,555,943	85.0	313	521	1008	1355
London - NE	2,012,799	68.0	435	724	1401	1884
Scotland	5,480,000	400.0	278	463	895	1204
Northern Ireland	1,905,000	450.0	65	108	209	281
Total UK	66,982,539		<b>9,750</b>	<b>16,250</b>	<b>31,417</b>	<b>42,250</b>

## Average Daily Mode Share by Origin Zone

**Table 2-9 – Domestic Visitors – Average Daily Mode Share (Car, Coach, Rail) for Scenario 4 (Saturday assessment)**

Origin Area	Car Total	Car Driver	Car Passenger	Rail	Coach
Bracknell Forest	85%	25%	60%	15%	0%
Brighton and Hove	32%	9%	24%	68%	0%
Isle of Wight	100%	34%	66%	0%	0%
Medway	74%	22%	52%	26%	0%
Milton Keynes	12%	3%	9%	88%	0%
Portsmouth	78%	24%	54%	22%	0%
Reading	60%	16%	43%	40%	0%
Slough	83%	25%	58%	17%	0%
Southampton	81%	25%	56%	19%	0%
West Berkshire	84%	25%	59%	16%	0%
Windsor and Maidenhead	87%	26%	61%	13%	0%
Wokingham	88%	26%	61%	12%	0%
Buckinghamshire	86%	26%	60%	14%	0%
East Sussex	79%	23%	55%	21%	0%
Hampshire	88%	27%	61%	12%	0%
Kent	65%	18%	47%	35%	0%
Oxfordshire	6%	1%	5%	94%	0%
Surrey	63%	17%	46%	2%	35%
West Sussex	84%	25%	59%	16%	0%
Bedford	0%	0%	0%	100%	0%
Central Bedfordshire	91%	29%	62%	9%	0%
Luton	0%	0%	0%	100%	0%
Peterborough	86%	28%	58%	14%	0%
Southend-on-Sea	82%	25%	57%	18%	0%
Thurrock	84%	25%	59%	16%	0%
Cambridgeshire	89%	29%	60%	11%	0%
Essex North	72%	21%	52%	2%	26%
Essex South	66%	18%	48%	4%	30%
Hertfordshire West	62%	18%	43%	38%	0%
Hertfordshire West Central	1%	0%	1%	99%	0%
Hertfordshire East Central	87%	27%	60%	13%	0%
Hertfordshire East	88%	27%	60%	12%	0%
Norfolk	88%	29%	60%	12%	0%
Suffolk	89%	29%	60%	11%	0%
Derby	49%	13%	36%	4%	47%
Leicester	53%	14%	39%	47%	0%
Nottingham	43%	11%	32%	8%	49%

Origin Area	Car Total	Car Driver	Car Passenger	Rail	Coach
Rutland	90%	28%	62%	10%	0%
Derbyshire	56%	15%	41%	5%	39%
Leicestershire	54%	14%	40%	12%	34%
Lincolnshire	80%	24%	56%	2%	18%
Nottinghamshire	68%	19%	49%	32%	0%
North Northamptonshire	35%	9%	27%	65%	0%
West Northamptonshire	30%	8%	23%	70%	0%
Herefordshire	89%	28%	62%	11%	0%
Shropshire	83%	25%	58%	17%	0%
Stoke-on-Trent	79%	24%	55%	21%	0%
Telford and Wrekin	84%	26%	59%	16%	0%
Staffordshire	82%	24%	57%	18%	0%
Warwickshire	68%	19%	49%	2%	30%
Birmingham	68%	20%	48%	32%	0%
Coventry	57%	16%	42%	43%	0%
Dudley	44%	11%	33%	56%	0%
Sandwell	49%	12%	36%	51%	0%
Solihull	46%	12%	34%	2%	52%
Walsall	72%	21%	51%	28%	0%
Wolverhampton	32%	8%	24%	3%	65%
Worcestershire	83%	25%	59%	17%	0%
North East	81%	25%	56%	5%	14%
Wales	83%	25%	58%	17%	0%
Yorkshire and the Humber	66%	19%	47%	3%	32%
South West	79%	23%	56%	21%	0%
North West	55%	17%	38%	45%	0%
London - C	2%	1%	2%	68%	30%
London - NW	13%	4%	9%	20%	67%
London -SW	7%	2%	5%	49%	44%
London - SE	4%	1%	3%	61%	36%
London - NE	5%	1%	4%	52%	43%
Scotland	79%	24%	55%	4%	17%
Northern Ireland	5%	2%	3%	3%	92%
Total	<b>51.2%</b>	<b>15.1%</b>	<b>36.1%</b>	<b>31.0%</b>	<b>17.7%</b>

**Table 2-10 – Domestic Visitors – Average Daily Mode Share (Car, Coach, Rail) for Scenario 5 (Saturday assessment)**

Origin Area	Car Total	Car Driver	Car Passenger	Rail	Coach
Bracknell Forest	86%	26%	60%	14%	0%
Brighton and Hove	46%	13%	33%	54%	0%
Isle of Wight	100%	34%	66%	0%	0%
Medway	78%	23%	55%	22%	0%
Milton Keynes	20%	5%	15%	80%	0%
Portsmouth	79%	24%	55%	21%	0%
Reading	64%	18%	46%	36%	0%
Slough	84%	26%	58%	16%	0%
Southampton	82%	26%	56%	18%	0%
West Berkshire	86%	26%	60%	14%	0%
Windsor and Maidenhead	88%	27%	61%	12%	0%
Wokingham	88%	27%	62%	12%	0%
Buckinghamshire	87%	27%	61%	13%	0%
East Sussex	82%	24%	57%	18%	0%
Hampshire	89%	28%	61%	11%	0%
Kent	74%	21%	52%	26%	0%
Oxfordshire	10%	2%	8%	90%	0%
Surrey	72%	20%	52%	2%	27%
West Sussex	85%	26%	59%	15%	0%
Bedford	0%	0%	0%	100%	0%
Central Bedfordshire	91%	29%	61%	9%	0%
Luton	0%	0%	0%	100%	0%
Peterborough	86%	28%	58%	14%	0%
Southend-on-Sea	83%	26%	57%	17%	0%
Thurrock	85%	26%	59%	15%	0%
Cambridgeshire	89%	29%	60%	11%	0%
Essex North	79%	23%	55%	2%	20%
Essex South	74%	21%	53%	3%	23%
Hertfordshire West	42%	12%	30%	58%	0%
Hertfordshire West Central	1%	0%	1%	99%	0%
Hertfordshire East Central	88%	28%	60%	12%	0%
Hertfordshire East	88%	28%	60%	12%	0%
Norfolk	88%	29%	60%	12%	0%
Suffolk	89%	29%	60%	11%	0%
Derby	59%	16%	43%	6%	35%
Leicester	54%	14%	39%	46%	0%
Nottingham	52%	14%	38%	10%	39%
Rutland	91%	29%	62%	9%	0%
Derbyshire	66%	18%	48%	6%	28%

Origin Area	Car Total	Car Driver	Car Passenger	Rail	Coach
Leicestershire	60%	16%	44%	17%	23%
Lincolnshire	83%	25%	58%	2%	15%
Nottinghamshire	72%	21%	52%	28%	0%
North Northamptonshire	32%	8%	24%	68%	0%
West Northamptonshire	28%	7%	21%	72%	0%
Herefordshire	90%	28%	62%	10%	0%
Shropshire	85%	25%	59%	15%	0%
Stoke-on-Trent	80%	25%	56%	20%	0%
Telford and Wrekin	85%	27%	59%	15%	0%
Staffordshire	83%	25%	58%	17%	0%
Warwickshire	76%	22%	54%	2%	23%
Birmingham	71%	21%	50%	29%	0%
Coventry	60%	16%	43%	40%	0%
Dudley	48%	12%	36%	52%	0%
Sandwell	52%	14%	39%	48%	0%
Solihull	58%	15%	43%	2%	40%
Walsall	75%	22%	53%	25%	0%
Wolverhampton	48%	12%	35%	3%	49%
Worcestershire	85%	25%	59%	15%	0%
North East	83%	28%	56%	5%	12%
Wales	84%	25%	58%	16%	0%
Yorkshire and the Humber	77%	23%	54%	2%	21%
South West	84%	25%	59%	16%	0%
North West	75%	23%	52%	25%	0%
London - C	3%	1%	2%	73%	24%
London - NW	16%	4%	11%	21%	63%
London - SW	10%	3%	7%	52%	39%
London - SE	5%	1%	4%	67%	28%
London - NE	7%	2%	5%	58%	35%
Scotland	84%	27%	57%	1%	16%
Northern Ireland	5%	2%	4%	3%	91%
Total	<b>56.5%</b>	<b>17.0%</b>	<b>39.6%</b>	<b>29.3%</b>	<b>14.2%</b>



**Table 2-11 – Domestic Visitors – Average Daily Mode Share (Car, Coach, Rail) for Scenario 5a (Saturday assessment)**

Origin Area	Car Total	Car Driver	Car Passenger	Rail	Coach
Bracknell Forest	87%	26%	61%	13%	0%
Brighton and Hove	41%	11%	30%	59%	0%
Isle of Wight	100%	34%	66%	0%	0%
Medway	78%	23%	55%	22%	0%
Milton Keynes	29%	7%	22%	71%	0%
Portsmouth	79%	24%	55%	21%	0%
Reading	36%	9%	28%	64%	0%
Slough	84%	26%	58%	16%	0%
Southampton	80%	25%	56%	20%	0%
West Berkshire	82%	24%	58%	18%	0%
Windsor and Maidenhead	90%	28%	61%	10%	0%
Wokingham	86%	25%	60%	14%	0%
Buckinghamshire	84%	25%	59%	16%	0%
East Sussex	81%	24%	57%	19%	0%
Hampshire	86%	26%	60%	14%	0%
Kent	71%	20%	51%	29%	0%
Oxfordshire	1%	0%	1%	99%	0%
Surrey	72%	20%	52%	2%	27%
West Sussex	85%	26%	59%	15%	0%
Bedford	0%	0%	0%	100%	0%
Central Bedfordshire	9%	2%	6%	91%	0%
Luton	0%	0%	0%	100%	0%
Peterborough	2%	0%	1%	98%	0%
Southend-on-Sea	83%	26%	57%	17%	0%
Thurrock	85%	26%	59%	15%	0%
Cambridgeshire	18%	4%	14%	82%	0%
Essex North	67%	19%	48%	2%	32%
Essex South	74%	21%	53%	3%	23%
Hertfordshire West	52%	15%	37%	48%	0%
Hertfordshire West Central	1%	0%	0%	99%	0%
Hertfordshire East Central	6%	2%	4%	94%	0%
Hertfordshire East	91%	29%	62%	9%	0%
Norfolk	77%	22%	54%	23%	0%
Suffolk	65%	18%	47%	35%	0%
Derby	59%	16%	43%	6%	35%
Leicester	54%	14%	40%	46%	0%
Nottingham	52%	14%	38%	10%	39%
Rutland	91%	29%	62%	9%	0%
Derbyshire	66%	18%	48%	6%	28%

Origin Area	Car Total	Car Driver	Car Passenger	Rail	Coach
Leicestershire	61%	16%	45%	16%	23%
Lincolnshire	84%	25%	58%	2%	15%
Nottinghamshire	73%	21%	52%	27%	0%
North Northamptonshire	32%	8%	25%	68%	0%
West Northamptonshire	37%	9%	28%	63%	0%
Herefordshire	90%	28%	62%	10%	0%
Shropshire	85%	26%	60%	15%	0%
Stoke-on-Trent	80%	25%	56%	20%	0%
Telford and Wrekin	85%	27%	59%	15%	0%
Staffordshire	84%	25%	59%	16%	0%
Warwickshire	69%	19%	50%	2%	30%
Birmingham	73%	22%	51%	27%	0%
Coventry	64%	18%	46%	36%	0%
Dudley	51%	13%	38%	49%	0%
Sandwell	55%	15%	41%	45%	0%
Solihull	63%	17%	46%	2%	35%
Walsall	77%	23%	54%	23%	0%
Wolverhampton	52%	14%	39%	3%	44%
Worcestershire	82%	24%	58%	18%	0%
North East	80%	24%	56%	6%	14%
Wales	83%	25%	58%	17%	0%
Yorkshire and the Humber	77%	23%	54%	2%	21%
South West	82%	24%	58%	18%	0%
North West	76%	23%	53%	24%	0%
London - C	3%	1%	2%	76%	22%
London - NW	28%	8%	20%	19%	53%
London - SW	9%	2%	6%	56%	35%
London - SE	4%	1%	3%	71%	25%
London - NE	6%	2%	5%	62%	32%
Scotland	67%	19%	48%	28%	5%
Northern Ireland	5%	2%	4%	3%	91%
Total	<b>53.0%</b>	<b>15.5%</b>	<b>37.5%</b>	<b>34.3%</b>	<b>12.7%</b>

**Table 2-12 – Domestic Visitors – Average Daily Mode Share (Car, Coach, Rail) for Scenario 5b (Saturday assessment)**

Origin Area	Car Total	Car Driver	Car Passenger	Rail	Coach
Bracknell Forest	88%	27%	61%	12%	0%
Brighton and Hove	58%	17%	40%	42%	0%
Isle of Wight	100%	34%	66%	0%	0%
Medway	84%	26%	58%	16%	0%
Milton Keynes	36%	9%	26%	64%	0%
Portsmouth	81%	26%	55%	19%	0%
Reading	77%	23%	54%	23%	0%
Slough	86%	28%	58%	14%	0%
Southampton	83%	28%	56%	17%	0%
West Berkshire	87%	27%	61%	13%	0%
Windsor and Maidenhead	89%	28%	61%	11%	0%
Wokingham	90%	28%	62%	10%	0%
Buckinghamshire	89%	28%	61%	11%	0%
East Sussex	84%	26%	58%	16%	0%
Hampshire	90%	29%	61%	10%	0%
Kent	82%	25%	58%	18%	0%
Oxfordshire	35%	8%	26%	65%	0%
Surrey	83%	25%	58%	1%	15%
West Sussex	87%	27%	60%	13%	0%
Bedford	0%	0%	0%	100%	0%
Central Bedfordshire	91%	30%	61%	9%	0%
Luton	0%	0%	0%	100%	0%
Peterborough	86%	28%	58%	14%	0%
Southend-on-Sea	85%	28%	57%	15%	0%
Thurrock	86%	27%	59%	14%	0%
Cambridgeshire	89%	29%	60%	11%	0%
Essex North	85%	26%	59%	2%	14%
Essex South	83%	25%	58%	2%	15%
Hertfordshire West	64%	19%	45%	36%	0%
Hertfordshire West Central	4%	1%	3%	96%	0%
Hertfordshire East Central	89%	29%	60%	11%	0%
Hertfordshire East	89%	29%	60%	11%	0%
Norfolk	88%	29%	59%	12%	0%
Suffolk	89%	29%	60%	11%	0%
Derby	73%	21%	52%	5%	22%
Leicester	71%	21%	50%	29%	0%
Nottingham	67%	20%	48%	6%	26%
Rutland	92%	30%	62%	8%	0%
Derbyshire	80%	24%	56%	4%	16%

Origin Area	Car Total	Car Driver	Car Passenger	Rail	Coach
Leicestershire	79%	23%	56%	7%	15%
Lincolnshire	85%	26%	59%	2%	13%
Nottinghamshire	83%	25%	58%	17%	0%
North Northamptonshire	53%	14%	39%	47%	0%
West Northamptonshire	52%	14%	38%	48%	0%
Herefordshire	92%	30%	62%	8%	0%
Shropshire	86%	26%	60%	14%	0%
Stoke-on-Trent	82%	26%	56%	18%	0%
Telford and Wrekin	87%	29%	59%	13%	0%
Staffordshire	85%	26%	59%	15%	0%
Warwickshire	84%	25%	58%	2%	15%
Birmingham	76%	23%	53%	24%	0%
Coventry	76%	23%	53%	24%	0%
Dudley	68%	19%	49%	32%	0%
Sandwell	70%	20%	49%	30%	0%
Solihull	73%	21%	52%	2%	25%
Walsall	79%	24%	55%	21%	0%
Wolverhampton	62%	17%	45%	3%	35%
Worcestershire	86%	26%	60%	14%	0%
North East	84%	28%	56%	5%	12%
Wales	86%	27%	58%	14%	0%
Yorkshire and the Humber	80%	25%	56%	2%	17%
South West	85%	26%	59%	15%	0%
North West	82%	25%	57%	18%	0%
London - C	6%	2%	4%	67%	28%
London - NW	23%	7%	17%	17%	59%
London - SW	16%	4%	12%	44%	40%
London - SE	10%	3%	7%	60%	30%
London - NE	13%	3%	9%	50%	37%
Scotland	85%	29%	56%	1%	14%
Northern Ireland	6%	2%	4%	3%	91%
Total	<b>63.3%</b>	<b>19.4%</b>	<b>43.8%</b>	<b>24.1%</b>	<b>12.6%</b>

## Propensity to Travel to the Theme Park by Mode

**Table 2-13 – Domestic Visitors – Propensity to travel to the Theme Park by mode (Car, Coach, Rail) for Scenario 4 (Saturday assessment)**

Origin Area	Car Total	Car Driver	Car Passenger	Rail to Wixams shuttle	Rail to MK shuttle	Coach
Bracknell Forest	0.20%	0.06%	0.14%	0.03%	0.00%	0.00%
Brighton and Hove	0.14%	0.04%	0.10%	0.29%	0.00%	0.00%
Isle of Wight	0.05%	0.02%	0.04%	0.00%	0.00%	0.00%
Medway	0.33%	0.10%	0.23%	0.12%	0.00%	0.00%
Milton Keynes	0.13%	0.03%	0.10%	0.00%	0.95%	0.00%
Portsmouth	0.21%	0.06%	0.15%	0.06%	0.00%	0.00%
Reading	0.19%	0.05%	0.14%	0.00%	0.13%	0.00%
Slough	0.26%	0.08%	0.18%	0.05%	0.00%	0.00%
Southampton	0.26%	0.08%	0.18%	0.06%	0.00%	0.00%
West Berkshire	0.22%	0.07%	0.16%	0.00%	0.04%	0.00%
Windsor and Maidenhead	0.26%	0.08%	0.18%	0.04%	0.00%	0.00%
Wokingham	0.28%	0.08%	0.20%	0.04%	0.00%	0.00%
Buckinghamshire	1.10%	0.33%	0.77%	0.00%	0.17%	0.00%
East Sussex	0.56%	0.17%	0.40%	0.15%	0.00%	0.00%
Hampshire	1.69%	0.52%	1.17%	0.24%	0.00%	0.00%
Kent	1.48%	0.41%	1.07%	0.79%	0.00%	0.00%
Oxfordshire	0.10%	0.02%	0.08%	0.00%	1.49%	0.00%
Surrey	1.46%	0.39%	1.07%	0.04%	0.00%	0.82%
West Sussex	1.03%	0.31%	0.72%	0.19%	0.00%	0.00%
Bedford	0.00%	0.00%	0.00%	1.68%	0.00%	0.00%
Central Bedfordshire	0.74%	0.24%	0.50%	0.08%	0.00%	0.00%
Luton	0.00%	0.00%	0.00%	1.53%	0.00%	0.00%
Peterborough	0.41%	0.13%	0.27%	0.07%	0.00%	0.00%
Southend-on-Sea	0.23%	0.07%	0.16%	0.05%	0.00%	0.00%
Thurrock	0.25%	0.08%	0.18%	0.05%	0.00%	0.00%
Cambridgeshire	1.22%	0.40%	0.82%	0.16%	0.00%	0.00%
Essex North	0.89%	0.25%	0.64%	0.02%	0.00%	0.32%
Essex South	1.06%	0.29%	0.77%	0.06%	0.00%	0.49%
Hertfordshire West	0.55%	0.16%	0.39%	0.00%	0.34%	0.00%
Hertfordshire West Central	0.01%	0.00%	0.00%	0.92%	0.00%	0.00%
Hertfordshire East Central	0.70%	0.22%	0.49%	0.11%	0.00%	0.00%
Hertfordshire East	0.52%	0.16%	0.36%	0.07%	0.00%	0.00%
Norfolk	1.14%	0.37%	0.77%	0.15%	0.00%	0.00%
Suffolk	0.95%	0.31%	0.64%	0.12%	0.00%	0.00%
Derby	0.22%	0.06%	0.16%	0.02%	0.00%	0.21%
Leicester	0.38%	0.10%	0.28%	0.34%	0.00%	0.00%

Origin Area	Car Total	Car Driver	Car Passenger	Rail to Wixams shuttle	Rail to MK shuttle	Coach
Nottingham	0.24%	0.06%	0.18%	0.05%	0.00%	0.27%
Rutland	0.08%	0.02%	0.05%	0.01%	0.00%	0.00%
Derbyshire	0.74%	0.19%	0.55%	0.06%	0.00%	0.52%
Leicestershire	0.80%	0.21%	0.60%	0.18%	0.00%	0.49%
Lincolnshire	1.05%	0.31%	0.73%	0.02%	0.00%	0.24%
Nottinghamshire	0.88%	0.24%	0.63%	0.41%	0.00%	0.00%
North Northamptonshire	0.34%	0.08%	0.26%	0.63%	0.00%	0.00%
West Northamptonshire	0.35%	0.09%	0.26%	0.00%	0.81%	0.00%
Herefordshire	0.21%	0.06%	0.14%	0.00%	0.02%	0.00%
Shropshire	0.35%	0.10%	0.24%	0.00%	0.07%	0.00%
Stoke-on-Trent	0.27%	0.08%	0.19%	0.00%	0.07%	0.00%
Telford and Wrekin	0.22%	0.07%	0.15%	0.00%	0.04%	0.00%
Staffordshire	1.10%	0.33%	0.77%	0.00%	0.25%	0.00%
Warwickshire	0.82%	0.23%	0.59%	0.00%	0.02%	0.36%
Birmingham	1.40%	0.41%	0.99%	0.00%	0.65%	0.00%
Coventry	0.42%	0.12%	0.31%	0.00%	0.31%	0.00%
Dudley	0.24%	0.06%	0.18%	0.00%	0.32%	0.00%
Sandwell	0.29%	0.07%	0.22%	0.00%	0.31%	0.00%
Solihull	0.20%	0.05%	0.15%	0.00%	0.01%	0.22%
Walsall	0.34%	0.10%	0.24%	0.00%	0.13%	0.00%
Wolverhampton	0.15%	0.04%	0.11%	0.00%	0.02%	0.30%
Worcestershire	0.75%	0.22%	0.53%	0.00%	0.15%	0.00%
North East	1.71%	0.53%	1.18%	0.10%	0.00%	0.29%
Wales	2.32%	0.70%	1.62%	0.00%	0.48%	0.00%
Yorkshire and the Humber	4.70%	1.33%	3.37%	0.18%	0.00%	2.25%
South West	4.27%	1.26%	3.00%	0.00%	1.10%	0.00%
North West	4.17%	1.30%	2.88%	0.00%	3.35%	0.00%
London - C	0.12%	0.03%	0.09%	3.53%	0.00%	1.57%
London - NW	0.72%	0.20%	0.52%	1.14%	0.00%	3.83%
London -SW	0.17%	0.05%	0.13%	1.22%	0.00%	1.09%
London - SE	0.12%	0.03%	0.09%	2.12%	0.00%	1.24%
London - NE	0.26%	0.07%	0.19%	2.52%	0.00%	2.07%
Scotland	2.16%	0.67%	1.49%	0.10%	0.00%	0.47%
Northern Ireland	0.04%	0.013%	0.02%	0.00%	0.02%	0.68%
Total	<b>51.2%</b>	<b>15.1%</b>	<b>36.1%</b>	<b>19.8%</b>	<b>11.3%</b>	<b>17.7%</b>

**Table 2-14 – Domestic Visitors – Propensity to travel to the Theme Park by mode (Car, Coach, Rail) for Scenario 5 (Saturday assessment)**

Origin Area	Car Total	Car Driver	Car Passenger	Rail to Wixams shuttle	Rail to MK shuttle	Coach
Bracknell Forest	0.20%	0.06%	0.14%	0.03%	0.00%	0.00%
Brighton and Hove	0.20%	0.05%	0.14%	0.24%	0.00%	0.00%
Isle of Wight	0.05%	0.02%	0.04%	0.00%	0.00%	0.00%
Medway	0.35%	0.10%	0.24%	0.10%	0.00%	0.00%
Milton Keynes	0.20%	0.05%	0.15%	0.00%	0.82%	0.00%
Portsmouth	0.22%	0.07%	0.15%	0.06%	0.00%	0.00%
Reading	0.20%	0.06%	0.15%	0.00%	0.12%	0.00%
Slough	0.26%	0.08%	0.18%	0.05%	0.00%	0.00%
Southampton	0.27%	0.09%	0.18%	0.06%	0.00%	0.00%
West Berkshire	0.23%	0.07%	0.16%	0.00%	0.04%	0.00%
Windsor and Maidenhead	0.26%	0.08%	0.18%	0.04%	0.00%	0.00%
Wokingham	0.29%	0.09%	0.20%	0.04%	0.00%	0.00%
Buckinghamshire	1.12%	0.34%	0.78%	0.00%	0.17%	0.00%
East Sussex	0.60%	0.18%	0.42%	0.14%	0.00%	0.00%
Hampshire	1.74%	0.55%	1.19%	0.22%	0.00%	0.00%
Kent	1.68%	0.48%	1.20%	0.60%	0.00%	0.00%
Oxfordshire	0.16%	0.04%	0.12%	0.00%	1.43%	0.00%
Surrey	1.64%	0.46%	1.18%	0.04%	0.00%	0.61%
West Sussex	1.06%	0.32%	0.74%	0.18%	0.00%	0.00%
Bedford	0.00%	0.00%	0.00%	1.64%	0.00%	0.00%
Central Bedfordshire	0.73%	0.24%	0.50%	0.07%	0.00%	0.00%
Luton	0.00%	0.00%	0.00%	1.49%	0.00%	0.00%
Peterborough	0.41%	0.13%	0.27%	0.07%	0.00%	0.00%
Southend-on-Sea	0.23%	0.07%	0.16%	0.05%	0.00%	0.00%
Thurrock	0.26%	0.08%	0.18%	0.05%	0.00%	0.00%
Cambridgeshire	1.23%	0.40%	0.83%	0.16%	0.00%	0.00%
Essex North	0.98%	0.29%	0.69%	0.02%	0.00%	0.25%
Essex South	1.20%	0.34%	0.85%	0.05%	0.00%	0.37%
Hertfordshire West	0.39%	0.11%	0.28%	0.00%	0.54%	0.00%
Hertfordshire West Central	0.01%	0.00%	0.01%	0.89%	0.00%	0.00%
Hertfordshire East Central	0.70%	0.22%	0.48%	0.10%	0.00%	0.00%
Hertfordshire East	0.53%	0.17%	0.36%	0.07%	0.00%	0.00%
Norfolk	1.17%	0.38%	0.79%	0.15%	0.00%	0.00%
Suffolk	0.98%	0.32%	0.66%	0.12%	0.00%	0.00%
Derby	0.26%	0.07%	0.19%	0.03%	0.00%	0.16%
Leicester	0.39%	0.10%	0.29%	0.34%	0.00%	0.00%
Nottingham	0.28%	0.07%	0.21%	0.05%	0.00%	0.21%

Origin Area	Car Total	Car Driver	Car Passenger	Rail to Wixams shuttle	Rail to MK shuttle	Coach
Rutland	0.08%	0.02%	0.05%	0.01%	0.00%	0.00%
Derbyshire	0.87%	0.24%	0.63%	0.08%	0.00%	0.37%
Leicestershire	0.88%	0.23%	0.65%	0.24%	0.00%	0.33%
Lincolnshire	1.11%	0.34%	0.77%	0.02%	0.00%	0.20%
Nottinghamshire	0.95%	0.27%	0.68%	0.36%	0.00%	0.00%
North Northamptonshire	0.31%	0.07%	0.23%	0.67%	0.00%	0.00%
West Northamptonshire	0.32%	0.08%	0.24%	0.00%	0.84%	0.00%
Herefordshire	0.21%	0.07%	0.15%	0.00%	0.02%	0.00%
Shropshire	0.36%	0.11%	0.25%	0.00%	0.06%	0.00%
Stoke-on-Trent	0.28%	0.09%	0.20%	0.00%	0.07%	0.00%
Telford and Wrekin	0.22%	0.07%	0.15%	0.00%	0.04%	0.00%
Staffordshire	1.13%	0.34%	0.79%	0.00%	0.23%	0.00%
Warwickshire	0.90%	0.26%	0.64%	0.00%	0.02%	0.27%
Birmingham	1.48%	0.44%	1.04%	0.00%	0.60%	0.00%
Coventry	0.44%	0.12%	0.32%	0.00%	0.30%	0.00%
Dudley	0.27%	0.07%	0.20%	0.00%	0.29%	0.00%
Sandwell	0.31%	0.08%	0.23%	0.00%	0.29%	0.00%
Solihull	0.25%	0.07%	0.18%	0.00%	0.01%	0.17%
Walsall	0.36%	0.11%	0.25%	0.00%	0.12%	0.00%
Wolverhampton	0.21%	0.06%	0.16%	0.00%	0.01%	0.22%
Worcestershire	0.78%	0.23%	0.54%	0.00%	0.14%	0.00%
North East	1.81%	0.60%	1.21%	0.11%	0.00%	0.25%
Wales	2.40%	0.73%	1.67%	0.00%	0.47%	0.00%
Yorkshire and the Humber	5.55%	1.67%	3.88%	0.16%	0.00%	1.53%
South West	4.66%	1.40%	3.26%	0.00%	0.91%	0.00%
North West	5.74%	1.75%	3.99%	0.00%	1.94%	0.00%
London - C	0.15%	0.04%	0.11%	3.68%	0.00%	1.24%
London - NW	0.86%	0.24%	0.62%	1.15%	0.00%	3.43%
London -SW	0.23%	0.06%	0.17%	1.24%	0.00%	0.93%
London - SE	0.17%	0.05%	0.13%	2.25%	0.00%	0.93%
London - NE	0.33%	0.09%	0.24%	2.67%	0.00%	1.64%
Scotland	2.35%	0.76%	1.59%	0.02%	0.00%	0.44%
Northern Ireland	0.04%	0.013%	0.02%	0.00%	0.02%	0.63%
Total	56.5%	17.0%	39.6%	19.8%	9.5%	14.2%



**Table 2-15 – Domestic Visitors – Propensity to travel to the Theme Park by mode (Car, Coach, Rail) for Scenario 5a (Saturday assessment)**

Origin Area	Car Total	Car Driver	Car Passenger	Rail to shuttle	Rail to walk	Coach
Bracknell Forest	0.20%	0.06%	0.14%	0.00%	0.03%	0.00%
Brighton and Hove	0.18%	0.05%	0.13%	0.25%	0.00%	0.00%
Isle of Wight	0.05%	0.02%	0.03%	0.00%	0.00%	0.00%
Medway	0.34%	0.10%	0.24%	0.10%	0.00%	0.00%
Milton Keynes	0.28%	0.07%	0.21%	0.00%	0.68%	0.00%
Portsmouth	0.22%	0.07%	0.15%	0.06%	0.00%	0.00%
Reading	0.12%	0.03%	0.09%	0.00%	0.21%	0.00%
Slough	0.25%	0.08%	0.18%	0.05%	0.00%	0.00%
Southampton	0.27%	0.08%	0.19%	0.00%	0.07%	0.00%
West Berkshire	0.22%	0.07%	0.16%	0.00%	0.05%	0.00%
Windsor and Maidenhead	0.26%	0.08%	0.18%	0.00%	0.03%	0.00%
Wokingham	0.28%	0.08%	0.20%	0.00%	0.05%	0.00%
Buckinghamshire	1.08%	0.32%	0.76%	0.00%	0.21%	0.00%
East Sussex	0.59%	0.18%	0.41%	0.13%	0.00%	0.00%
Hampshire	1.71%	0.52%	1.19%	0.00%	0.28%	0.00%
Kent	1.60%	0.45%	1.15%	0.66%	0.00%	0.00%
Oxfordshire	0.01%	0.00%	0.01%	0.00%	1.79%	0.00%
Surrey	1.62%	0.45%	1.17%	0.04%	0.00%	0.60%
West Sussex	1.05%	0.32%	0.73%	0.18%	0.00%	0.00%
Bedford	0.00%	0.00%	0.00%	0.00%	1.55%	0.00%
Central Bedfordshire	0.09%	0.02%	0.07%	0.00%	0.96%	0.00%
Luton	0.00%	0.00%	0.00%	1.18%	0.00%	0.00%
Peterborough	0.01%	0.00%	0.01%	0.00%	0.72%	0.00%
Southend-on-Sea	0.23%	0.07%	0.16%	0.05%	0.00%	0.00%
Thurrock	0.25%	0.08%	0.18%	0.05%	0.00%	0.00%
Cambridgeshire	0.33%	0.08%	0.25%	0.00%	1.45%	0.00%
Essex North	0.84%	0.23%	0.60%	0.00%	0.02%	0.40%
Essex South	1.18%	0.34%	0.84%	0.05%	0.00%	0.36%
Hertfordshire West	0.46%	0.13%	0.33%	0.00%	0.43%	0.00%
Hertfordshire West Central	0.01%	0.00%	0.00%	0.92%	0.00%	0.00%
Hertfordshire East Central	0.06%	0.02%	0.05%	0.00%	0.96%	0.00%
Hertfordshire East	0.56%	0.18%	0.38%	0.00%	0.05%	0.00%
Norfolk	1.12%	0.33%	0.79%	0.00%	0.34%	0.00%
Suffolk	0.77%	0.21%	0.56%	0.00%	0.42%	0.00%
Derby	0.26%	0.07%	0.19%	0.03%	0.00%	0.16%
Leicester	0.39%	0.10%	0.29%	0.33%	0.00%	0.00%
Nottingham	0.28%	0.07%	0.21%	0.05%	0.00%	0.21%
Rutland	0.08%	0.02%	0.05%	0.01%	0.00%	0.00%

Origin Area	Car Total	Car Driver	Car Passenger	Rail to shuttle	Rail to walk	Coach
Derbyshire	0.86%	0.24%	0.62%	0.07%	0.00%	0.36%
Leicestershire	0.87%	0.23%	0.64%	0.23%	0.00%	0.33%
Lincolnshire	1.10%	0.33%	0.76%	0.02%	0.00%	0.20%
Nottinghamshire	0.94%	0.27%	0.67%	0.35%	0.00%	0.00%
North Northamptonshire	0.31%	0.07%	0.24%	0.65%	0.00%	0.00%
West Northamptonshire	0.41%	0.10%	0.31%	0.00%	0.70%	0.00%
Herefordshire	0.21%	0.07%	0.14%	0.00%	0.02%	0.00%
Shropshire	0.36%	0.11%	0.25%	0.00%	0.06%	0.00%
Stoke-on-Trent	0.28%	0.09%	0.19%	0.00%	0.07%	0.00%
Telford and Wrekin	0.22%	0.07%	0.15%	0.00%	0.04%	0.00%
Staffordshire	1.12%	0.34%	0.78%	0.00%	0.22%	0.00%
Warwickshire	0.82%	0.23%	0.59%	0.00%	0.02%	0.35%
Birmingham	1.48%	0.44%	1.04%	0.00%	0.55%	0.00%
Coventry	0.46%	0.13%	0.33%	0.00%	0.26%	0.00%
Dudley	0.28%	0.07%	0.21%	0.00%	0.27%	0.00%
Sandwell	0.32%	0.09%	0.24%	0.00%	0.26%	0.00%
Solihull	0.26%	0.07%	0.19%	0.00%	0.01%	0.15%
Walsall	0.36%	0.11%	0.25%	0.00%	0.11%	0.00%
Wolverhampton	0.23%	0.06%	0.17%	0.00%	0.01%	0.19%
Worcestershire	0.75%	0.22%	0.53%	0.00%	0.16%	0.00%
North East	1.81%	0.55%	1.26%	0.00%	0.15%	0.31%
Wales	2.38%	0.72%	1.65%	0.00%	0.48%	0.00%
Yorkshire and the Humber	5.47%	1.64%	3.83%	0.16%	0.00%	1.49%
South West	4.54%	1.35%	3.19%	0.00%	0.99%	0.00%
North West	5.77%	1.75%	4.02%	0.00%	1.79%	0.00%
London - C	0.13%	0.04%	0.09%	3.88%	0.00%	1.10%
London - NW	1.33%	0.37%	0.96%	0.00%	0.91%	2.57%
London -SW	0.21%	0.06%	0.15%	1.34%	0.00%	0.85%
London - SE	0.15%	0.04%	0.11%	2.38%	0.00%	0.83%
London - NE	0.29%	0.08%	0.21%	2.87%	0.00%	1.49%
Scotland	2.01%	0.58%	1.43%	0.00%	0.83%	0.15%
Northern Ireland	0.04%	0.013%	0.02%	0.00%	0.02%	0.62%
Total	53.0%	15.5%	37.5%	16.1%	18.2%	12.7%

**Table 2-16 – Domestic Visitors – Propensity to travel to the Theme Park by mode (Car, Coach, Rail) for Scenario 5b (Saturday assessment)**

Origin Area	Car Total	Car Driver	Car Passenger	Rail to Wixams Shuttle	Rail to MK Shuttle	Coach
Bracknell Forest	0.21%	0.06%	0.15%	0.03%	0.00%	0.00%
Brighton and Hove	0.25%	0.07%	0.17%	0.18%	0.00%	0.00%
Isle of Wight	0.06%	0.02%	0.04%	0.00%	0.00%	0.00%
Medway	0.38%	0.12%	0.26%	0.07%	0.00%	0.00%
Milton Keynes	0.36%	0.09%	0.27%	0.00%	0.64%	0.00%
Portsmouth	0.23%	0.07%	0.15%	0.05%	0.00%	0.00%
Reading	0.25%	0.07%	0.17%	0.00%	0.07%	0.00%
Slough	0.27%	0.09%	0.18%	0.04%	0.00%	0.00%
Southampton	0.28%	0.09%	0.18%	0.05%	0.00%	0.00%
West Berkshire	0.24%	0.07%	0.17%	0.00%	0.04%	0.00%
Windsor and Maidenhead	0.27%	0.09%	0.19%	0.03%	0.00%	0.00%
Wokingham	0.30%	0.09%	0.21%	0.03%	0.00%	0.00%
Buckinghamshire	1.18%	0.37%	0.81%	0.00%	0.15%	0.00%
East Sussex	0.63%	0.19%	0.43%	0.12%	0.00%	0.00%
Hampshire	1.81%	0.59%	1.22%	0.20%	0.00%	0.00%
Kent	1.92%	0.58%	1.34%	0.41%	0.00%	0.00%
Oxfordshire	0.53%	0.13%	0.40%	0.00%	0.99%	0.00%
Surrey	1.94%	0.58%	1.36%	0.03%	0.00%	0.36%
West Sussex	1.10%	0.35%	0.76%	0.17%	0.00%	0.00%
Bedford	0.00%	0.00%	0.00%	1.64%	0.00%	0.00%
Central Bedfordshire	0.75%	0.24%	0.50%	0.07%	0.00%	0.00%
Luton	0.00%	0.00%	0.00%	1.49%	0.00%	0.00%
Peterborough	0.41%	0.13%	0.27%	0.07%	0.00%	0.00%
Southend-on-Sea	0.24%	0.08%	0.16%	0.04%	0.00%	0.00%
Thurrock	0.26%	0.08%	0.18%	0.04%	0.00%	0.00%
Cambridgeshire	1.23%	0.40%	0.83%	0.16%	0.00%	0.00%
Essex North	1.07%	0.33%	0.74%	0.02%	0.00%	0.17%
Essex South	1.36%	0.41%	0.95%	0.04%	0.00%	0.24%
Hertfordshire West	0.60%	0.18%	0.42%	0.00%	0.33%	0.00%
Hertfordshire West Central	0.04%	0.01%	0.03%	0.82%	0.00%	0.00%
Hertfordshire East Central	0.72%	0.23%	0.49%	0.09%	0.00%	0.00%
Hertfordshire East	0.54%	0.18%	0.37%	0.07%	0.00%	0.00%
Norfolk	1.18%	0.39%	0.80%	0.16%	0.00%	0.00%
Suffolk	0.99%	0.33%	0.67%	0.12%	0.00%	0.00%
Derby	0.33%	0.10%	0.23%	0.02%	0.00%	0.10%
Leicester	0.51%	0.15%	0.36%	0.21%	0.00%	0.00%
Nottingham	0.37%	0.11%	0.26%	0.04%	0.00%	0.14%

Origin Area	Car Total	Car Driver	Car Passenger	Rail to Wixams Shuttle	Rail to MK Shuttle	Coach
Rutland	0.08%	0.03%	0.05%	0.01%	0.00%	0.00%
Derbyshire	1.06%	0.31%	0.75%	0.06%	0.00%	0.22%
Leicestershire	1.16%	0.34%	0.82%	0.10%	0.00%	0.22%
Lincolnshire	1.16%	0.36%	0.80%	0.02%	0.00%	0.18%
Nottinghamshire	1.09%	0.33%	0.76%	0.23%	0.00%	0.00%
North Northamptonshire	0.51%	0.13%	0.38%	0.45%	0.00%	0.00%
West Northamptonshire	0.59%	0.16%	0.43%	0.00%	0.55%	0.00%
Herefordshire	0.22%	0.07%	0.15%	0.00%	0.02%	0.00%
Shropshire	0.38%	0.12%	0.26%	0.00%	0.06%	0.00%
Stoke-on-Trent	0.29%	0.09%	0.20%	0.00%	0.06%	0.00%
Telford and Wrekin	0.23%	0.08%	0.16%	0.00%	0.03%	0.00%
Staffordshire	1.19%	0.36%	0.82%	0.00%	0.20%	0.00%
Warwickshire	1.02%	0.31%	0.71%	0.00%	0.02%	0.18%
Birmingham	1.61%	0.49%	1.12%	0.00%	0.50%	0.00%
Coventry	0.56%	0.17%	0.40%	0.00%	0.18%	0.00%
Dudley	0.38%	0.11%	0.27%	0.00%	0.18%	0.00%
Sandwell	0.42%	0.12%	0.30%	0.00%	0.18%	0.00%
Solihull	0.31%	0.09%	0.22%	0.00%	0.01%	0.11%
Walsall	0.39%	0.12%	0.27%	0.00%	0.10%	0.00%
Wolverhampton	0.28%	0.08%	0.20%	0.00%	0.01%	0.16%
Worcestershire	0.81%	0.25%	0.56%	0.00%	0.13%	0.00%
North East	1.82%	0.61%	1.21%	0.11%	0.00%	0.25%
Wales	2.49%	0.79%	1.69%	0.00%	0.42%	0.00%
Yorkshire and the Humber	5.92%	1.82%	4.10%	0.16%	0.00%	1.28%
South West	4.86%	1.49%	3.37%	0.00%	0.83%	0.00%
North West	6.42%	1.97%	4.45%	0.00%	1.42%	0.00%
London - C	0.28%	0.07%	0.21%	3.18%	0.00%	1.32%
London - NW	1.23%	0.34%	0.88%	0.92%	0.00%	3.15%
London -SW	0.38%	0.10%	0.28%	1.02%	0.00%	0.92%
London - SE	0.32%	0.08%	0.23%	1.92%	0.00%	0.97%
London - NE	0.56%	0.15%	0.41%	2.23%	0.00%	1.66%
Scotland	2.42%	0.81%	1.61%	0.02%	0.00%	0.41%
Northern Ireland	0.04%	0.013%	0.03%	0.00%	0.02%	0.60%
<b>Total</b>	<b>63.3%</b>	<b>19.4%</b>	<b>43.8%</b>	<b>16.9%</b>	<b>7.2%</b>	<b>12.6%</b>

- 2.39 The data in **Table 2-5** to **Table 2-16** above presents estimated trips to the Theme Park by Domestic Visitors on Saturdays, with a focus on the three main modes of transport likely to be used. However, there is a possibility that local bus services, taxis and hotel shuttle buses may also form part of the travel choices to the Theme Park. These are likely to be used to access the Theme Park as a last leg of a longer journey (for those staying overnight in off-site accommodation ) or a local trip (from local origin areas).
- 2.40 This assessment makes the following general assumptions in terms of Local Bus and Taxi mode share:
- 1% of trips are made by Local Bus.
  - 5% of trips are made by Taxi.
- 2.41 It is assumed that Local Bus trips take trips from Rail for origin zones within 25 miles of the Theme Park. These zones include Bedford, Central Bedfordshire, Milton Keynes, and Luton. Rail trips from these zones comprise approximately 5% of all trips to the Theme Park. Reallocating 1% of these (pro-rata based on demand amongst the 4 origin zones) from Rail to Local Bus would bring the Rail trips from these zones down to approximately 4% of all trips to the Theme Park and Local Bus trips from these zones up to 1% of all trips to the Theme Park.
- 2.42 It is also assumed that taxis and hotel shuttle buses will be used for short trips between local off-site accommodation and the Theme Park by a proportion of domestic visitors that stay overnight in off-site accommodation.
- 2.43 Trips by car or train that are over 4 hours in duration are the most likely to incur an overnight stay. It is assumed that 100% of journeys over 4 hours will stay overnight in local off-site accommodation and 75% of those travelling over 3 hours will stay overnight in local off-site accommodation. This includes travel from the Regions of Scotland, Northern Ireland, North East, North West, Yorkshire and Humber, Wales and South West. Car and rail trips from these origin zones comprise of approximately 17% of all domestic visitor trips to the Theme Park.
- 2.44 There are plans for the Proposed Development to include a 500 bedrooms on-site for visitor accommodation. A proportion of domestic visitors will therefore stay in this visitor accommodation and will have no need for taxis or shuttle buses for last mile connections to the Site. However, a larger proportion will stay in off-site accommodation located in the surrounding zones (Bedford, Central Bedfordshire, Milton Keynes, and Luton).
- 2.45 It is assumed that 20% of domestic visitors will stay in the on-site visitor accommodation and the remaining 80% will stay in off-site accommodation distributed across Bedford, Milton Keynes, Central Bedfordshire and Luton in proportion to the hotel numbers in these zones.
- 2.46 The Lake Zone will contain an additional 4,220 bedrooms of accommodation that will be available for use by Theme Park visitors. In the scenarios which include the Lake Zone development it is assumed that 80% of overnight visitors will stay at on-site visitor accommodation with only 20% using off-site accommodation distributed across Bedford, Milton Keynes, Central Bedfordshire and Luton.

- 2.47 Overnight visitors have two impacts on trips accessing the Theme Park. Firstly, arrivals to visitor accommodation to stay overnight will be much later in the day than those making day trips to the Theme Park. It is assumed that overnight guests will arrive between 15:00 and 21:00 (equal arrivals in each hour during this period) and so suitable adjustments are made to the travel times for these approximately 17% of domestic visitors.
- 2.48 Secondly, those staying in off-site accommodation are assumed to arrive at the Theme Park between 08:00 and 10:00 due to their close proximity. They also are assumed to access the Theme Park by a wider range of modes including rail (27%), hotel shuttle bus (42%) and car/taxi (32%). The relatively large share using rail and shuttle bus rather than driving is expected in order to avoid the £35 parking charge.
- 2.49 **Table 2-17** sets out the resulting mode split for Domestic Visitors accessing the Theme Park on Saturdays for each of the assessment scenarios after taking account of overnight stays and local bus use<sup>2</sup>. Rail to MMRL (Midland Main Railway Line) corresponds to rail passengers accessing the Theme Park via the Full Wixams Station and connecting onto the Wixams Station shuttle bus for the last mile to the Theme Park. Rail to EWR (East West Rail) corresponds to rail passengers accessing the Theme Park via shuttle buses from closest EWR station (Milton Keynes) as currently committed, or via a potential East West Rail Station on the site if one is delivered by EWR Co in the future.

**Table 2-17 – Domestic Visitors – Mode Splits – (Saturday assessment)**

Modes	Scenario 4	Scenario 5	Scenario 5a	Scenario 5b
Car	46.2%	59.1%	55.6%	65.2%
Coach	16.6%	12.1%	10.8%	10.8%
Rail to MMRL	19.0%	17.7%	14.9%	15.0%
Rail to EWR	9.5%	8.5%	16.0%	6.4%
Local Bus	0.8%	0.9%	0.9%	0.8%
Hotel Shuttle	3.8%	0.9%	0.9%	0.9%
Taxi	3.9%	0.9%	0.9%	0.9%
Total	100%	100%	100%	100%

<sup>2</sup> As a sense check, survey data from the Warner Bros. Studio Tour attraction in Leavesden, Hertfordshire, indicates 50% mode share by car. Source: Annual monitoring data of total visitor numbers, bus, car and taxi use for 2013/2014 in 'WARNER BROS. STUDIOS LEAVESDEN, Increase in Permitted Visitor Numbers Transport Assessment, Report No. 14-041-01 August 2014, Odyssey Markides LLP'.

### Trip Generation per Mode per Attendance Level

2.50 **Table 2-18 to Table 2-21** detail the modes forecast to be chosen by Domestic Visitors to the Theme Park on Saturdays for each of the assessment scenarios in each of the low, average, busy and peak attendance levels. Domestic Visitors are forecast to arrive and depart by the same mode, hence a total trip generation two-way can be derived by doubling the numbers in **Table 2-18 to Table 2-21**.

**Table 2-18 – Domestic Visitors – all modes – all attendance levels for Scenario 4 (Saturday assessment)**

Attendance levels	Car	Coach	Rail (MMRL) to Wixams shuttle	Rail (EWR) to MK shuttle	Local Bus	Hotel Shuttle	Taxi	Total Daily
Low	3232	1163	1330	665	66	268	275	7,000
Average	7434	2676	3059	1529	153	617	632	16,100
Busy	12928	4653	5321	2660	265	1073	1099	28,000
Peak	17776	6398	7316	3657	365	1475	1512	38,500

**Table 2-19 – Domestic Visitors – all modes – all attendance levels for Scenario 5 (Saturday assessment)**

Attendance levels	Car	Coach	Rail (MMRL) to Wixams shuttle	Rail (EWR) to MK shuttle	Local Bus	Hotel Shuttle	Taxi	Total Daily
Low	5758	1181	1725	827	83	89	87	9,750
Average	9597	1969	2875	1378	139	148	144	16,250
Busy	18554	3806	5559	2665	268	286	279	31,417
Peak	24952	5118	7476	3583	360	385	376	42,250

**Table 2-20 – Domestic Visitors – all modes – all attendance levels for Scenario 5a (Saturday assessment)**

Attendance levels	Car	Coach	Rail (MMRL) to Wixams shuttle	Rail (EWR) to Walk	Local Bus	Hotel Shuttle	Taxi	Total Daily
Low	5420	1054	1453	1563	83	91	86	9,750
Average	9034	1756	2421	2605	139	152	144	16,250
Busy	17466	3395	4680	5036	268	294	278	31,417
Peak	23488	4566	6294	6772	361	395	374	42,250

**Table 2-21 – Domestic Visitors – all modes – all attendance levels for Scenario 5b (Saturday assessment)**

Attendance levels	Car	Coach	Rail (MMRL) to Wixams shuttle	Rail (EWR) to MK shuttle	Local Bus	Hotel Shuttle	Taxi	Total Daily
Low	6354	1049	1461	627	83	90	86	9,750
Average	10589	1749	2434	1045	138	151	144	16,250
Busy	20473	3381	4707	2020	267	292	278	31,417
Peak	27532	4546	6309	2716	359	393	374	42,250

2.51 **Table 2-22** to **Table 2-37** provide a detailed breakdown of the forecasted arrivals and departures for Domestic Visitors, by mode to/from the Theme Park, in person trips per attendance levels for Saturdays, in each of the scenarios. It should be noted that some visitors that stay in off-site accommodation will arrive by train to the accommodation then use train/bus/taxi to access the Theme Park, but then leave the Theme Park by train direct to home with no need to return to the off-site accommodation. This explains the discrepancy between arrival/departure totals for these modes.



**Table 2-22 – Domestic Visitors – Arrivals and Departures – Person Trips – Low Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	196	0	78	0	67	6	36	3	3	0	22	0	23	0
08.00	556	0	220	0	190	17	101	7	10	0	62	0	64	0
09.00	953	0	470	0	427	39	227	16	22	0	114	0	116	0
10.00	584	0	281	0	257	23	137	10	13	0	70	0	71	0
11.00	269	0	115	0	97	0	41	0	5	0	0	0	0	0
12.00	128	36	0	0	68	18	29	8	4	1	0	2	0	2
13.00	67	36	0	0	33	18	14	8	2	1	0	2	0	2
14.00	135	73	0	0	67	35	28	17	4	2	0	4	0	4
15.00	97	109	0	0	40	53	17	25	2	3	0	6	0	7
16.00	63	182	0	0	23	88	10	42	1	4	0	10	0	11
17.00	63	254	0	0	23	123	10	59	1	6	0	14	0	15
18.00	63	324	0	139	23	118	10	60	1	6	0	20	0	22
19.00	29	496	0	232	7	200	3	101	0	10	0	32	0	35
20.00	29	783	0	360	7	308	3	156	0	15	0	50	0	55
21.00	0	939	0	432	0	369	0	187	0	18	0	60	0	66
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3232	3232	1163	1163	1330	1416	665	701	66	66	268	201	275	220

**Table 2-23 – Domestic Visitors – Arrivals and Departures – Person Trips – Average Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	451	0	179	0	155	14	82	6	8	0	51	0	52	0
08.00	1278	0	506	0	438	40	233	17	22	0	144	0	148	0
09.00	2193	0	1082	0	982	90	522	38	50	0	263	0	268	0
10.00	1344	0	646	0	591	54	314	23	30	0	160	0	164	0
11.00	619	0	263	0	223	0	94	0	12	0	0	0	0	0
12.00	293	84	0	0	157	41	66	19	8	2	0	5	0	5
13.00	155	84	0	0	77	41	32	19	4	2	0	5	0	5
14.00	310	167	0	0	154	81	65	39	8	4	0	9	0	10
15.00	222	251	0	0	92	122	39	58	4	6	0	14	0	15
16.00	145	418	0	0	54	203	23	97	2	10	0	23	0	25
17.00	145	585	0	0	54	284	23	136	2	14	0	32	0	35
18.00	145	744	0	321	54	272	23	139	2	13	0	46	0	51
19.00	67	1140	0	534	15	460	6	232	0	23	0	74	0	81
20.00	67	1801	0	828	15	708	6	358	0	35	0	116	0	126
21.00	0	2161	0	993	0	850	0	430	0	42	0	139	0	152
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7434	7434	2676	2676	3059	3257	1529	1613	153	153	617	463	632	505

**Table 2-24 – Domestic Visitors – Arrivals and Departures – Person Trips – Busy Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	784	0	310	0	269	25	143	10	14	0	88	0	91	0
08.00	2223	0	880	0	762	70	405	29	39	0	250	0	258	0
09.00	3813	0	1881	0	1707	156	908	66	87	0	457	0	466	0
10.00	2338	0	1124	0	1027	94	547	40	52	0	279	0	285	0
11.00	1077	0	458	0	388	0	164	0	21	0	0	0	0	0
12.00	510	145	0	0	273	70	115	34	15	4	0	8	0	9
13.00	270	145	0	0	134	70	57	34	7	4	0	8	0	9
14.00	539	291	0	0	268	141	113	68	14	7	0	16	0	18
15.00	386	436	0	0	160	211	68	102	7	11	0	24	0	26
16.00	252	727	0	0	93	352	39	169	4	18	0	40	0	44
17.00	252	1018	0	0	93	493	39	237	4	25	0	56	0	61
18.00	252	1294	0	558	93	474	39	241	4	23	0	81	0	88
19.00	117	1983	0	928	26	799	11	404	0	40	0	129	0	141
20.00	117	3131	0	1440	26	1231	11	623	0	61	0	201	0	220
21.00	0	3758	0	1728	0	1477	0	748	0	73	0	242	0	264
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12928	12928	4653	4653	5321	5664	2660	2805	265	265	1073	805	1099	879

**Table 2-25 – Domestic Visitors – Arrivals and Departures – Person Trips – Peak Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	1079	0	427	0	370	34	197	14	19	0	121	0	125	0
08.00	3056	0	1209	0	1047	96	557	40	53	0	343	0	355	0
09.00	5243	0	2586	0	2347	214	1249	90	119	0	628	0	641	0
10.00	3214	0	1546	0	1412	129	751	54	72	0	383	0	391	0
11.00	1480	0	630	0	533	0	225	0	28	0	0	0	0	0
12.00	701	200	0	0	376	97	159	47	20	5	0	11	0	12
13.00	371	200	0	0	184	97	78	47	10	5	0	11	0	12
14.00	742	400	0	0	368	194	155	93	20	10	0	22	0	24
15.00	531	600	0	0	220	291	93	140	10	15	0	33	0	36
16.00	346	999	0	0	128	485	54	233	5	25	0	55	0	60
17.00	346	1399	0	0	128	678	54	326	5	34	0	78	0	85
18.00	346	1779	0	767	128	651	54	332	5	32	0	111	0	121
19.00	161	2727	0	1276	36	1099	15	555	0	55	0	177	0	193
20.00	161	4306	0	1980	36	1693	15	857	0	84	0	277	0	302
21.00	0	5167	0	2376	0	2032	0	1028	0	101	0	332	0	362
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17776	17776	6398	6398	7316	7789	3657	3857	365	365	1475	1107	1512	1208

**Table 2-26 – Domestic Visitors – Arrivals and Departures – Person Trips – Low Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	295	0	79	0	85	1	42	1	4	0	7	0	7	0
08.00	835	0	224	0	242	4	118	2	13	0	21	0	20	0
09.00	1485	0	478	0	528	8	257	4	27	0	38	0	37	0
10.00	910	0	284	0	317	5	154	2	16	0	23	0	23	0
11.00	437	0	116	0	125	0	58	0	7	0	0	0	0	0
12.00	206	64	0	0	81	21	37	10	4	1	0	1	0	1
13.00	106	64	0	0	39	21	18	10	2	1	0	1	0	1
14.00	211	129	0	0	78	41	36	20	4	2	0	1	0	1
15.00	274	193	0	0	61	62	28	29	2	3	0	2	0	2
16.00	221	321	0	0	42	103	19	49	1	5	0	4	0	4
17.00	221	450	0	0	42	144	19	69	1	7	0	5	0	5
18.00	221	592	0	136	42	151	19	73	1	7	0	7	0	7
19.00	168	883	0	239	22	269	10	129	0	13	0	12	0	12
20.00	168	1392	0	367	22	416	10	200	0	20	0	19	0	19
21.00	0	1670	0	440	0	499	0	240	0	24	0	22	0	22
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5758	5758	1181	1181	1725	1743	827	835	83	83	89	75	87	74

**Table 2-27 – Domestic Visitors – Arrivals and Departures – Person Trips – Average Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	491	0	132	0	142	2	69	1	7	0	12	0	12	0
08.00	1391	0	373	0	403	6	196	3	21	0	34	0	34	0
09.00	2474	0	797	0	880	14	429	6	46	0	63	0	61	0
10.00	1517	0	474	0	528	8	257	4	27	0	39	0	38	0
11.00	729	0	193	0	209	0	96	0	11	0	0	0	0	0
12.00	344	107	0	0	135	34	62	16	7	2	0	1	0	1
13.00	176	107	0	0	65	34	30	16	3	2	0	1	0	1
14.00	352	214	0	0	130	68	60	33	7	3	0	2	0	2
15.00	457	321	0	0	102	103	47	49	3	5	0	4	0	4
16.00	369	536	0	0	69	171	32	82	2	8	0	6	0	6
17.00	369	750	0	0	69	240	32	114	2	12	0	9	0	9
18.00	369	986	0	226	69	251	32	121	2	12	0	12	0	12
19.00	281	1471	0	398	37	448	17	215	0	22	0	20	0	20
20.00	281	2320	0	611	37	694	17	333	0	33	0	31	0	31
21.00	0	2784	0	733	0	832	0	399	0	40	0	37	0	37
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9597	9597	1969	1969	2875	2906	1378	1392	139	139	148	125	144	124

**Table 2-28 – Domestic Visitors – Arrivals and Departures – Person Trips – Busy Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	949	0	254	0	275	4	134	2	14	0	23	0	23	0
08.00	2689	0	721	0	779	12	380	6	40	0	66	0	65	0
09.00	4784	0	1540	0	1702	26	830	12	89	0	122	0	119	0
10.00	2933	0	916	0	1021	16	498	7	53	0	74	0	73	0
11.00	1409	0	374	0	404	0	187	0	21	0	0	0	0	0
12.00	665	207	0	0	261	66	121	32	14	3	0	2	0	2
13.00	340	207	0	0	126	66	58	32	7	3	0	2	0	2
14.00	680	414	0	0	251	132	116	63	13	6	0	5	0	5
15.00	883	621	0	0	197	199	91	95	7	10	0	7	0	7
16.00	713	1035	0	0	134	331	62	158	3	16	0	12	0	12
17.00	713	1449	0	0	134	463	62	221	3	23	0	17	0	17
18.00	713	1907	0	437	134	486	62	234	3	23	0	24	0	24
19.00	543	2844	0	770	71	866	33	416	0	42	0	39	0	38
20.00	543	4486	0	1181	71	1341	33	644	0	64	0	60	0	60
21.00	0	5383	0	1417	0	1609	0	772	0	77	0	72	0	72
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18554	18554	3806	3806	5559	5618	2664	2692	268	268	286	241	279	239

**Table 2-29 – Domestic Visitors – Arrivals and Departures – Person Trips – Peak Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	1276	0	342	0	370	6	180	3	19	0	32	0	31	0
08.00	3616	0	970	0	1047	16	510	8	54	0	89	0	87	0
09.00	6433	0	2071	0	2289	35	1116	16	119	0	164	0	160	0
10.00	3944	0	1232	0	1373	21	669	10	71	0	100	0	98	0
11.00	1895	0	503	0	543	0	251	0	29	0	0	0	0	0
12.00	894	278	0	0	352	89	162	42	19	4	0	3	0	3
13.00	457	278	0	0	169	89	78	42	9	4	0	3	0	3
14.00	915	557	0	0	338	178	156	85	18	9	0	6	0	6
15.00	1187	835	0	0	264	267	122	127	9	13	0	10	0	10
16.00	958	1392	0	0	180	445	83	212	4	22	0	16	0	16
17.00	958	1949	0	0	180	623	83	297	4	30	0	23	0	22
18.00	958	2565	0	588	180	653	83	315	4	31	0	32	0	32
19.00	730	3825	0	1036	95	1165	44	559	0	56	0	52	0	51
20.00	730	6032	0	1589	95	1803	44	865	0	87	0	81	0	80
21.00	0	7239	0	1906	0	2164	0	1039	0	104	0	97	0	96
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	24952	24952	5118	5118	7476	7555	3583	3620	360	360	385	324	376	321



**Table 2-30 – Domestic Visitors – Arrivals and Departures – Person Trips – Low Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to East West Rail Station		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	280	0	72	0	70	1	76	1	4	0	7	0	7	0
08.00	794	0	205	0	200	3	216	4	12	0	21	0	20	0
09.00	1377	0	422	0	452	8	490	8	28	0	39	0	37	0
10.00	845	0	253	0	271	5	293	5	17	0	24	0	22	0
11.00	413	0	102	0	106	0	112	0	7	0	0	0	0	0
12.00	194	61	0	0	63	16	67	18	4	1	0	1	0	1
13.00	98	61	0	0	31	16	33	18	2	1	0	1	0	1
14.00	197	121	0	0	62	33	66	35	4	2	0	1	0	1
15.00	261	182	0	0	51	49	54	53	2	3	0	2	0	2
16.00	212	303	0	0	36	82	38	88	1	5	0	4	0	3
17.00	212	424	0	0	36	115	38	124	1	7	0	5	0	5
18.00	212	566	0	124	36	125	38	135	1	7	0	7	0	7
19.00	163	828	0	211	20	231	21	248	0	13	0	12	0	11
20.00	163	1307	0	326	20	356	21	383	0	20	0	18	0	17
21.00	0	1569	0	392	0	428	0	460	0	24	0	22	0	21
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5420	5420	1054	1054	1453	1469	1563	1581	83	83	91	73	86	70

**Table 2-31 – Domestic Visitors – Arrivals and Departures – Person Trips – Average Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to East West Rail Station		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	467	0	120	0	117	2	127	2	7	0	12	0	12	0
08.00	1323	0	341	0	333	6	360	6	21	0	35	0	34	0
09.00	2294	0	703	0	754	13	816	13	47	0	65	0	61	0
10.00	1408	0	421	0	451	8	488	8	28	0	39	0	37	0
11.00	689	0	170	0	177	0	187	0	11	0	0	0	0	0
12.00	323	101	0	0	105	27	112	29	7	2	0	1	0	1
13.00	164	101	0	0	52	27	55	29	3	2	0	1	0	1
14.00	328	202	0	0	103	55	110	59	7	3	0	2	0	2
15.00	435	303	0	0	85	82	90	88	3	5	0	4	0	3
16.00	353	504	0	0	59	137	63	147	2	8	0	6	0	6
17.00	353	706	0	0	59	192	63	206	2	11	0	9	0	8
18.00	353	944	0	207	59	209	63	225	2	12	0	12	0	12
19.00	271	1381	0	352	33	384	36	414	0	22	0	20	0	19
20.00	271	2179	0	544	33	594	36	639	0	34	0	30	0	29
21.00	0	2615	0	653	0	713	0	767	0	41	0	37	0	35
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9034	9034	1756	1756	2421	2449	2605	2634	139	139	152	122	144	117

**Table 2-32 – Domestic Visitors – Arrivals and Departures – Person Trips – Busy Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to East West Rail Station		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	903	0	233	0	227	4	246	4	14	0	24	0	23	0
08.00	2557	0	659	0	643	11	696	11	40	0	68	0	65	0
09.00	4436	0	1360	0	1457	25	1577	26	91	0	125	0	118	0
10.00	2723	0	814	0	872	15	944	16	54	0	76	0	72	0
11.00	1332	0	329	0	341	0	362	0	22	0	0	0	0	0
12.00	625	195	0	0	203	53	216	57	13	3	0	2	0	2
13.00	317	195	0	0	100	53	106	57	6	3	0	2	0	2
14.00	633	390	0	0	199	106	212	114	13	6	0	5	0	5
15.00	841	585	0	0	164	159	175	171	6	9	0	7	0	7
16.00	683	975	0	0	115	265	122	285	3	15	0	12	0	11
17.00	683	1365	0	0	115	371	122	399	3	22	0	16	0	16
18.00	683	1825	0	400	115	404	122	435	3	23	0	24	0	23
19.00	525	2669	0	681	65	743	69	800	0	43	0	38	0	36
20.00	525	4212	0	1051	65	1148	69	1236	0	66	0	59	0	56
21.00	0	5055	0	1262	0	1378	0	1483	0	79	0	71	0	68
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17465	17465	3395	3395	4680	4734	5036	5093	268	268	294	236	278	225

**Table 2-33 – Domestic Visitors – Arrivals and Departures – Person Trips – Peak Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to East West Rail Station		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	1214	0	313	0	305	5	330	5	19	0	32	0	31	0
08.00	3439	0	887	0	865	15	936	15	54	0	92	0	87	0
09.00	5966	0	1828	0	1959	33	2121	35	122	0	168	0	159	0
10.00	3661	0	1095	0	1173	20	1270	21	73	0	102	0	97	0
11.00	1791	0	443	0	459	0	487	0	29	0	0	0	0	0
12.00	841	262	0	0	273	71	290	77	17	4	0	3	0	3
13.00	426	262	0	0	134	71	142	77	8	4	0	3	0	3
14.00	852	524	0	0	268	143	285	153	17	8	0	6	0	6
15.00	1132	787	0	0	221	214	235	230	8	12	0	10	0	9
16.00	919	1311	0	0	154	357	164	383	4	21	0	16	0	15
17.00	919	1835	0	0	154	499	164	536	4	29	0	22	0	21
18.00	919	2454	0	538	154	543	164	585	4	31	0	32	0	30
19.00	706	3590	0	916	87	999	92	1075	0	57	0	51	0	48
20.00	706	5665	0	1414	87	1544	92	1662	0	88	0	79	0	76
21.00	0	6798	0	1697	0	1853	0	1994	0	106	0	95	0	91
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23488	23488	4566	4566	6294	6367	6772	6849	361	361	395	317	374	303

**Table 2-34 – Domestic Visitors – Arrivals and Departures – Person Trips – Low Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	323	0	71	0	73	1	32	0	4	0	7	0	7	0
08.00	916	0	200	0	207	3	91	1	13	0	21	0	20	0
09.00	1690	0	422	0	439	7	193	3	27	0	39	0	37	0
10.00	1031	0	252	0	264	4	116	2	16	0	24	0	23	0
11.00	480	0	104	0	107	0	44	0	7	0	0	0	0	0
12.00	224	69	0	0	71	18	29	8	4	1	0	1	0	1
13.00	114	69	0	0	34	18	14	8	2	1	0	1	0	1
14.00	228	138	0	0	68	36	28	15	4	2	0	2	0	2
15.00	291	207	0	0	53	54	21	23	2	3	0	2	0	2
16.00	234	345	0	0	36	90	15	38	1	5	0	4	0	4
17.00	234	482	0	0	36	126	15	54	1	7	0	6	0	5
18.00	234	644	0	122	36	129	15	56	1	7	0	8	0	8
19.00	177	988	0	211	19	224	8	96	0	13	0	13	0	12
20.00	177	1551	0	326	19	348	8	150	0	20	0	20	0	19
21.00	0	1862	0	391	0	418	0	180	0	24	0	24	0	23
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6354	6354	1049	1049	1461	1476	627	633	83	83	91	79	86	76

**Table 2-35 – Domestic Visitors – Arrivals and Departures – Person Trips – Average Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	539	0	118	0	122	2	54	1	7	0	12	0	12	0
08.00	1527	0	334	0	345	5	152	2	21	0	35	0	33	0
09.00	2817	0	703	0	732	11	322	5	45	0	65	0	62	0
10.00	1718	0	420	0	440	7	194	3	27	0	40	0	38	0
11.00	799	0	174	0	179	0	73	0	11	0	0	0	0	0
12.00	374	115	0	0	118	30	48	13	7	2	0	1	0	1
13.00	190	115	0	0	57	30	23	13	4	2	0	1	0	1
14.00	381	230	0	0	114	60	46	25	7	3	0	3	0	3
15.00	485	345	0	0	88	90	36	38	4	5	0	4	0	4
16.00	390	574	0	0	59	150	24	64	2	9	0	7	0	6
17.00	390	804	0	0	59	210	24	89	2	12	0	9	0	9
18.00	390	1073	0	203	59	216	24	93	2	12	0	13	0	13
19.00	295	1646	0	352	31	373	13	161	0	21	0	21	0	20
20.00	295	2586	0	543	31	580	13	249	0	33	0	33	0	32
21.00	0	3103	0	651	0	696	0	299	0	39	0	40	0	38
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10589	10589	1749	1749	2434	2460	1045	1055	138	138	151	132	144	127

**Table 2-36 – Domestic Visitors – Arrivals and Departures – Person Trips – Busy Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	1042	0	228	0	236	4	104	2	14	0	24	0	22	0
08.00	2952	0	645	0	668	10	294	4	41	0	67	0	64	0
09.00	5447	0	1359	0	1415	22	622	9	86	0	125	0	119	0
10.00	3321	0	812	0	851	13	374	5	52	0	76	0	73	0
11.00	1545	0	337	0	345	0	141	0	21	0	0	0	0	0
12.00	722	222	0	0	229	58	93	25	14	3	0	3	0	2
13.00	368	222	0	0	110	58	45	25	7	3	0	3	0	2
14.00	736	444	0	0	220	116	90	49	14	7	0	5	0	5
15.00	938	666	0	0	170	174	69	74	7	10	0	8	0	7
16.00	754	1110	0	0	115	290	47	123	3	17	0	13	0	12
17.00	754	1554	0	0	115	406	47	172	3	23	0	18	0	17
18.00	754	2074	0	392	115	417	47	180	3	23	0	26	0	25
19.00	570	3183	0	681	60	722	24	310	0	41	0	41	0	39
20.00	570	4999	0	1049	60	1121	24	482	0	63	0	64	0	61
21.00	0	5998	0	1259	0	1345	0	579	0	76	0	77	0	74
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20473	20473	3381	3381	4707	4756	2020	2040	267	267	292	256	278	245

**Table 2-37 – Domestic Visitors – Arrivals and Departures – Person Trips – Peak Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle		Rail to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	1401	0	306	0	317	5	139	2	19	0	32	0	30	0
08.00	3970	0	867	0	898	14	395	6	55	0	90	0	86	0
09.00	7325	0	1828	0	1902	30	836	12	116	0	169	0	160	0
10.00	4467	0	1093	0	1145	18	503	7	70	0	103	0	98	0
11.00	2078	0	453	0	464	0	189	0	29	0	0	0	0	0
12.00	971	299	0	0	308	78	126	33	19	4	0	3	0	3
13.00	495	299	0	0	148	78	60	33	9	4	0	3	0	3
14.00	990	597	0	0	296	156	121	66	18	9	0	7	0	7
15.00	1261	896	0	0	228	234	93	99	9	13	0	10	0	10
16.00	1014	1493	0	0	154	390	63	166	5	22	0	17	0	16
17.00	1014	2090	0	0	154	545	63	232	5	31	0	24	0	23
18.00	1014	2789	0	527	154	561	63	242	5	31	0	34	0	33
19.00	766	4281	0	915	80	971	33	418	0	55	0	55	0	53
20.00	766	6722	0	1411	80	1508	33	649	0	85	0	86	0	82
21.00	0	8067	0	1693	0	1809	0	778	0	102	0	103	0	99
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27532	27532	4546	4546	6329	6396	2716	2743	359	359	393	344	374	329



## Domestic Visitors – Forecast Vehicle Trips to/from the Theme Park

- 2.52 From the person trip forecast, it is possible to derive a vehicle trip forecast related to Domestic Visitors visiting the Theme Park by applying various vehicle occupancy factors.
- Car Occupancy – The factors used in this assessment are derived from the Logit model assignment of the demand by visitor types detailed in **Table 2-1**. This allows calculation of a car occupancy level for each hour of the day. This varies from 3.28 to 3.44 for Primary Opening Year, and from 3.33 to 3.51 for Future Year<sup>3</sup>. These values reflect the fact that the Theme Park is likely to attract families with children and groups of adults mainly, these families and groups likely to travel with 3, 4 or even more people per vehicle. As a guide and comparator, ONS data for 2020 on the sizes of families with dependent children in the UK indicates that 44% of families have one child, 41% two children and 15% 3 or more children, giving a minimum average family size of 3.74 people.
  - Taxi occupancy – The taxi occupancies (excluding driver) are assumed to be the same as the car occupancy output from the Logit model as detailed above, reflecting the same anticipated group sizes as for cars.
  - Coach occupancy – This assessment assumes a coach occupancy of 50 passengers per coach serving the Theme Park. This is based on the typical capacity of a coach in the UK and on the expectation that coaches to the Theme Park will either be especially chartered and therefore full, or operated commercially (for set route services) in a way that maximises occupancy.
  - Wixams Rail Shuttle bus occupancy – Assumes high-capacity double door entry airport style buses (of the type that connect passengers from plane to terminal building) with 65 person capacity and rapid boarding/alighting.
  - Milton Keynes Rail Shuttle bus occupancy – Assumes coaches with capacity of 55 passengers per coach.
  - Hotel Shuttle bus occupancy – Assumes use of midi-buses to connect hotels to the Theme Park with an occupancy of 30. It is assumed that certain hotels would provide a dedicated shuttle bus service to the Theme Park, but the assessment is not reliant on this. If no hotel shuttles are provided then this proportion would be assumed to use local buses.
- 2.53 Applying the forecast Car, Taxi and Coach, and Shuttle bus occupancies to the number of Car, Taxi, Coach and Shuttle bus person trips, it is possible to derive the number of vehicle trips associated with Domestic Visitors across the day for all attendance levels in each of the scenarios. **Tables 2-38 to 2-53** detail these forecast vehicle trips for Saturdays.

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<sup>3</sup> By way of comparison, surveys from Alton Towers Theme Park report average car occupancy of 3.6 persons. Source: Alton Towers Resort, Alton Towers Hotel Extension Transport Assessment, John Taylor, Transport Consultant, July 2015.

2.54 Local Bus trips will add to these totals. It is expected that the forecast Local Bus trips will be 'captured' by local bus operators operating commercial services to/from the Site and the neighbouring areas. The number of local bus vehicular trips across the day at the Site will be dependent on how local bus operators decide to operate local services.

**Table 2-38 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Low Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00	57	0	2	0	2	2	1	1	1	1	7	7
08.00	162	0	4	0	3	3	2	2	2	2	19	19
09.00	274	0	9	0	7	7	4	4	4	4	34	34
10.00	169	0	6	0	4	4	3	3	2	2	21	21
11.00	79	0	2	0	2	2	1	1	0	0	0	0
12.00	38	11	0	0	2	2	1	1	0	0	1	1
13.00	20	11	0	0	1	1	1	1	0	0	1	1
14.00	41	22	0	0	2	2	1	1	0	0	1	1
15.00	29	33	0	0	1	1	1	1	0	0	2	2
16.00	19	55	0	0	2	2	1	1	0	0	3	3
17.00	19	77	0	0	2	2	1	1	0	0	5	5
18.00	18	95	0	3	2	2	1	1	1	1	6	6
19.00	8	143	0	5	4	4	2	2	1	1	10	10
20.00	8	226	0	7	5	5	3	3	2	2	16	16
21.00	0	271	0	9	6	6	3	3	2	2	19	19
22.00	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
Total	941	944	23	24	45	45	26	26	15	15	145	145

**Table 2-39 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Average Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00	132	0	4	0	3	3	2	2	2	2	15	15
08.00	373	0	10	0	7	7	4	4	5	5	43	43
09.00	631	0	22	0	16	16	9	9	9	9	77	77
10.00	388	0	13	0	10	10	5	5	5	5	47	47
11.00	181	0	5	0	4	4	2	2	0	0	0	0
12.00	88	25	0	0	3	3	2	2	0	0	2	2
13.00	47	25	0	0	2	2	1	1	0	0	2	2
14.00	94	50	0	0	3	3	1	1	0	0	3	3
15.00	67	76	0	0	2	2	1	1	0	0	5	5
16.00	44	126	0	0	4	4	2	2	1	1	8	8
17.00	44	177	0	0	5	5	3	3	1	1	11	11
18.00	42	218	0	6	5	5	3	3	2	2	15	15
19.00	19	328	0	11	8	8	4	4	2	2	23	23
20.00	19	519	0	17	11	11	6	6	4	4	36	36
21.00	0	623	0	20	14	14	7	7	5	5	44	44
22.00	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
Total	2169	2167	54	54	97	97	52	52	36	36	331	331

**Table 2-40 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Busy Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00	229	0	6	0	5	5	3	3	3	3	27	27
08.00	648	0	18	0	12	12	7	7	8	8	75	75
09.00	1097	0	38	0	27	27	14	14	15	15	134	134
10.00	675	0	22	0	16	16	9	9	9	9	82	82
11.00	314	0	9	0	6	6	3	3	0	0	0	0
12.00	153	44	0	0	5	5	2	2	0	0	3	3
13.00	81	44	0	0	3	3	1	1	0	0	3	3
14.00	163	88	0	0	5	5	2	2	1	1	5	5
15.00	117	132	0	0	4	4	2	2	1	1	8	8
16.00	76	219	0	0	6	6	3	3	1	1	13	13
17.00	76	307	0	0	8	8	4	4	2	2	19	19
18.00	74	380	0	11	8	8	4	4	3	3	26	26
19.00	34	571	0	19	13	13	7	7	4	4	40	40
20.00	34	903	0	29	19	19	10	10	7	7	63	63
21.00	0	1084	0	35	23	23	12	12	8	8	76	76
22.00	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
Total	3771	3772	93	94	160	160	83	83	62	62	574	574

**Table 2-41 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Peak Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00	315	0	9	0	6	6	4	4	4	4	37	37
08.00	891	0	24	0	17	17	9	9	11	11	103	103
09.00	1508	0	52	0	37	37	20	20	21	21	184	184
10.00	929	0	31	0	22	22	12	12	13	13	113	113
11.00	432	0	13	0	9	9	4	4	0	0	0	0
12.00	211	60	0	0	6	6	3	3	0	0	4	4
13.00	112	60	0	0	3	3	2	2	0	0	4	4
14.00	224	121	0	0	6	6	3	3	1	1	7	7
15.00	160	181	0	0	5	5	3	3	1	1	11	11
16.00	104	302	0	0	8	8	4	4	2	2	18	18
17.00	104	422	0	0	11	11	6	6	3	3	26	26
18.00	101	522	0	15	11	11	6	6	4	4	35	35
19.00	46	785	0	26	17	17	9	9	6	6	56	56
20.00	46	1242	0	40	27	27	14	14	9	9	87	87
21.00	0	1490	0	48	32	32	16	16	11	11	105	105
22.00	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
Total	5183	5185	129	129	217	217	115	115	86	86	790	790

**Table 2-42 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Low Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00	88	0	2	0	2	2	1	1	0	0	2	2
08.00	250	0	4	0	4	4	2	2	1	1	6	6
09.00	440	0	10	0	9	9	4	4	1	1	11	11
10.00	271	0	6	0	5	5	3	3	1	1	7	7
11.00	131	0	2	0	2	2	1	1	0	0	0	0
12.00	63	20	0	0	2	2	1	1	0	0	0	0
13.00	32	20	0	0	1	1	1	1	0	0	0	0
14.00	65	40	0	0	2	2	1	1	0	0	0	0
15.00	84	59	0	0	1	1	1	1	0	0	1	1
16.00	68	99	0	0	2	2	1	1	0	0	1	1
17.00	68	138	0	0	3	3	2	2	0	0	2	2
18.00	66	178	0	3	3	3	2	2	0	0	2	2
19.00	50	261	0	5	5	5	2	2	0	0	4	4
20.00	50	414	0	7	7	7	4	4	1	1	6	6
21.00	0	497	0	9	8	8	4	4	1	1	7	7
22.00	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
Total	1726	1726	24	24	56	56	30	30	5	5	49	49

**Table 2-43 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Average Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00	147	0	3	0	3	3	2	2	0	0	4	4
08.00	417	0	7	0	7	7	4	4	1	1	10	10
09.00	733	0	16	0	14	14	7	7	2	2	18	18
10.00	451	0	9	0	9	9	4	4	1	1	11	11
11.00	219	0	4	0	4	4	2	2	0	0	0	0
12.00	106	33	0	0	3	3	1	1	0	0	0	0
13.00	54	33	0	0	1	1	1	1	0	0	0	0
14.00	108	66	0	0	2	2	1	1	0	0	1	1
15.00	140	99	0	0	2	2	1	1	0	0	1	1
16.00	113	165	0	0	3	3	2	2	0	0	2	2
17.00	113	231	0	0	4	4	2	2	0	0	3	3
18.00	111	296	0	5	4	4	2	2	0	0	4	4
19.00	83	436	0	8	7	7	4	4	1	1	6	6
20.00	83	690	0	12	11	11	6	6	1	1	9	9
21.00	0	828	0	15	13	13	7	7	1	1	11	11
22.00	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
Total	2878	2877	39	40	87	87	46	46	7	7	80	80

**Table 2-44 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Busy Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00	285	0	5	0	5	5	3	3	1	1	7	7
08.00	806	0	14	0	12	12	6	6	2	2	19	19
09.00	1418	0	31	0	27	27	13	13	4	4	35	35
10.00	873	0	18	0	16	16	8	8	2	2	22	22
11.00	423	0	7	0	7	7	3	3	0	0	0	0
12.00	204	64	0	0	5	5	2	2	0	0	1	1
13.00	105	64	0	0	2	2	1	1	0	0	1	1
14.00	209	127	0	0	4	4	2	2	0	0	1	1
15.00	272	191	0	0	4	4	2	2	0	0	2	2
16.00	219	318	0	0	6	6	3	3	0	0	4	4
17.00	219	446	0	0	8	8	4	4	1	1	5	5
18.00	214	573	0	9	8	8	4	4	1	1	7	7
19.00	161	842	0	15	14	14	7	7	1	1	11	11
20.00	161	1334	0	24	21	21	10	10	2	2	18	18
21.00	0	1601	0	28	25	25	12	12	2	2	21	21
22.00	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
Total	5569	5560	75	76	164	164	80	80	16	16	154	154



**Table 2-45 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Peak Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00	383	0	7	0	6	6	3	3	1	1	9	9
08.00	1084	0	19	0	17	17	8	8	3	3	26	26
09.00	1906	0	41	0	36	36	18	18	5	5	47	47
10.00	1174	0	25	0	22	22	11	11	3	3	29	29
11.00	569	0	10	0	9	9	4	4	0	0	0	0
12.00	275	86	0	0	6	6	3	3	0	0	1	1
13.00	141	86	0	0	3	3	2	2	0	0	1	1
14.00	281	171	0	0	6	6	3	3	0	0	2	2
15.00	365	257	0	0	5	5	2	2	0	0	3	3
16.00	295	428	0	0	7	7	4	4	1	1	5	5
17.00	295	600	0	0	10	10	5	5	1	1	7	7
18.00	288	771	0	12	11	11	5	5	1	1	10	10
19.00	216	1133	0	21	18	18	9	9	2	2	15	15
20.00	217	1794	0	32	28	28	14	14	3	3	24	24
21.00	0	2153	0	38	34	34	16	16	3	3	29	29
22.00	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
Total	7489	7479	102	103	218	218	107	107	23	23	208	208

**Table 2-46 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Low Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail Wixams Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	82	0	1	0	1	1	0	0	2	2
08.00	233	0	4	0	3	3	1	1	6	6
09.00	396	0	8	0	7	7	1	1	11	11
10.00	244	0	5	0	4	4	1	1	6	6
11.00	121	0	2	0	2	2	0	0	0	0
12.00	58	18	0	0	1	1	0	0	0	0
13.00	30	18	0	0	0	0	0	0	0	0
14.00	59	36	0	0	1	1	0	0	0	0
15.00	79	55	0	0	1	1	0	0	1	1
16.00	64	91	0	0	1	1	0	0	1	1
17.00	64	127	0	0	2	2	0	0	1	1
18.00	62	167	0	2	2	2	0	0	2	2
19.00	47	239	0	4	4	4	0	0	3	3
20.00	47	378	0	7	5	5	1	1	5	5
21.00	0	453	0	8	7	7	1	1	6	6
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	1586	1582	20	21	41	41	5	5	44	44

**Table 2-47 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Average Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail Wixams Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	137	0	2	0	2	2	0	0	3	3
08.00	388	0	7	0	5	5	1	1	10	10
09.00	660	0	14	0	12	12	2	2	18	18
10.00	407	0	8	0	7	7	1	1	11	11
11.00	202	0	3	0	3	3	0	0	0	0
12.00	97	30	0	0	2	2	0	0	0	0
13.00	49	30	0	0	1	1	0	0	0	0
14.00	99	61	0	0	2	2	0	0	1	1
15.00	131	91	0	0	1	1	0	0	1	1
16.00	106	152	0	0	2	2	0	0	2	2
17.00	106	212	0	0	3	3	0	0	2	2
18.00	104	278	0	4	3	3	0	0	3	3
19.00	78	398	0	7	6	6	1	1	5	5
20.00	78	630	0	11	9	9	1	1	8	8
21.00	0	756	0	13	11	11	1	1	10	10
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	2642	2638	34	35	69	69	7	7	74	74

**Table 2-48 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Busy Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail Wixams Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	265	0	5	0	3	3	1	1	7	7
08.00	750	0	13	0	10	10	2	2	19	19
09.00	1276	0	27	0	22	22	4	4	34	34
10.00	786	0	16	0	13	13	3	3	21	21
11.00	391	0	7	0	5	5	0	0	0	0
12.00	188	59	0	0	3	3	0	0	1	1
13.00	95	59	0	0	2	2	0	0	1	1
14.00	191	117	0	0	3	3	0	0	1	1
15.00	253	176	0	0	3	3	0	0	2	2
16.00	206	293	0	0	4	4	0	0	3	3
17.00	206	411	0	0	6	6	1	1	5	5
18.00	201	537	0	8	6	6	1	1	7	7
19.00	151	769	0	14	11	11	1	1	10	10
20.00	152	1218	0	21	18	18	2	2	16	16
21.00	0	1461	0	25	21	21	2	2	20	20
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	5111	5100	68	68	130	130	17	17	147	147

**Table 2-49 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Peak Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail Wixams Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	356	0	6	0	5	5	1	1	9	9
08.00	1009	0	18	0	13	13	3	3	26	26
09.00	1716	0	37	0	30	30	6	6	46	46
10.00	1057	0	22	0	18	18	3	3	28	28
11.00	525	0	9	0	7	7	0	0	0	0
12.00	253	79	0	0	4	4	0	0	1	1
13.00	128	79	0	0	2	2	0	0	1	1
14.00	256	158	0	0	4	4	0	0	2	2
15.00	341	237	0	0	3	3	0	0	3	3
16.00	277	395	0	0	5	5	1	1	5	5
17.00	277	552	0	0	8	8	1	1	6	6
18.00	270	722	0	11	8	8	1	1	9	9
19.00	203	1034	0	18	15	15	2	2	14	14
20.00	204	1638	0	28	24	24	3	3	22	22
21.00	0	1965	0	34	29	29	3	3	26	26
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	6872	6859	92	91	175	175	24	24	198	198

**Table 2-50 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Low Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00	99	0	1	0	2	2	1	1	0	0	2	2
08.00	282	0	4	0	4	4	2	2	1	1	6	6
09.00	515	0	8	0	7	7	3	3	1	1	11	11
10.00	314	0	5	0	5	5	2	2	1	1	7	7
11.00	147	0	2	0	2	2	1	1	0	0	0	0
12.00	70	22	0	0	2	2	1	1	0	0	0	0
13.00	36	22	0	0	1	1	1	1	0	0	0	0
14.00	72	43	0	0	2	2	1	1	0	0	0	0
15.00	91	65	0	0	1	1	1	1	0	0	1	1
16.00	73	108	0	0	2	2	1	1	0	0	1	1
17.00	73	151	0	0	2	2	1	1	0	0	2	2
18.00	72	198	0	2	2	2	1	1	0	0	2	2
19.00	54	301	0	4	4	4	2	2	0	0	4	4
20.00	54	473	0	7	6	6	3	3	1	1	6	6
21.00	0	567	0	8	7	7	3	3	1	1	7	7
22.00	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
Total	1952	1950	20	21	49	49	24	24	5	5	49	49

**Table 2-51 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Average Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00	166	0	2	0	2	2	1	1	0	0	4	4
08.00	469	0	7	0	6	6	3	3	1	1	10	10
09.00	858	0	14	0	12	12	5	5	2	2	19	19
10.00	523	0	8	0	7	7	3	3	1	1	11	11
11.00	245	0	3	0	3	3	2	2	0	0	0	0
12.00	117	36	0	0	2	2	1	1	0	0	0	0
13.00	60	36	0	0	1	1	1	1	0	0	0	0
14.00	119	72	0	0	2	2	1	1	0	0	1	1
15.00	152	108	0	0	2	2	1	1	0	0	1	1
16.00	122	180	0	0	3	3	1	1	0	0	2	2
17.00	122	252	0	0	4	4	2	2	0	0	3	3
18.00	120	331	0	4	4	4	2	2	0	0	4	4
19.00	90	501	0	7	6	6	3	3	1	1	6	6
20.00	90	788	0	11	9	9	4	4	1	1	10	10
21.00	0	946	0	13	11	11	5	5	1	1	12	12
22.00	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
Total	3253	3250	34	35	74	74	35	35	7	7	83	83

**Table 2-52 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Busy Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00	320	0	5	0	4	4	2	2	1	1	7	7
08.00	908	0	13	0	11	11	5	5	2	2	20	20
09.00	1658	0	27	0	22	22	10	10	4	4	36	36
10.00	1012	0	16	0	14	14	6	6	3	3	22	22
11.00	474	0	7	0	6	6	3	3	0	0	0	0
12.00	226	69	0	0	4	4	2	2	0	0	1	1
13.00	115	70	0	0	2	2	1	1	0	0	1	1
14.00	231	139	0	0	4	4	2	2	0	0	2	2
15.00	294	209	0	0	3	3	2	2	0	0	2	2
16.00	236	348	0	0	5	5	2	2	0	0	4	4
17.00	236	487	0	0	7	7	3	3	1	1	5	5
18.00	232	639	0	8	7	7	3	3	1	1	8	8
19.00	174	969	0	14	12	12	5	5	1	1	12	12
20.00	174	1524	0	21	18	18	8	8	2	2	19	19
21.00	0	1828	0	25	21	21	9	9	3	3	22	22
22.00	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
Total	6290	6282	68	68	140	140	63	63	18	18	161	161



**Table 2-53 – Domestic Visitors – Arrivals and Departures – Vehicle Trips – Peak Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Hotel Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00	431	0	6	0	5	5	3	3	1	1	9	9
08.00	1221	0	17	0	14	14	7	7	3	3	26	26
09.00	2230	0	37	0	30	30	13	13	6	6	49	49
10.00	1361	0	22	0	18	18	8	8	3	3	30	30
11.00	638	0	9	0	8	8	3	3	0	0	0	0
12.00	304	93	0	0	5	5	2	2	0	0	1	1
13.00	155	94	0	0	3	3	1	1	0	0	1	1
14.00	310	187	0	0	5	5	2	2	0	0	2	2
15.00	395	281	0	0	4	4	2	2	0	0	3	3
16.00	318	468	0	0	6	6	3	3	1	1	5	5
17.00	318	655	0	0	9	9	4	4	1	1	7	7
18.00	312	859	0	11	9	9	4	4	1	1	10	10
19.00	233	1304	0	18	15	15	7	7	2	2	16	16
20.00	234	2049	0	28	24	24	10	10	3	3	25	25
21.00	0	2459	0	34	28	28	12	12	3	3	30	30
22.00	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
Total	8460	8449	91	91	183	183	81	81	24	24	214	214

### 3 Trip Forecasting – International Visitors

#### General Approach

- 3.1 In considering trip making by International Visitors, it has been considered that for most International Visitors the visit to the Theme Park will be the main reason for travelling to the UK, although it is likely that International Visitors will also aim to visit other locations in the UK. It is worth noting that in terms of overnight stays from international visitors to the UK (based on 2018 data), London is by far the most visited city (19.1 million stays). Other visited cities are Edinburgh (2.4 million stays), Manchester (1.4 million stays) and Birmingham (1.1 million stays).
- 3.2 The trip forecast presented in this report makes the assumptions that most International Visitors to the Theme Park will enter the UK via a key international airport or the Eurostar terminal at St Pancras, and will access the Theme Park by shared transport modes, either Rail, Coach or for a small number Taxi. The assessment carried out also includes a small proportion of International Visitors who may hire a car as part of their visit to the UK and therefore access the Theme Park by Car. **Annex 6** presents the assumptions applied around International Visitor entry to the UK and subsequent travel to the Theme Park.
- 3.3 The assessment therefore sets out a defined mode split for International Visitor access to the Theme Park, applied equally to Primary Opening Year and Future Year. This is then applied to the number of International Visitors expected on a daily basis in the low, average, busy and peak attendance levels. It is assumed that the mode split for international visitors is consistent on each day of the week as International Visitors are more constrained by mode availability and will be less sensitive to cost differences between modes on different days.
- 3.4 The same arrival and departure profiles derived from observed profiles at the Hollywood and Beijing Universal Destinations and applied to the Domestic Visitors have been used to work out a number of trips associated with International Visitors across the day.
- 3.5 Finally, the same vehicle occupancy numbers identified for the Domestic Visitors have been applied to derive a vehicular trip forecast associated with International Visitors.

#### International Visitors – Mode split

- 3.6 **Table 3-1** provides the assumed mode split for International Visitors accessing the Theme Park in each of the trip forecasting scenarios.

**Table 3-1 – International Visitors – Mode split accessing the Theme Park**

	Car	Coach	Rail	Taxi
Mode split	5%	40%	50%	5%

### Trip Generation per Mode per Attendance Level

- 3.7 **Table 3-2** and **Table 3-3** detail the modes forecast to be chosen by International Visitors to the Theme Park for Primary Opening Year and Future Year respectively in each of the low, average, busy and peak attendance levels. International Visitors are forecast to arrive and depart by the same mode, hence a total trip generation two-way can be derived by doubling the numbers in **Table 3-2** and **Table 3-3**.

**Table 3-2 – International Visitors – all modes Primary Opening Year – all attendance levels**

Attendance levels	Car	Coach	Rail (MMRL)	Rail (EWR)	Taxi	Total Daily
Low	150	1200	1200	300	150	3,000
Average	345	2760	2760	690	345	6,900
Busy	600	4800	4800	1200	600	12,000
Peak	825	6600	6600	1650	825	16,500

**Table 3-3 – International Visitors – all modes Future Year – all attendance levels**

Attendance levels	Car	Coach	Rail (MMRL)	Rail (EWR)	Taxi	Total Daily
Low	450	3,600	3,600	900	450	9,000
Average	750	6,000	6,000	1,500	750	15,000
Busy	1,450	11,600	11,600	2,900	1,450	29,000
Peak	1,950	15,600	15,600	3,900	1,950	39,000

### Trip Making across the Day

- 3.8 The arrival and departure profiles derived from observed profiles at the Hollywood and Beijing Universal Destinations have been applied to International Visitors trips as well. **Table 3-4** to **Table 3-19** detail the number of person trips forecast by mode in each of the trip forecasting scenarios for International Visitors to the Theme Park.

**Table 3-4 – International Visitors – Arrivals and Departures – Person Trips – Low Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle Bus		Rail (EWR) to MK Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	9	0	32	0	81	0	9	0	9	0
08.00	26	0	92	0	230	0	26	0	26	0
09.00	50	0	178	0	446	0	50	0	50	0
10.00	30	0	108	132	270	0	30	0	30	0
11.00	14	0	49	0	122	0	14	0	14	0
12.00	6	2	22	137	54	14	6	2	6	2
13.00	3	2	143	5	27	14	3	2	3	2
14.00	6	3	22	143	54	27	6	3	6	3
15.00	3	5	143	16	27	41	3	5	3	5
16.00	2	8	5	159	14	68	2	8	2	8
17.00	2	11	137	38	14	95	2	11	2	11
18.00	2	15	5	186	14	135	2	15	2	15
19.00	0	24	132	86	0	216	0	24	0	24
20.00	0	38	0	135	0	338	0	38	0	38
21.00	0	45	132	162	0	405	0	45	0	45
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	150	150	1200	1200	1350	1350	150	150	150	150

**Table 3-5 – International Visitors – Arrivals and Departures – Person Trips – Average Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle Bus		Rail (EWR) to MK Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	21	0	75	0	186	0	21	0	21	0
08.00	59	0	211	0	528	0	59	0	59	0
09.00	114	0	410	0	1025	0	114	0	114	0
10.00	69	0	248	304	621	0	69	0	69	0
11.00	31	0	112	0	279	0	31	0	31	0
12.00	14	3	50	316	124	31	14	3	14	3
13.00	7	3	328	12	62	31	7	3	7	3
14.00	14	7	50	328	124	62	14	7	14	7
15.00	7	10	328	37	62	93	7	10	7	10
16.00	3	17	12	366	31	155	3	17	3	17
17.00	3	24	316	87	31	217	3	24	3	24
18.00	3	35	12	428	31	311	3	35	3	35
19.00	0	55	304	199	0	497	0	55	0	55
20.00	0	86	0	311	0	776	0	86	0	86
21.00	0	104	304	373	0	932	0	104	0	104
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	345	345	2760	2760	3105	3105	345	345	345	345

**Table 3-6 – International Visitors – Arrivals and Departures – Person Trips – Busy Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle Bus		Rail (EWR) to MK Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	36	0	130	0	324	0	36	0	36	0
08.00	102	0	367	0	918	0	102	0	102	0
09.00	198	0	713	0	1782	0	198	0	198	0
10.00	120	0	432	528	1080	0	120	0	120	0
11.00	54	0	194	0	486	0	54	0	54	0
12.00	24	6	86	550	216	54	24	6	24	6
13.00	12	6	571	22	108	54	12	6	12	6
14.00	24	12	86	571	216	108	24	12	24	12
15.00	12	18	571	65	108	162	12	18	12	18
16.00	6	30	22	636	54	270	6	30	6	30
17.00	6	42	550	151	54	378	6	42	6	42
18.00	6	60	22	744	54	540	6	60	6	60
19.00	0	96	528	346	0	864	0	96	0	96
20.00	0	150	0	540	0	1350	0	150	0	150
21.00	0	180	528	648	0	1620	0	180	0	180
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	600	600	4800	4800	5400	5400	600	600	600	600

**Table 3-7 – International Visitors – Arrivals and Departures – Person Trips – Peak Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle Bus		Rail (EWR) to MK Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	50	0	178	0	446	0	50	0	50	0
08.00	140	0	505	0	1262	0	140	0	140	0
09.00	272	0	980	0	2450	0	272	0	272	0
10.00	165	0	594	726	1485	0	165	0	165	0
11.00	74	0	267	0	668	0	74	0	74	0
12.00	33	8	119	756	297	74	33	8	33	8
13.00	17	8	785	30	149	74	17	8	17	8
14.00	33	17	119	785	297	149	33	17	33	17
15.00	17	25	785	89	149	223	17	25	17	25
16.00	8	41	30	875	74	371	8	41	8	41
17.00	8	58	756	208	74	520	8	58	8	58
18.00	8	83	30	1023	74	743	8	83	8	83
19.00	0	132	726	475	0	1188	0	132	0	132
20.00	0	206	0	743	0	1856	0	206	0	206
21.00	0	248	726	891	0	2228	0	248	0	248
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	825	825	6600	6600	7425	7425	825	825	825	825

**Table 3-8 – International Visitors – Arrivals and Departures – Person Trips – Low Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle Bus		Rail (EWR) to MK Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	27	0	97	0	243	0	27	0	27	0
08.00	77	0	275	0	689	0	77	0	77	0
09.00	149	0	535	0	1337	0	149	0	149	0
10.00	90	0	324	396	810	0	90	0	90	0
11.00	41	0	146	0	365	0	41	0	41	0
12.00	18	5	65	412	162	41	18	5	18	5
13.00	9	5	428	16	81	41	9	5	9	5
14.00	18	9	65	428	162	81	18	9	18	9
15.00	9	14	428	49	81	122	9	14	9	14
16.00	5	23	16	477	41	203	5	23	5	23
17.00	5	32	412	113	41	284	5	32	5	32
18.00	5	45	16	558	41	405	5	45	5	45
19.00	0	72	396	259	0	648	0	72	0	72
20.00	0	113	0	405	0	1013	0	113	0	113
21.00	0	135	396	486	0	1215	0	135	0	135
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	450	450	3600	3600	4050	4050	450	450	450	450



**Table 3-9 – International Visitors – Arrivals and Departures – Person Trips – Average Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle Bus		Rail (EWR) to MK Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	45	0	162	0	405	0	45	0	45	0
08.00	128	0	459	0	1148	0	128	0	128	0
09.00	248	0	891	0	2228	0	248	0	248	0
10.00	150	0	540	660	1350	0	150	0	150	0
11.00	68	0	243	0	608	0	68	0	68	0
12.00	30	8	108	687	270	68	30	8	30	8
13.00	15	8	714	27	135	68	15	8	15	8
14.00	30	15	108	714	270	135	30	15	30	15
15.00	15	23	714	81	135	203	15	23	15	23
16.00	8	38	27	795	68	338	8	38	8	38
17.00	8	53	687	189	68	473	8	53	8	53
18.00	8	75	27	930	68	675	8	75	8	75
19.00	0	120	660	432	0	1080	0	120	0	120
20.00	0	188	0	675	0	1688	0	188	0	188
21.00	0	225	660	810	0	2025	0	225	0	225
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	750	750	6000	6000	6750	6750	750	750	750	750

**Table 3-10 – International Visitors – Arrivals and Departures – Person Trips – Busy Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle Bus		Rail (EWR) to MK Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	87	0	313	0	783	0	87	0	87	0
08.00	247	0	887	0	2219	0	247	0	247	0
09.00	479	0	1723	0	4307	0	479	0	479	0
10.00	290	0	1044	1276	2610	0	290	0	290	0
11.00	131	0	470	0	1175	0	131	0	131	0
12.00	58	15	209	1328	522	131	58	15	58	15
13.00	29	15	1380	52	261	131	29	15	29	15
14.00	58	29	209	1380	522	261	58	29	58	29
15.00	29	44	1380	157	261	392	29	44	29	44
16.00	15	73	52	1537	131	653	15	73	15	73
17.00	15	102	1328	365	131	914	15	102	15	102
18.00	15	145	52	1798	131	1305	15	145	15	145
19.00	0	232	1276	835	0	2088	0	232	0	232
20.00	0	363	0	1305	0	3263	0	363	0	363
21.00	0	435	1276	1566	0	3915	0	435	0	435
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	1450	1450	11600	11600	13050	13050	1450	1450	1450	1450

**Table 3-11 – International Visitors – Arrivals and Departures – Person Trips – Peak Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle Bus		Rail (EWR) to MK Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	117	0	421	0	1053	0	117	0	117	0
08.00	332	0	1193	0	2984	0	332	0	332	0
09.00	644	0	2317	0	5792	0	644	0	644	0
10.00	390	0	1404	1716	3510	0	390	0	390	0
11.00	176	0	632	0	1580	0	176	0	176	0
12.00	78	20	281	1786	702	176	78	20	78	20
13.00	39	20	1856	70	351	176	39	20	39	20
14.00	78	39	281	1856	702	351	78	39	78	39
15.00	39	59	1856	211	351	527	39	59	39	59
16.00	20	98	70	2067	176	878	20	98	20	98
17.00	20	137	1786	491	176	1229	20	137	20	137
18.00	20	195	70	2418	176	1755	20	195	20	195
19.00	0	312	1716	1123	0	2808	0	312	0	312
20.00	0	488	0	1755	0	4388	0	488	0	488
21.00	0	585	1716	2106	0	5265	0	585	0	585
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	1950	1950	15600	15600	17550	17550	1950	1950	1950	1950

**Table 3-12 – International Visitors – Arrivals and Departures – Person Trips – Low Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR)		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	27	0	97	0	216	0	54	0	27	0
08.00	77	0	275	0	612	0	153	0	77	0
09.00	149	0	535	0	1188	0	297	0	149	0
10.00	90	0	324	396	720	0	180	0	90	0
11.00	41	0	146	0	324	0	81	0	41	0
12.00	18	5	65	412	144	36	36	9	18	5
13.00	9	5	428	16	72	36	18	9	9	5
14.00	18	9	65	428	144	72	36	18	18	9
15.00	9	14	428	49	72	108	18	27	9	14
16.00	5	23	16	477	36	180	9	45	5	23
17.00	5	32	412	113	36	252	9	63	5	32
18.00	5	45	16	558	36	360	9	90	5	45
19.00	0	72	396	259	0	576	0	144	0	72
20.00	0	113	0	405	0	900	0	225	0	113
21.00	0	135	396	486	0	1080	0	270	0	135
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	450	450	3600	3600	3600	3600	900	900	450	450

**Table 3-13 – International Visitors – Arrivals and Departures – Person Trips – Average Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR)		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	45	0	162	0	360	0	90	0	45	0
08.00	128	0	459	0	1020	0	255	0	128	0
09.00	248	0	891	0	1980	0	495	0	248	0
10.00	150	0	540	660	1200	0	300	0	150	0
11.00	68	0	243	0	540	0	135	0	68	0
12.00	30	8	108	687	240	60	60	15	30	8
13.00	15	8	714	27	120	60	30	15	15	8
14.00	30	15	108	714	240	120	60	30	30	15
15.00	15	23	714	81	120	180	30	45	15	23
16.00	8	38	27	795	60	300	15	75	8	38
17.00	8	53	687	189	60	420	15	105	8	53
18.00	8	75	27	930	60	600	15	150	8	75
19.00	0	120	660	432	0	960	0	240	0	120
20.00	0	188	0	675	0	1500	0	375	0	188
21.00	0	225	660	810	0	1800	0	450	0	225
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	750	750	6000	6000	6000	6000	1500	1500	750	750

**Table 3-14 – International Visitors – Arrivals and Departures – Person Trips – Busy Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR)		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	87	0	313	0	696	0	174	0	87	0
08.00	247	0	887	0	1972	0	493	0	247	0
09.00	479	0	1723	0	3828	0	957	0	479	0
10.00	290	0	1044	1276	2320	0	580	0	290	0
11.00	131	0	470	0	1044	0	261	0	131	0
12.00	58	15	209	1328	464	116	116	29	58	15
13.00	29	15	1380	52	232	116	58	29	29	15
14.00	58	29	209	1380	464	232	116	58	58	29
15.00	29	44	1380	157	232	348	58	87	29	44
16.00	15	73	52	1537	116	580	29	145	15	73
17.00	15	102	1328	365	116	812	29	203	15	102
18.00	15	145	52	1798	116	1160	29	290	15	145
19.00	0	232	1276	835	0	1856	0	464	0	232
20.00	0	363	0	1305	0	2900	0	725	0	363
21.00	0	435	1276	1566	0	3480	0	870	0	435
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	1450	1450	11600	11600	11600	11600	2900	2900	1450	1450

**Table 3-15 – International Visitors – Arrivals and Departures – Person Trips – Peak Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		To Rail (EWR)		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	117	0	421	0	936	0	234	0	117	0
08.00	332	0	1193	0	2652	0	663	0	332	0
09.00	644	0	2317	0	5148	0	1287	0	644	0
10.00	390	0	1404	1716	3120	0	780	0	390	0
11.00	176	0	632	0	1404	0	351	0	176	0
12.00	78	20	281	1786	624	156	156	39	78	20
13.00	39	20	1856	70	312	156	78	39	39	20
14.00	78	39	281	1856	624	312	156	78	78	39
15.00	39	59	1856	211	312	468	78	117	39	59
16.00	20	98	70	2067	156	780	39	195	20	98
17.00	20	137	1786	491	156	1092	39	273	20	137
18.00	20	195	70	2418	156	1560	39	390	20	195
19.00	0	312	1716	1123	0	2496	0	624	0	312
20.00	0	488	0	1755	0	3900	0	975	0	488
21.00	0	585	1716	2106	0	4680	0	1170	0	585
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	1950	1950	15600	15600	15600	15600	3900	3900	1950	1950

**Table 3-16 – International Visitors – Arrivals and Departures – Person Trips – Low Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle Bus		Rail (EWR) to MK Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	27	0	97	0	243	0	27	0	27	0
08.00	77	0	275	0	689	0	77	0	77	0
09.00	149	0	535	0	1337	0	149	0	149	0
10.00	90	0	324	396	810	0	90	0	90	0
11.00	41	0	146	0	365	0	41	0	41	0
12.00	18	5	65	412	162	41	18	5	18	5
13.00	9	5	428	16	81	41	9	5	9	5
14.00	18	9	65	428	162	81	18	9	18	9
15.00	9	14	428	49	81	122	9	14	9	14
16.00	5	23	16	477	41	203	5	23	5	23
17.00	5	32	412	113	41	284	5	32	5	32
18.00	5	45	16	558	41	405	5	45	5	45
19.00	0	72	396	259	0	648	0	72	0	72
20.00	0	113	0	405	0	1013	0	113	0	113
21.00	0	135	396	486	0	1215	0	135	0	135
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	450	450	3600	3600	4050	4050	450	450	450	450



**Table 3-17 – International Visitors – Arrivals and Departures – Person Trips – Average Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle Bus		Rail (EWR) to MK Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	45	0	162	0	405	0	45	0	45	0
08.00	128	0	459	0	1148	0	128	0	128	0
09.00	248	0	891	0	2228	0	248	0	248	0
10.00	150	0	540	660	1350	0	150	0	150	0
11.00	68	0	243	0	608	0	68	0	68	0
12.00	30	8	108	687	270	68	30	8	30	8
13.00	15	8	714	27	135	68	15	8	15	8
14.00	30	15	108	714	270	135	30	15	30	15
15.00	15	23	714	81	135	203	15	23	15	23
16.00	8	38	27	795	68	338	8	38	8	38
17.00	8	53	687	189	68	473	8	53	8	53
18.00	8	75	27	930	68	675	8	75	8	75
19.00	0	120	660	432	0	1080	0	120	0	120
20.00	0	188	0	675	0	1688	0	188	0	188
21.00	0	225	660	810	0	2025	0	225	0	225
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	750	750	6000	6000	6750	6750	750	750	750	750

**Table 3-18 – International Visitors – Arrivals and Departures – Person Trips – Busy Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle Bus		Rail (EWR) to MK Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	87	0	313	0	783	0	87	0	87	0
08.00	247	0	887	0	2219	0	247	0	247	0
09.00	479	0	1723	0	4307	0	479	0	479	0
10.00	290	0	1044	1276	2610	0	290	0	290	0
11.00	131	0	470	0	1175	0	131	0	131	0
12.00	58	15	209	1328	522	131	58	15	58	15
13.00	29	15	1380	52	261	131	29	15	29	15
14.00	58	29	209	1380	522	261	58	29	58	29
15.00	29	44	1380	157	261	392	29	44	29	44
16.00	15	73	52	1537	131	653	15	73	15	73
17.00	15	102	1328	365	131	914	15	102	15	102
18.00	15	145	52	1798	131	1305	15	145	15	145
19.00	0	232	1276	835	0	2088	0	232	0	232
20.00	0	363	0	1305	0	3263	0	363	0	363
21.00	0	435	1276	1566	0	3915	0	435	0	435
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	1450	1450	11600	11600	13050	13050	1450	1450	1450	1450

**Table 3-19 – International Visitors – Arrivals and Departures – Person Trips – Peak Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle Bus		Rail (EWR) to MK Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	117	0	421	0	1053	0	117	0	117	0
08.00	332	0	1193	0	2984	0	332	0	332	0
09.00	644	0	2317	0	5792	0	644	0	644	0
10.00	390	0	1404	1716	3510	0	390	0	390	0
11.00	176	0	632	0	1580	0	176	0	176	0
12.00	78	20	281	1786	702	176	78	20	78	20
13.00	39	20	1856	70	351	176	39	20	39	20
14.00	78	39	281	1856	702	351	78	39	78	39
15.00	39	59	1856	211	351	527	39	59	39	59
16.00	20	98	70	2067	176	878	20	98	20	98
17.00	20	137	1786	491	176	1229	20	137	20	137
18.00	20	195	70	2418	176	1755	20	195	20	195
19.00	0	312	1716	1123	0	2808	0	312	0	312
20.00	0	488	0	1755	0	4388	0	488	0	488
21.00	0	585	1716	2106	0	5265	0	585	0	585
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	1950	1950	15600	15600	17550	17550	1950	1950	1950	1950

### International Visitors – Forecast Vehicle Trips to/from the Theme Park

- 3.9 From the person trip forecast, it is possible to derive a vehicle trip forecast related to International Visitors visiting the Theme Park by applying the same vehicle occupancy factors used for the Domestic Visitors. This is considered acceptable as group sizes of visitors to the Theme Park are unlikely to be significantly different between Domestic and International Visitors.
- 3.10 The factors used in this assessment are as follows:
- Car Occupancy – 3.4 people per car
  - Taxi occupancy – 3.4 people per taxi
  - Coach occupancy – 50 passengers per coach
  - Wixams Rail Shuttle occupancy – 65 passengers per shuttle bus
  - Milton Keynes Rail Shuttle Bus – 55 passengers per shuttle bus
- 3.11 Applying the forecast Car, Taxi, Rail Shuttle and Coach occupancy to the number of Car, Taxi, Rail Shuttle and Coach person trips, it is possible to derive the number of vehicle trips associated with International Visitors across the day for all attendance levels in Primary Opening Year and Future Year. **Tables 3-20 to 3-35** detail these forecast vehicular trips.

**Table 3-20 – International Visitors – Arrivals and Departures – Vehicle Trips – Low Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	3	0	1	0	2	2	1	1	3	3
08.00	7	0	2	0	4	4	1	1	7	7
09.00	14	0	4	0	7	7	1	1	14	14
10.00	9	0	2	3	5	5	1	1	9	9
11.00	4	0	1	0	2	2	1	1	4	4
12.00	2	0	0	3	1	1	1	1	2	2
13.00	1	0	3	0	1	1	1	1	1	1
14.00	2	1	0	3	1	1	1	1	2	2
15.00	1	1	3	0	1	1	1	1	1	1
16.00	0	2	0	3	2	2	1	1	2	2
17.00	0	3	3	1	2	2	1	1	3	3
18.00	0	4	0	4	3	3	1	1	4	4
19.00	0	7	3	2	4	4	1	1	7	7
20.00	0	11	0	3	6	6	1	1	11	11
21.00	0	13	3	3	7	7	1	1	13	13
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	43	42	25	25	48	48	15	15	83	83

**Table 3-21 – International Visitors – Arrivals and Departures – Vehicle Trips – Average Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	6	0	1	0	3	3	1	1	6	6
08.00	17	0	4	0	9	9	2	2	17	17
09.00	33	0	8	0	16	16	3	3	33	33
10.00	20	0	5	6	10	10	2	2	20	20
11.00	9	0	2	0	5	5	1	1	9	9
12.00	4	1	1	6	2	2	1	1	4	4
13.00	2	1	7	0	1	1	1	1	2	2
14.00	4	2	1	7	2	2	1	1	4	4
15.00	2	3	7	1	2	2	1	1	3	3
16.00	1	5	0	7	3	3	1	1	5	5
17.00	1	7	6	2	4	4	1	1	7	7
18.00	1	10	0	9	5	5	1	1	10	10
19.00	0	16	6	4	8	8	2	2	16	16
20.00	0	25	0	6	12	12	2	2	25	25
21.00	0	30	6	7	15	15	3	3	30	30
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	100	100	54	55	97	97	23	23	191	191

**Table 3-22 – International Visitors – Arrivals and Departures – Vehicle Trips – Busy Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	10	0	3	0	5	5	1	1	10	10
08.00	30	0	7	0	15	15	3	3	30	30
09.00	57	0	14	0	28	28	4	4	57	57
10.00	35	0	9	11	17	17	3	3	35	35
11.00	16	0	4	0	8	8	2	2	16	16
12.00	7	2	2	11	4	4	1	1	7	7
13.00	4	2	11	0	2	2	1	1	4	4
14.00	7	4	2	11	4	4	1	1	7	7
15.00	4	5	11	1	3	3	1	1	5	5
16.00	2	9	0	13	5	5	1	1	9	9
17.00	2	13	11	3	6	6	1	1	13	13
18.00	2	18	0	15	9	9	2	2	18	18
19.00	0	28	11	7	14	14	2	2	28	28
20.00	0	43	0	11	21	21	3	3	43	43
21.00	0	52	11	13	25	25	4	4	52	52
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	176	176	96	96	166	166	30	30	334	334

**Table 3-23 – International Visitors – Arrivals and Departures – Vehicle Trips – Peak Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	14	0	4	0	7	7	1	1	14	14
08.00	41	0	10	0	20	20	3	3	41	41
09.00	78	0	20	0	38	38	6	6	78	78
10.00	48	0	12	15	23	23	4	4	48	48
11.00	22	0	5	0	11	11	2	2	22	22
12.00	10	2	2	15	5	5	1	1	10	10
13.00	5	2	16	1	3	3	1	1	5	5
14.00	10	5	2	16	5	5	1	1	10	10
15.00	5	7	16	2	4	4	1	1	7	7
16.00	2	12	1	17	6	6	1	1	12	12
17.00	2	17	15	4	8	8	2	2	17	17
18.00	2	24	1	20	12	12	2	2	24	24
19.00	0	38	15	10	19	19	3	3	38	38
20.00	0	59	0	15	29	29	5	5	59	59
21.00	0	71	15	18	35	35	5	5	71	71
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	239	237	134	133	225	225	38	38	456	456



**Table 3-24 – International Visitors – Arrivals and Departures – Vehicle Trips – Low Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	8	0	2	0	4	4	1	1	8	8
08.00	23	0	6	0	11	11	2	2	23	23
09.00	44	0	11	0	21	21	3	3	44	44
10.00	27	0	6	8	13	13	2	2	27	27
11.00	12	0	3	0	6	6	1	1	12	12
12.00	6	1	1	8	3	3	1	1	6	6
13.00	3	1	9	0	2	2	1	1	3	3
14.00	6	3	1	9	3	3	1	1	6	6
15.00	3	4	9	1	2	2	1	1	4	4
16.00	1	7	0	10	4	4	1	1	7	7
17.00	1	10	8	2	5	5	1	1	10	10
18.00	1	14	0	11	7	7	1	1	14	14
19.00	0	21	8	5	10	10	2	2	21	21
20.00	0	33	0	8	16	16	3	3	33	33
21.00	0	40	8	10	19	19	3	3	40	40
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	135	134	72	72	126	126	24	24	258	258

**Table 3-25 – International Visitors – Arrivals and Departures – Vehicle Trips – Average Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	13	0	3	0	7	7	1	1	13	13
08.00	38	0	9	0	18	18	3	3	38	38
09.00	73	0	18	0	35	35	5	5	73	73
10.00	45	0	11	13	21	21	3	3	45	45
11.00	20	0	5	0	10	10	2	2	20	20
12.00	9	2	2	14	5	5	1	1	9	9
13.00	5	2	14	1	3	3	1	1	5	5
14.00	9	5	2	14	5	5	1	1	9	9
15.00	5	7	14	2	4	4	1	1	7	7
16.00	2	12	1	16	6	6	1	1	12	12
17.00	2	16	14	4	8	8	2	2	16	16
18.00	2	23	1	19	11	11	2	2	23	23
19.00	0	36	13	9	17	17	3	3	36	36
20.00	0	56	0	14	26	26	4	4	56	56
21.00	0	67	13	16	32	32	5	5	67	67
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	223	226	120	122	208	208	35	35	429	429

**Table 3-26 – International Visitors – Arrivals and Departures – Vehicle Trips – Busy Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	26	0	6	0	13	13	2	2	26	26
08.00	74	0	18	0	35	35	5	5	74	74
09.00	142	0	34	0	67	67	10	10	142	142
10.00	86	0	21	26	41	41	6	6	86	86
11.00	39	0	9	0	19	19	3	3	39	39
12.00	18	4	4	27	9	9	2	2	18	18
13.00	9	4	28	1	5	5	1	1	9	9
14.00	18	9	4	28	9	9	2	2	18	18
15.00	9	13	28	3	7	7	1	1	13	13
16.00	4	22	1	31	11	11	2	2	22	22
17.00	4	31	27	7	15	15	3	3	31	31
18.00	4	44	1	36	21	21	3	3	44	44
19.00	0	69	26	17	33	33	5	5	69	69
20.00	0	108	0	26	51	51	8	8	108	108
21.00	0	129	26	31	61	61	9	9	129	129
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	433	433	233	233	397	397	62	62	828	828

**Table 3-27 – International Visitors – Arrivals and Departures – Vehicle Trips – Peak Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	35	0	8	0	17	17	3	3	35	35
08.00	99	0	24	0	46	46	7	7	99	99
09.00	191	0	46	0	90	90	13	13	191	191
10.00	116	0	28	34	54	54	8	8	116	116
11.00	53	0	13	0	25	25	4	4	53	53
12.00	24	6	6	36	11	11	2	2	24	24
13.00	12	6	37	1	6	6	1	1	12	12
14.00	24	12	6	37	11	11	2	2	24	24
15.00	12	18	37	4	9	9	2	2	18	18
16.00	6	30	1	41	14	14	2	2	30	30
17.00	6	42	36	10	19	19	3	3	42	42
18.00	6	59	1	48	27	27	4	4	59	59
19.00	0	92	34	22	44	44	7	7	92	92
20.00	0	145	0	35	68	68	10	10	145	145
21.00	0	174	34	42	81	81	12	12	174	174
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	584	584	311	310	522	522	80	80	1114	1114

**Table 3-28 – International Visitors – Arrivals and Departures – Vehicle Trips – Low Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail (to Wixams shuttle bus)		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0
07.00	8	0	2	0	3	3	8	8
08.00	22	0	6	0	9	9	22	22
09.00	43	0	11	0	18	18	43	43
10.00	26	0	6	8	11	11	26	26
11.00	12	0	3	0	5	5	12	12
12.00	5	1	1	8	2	2	5	5
13.00	3	1	9	0	1	1	3	3
14.00	5	3	1	9	2	2	5	5
15.00	3	4	9	1	2	2	4	4
16.00	1	7	0	10	4	4	7	7
17.00	1	9	8	2	5	5	9	9
18.00	1	13	0	11	7	7	13	13
19.00	0	21	8	5	12	12	21	21
20.00	0	33	0	8	18	18	33	33
21.00	0	39	8	10	22	22	39	39
22.00	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0
Total	130	131	72	72	121	121	250	250

**Table 3-29 – International Visitors – Arrivals and Departures – Vehicle Trips – Average Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail (to Wixams shuttle bus)		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0
07.00	13	0	3	0	6	6	13	13
08.00	37	0	9	0	16	16	37	37
09.00	71	0	18	0	30	30	71	71
10.00	43	0	11	13	18	18	43	43
11.00	20	0	5	0	8	8	20	20
12.00	9	2	2	14	4	4	9	9
13.00	5	2	14	1	2	2	5	5
14.00	9	5	2	14	4	4	9	9
15.00	5	7	14	2	4	4	7	7
16.00	2	11	1	16	6	6	11	11
17.00	2	16	14	4	8	8	16	16
18.00	2	22	1	19	12	12	22	22
19.00	0	35	13	9	19	19	35	35
20.00	0	54	0	14	30	30	54	54
21.00	0	65	13	16	36	36	65	65
22.00	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0
Total	218	219	120	122	203	203	417	417

**Table 3-30 – International Visitors – Arrivals and Departures – Vehicle Trips – Busy Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail (to Wixams shuttle bus)		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0
07.00	26	0	6	0	11	11	26	26
08.00	72	0	18	0	30	30	72	72
09.00	138	0	34	0	59	59	138	138
10.00	84	0	21	26	36	36	84	84
11.00	38	0	9	0	16	16	38	38
12.00	17	4	4	27	7	7	17	17
13.00	9	4	28	1	4	4	9	9
14.00	17	9	4	28	7	7	17	17
15.00	9	13	28	3	7	7	13	13
16.00	4	22	1	31	12	12	22	22
17.00	4	31	27	7	16	16	31	31
18.00	4	43	1	36	23	23	43	43
19.00	0	67	26	17	37	37	67	67
20.00	0	105	0	26	58	58	105	105
21.00	0	126	26	31	70	70	126	126
22.00	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0
Total	422	424	233	233	393	393	808	808

**Table 3-31 – International Visitors – Arrivals and Departures – Vehicle Trips – Peak Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail (to Wixams shuttle bus)		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0
07.00	34	0	8	0	14	14	34	34
08.00	97	0	24	0	41	41	97	97
09.00	185	0	46	0	79	79	185	185
10.00	113	0	28	34	48	48	113	113
11.00	51	0	13	0	22	22	51	51
12.00	23	6	6	36	10	10	23	23
13.00	12	6	37	1	5	5	12	12
14.00	23	12	6	37	10	10	23	23
15.00	12	18	37	4	9	9	18	18
16.00	6	29	1	41	16	16	29	29
17.00	6	41	36	10	22	22	41	41
18.00	6	57	1	48	31	31	57	57
19.00	0	90	34	22	50	50	90	90
20.00	0	141	0	35	78	78	141	141
21.00	0	169	34	42	94	94	169	169
22.00	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0
Total	568	569	311	310	529	529	1083	1083



**Table 3-32 – International Visitors – Arrivals and Departures – Vehicle Trips – Low Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	8	0	2	0	4	4	1	1	8	8
08.00	24	0	6	0	11	11	2	2	24	24
09.00	45	0	11	0	21	21	3	3	45	45
10.00	27	0	6	8	13	13	2	2	27	27
11.00	12	0	3	0	6	6	1	1	12	12
12.00	6	1	1	8	3	3	1	1	6	6
13.00	3	1	9	0	2	2	1	1	3	3
14.00	6	3	1	9	3	3	1	1	6	6
15.00	3	4	9	1	2	2	1	1	4	4
16.00	1	7	0	10	4	4	1	1	7	7
17.00	1	10	8	2	5	5	1	1	10	10
18.00	1	14	0	11	7	7	1	1	14	14
19.00	0	22	8	5	10	10	2	2	22	22
20.00	0	34	0	8	16	16	3	3	34	34
21.00	0	41	8	10	19	19	3	3	41	41
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	137	137	72	72	126	126	24	24	263	263

**Table 3-33 – International Visitors – Arrivals and Departures – Vehicle Trips – Average Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	14	0	3	0	7	7	1	1	14	14
08.00	39	0	9	0	18	18	3	3	39	39
09.00	75	0	18	0	35	35	5	5	75	75
10.00	46	0	11	13	21	21	3	3	46	46
11.00	21	0	5	0	10	10	2	2	21	21
12.00	9	2	2	14	5	5	1	1	9	9
13.00	5	2	14	1	3	3	1	1	5	5
14.00	9	5	2	14	5	5	1	1	9	9
15.00	5	7	14	2	4	4	1	1	7	7
16.00	2	12	1	16	6	6	1	1	12	12
17.00	2	16	14	4	8	8	2	2	16	16
18.00	2	23	1	19	11	11	2	2	23	23
19.00	0	37	13	9	17	17	3	3	37	37
20.00	0	57	0	14	26	26	4	4	57	57
21.00	0	69	13	16	32	32	5	5	69	69
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	229	230	120	122	208	208	35	35	439	439

**Table 3-34 – International Visitors – Arrivals and Departures – Vehicle Trips – Busy Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	27	0	6	0	13	13	2	2	27	27
08.00	76	0	18	0	35	35	5	5	76	76
09.00	146	0	34	0	67	67	10	10	146	146
10.00	88	0	21	26	41	41	6	6	88	88
11.00	40	0	9	0	19	19	3	3	40	40
12.00	18	5	4	27	9	9	2	2	18	18
13.00	9	5	28	1	5	5	1	1	9	9
14.00	18	9	4	28	9	9	2	2	18	18
15.00	9	14	28	3	7	7	1	1	14	14
16.00	5	23	1	31	11	11	2	2	23	23
17.00	5	32	27	7	15	15	3	3	32	32
18.00	4	45	1	36	21	21	3	3	45	45
19.00	0	71	26	17	33	33	5	5	71	71
20.00	0	110	0	26	51	51	8	8	110	110
21.00	0	133	26	31	61	61	9	9	133	133
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	445	447	233	233	397	397	62	62	850	850

**Table 3-35 – International Visitors – Arrivals and Departures – Vehicle Trips – Peak Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail to Wixams Shuttle Bus		Rail to Milton Keynes Shuttle Bus		Taxi	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0
06.00	0	0	0	0	0	0	0	0	0	0
07.00	36	0	8	0	17	17	3	3	36	36
08.00	102	0	24	0	46	46	7	7	102	102
09.00	196	0	46	0	90	90	13	13	196	196
10.00	119	0	28	34	54	54	8	8	119	119
11.00	54	0	13	0	25	25	4	4	54	54
12.00	24	6	6	36	11	11	2	2	24	24
13.00	12	6	37	1	6	6	1	1	12	12
14.00	24	12	6	37	11	11	2	2	24	24
15.00	12	18	37	4	9	9	2	2	18	18
16.00	6	31	1	41	14	14	2	2	31	31
17.00	6	43	36	10	19	19	3	3	43	43
18.00	6	60	1	48	27	27	4	4	60	60
19.00	0	95	34	22	44	44	7	7	95	95
20.00	0	149	0	35	68	68	10	10	149	149
21.00	0	178	34	42	81	81	12	12	178	178
22.00	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0
Total	597	598	311	310	522	522	80	80	1141	1141

## 4 Team Members

### General Approach

- 4.1 The transport assessment is based on the assumption that the Theme Park is anticipated to employ 8,050 people in Primary Opening Year and up to 10,000 people in Future Year.
- 4.2 Team Member levels on any one day may vary depending on levels of attendance, but there will be a base number of employees required on any one day to operate the Theme Park in a way that is safe and that delivers the experience expected by visitors.
- 4.3 UDX has indicated that on a Peak attendance day, it is likely that circa 78% - 80% of the workforce will be on duty; 75% on Busy attendance days, 70% on Average attendance days and 60% on Low attendance days. These levels of staff on site have been used in this assessment.
- 4.4 The Staff Journey to Work distribution is based on Census 2011 origin-destination data showing location of usual residence by place of work for UK merged local authority districts. Data is taken from Census Table WU01UK - Location of usual residence and place of work by sex<sup>4</sup>.
- 4.5 As the Site is located on the southern edge of Bedford district, close to the boundary with the Central Bedfordshire district, the distribution for Theme Park Team Members is taken to be the average of the Census WU01UK data for work trips to Bedford and Central Bedfordshire.
- 4.6 **Table 4-1** presents Districts that supply over 0.5% of the Bedford and Central Bedfordshire commuting in-flows. Districts with less than 0,5% of the in-flow to Bedford and Central Bedfordshire are disregarded in the Theme Park Staff Distribution. This results in 93% of the Team Member in-flows coming from 15 Local Authority Districts. The remaining 7% of Team Member in-flows are allocated to skilled technical labour attracted from the University Cities of Oxford and Cambridge. In Scenarios 4, 5 and 5b, when the East West Rail line will connect Oxford to Milton Keynes, 5% of these trips are assumed to originate in Oxford with a mix of car and rail modes while the remaining 2% are assumed to come from Cambridge by car only. In Scenario 5a, the Team Member distribution has been amended to reflect the potential for TMs to travel to/from Oxford and Cambridge as the number of job opportunities at the Proposed Development increases and therefore is likely to attract people from a wider geography. The Team Member distribution to Oxford and Cambridge is assumed to be 5% each with small downward adjustments to the Team Member distribution to all other districts (**Table 4-2**).

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<sup>4</sup> WU01UK (Location of usual residence and place of work by sex) - Nomis - Official Census and Labour Market Statistics ([nomisweb.co.uk](https://nomisweb.co.uk))

**Table 4-1 - Team Member Distribution  
Scenarios 4, 5, 5b**

LA District	Staff Trip Distribution
Central Bedfordshire	34.7%
Bedford	34.0%
Luton	7.2%
Milton Keynes	4.7%
Huntingdonshire	2.8%
East Northamptonshire	2.0%
North Hertfordshire	1.7%
Aylesbury Vale	1.3%
Northampton	0.8%
South Cambridgeshire	0.8%
Wellingborough	0.7%
Dacorum	0.7%
St Albans	0.6%
Stevenage	0.5%
South Northamptonshire	0.5%
Oxford	5.0%
Cambridge	2.0%

**Table 4-2 - Team Member Distribution  
Scenario 5a**

LA District	Staff Trip Distribution
Central Bedfordshire	33.6%
Bedford	32.9%
Luton	7.0%
Milton Keynes	4.5%
Huntingdonshire	2.7%
East Northamptonshire	1.9%
North Hertfordshire	1.7%
Aylesbury Vale	1.3%
Northampton	0.8%
South Cambridgeshire	0.7%
Wellingborough	0.7%
Dacorum	0.6%
St Albans	0.6%
Stevenage	0.5%
South Northamptonshire	0.4%
Oxford	5.0%
Cambridge	5.0%

### Team Members – Mode split

- 4.7 Given the shift nature of the work at the Theme Park and the potential early start and late finish for employees, it is expected that a large proportion of Team Members will access the Site by car as a driver or as a passenger. Public transport and active travel still have a role to play in providing access to the Theme Park for Team Members given the fact that the Theme Park is likely to become a focus of the local public transport networks and that active travel routes to all key neighbouring settlements will be provided.
- 4.8 On that basis, a target mode split for Team Members has been set and forms the basis for the trip forecast related to Team Members. At the aggregate level, the mode share for Team Member trips is assumed to follow a split of:
- 60% car,
  - 19% Rail,
  - 19% Local bus,
  - 2% Active Travel.

- 4.9 The starting point for deriving this aggregate mode share is the overall mode share for the Bedford Travel to Work Area (TTWA) of 76% Car; 11.8% Walk and Cycle; 9% Rail<sup>5</sup>. However, due to the location of the Theme Park being distant from residential dwellings, the Walk and Cycle mode share has been reduced to a more realistic 2%. As the rail links to the Site will be much better than those for the wider Bedford TTWA, the rail mode share for staff is assumed to be 19% (double that for the Bedford TTWA). Finally, it is likely that a proportion of Team Members will be younger adults (under 25) with lower rates of car ownership. As such it is likely that these TMs will use local bus services from areas without a rail link to provide journeys to work and from work. This explains the reduction on overall car mode share down to 60% and the allocation of 19% mode share to local bus.
- 4.10 The mode share from each district varies, largely due to the quality of the available rail link to the Theme Park. **Table 4-3** presents the assumed Team Member mode shares from each district in Scenarios 4, 5, & 5b and **Table 4-4** for Scenario 5a. The highest rail mode shares up to 40% occurring where a good frequency direct rail connection to the Theme Park is available with lower rail mode shares, 10% to 20%, occurring where interchange and lower frequency services exist.

**Table 4-3 - Assumed Mode Share by LA District for Staff Trips in Scenario 4, 5, and 5b**

LA District	Staff Trip Distribution	Car	Rail	Local Bus
Central Bedfordshire	34.7%	70%	5%	25%
Bedford	34.0%	50%	30%	20%
Luton	7.2%	50%	30%	20%
Milton Keynes	4.7%	50%	30%	20%
Huntingdonshire	2.8%	80%	0%	20%
East Northamptonshire	2.0%	70%	20%	10%
North Hertfordshire	1.7%	80%	10%	10%
Aylesbury Vale	1.3%	100%	0%	0%
Northampton	0.8%	80%	10%	10%
South Cambridgeshire	0.8%	100%	0%	0%
Wellingborough	0.7%	60%	20%	20%
Dacorum	0.7%	70%	20%	10%
St Albans	0.6%	70%	20%	10%
Stevenage	0.5%	80%	0%	20%
South Northamptonshire	0.5%	80%	10%	10%
Oxford	5.0%	50%	40%	10%
Cambridge	2.0%	100%	0%	0%

<sup>5</sup> Usual method of travel to work by region, travel to work area, occupation and industry, UK: October to December 2019 - Office for National Statistics ([ons.gov.uk](https://ons.gov.uk))

**Table 4-4 - Assumed Mode Share by LA District for Staff Trips in Scenario 5a**

LA District	Staff Trip Distribution	Car	Rail	Local Bus
Central Bedfordshire	33.6%	65%	10%	25%
Bedford	32.9%	50%	30%	20%
Luton	7.0%	50%	30%	20%
Milton Keynes	4.5%	50%	30%	20%
Huntingdonshire	2.7%	80%	0%	20%
East Northamptonshire	1.9%	70%	20%	10%
North Hertfordshire	1.7%	80%	20%	0%
Aylesbury Vale	1.3%	80%	20%	0%
Northampton	0.8%	80%	10%	10%
South Cambridgeshire	0.7%	80%	20%	0%
Wellingborough	0.7%	60%	20%	20%
Dacorum	0.6%	70%	20%	10%
St Albans	0.6%	70%	20%	10%
Stevenage	0.5%	80%	10%	10%
South Northamptonshire	0.4%	80%	10%	10%
Oxford	5.0%	50%	40%	10%
Cambridge	5.0%	50%	40%	10%

- 4.11 The occupancy rate for Team Member car trips is assumed to be 1.2, which is in line with average car occupancy for commuting trips in UK<sup>6</sup>.
- 4.12 **Table 4-5** provides a summary of the aggregate assumed mode split for Team Members accessing the Theme Park for each of the scenarios being assessed.

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<sup>6</sup> Vehicle mileage and occupancy - GOV.UK ([www.gov.uk](http://www.gov.uk))



**Table 4-5 – Team Members – Mode split**

	Car Driver	Car Passenger	Bus	Rail	Active Travel
Target Mode Split	50%	10%	19%	19%	2%
Scenario 4	51.1%	10.2%	19.4%	16.4%	2.0%
Scenario 5	51.4%	10.3%	19.4%	16.9%	2.0%
Scenario 5a	47.5%	9.5%	19.1%	21.9%	2.0%
Scenario 5b	51.4%	10.3%	19.0%	16.9%	2.0%

### Trip Generation per Mode per Attendance Level

4.13 **Tables 4-6 to 4-9** detail the modes forecast to be chosen by Team Members travelling to the Theme Park in each of the scenarios being assessed. Team Members are forecast to arrive and depart by the same mode, hence a total trip generation two-way can be derived by doubling the numbers in **Tables 4-6 to Table 4-9**.

**Table 4-6 – Team Members – all modes – all attendance levels for Scenario 4 (Saturday assessment)**

Attendance levels	Car Driver	Car Passenger	Bus	Rail	Active travel	Total Daily
Low	2438	488	966	782	95	4769
Average	2845	569	1127	912	111	5564
Busy	3048	610	1207	977	119	5961
Peak	3251	650	1287	1042	127	6357

**Table 4-7 – Team Members – all modes – all attendance levels for Scenario 5 (Saturday assessment)**

Attendance levels	Car Driver	Car Passenger	Bus	Rail	Active travel	Total Daily
Low	3087	617	1161	1013	120	5998
Average	3601	720	1355	1181	140	6997
Busy	3859	772	1452	1266	150	7499
Peak	4116	823	1549	1350	160	7998

**Table 4-8 – Team Members – all modes – all attendance levels for Scenario 5a (Saturday assessment)**

Attendance levels	Car Driver	Car Passenger	Bus	Rail	Active travel	Total Daily
Low	2850	570	1144	1315	120	5999
Average	3325	665	1334	1534	140	6998
Busy	3563	713	1430	1643	150	7499
Peak	3800	760	1525	1753	160	7998

**Table 4-9 – Team Members – all modes – all attendance levels for Scenario 5b (Saturday assessment)**

Attendance levels	Car Driver	Car Passenger	Bus	Rail	Active travel	Total Daily
Low	3087	617	1161	1013	120	5998
Average	3601	720	1355	1181	140	6997
Busy	3859	772	1452	1266	150	7499
Peak	4116	823	1549	1350	160	7998

### Trip Making across the Day

- 4.14 Work at the Theme Park will be organised around 3 shifts each day. UDX has provided details of the number of Team Members allocated to each shift and arrival and departure profiles for each shift based on the operation of their other Destinations around the world. **Table 4-10** details this information.

**Table 4-10 – Team Members – Arrivals and Departures Profile per Shift**

Hour starting	Shift 1 – 48% of TMs		Shift 2 – 42% of TMs		Shift 3 – 10% of TMs	
	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0%	0%	0%	0%	0%	0%
01.00	0%	0%	0%	0%	0%	0%
02.00	0%	0%	0%	0%	0%	0%
03.00	0%	0%	0%	0%	0%	0%
04.00	5%	0%	0%	0%	0%	0%
05.00	13%	0%	0%	0%	0%	33%
06.00	18%	0%	0%	0%	0%	33%
07.00	18%	0%	0%	0%	0%	34%
08.00	16%	0%	0%	0%	0%	0%
09.00	13%	0%	6%	0%	0%	0%
10.00	11%	5%	12%	0%	0%	0%
11.00	5%	15%	12%	0%	0%	0%
12.00	0%	17%	19%	0%	0%	0%
13.00	0%	17%	19%	0%	0%	0%
14.00	0%	16%	18%	0%	0%	0%
15.00	0%	13%	12%	0%	0%	0%
16.00	0%	11%	4%	0%	0%	0%
17.00	0%	5%	0%	0%	0%	0%
18.00	0%	0%	0%	6%	0%	0%
19.00	0%	0%	0%	18%	33%	0%
20.00	0%	0%	0%	18%	34%	0%
21.00	0%	0%	0%	29%	33%	0%
22.00	0%	0%	0%	24%	0%	0%
23.00	0%	0%	0%	6%	0%	0%
Total	100%	100%	100%	100%	100%	100%

4.15 The arrival and departure profiles associated with Team Members travel have been applied to the Team Members trips set out in **Table 4-6** to **Table 4-9** above. **Table 4-11** to **Table 4-26** detail the number of person trips forecast by mode in each of the scenarios for each attendance level for Team Members.

**Table 4-11 – Team Members – Arrivals and Departures – Person Trips – Low Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	63	0	13	0	24	0	17	0	3	0	2	0
05.00	151	80	30	16	57	31	41	22	8	4	6	3
06.00	214	80	43	16	81	31	58	22	11	4	8	3
07.00	214	83	43	17	81	31	58	22	11	4	8	3
08.00	189	0	38	0	72	0	51	0	10	0	7	0
09.00	211	0	42	0	80	0	57	0	11	0	8	0
10.00	246	63	49	13	93	24	66	17	13	3	10	2
11.00	183	176	37	35	70	67	49	48	9	9	7	7
12.00	193	201	39	40	73	76	52	54	10	10	8	8
13.00	193	201	39	40	73	76	52	54	10	10	8	8
14.00	181	189	36	38	69	72	49	51	9	10	7	7
15.00	120	151	24	30	46	57	32	41	6	8	5	6
16.00	36	126	7	25	14	48	10	34	2	6	1	5
17.00	0	63	0	13	0	24	0	17	0	3	0	2
18.00	0	60	0	12	0	23	0	16	0	3	0	2
19.00	80	181	16	36	31	69	22	49	4	9	3	7
20.00	83	181	17	36	31	69	22	49	4	9	3	7
21.00	80	301	16	60	31	114	22	81	4	15	3	12
22.00	0	241	0	48	0	91	0	65	0	12	0	9
23.00	0	60	0	12	0	23	0	16	0	3	0	2
Total	2438	2438	488	488	925	925	657	657	124	124	95	95

**Table 4-12 – Team Members – Arrivals and Departures – Person Trips – Average Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	73	0	15	0	28	0	20	0	4	0	3	0
05.00	176	94	35	19	67	36	48	25	9	5	7	4
06.00	250	94	50	19	95	36	67	25	13	5	10	4
07.00	250	97	50	19	95	37	67	26	13	5	10	4
08.00	220	0	44	0	84	0	59	0	11	0	9	0
09.00	246	0	49	0	94	0	66	0	13	0	10	0
10.00	287	73	57	15	109	28	77	20	15	4	11	3
11.00	214	206	43	41	81	78	58	55	11	10	8	8
12.00	225	235	45	47	85	89	61	63	11	12	9	9
13.00	225	235	45	47	85	89	61	63	11	12	9	9
14.00	211	220	42	44	80	84	57	59	11	11	8	9
15.00	141	176	28	35	53	67	38	48	7	9	5	7
16.00	42	147	8	29	16	56	11	40	2	7	2	6
17.00	0	73	0	15	0	28	0	20	0	4	0	3
18.00	0	70	0	14	0	27	0	19	0	4	0	3
19.00	94	211	19	42	36	80	25	57	5	11	4	8
20.00	97	211	19	42	37	80	26	57	5	11	4	8
21.00	94	351	19	70	36	133	25	95	5	18	4	14
22.00	0	281	0	56	0	107	0	76	0	14	0	11
23.00	0	70	0	14	0	27	0	19	0	4	0	3
Total	2845	2845	569	569	1079	1079	767	767	145	145	111	111

**Table 4-13 – Team Members – Arrivals and Departures – Person Trips – Busy Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	79	0	16	0	30	0	21	0	4	0	3	0
05.00	189	101	38	20	72	38	51	27	10	5	7	4
06.00	267	101	53	20	101	38	72	27	14	5	10	4
07.00	267	104	53	21	101	39	72	28	14	5	10	4
08.00	236	0	47	0	90	0	64	0	12	0	9	0
09.00	264	0	53	0	100	0	71	0	13	0	10	0
10.00	308	79	62	16	117	30	83	21	16	4	12	3
11.00	229	220	46	44	87	84	62	59	12	11	9	9
12.00	241	252	48	50	91	95	65	68	12	13	9	10
13.00	241	252	48	50	91	95	65	68	12	13	9	10
14.00	226	236	45	47	86	90	61	64	12	12	9	9
15.00	151	189	30	38	57	72	41	51	8	10	6	7
16.00	45	157	9	31	17	60	12	42	2	8	2	6
17.00	0	79	0	16	0	30	0	21	0	4	0	3
18.00	0	75	0	15	0	29	0	20	0	4	0	3
19.00	101	226	20	45	38	86	27	61	5	12	4	9
20.00	104	226	21	45	39	86	28	61	5	12	4	9
21.00	101	377	20	75	38	143	27	102	5	19	4	15
22.00	0	301	0	60	0	114	0	81	0	15	0	12
23.00	0	75	0	15	0	29	0	20	0	4	0	3
Total	3048	3048	610	610	1156	1156	822	822	155	155	119	119

**Table 4-14 – Team Members – Arrivals and Departures – Person Trips – Peak Attendance for Scenario 4 (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	84	0	17	0	32	0	23	0	4	0	3	0
05.00	201	107	40	21	76	41	54	29	10	5	8	4
06.00	285	107	57	21	108	41	77	29	15	5	11	4
07.00	285	111	57	22	108	42	77	30	15	6	11	4
08.00	252	0	50	0	95	0	68	0	13	0	10	0
09.00	282	0	56	0	107	0	76	0	14	0	11	0
10.00	328	84	66	17	125	32	89	23	17	4	13	3
11.00	245	235	49	47	93	89	66	63	12	12	10	9
12.00	257	268	51	54	98	102	69	72	13	14	10	11
13.00	257	268	51	54	98	102	69	72	13	14	10	11
14.00	241	252	48	50	91	95	65	68	12	13	9	10
15.00	161	201	32	40	61	76	43	54	8	10	6	8
16.00	48	168	10	34	18	64	13	45	2	9	2	7
17.00	0	84	0	17	0	32	0	23	0	4	0	3
18.00	0	80	0	16	0	30	0	22	0	4	0	3
19.00	107	241	21	48	41	91	29	65	5	12	4	9
20.00	111	241	22	48	42	91	30	65	6	12	4	9
21.00	107	402	21	80	41	152	29	108	5	20	4	16
22.00	0	321	0	64	0	122	0	87	0	16	0	13
23.00	0	80	0	16	0	30	0	22	0	4	0	3
Total	3251	3251	650	650	1233	1233	877	877	166	166	127	127

**Table 4-15 – Team Members – Arrivals and Departures – Person Trips – Low Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	79	0	16	0	30	0	22	0	4	0	3	0
05.00	190	101	38	20	72	38	52	28	9	5	7	4
06.00	269	101	54	20	102	38	73	28	13	5	11	4
07.00	269	104	54	21	102	40	73	28	13	5	11	4
08.00	237	0	47	0	90	0	65	0	12	0	9	0
09.00	266	0	53	0	101	0	72	0	13	0	10	0
10.00	310	79	62	16	118	30	84	22	15	4	12	3
11.00	231	222	46	44	88	84	63	60	11	11	9	9
12.00	242	253	48	51	92	96	66	69	12	12	9	10
13.00	242	253	48	51	92	96	66	69	12	12	9	10
14.00	227	237	45	47	86	90	62	65	11	12	9	9
15.00	152	190	30	38	57	72	41	52	7	9	6	7
16.00	45	158	9	32	17	60	12	43	2	8	2	6
17.00	0	79	0	16	0	30	0	22	0	4	0	3
18.00	0	76	0	15	0	29	0	21	0	4	0	3
19.00	101	227	20	45	38	86	28	62	5	11	4	9
20.00	104	227	21	45	40	86	28	62	5	11	4	9
21.00	101	379	20	76	38	144	28	103	5	18	4	15
22.00	0	303	0	61	0	115	0	82	0	15	0	12
23.00	0	76	0	15	0	29	0	21	0	4	0	3
Total	3067	3067	613	613	1164	1164	834	834	149	149	120	120



**Table 4-16 – Team Members – Arrivals and Departures – Person Trips – Average Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	92	0	18	0	35	0	25	0	4	0	4	0
05.00	222	118	44	24	84	45	60	32	11	6	9	5
06.00	314	118	63	24	119	45	85	32	15	6	12	5
07.00	314	122	63	24	119	46	85	33	15	6	12	5
08.00	277	0	55	0	105	0	75	0	13	0	11	0
09.00	310	0	62	0	118	0	84	0	15	0	12	0
10.00	361	92	72	18	137	35	98	25	18	4	14	4
11.00	269	259	54	52	102	98	73	70	13	13	11	10
12.00	283	295	57	59	107	112	77	80	14	14	11	12
13.00	283	295	57	59	107	112	77	80	14	14	11	12
14.00	265	277	53	55	101	105	72	75	13	13	10	11
15.00	177	222	35	44	67	84	48	60	9	11	7	9
16.00	53	185	11	37	20	70	14	50	3	9	2	7
17.00	0	92	0	18	0	35	0	25	0	4	0	4
18.00	0	88	0	18	0	34	0	24	0	4	0	3
19.00	118	265	24	53	45	101	32	72	6	13	5	10
20.00	122	265	24	53	46	101	33	72	6	13	5	10
21.00	118	442	24	88	45	168	32	120	6	21	5	17
22.00	0	354	0	71	0	134	0	96	0	17	0	14
23.00	0	88	0	18	0	34	0	24	0	4	0	3
Total	3578	3578	716	716	1358	1358	974	974	174	174	140	140

**Table 4-17 – Team Members – Arrivals and Departures – Person Trips – Busy Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	99	0	20	0	38	0	27	0	5	0	4	0
05.00	237	127	47	25	90	48	65	34	12	6	9	5
06.00	336	127	67	25	128	48	92	34	16	6	13	5
07.00	336	130	67	26	128	49	92	35	16	6	13	5
08.00	297	0	59	0	113	0	81	0	14	0	12	0
09.00	332	0	66	0	126	0	90	0	16	0	13	0
10.00	387	99	77	20	147	38	105	27	19	5	15	4
11.00	288	277	58	55	109	105	78	75	14	13	11	11
12.00	303	317	61	63	115	120	82	86	15	15	12	12
13.00	303	317	61	63	115	120	82	86	15	15	12	12
14.00	284	297	57	59	108	113	77	81	14	14	11	12
15.00	189	237	38	47	72	90	52	65	9	12	7	9
16.00	57	198	11	40	22	75	15	54	3	10	2	8
17.00	0	99	0	20	0	38	0	27	0	5	0	4
18.00	0	95	0	19	0	36	0	26	0	5	0	4
19.00	127	284	25	57	48	108	34	77	6	14	5	11
20.00	130	284	26	57	49	108	35	77	6	14	5	11
21.00	127	474	25	95	48	180	34	129	6	23	5	19
22.00	0	379	0	76	0	144	0	103	0	18	0	15
23.00	0	95	0	19	0	36	0	26	0	5	0	4
Total	3834	3834	767	767	1454	1454	1043	1043	186	186	150	150

**Table 4-18 – Team Members – Arrivals and Departures – Person Trips – Peak Attendance for Scenario 5 (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	106	0	21	0	40	0	29	0	5	0	4	0
05.00	253	135	51	27	96	51	69	37	12	7	10	5
06.00	359	135	72	27	136	51	98	37	17	7	14	5
07.00	359	139	72	28	136	53	98	38	17	7	14	5
08.00	317	0	63	0	120	0	86	0	15	0	12	0
09.00	354	0	71	0	134	0	96	0	17	0	14	0
10.00	413	106	83	21	157	40	112	29	20	5	16	4
11.00	308	295	62	59	117	112	84	80	15	14	12	12
12.00	323	338	65	68	123	128	88	92	16	16	13	13
13.00	323	338	65	68	123	128	88	92	16	16	13	13
14.00	303	317	61	63	115	120	82	86	15	15	12	12
15.00	202	253	40	51	77	96	55	69	10	12	8	10
16.00	61	211	12	42	23	80	16	57	3	10	2	8
17.00	0	106	0	21	0	40	0	29	0	5	0	4
18.00	0	101	0	20	0	38	0	27	0	5	0	4
19.00	135	303	27	61	51	115	37	82	7	15	5	12
20.00	139	303	28	61	53	115	38	82	7	15	5	12
21.00	135	505	27	101	51	192	37	137	7	24	5	20
22.00	0	404	0	81	0	153	0	110	0	20	0	16
23.00	0	101	0	20	0	38	0	27	0	5	0	4
Total	4089	4089	818	818	1551	1551	1113	1113	198	198	160	160

**Table 4-19 – Team Members – Arrivals and Departures – Person Trips – Low Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to walk		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	74	0	15	0	30	0	7	0	27	0	3	0
05.00	177	94	35	19	71	38	17	9	64	34	7	4
06.00	250	94	50	19	100	38	24	9	91	34	11	4
07.00	250	97	50	19	100	39	24	9	91	35	11	4
08.00	221	0	44	0	89	0	22	0	80	0	9	0
09.00	247	0	49	0	99	0	24	0	90	0	10	0
10.00	288	74	58	15	116	30	28	7	105	27	12	3
11.00	214	206	43	41	86	83	21	20	78	75	9	9
12.00	225	235	45	47	90	94	22	23	82	86	9	10
13.00	225	235	45	47	90	94	22	23	82	86	9	10
14.00	211	221	42	44	85	89	21	22	77	80	9	9
15.00	141	177	28	35	57	71	14	17	51	64	6	7
16.00	42	147	8	29	17	59	4	14	15	53	2	6
17.00	0	74	0	15	0	30	0	7	0	27	0	3
18.00	0	70	0	14	0	28	0	7	0	26	0	3
19.00	94	211	19	42	38	85	9	21	34	77	4	9
20.00	97	211	19	42	39	85	9	21	35	77	4	9
21.00	94	352	19	70	38	141	9	34	34	128	4	15
22.00	0	282	0	56	0	113	0	28	0	102	0	12
23.00	0	70	0	14	0	28	0	7	0	26	0	3
Total	2850	2850	570	570	1144	1144	279	279	1036	1036	120	120

**Table 4-20 – Team Members – Arrivals and Departures – Person Trips – Average Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to walk		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	86	0	17	0	34	0	8	0	31	0	4	0
05.00	206	110	41	22	83	44	20	11	75	40	9	5
06.00	292	110	58	22	117	44	29	11	106	40	12	5
07.00	292	113	58	23	117	45	29	11	106	41	12	5
08.00	257	0	51	0	103	0	25	0	94	0	11	0
09.00	288	0	58	0	116	0	28	0	105	0	12	0
10.00	336	86	67	17	135	34	33	8	122	31	14	4
11.00	250	240	50	48	100	96	24	24	91	87	11	10
12.00	263	275	53	55	105	110	26	27	96	100	11	12
13.00	263	275	53	55	105	110	26	27	96	100	11	12
14.00	246	257	49	51	99	103	24	25	90	94	10	11
15.00	164	206	33	41	66	83	16	20	60	75	7	9
16.00	49	172	10	34	20	69	5	17	18	62	2	7
17.00	0	86	0	17	0	34	0	8	0	31	0	4
18.00	0	82	0	16	0	33	0	8	0	30	0	3
19.00	110	246	22	49	44	99	11	24	40	90	5	10
20.00	113	246	23	49	45	99	11	24	41	90	5	10
21.00	110	411	22	82	44	165	11	40	40	149	5	17
22.00	0	329	0	66	0	132	0	32	0	119	0	14
23.00	0	82	0	16	0	33	0	8	0	30	0	3
Total	3325	3325	665	665	1334	1334	325	325	1208	1208	140	140

**Table 4-21 – Team Members – Arrivals and Departures – Person Trips – Busy Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to walk		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	92	0	18	0	37	0	9	0	33	0	4	0
05.00	221	118	44	24	89	47	22	12	80	43	9	5
06.00	313	118	63	24	125	47	31	12	114	43	13	5
07.00	313	121	63	24	125	49	31	12	114	44	13	5
08.00	276	0	55	0	111	0	27	0	100	0	12	0
09.00	309	0	62	0	124	0	30	0	112	0	13	0
10.00	360	92	72	18	144	37	35	9	131	33	15	4
11.00	268	257	54	51	108	103	26	25	97	94	11	11
12.00	282	294	56	59	113	118	28	29	102	107	12	12
13.00	282	294	56	59	113	118	28	29	102	107	12	12
14.00	264	276	53	55	106	111	26	27	96	100	11	12
15.00	176	221	35	44	71	89	17	22	64	80	7	9
16.00	53	184	11	37	21	74	5	18	19	67	2	8
17.00	0	92	0	18	0	37	0	9	0	33	0	4
18.00	0	88	0	18	0	35	0	9	0	32	0	4
19.00	118	264	24	53	47	106	12	26	43	96	5	11
20.00	121	264	24	53	49	106	12	26	44	96	5	11
21.00	118	440	24	88	47	177	12	43	43	160	5	19
22.00	0	352	0	70	0	141	0	34	0	128	0	15
23.00	0	88	0	18	0	35	0	9	0	32	0	4
Total	3563	3563	713	713	1430	1430	349	349	1294	1294	150	150

**Table 4-22 – Team Members – Arrivals and Departures – Person Trips – Peak Attendance for Scenario 5a (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to walk		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	98	0	20	0	39	0	10	0	36	0	4	0
05.00	235	125	47	25	94	50	23	12	86	46	10	5
06.00	333	125	67	25	134	50	33	12	121	46	14	5
07.00	333	129	67	26	134	52	33	13	121	47	14	5
08.00	294	0	59	0	118	0	29	0	107	0	12	0
09.00	329	0	66	0	132	0	32	0	120	0	14	0
10.00	384	98	77	20	154	39	38	10	139	36	16	4
11.00	286	275	57	55	115	110	28	27	104	100	12	12
12.00	300	314	60	63	121	126	29	31	109	114	13	13
13.00	300	314	60	63	121	126	29	31	109	114	13	13
14.00	282	294	56	59	113	118	28	29	102	107	12	12
15.00	188	235	38	47	75	94	18	23	68	86	8	10
16.00	56	196	11	39	23	79	6	19	20	71	2	8
17.00	0	98	0	20	0	39	0	10	0	36	0	4
18.00	0	94	0	19	0	38	0	9	0	34	0	4
19.00	125	282	25	56	50	113	12	28	46	102	5	12
20.00	129	282	26	56	52	113	13	28	47	102	5	12
21.00	125	469	25	94	50	188	12	46	46	171	5	20
22.00	0	376	0	75	0	151	0	37	0	136	0	16
23.00	0	94	0	19	0	38	0	9	0	34	0	4
Total	3800	3800	760	760	1525	1525	372	372	1381	1381	160	160

**Table 4-23 – Team Members – Arrivals and Departures – Person Trips – Low Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	79	0	16	0	30	0	22	0	4	0	3	0
05.00	190	101	38	20	72	38	52	28	9	5	7	4
06.00	269	101	54	20	102	38	73	28	13	5	11	4
07.00	269	104	54	21	102	40	73	28	13	5	11	4
08.00	237	0	47	0	90	0	65	0	12	0	9	0
09.00	266	0	53	0	101	0	72	0	13	0	10	0
10.00	310	79	62	16	118	30	84	22	15	4	12	3
11.00	231	222	46	44	88	84	63	60	11	11	9	9
12.00	242	253	48	51	92	96	66	69	12	12	9	10
13.00	242	253	48	51	92	96	66	69	12	12	9	10
14.00	227	237	45	47	86	90	62	65	11	12	9	9
15.00	152	190	30	38	57	72	41	52	7	9	6	7
16.00	45	158	9	32	17	60	12	43	2	8	2	6
17.00	0	79	0	16	0	30	0	22	0	4	0	3
18.00	0	76	0	15	0	29	0	21	0	4	0	3
19.00	101	227	20	45	38	86	28	62	5	11	4	9
20.00	104	227	21	45	40	86	28	62	5	11	4	9
21.00	101	379	20	76	38	144	28	103	5	18	4	15
22.00	0	303	0	61	0	115	0	82	0	15	0	12
23.00	0	76	0	15	0	29	0	21	0	4	0	3
Total	3067	3067	613	613	1164	1164	834	834	149	149	120	120



**Table 4-24 – Team Members – Arrivals and Departures – Person Trips – Average Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	92	0	18	0	35	0	25	0	4	0	4	0
05.00	222	118	44	24	84	45	60	32	11	6	9	5
06.00	314	118	63	24	119	45	85	32	15	6	12	5
07.00	314	122	63	24	119	46	85	33	15	6	12	5
08.00	277	0	55	0	105	0	75	0	13	0	11	0
09.00	310	0	62	0	118	0	84	0	15	0	12	0
10.00	361	92	72	18	137	35	98	25	18	4	14	4
11.00	269	259	54	52	102	98	73	70	13	13	11	10
12.00	283	295	57	59	107	112	77	80	14	14	11	12
13.00	283	295	57	59	107	112	77	80	14	14	11	12
14.00	265	277	53	55	101	105	72	75	13	13	10	11
15.00	177	222	35	44	67	84	48	60	9	11	7	9
16.00	53	185	11	37	20	70	14	50	3	9	2	7
17.00	0	92	0	18	0	35	0	25	0	4	0	4
18.00	0	88	0	18	0	34	0	24	0	4	0	3
19.00	118	265	24	53	45	101	32	72	6	13	5	10
20.00	122	265	24	53	46	101	33	72	6	13	5	10
21.00	118	442	24	88	45	168	32	120	6	21	5	17
22.00	0	354	0	71	0	134	0	96	0	17	0	14
23.00	0	88	0	18	0	34	0	24	0	4	0	3
Total	3578	3578	716	716	1358	1358	974	974	174	174	140	140

**Table 4-25 – Team Members – Arrivals and Departures – Person Trips – Busy Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	99	0	20	0	38	0	27	0	5	0	4	0
05.00	237	127	47	25	90	48	65	34	12	6	9	5
06.00	336	127	67	25	128	48	92	34	16	6	13	5
07.00	336	130	67	26	128	49	92	35	16	6	13	5
08.00	297	0	59	0	113	0	81	0	14	0	12	0
09.00	332	0	66	0	126	0	90	0	16	0	13	0
10.00	387	99	77	20	147	38	105	27	19	5	15	4
11.00	288	277	58	55	109	105	78	75	14	13	11	11
12.00	303	317	61	63	115	120	82	86	15	15	12	12
13.00	303	317	61	63	115	120	82	86	15	15	12	12
14.00	284	297	57	59	108	113	77	81	14	14	11	12
15.00	189	237	38	47	72	90	52	65	9	12	7	9
16.00	57	198	11	40	22	75	15	54	3	10	2	8
17.00	0	99	0	20	0	38	0	27	0	5	0	4
18.00	0	95	0	19	0	36	0	26	0	5	0	4
19.00	127	284	25	57	48	108	34	77	6	14	5	11
20.00	130	284	26	57	49	108	35	77	6	14	5	11
21.00	127	474	25	95	48	180	34	129	6	23	5	19
22.00	0	379	0	76	0	144	0	103	0	18	0	15
23.00	0	95	0	19	0	36	0	26	0	5	0	4
Total	3834	3834	767	767	1454	1454	1043	1043	186	186	150	150

**Table 4-26 – Team Members – Arrivals and Departures – Person Trips – Peak Attendance for Scenario 5b (Saturday assessment)**

Hour starting	Car Driver		Car Passenger		Bus		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	106	0	21	0	40	0	29	0	5	0	4	0
05.00	253	135	51	27	96	51	69	37	12	7	10	5
06.00	359	135	72	27	136	51	98	37	17	7	14	5
07.00	359	139	72	28	136	53	98	38	17	7	14	5
08.00	317	0	63	0	120	0	86	0	15	0	12	0
09.00	354	0	71	0	134	0	96	0	17	0	14	0
10.00	413	106	83	21	157	40	112	29	20	5	16	4
11.00	308	295	62	59	117	112	84	80	15	14	12	12
12.00	323	338	65	68	123	128	88	92	16	16	13	13
13.00	323	338	65	68	123	128	88	92	16	16	13	13
14.00	303	317	61	63	115	120	82	86	15	15	12	12
15.00	202	253	40	51	77	96	55	69	10	12	8	10
16.00	61	211	12	42	23	80	16	57	3	10	2	8
17.00	0	106	0	21	0	40	0	29	0	5	0	4
18.00	0	101	0	20	0	38	0	27	0	5	0	4
19.00	135	303	27	61	51	115	37	82	7	15	5	12
20.00	139	303	28	61	53	115	38	82	7	15	5	12
21.00	135	505	27	101	51	192	37	137	7	24	5	20
22.00	0	404	0	81	0	153	0	110	0	20	0	16
23.00	0	101	0	20	0	38	0	27	0	5	0	4
Total	4089	4089	818	818	1551	1551	1113	1113	198	198	160	160

### **Team Members – Forecast Vehicle Trips to/from the Theme Park**

- 4.16 The Car Driver mode identified in **Table 4-13** to **Table 4-26** above provides an estimate of the number of car movements likely to be associated with Team Members accessing the Theme Park for the various levels of demand. A number of Team Members will access the Site using local buses. The local bus service routes and number of vehicles used will be dependent on the way local bus operators choose to serve the Site. However, it is expected that the Theme Park will become a focus on the local public transport network attracting several new and diverted bus routes.

## 5 Total Forecast Trip Generation

- 5.1 Combining the forecast trip generation for the Domestic Visitors, International Visitors and Team Members, it is possible to derive an overall trip forecast for the Theme Park across the day. This is set out in this section.

### Total Person Trip Forecast

- 5.2 **Table 5-1** to **Table 5-16** provide the combined person trip forecast for the Theme Park across the four attendance levels on a Saturday for each of the scenarios considered in the assessment in this Paper.

**Table 5-1 – Total Person Trips – Low Attendance – Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	76	0	0	0	17	0	3	0	24	0	0	0	0	0	2	0
05.00	181	97	0	0	41	22	8	4	57	31	0	0	0	0	6	3
06.00	257	97	0	0	58	22	11	4	81	31	0	0	0	0	8	3
07.00	462	99	110	0	206	28	56	7	85	31	22	0	32	0	8	3
08.00	808	0	312	0	471	17	136	7	81	0	62	0	90	0	7	0
09.00	1256	0	648	0	929	39	287	16	102	0	114	0	166	0	8	0
10.00	910	76	389	132	593	40	179	13	106	24	70	0	101	0	10	2
11.00	503	211	163	0	268	48	64	9	75	67	0	0	14	0	7	7
12.00	365	279	22	137	174	85	45	20	77	77	0	2	6	4	8	8
13.00	302	279	143	5	112	85	27	20	75	77	0	2	3	4	8	8
14.00	358	302	22	143	170	113	43	30	72	73	0	4	6	7	7	7
15.00	244	295	143	16	100	134	26	38	47	60	0	6	3	11	5	6
16.00	108	340	5	159	47	190	13	56	15	52	0	10	2	18	1	5
17.00	64	340	137	38	37	235	11	73	1	30	0	14	2	26	0	2
18.00	64	411	5	325	37	270	11	78	1	29	0	20	2	37	0	2
19.00	126	737	132	318	28	465	7	134	31	78	0	32	0	59	3	7
20.00	129	1037	0	495	29	694	7	203	31	84	0	50	0	92	3	7
21.00	97	1346	132	594	22	856	4	247	31	133	0	60	0	111	3	12
22.00	0	289	0	0	0	65	0	12	0	91	0	0	0	0	0	9
23.00	0	72	0	0	0	16	0	3	0	23	0	0	0	0	0	2
<b>Total</b>	<b>6308</b>	<b>6308</b>	<b>2363</b>	<b>2363</b>	<b>3338</b>	<b>3423</b>	<b>939</b>	<b>975</b>	<b>991</b>	<b>991</b>	<b>268</b>	<b>201</b>	<b>425</b>	<b>370</b>	<b>95</b>	<b>95</b>

**Table 5-2 – Total Person Trips – Average Attendance – Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	88	0	0	0	20	0	4	0	28	0	0	0	0	0	3	0
05.00	211	113	0	0	48	25	9	5	67	36	0	0	0	0	7	4
06.00	300	113	0	0	67	25	13	5	95	36	0	0	0	0	10	4
07.00	771	116	253	0	408	40	116	11	103	37	51	0	73	0	10	4
08.00	1601	0	717	0	1025	40	303	17	106	0	144	0	207	0	9	0
09.00	2602	0	1491	0	2073	90	649	38	143	0	263	0	382	0	10	0
10.00	1758	88	895	304	1289	74	398	26	139	28	160	0	233	0	11	3
11.00	907	247	375	0	560	55	136	10	93	78	0	0	31	0	8	8
12.00	577	369	50	316	342	135	92	35	94	91	0	5	14	9	9	9
13.00	432	369	328	12	200	135	51	35	89	91	0	5	7	9	9	9
14.00	577	438	50	328	335	203	90	57	88	88	0	9	14	17	8	9
15.00	398	473	328	37	192	262	53	78	57	73	0	14	7	26	5	7
16.00	199	611	12	366	96	397	28	122	18	66	0	23	3	43	2	6
17.00	148	697	316	87	85	521	26	164	2	42	0	32	3	60	0	3
18.00	148	863	12	748	85	602	26	177	2	40	0	46	3	85	0	3
19.00	180	1448	304	732	40	1013	11	298	36	103	0	74	0	136	4	8
20.00	183	2140	0	1138	41	1541	11	455	37	115	0	116	0	213	4	8
21.00	113	2686	304	1366	25	1876	5	551	36	175	0	139	0	255	4	14
22.00	0	337	0	0	0	76	0	14	0	107	0	0	0	0	0	11
23.00	0	84	0	0	0	19	0	4	0	27	0	0	0	0	0	3
Total	11192	11192	5436	5436	6931	7129	2019	2103	1232	1232	617	463	977	850	111	111

**Table 5-3 – Total Person Trips – Busy Attendance – Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	94	0	0	0	21	0	4	0	30	0	0	0	0	0	3	0
05.00	227	121	0	0	51	27	10	5	72	38	0	0	0	0	7	4
06.00	321	121	0	0	72	27	14	5	101	38	0	0	0	0	10	4
07.00	1141	124	440	0	665	52	193	16	115	39	88	0	127	0	10	4
08.00	2608	0	1247	0	1743	70	519	29	128	0	250	0	360	0	9	0
09.00	4328	0	2594	0	3560	156	1120	66	187	0	457	0	664	0	10	0
10.00	2827	94	1556	528	2190	115	682	44	169	30	279	0	405	0	12	3
11.00	1406	264	653	0	936	59	229	11	108	84	0	0	54	0	9	9
12.00	823	453	86	550	554	192	152	53	106	99	0	8	24	15	9	10
13.00	571	453	571	22	307	192	81	53	99	99	0	8	12	15	9	10
14.00	834	586	86	571	545	313	149	92	100	97	0	16	24	30	9	9
15.00	579	681	571	65	309	424	87	129	64	82	0	24	12	44	6	7
16.00	312	946	22	636	159	665	48	207	21	78	0	40	6	74	2	6
17.00	258	1154	550	151	147	893	45	283	4	55	0	56	6	103	0	3
18.00	258	1445	22	1302	147	1034	45	305	4	52	0	81	6	148	0	3
19.00	237	2350	528	1274	53	1724	16	511	38	125	0	129	0	237	4	9
20.00	241	3552	0	1980	54	2642	16	785	39	147	0	201	0	370	4	9
21.00	121	4389	528	2376	27	3199	5	947	38	216	0	242	0	444	4	15
22.00	0	361	0	0	0	81	0	15	0	114	0	0	0	0	0	12
23.00	0	90	0	0	0	20	0	4	0	29	0	0	0	0	0	3
<b>Total</b>	<b>17186</b>	<b>17186</b>	<b>9453</b>	<b>9453</b>	<b>11542</b>	<b>11886</b>	<b>3415</b>	<b>3560</b>	<b>1422</b>	<b>1422</b>	<b>1073</b>	<b>805</b>	<b>1699</b>	<b>1479</b>	<b>119</b>	<b>119</b>



**Table 5-4 – Total Person Trips – Peak Attendance – Scenario 4 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	101	0	0	0	23	0	4	0	32	0	0	0	0	0	3	0
05.00	242	129	0	0	54	29	10	5	76	41	0	0	0	0	8	4
06.00	342	129	0	0	77	29	15	5	108	41	0	0	0	0	11	4
07.00	1470	133	605	0	892	64	261	20	127	42	121	0	175	0	11	4
08.00	3498	0	1714	0	2377	96	710	40	149	0	343	0	495	0	10	0
09.00	5853	0	3567	0	4873	214	1535	90	226	0	628	0	913	0	11	0
10.00	3773	101	2140	726	2986	152	933	59	196	32	383	0	556	0	13	3
11.00	1848	282	897	0	1268	63	312	12	121	89	0	0	74	0	10	9
12.00	1043	530	119	756	742	244	205	69	117	107	0	11	33	20	10	11
13.00	696	530	785	30	402	244	107	69	107	107	0	11	17	20	10	11
14.00	1064	718	119	785	730	410	201	123	111	105	0	22	33	41	9	10
15.00	741	866	785	89	412	568	118	175	71	91	0	33	17	61	6	8
16.00	412	1242	30	875	216	901	65	283	23	88	0	55	8	102	2	7
17.00	354	1558	756	208	203	1221	62	388	5	66	0	78	8	142	0	3
18.00	354	1958	30	1790	203	1415	62	418	5	63	0	111	8	203	0	3
19.00	289	3148	726	1751	65	2352	21	699	41	146	0	177	0	325	4	9
20.00	293	4801	0	2722	66	3614	21	1075	42	175	0	277	0	508	4	9
21.00	129	5896	726	3267	29	4367	5	1296	41	253	0	332	0	610	4	16
22.00	0	386	0	0	0	87	0	16	0	122	0	0	0	0	0	13
23.00	0	96	0	0	0	22	0	4	0	30	0	0	0	0	0	3
<b>Total</b>	<b>22503</b>	<b>22503</b>	<b>12998</b>	<b>12998</b>	<b>15617</b>	<b>16090</b>	<b>4648</b>	<b>4847</b>	<b>1598</b>	<b>1598</b>	<b>1475</b>	<b>1107</b>	<b>2337</b>	<b>2033</b>	<b>127</b>	<b>127</b>

**Table 5-5 – Total Person Trips – Low Attendance – Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	95	0	0	0	22	0	4	0	30	0	0	0	0	0	3	0
05.00	228	121	0	0	52	28	9	5	72	38	0	0	0	0	7	4
06.00	323	121	0	0	73	28	13	5	102	38	0	0	0	0	11	4
07.00	644	125	176	0	402	30	82	6	107	40	7	0	34	0	11	4
08.00	1196	0	499	0	995	4	206	2	103	0	21	0	97	0	9	0
09.00	1952	0	1013	0	1937	8	419	4	128	0	38	0	185	0	10	0
10.00	1372	95	608	396	1211	26	260	6	134	30	23	0	113	0	12	3
11.00	755	266	262	0	553	60	110	11	94	84	0	0	41	0	9	9
12.00	515	373	65	412	309	130	67	27	96	97	0	1	18	5	9	10
13.00	406	373	428	16	186	130	39	27	94	97	0	1	9	5	9	10
14.00	502	422	65	428	302	187	65	40	90	92	0	1	18	10	9	9
15.00	465	434	428	49	183	235	45	52	60	75	0	2	9	16	6	7
16.00	280	534	16	477	94	348	26	79	18	65	0	4	5	26	2	6
17.00	226	576	412	113	82	449	24	104	1	37	0	5	5	37	0	3
18.00	226	728	16	694	82	576	24	121	1	36	0	7	5	52	0	3
19.00	290	1228	396	498	50	979	15	212	38	99	0	12	0	84	4	9
20.00	294	1777	0	772	50	1490	15	323	40	106	0	19	0	131	4	9
21.00	121	2260	396	926	28	1817	5	393	38	168	0	22	0	157	4	15
22.00	0	364	0	0	0	82	0	15	0	115	0	0	0	0	0	12
23.00	0	91	0	0	0	21	0	4	0	29	0	0	0	0	0	3
<b>Total</b>	<b>9889</b>	<b>9889</b>	<b>4781</b>	<b>4781</b>	<b>6610</b>	<b>6628</b>	<b>1426</b>	<b>1434</b>	<b>1247</b>	<b>1247</b>	<b>89</b>	<b>75</b>	<b>537</b>	<b>524</b>	<b>120</b>	<b>120</b>

**Table 5-6 – Total Person Trips – Average Attendance – Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	111	0	0	0	25	0	4	0	35	0	0	0	0	0	4	0
05.00	266	142	0	0	60	32	11	6	84	45	0	0	0	0	9	5
06.00	377	142	0	0	85	32	15	6	119	45	0	0	0	0	12	5
07.00	913	146	294	0	633	35	130	7	127	46	12	0	57	0	12	5
08.00	1851	0	832	0	1626	6	337	3	126	0	34	0	161	0	11	0
09.00	3094	0	1688	0	3192	14	692	6	163	0	63	0	309	0	12	0
10.00	2101	111	1014	660	1977	33	425	8	165	35	39	0	188	0	14	4
11.00	1119	310	436	0	890	70	177	13	113	98	0	0	68	0	11	10
12.00	713	469	108	687	482	182	106	38	114	114	0	1	30	9	11	12
13.00	530	469	714	27	277	182	59	38	111	114	0	1	15	9	11	12
14.00	700	562	108	714	472	279	103	61	107	108	0	2	30	17	10	11
15.00	684	610	714	81	285	365	71	82	71	89	0	4	15	26	7	9
16.00	440	795	27	795	151	559	42	128	22	78	0	6	8	44	2	7
17.00	376	913	687	189	137	737	39	171	2	47	0	9	8	61	0	4
18.00	376	1168	27	1156	137	950	39	200	2	45	0	12	8	87	0	3
19.00	422	1910	660	830	69	1600	23	348	45	122	0	20	0	140	5	10
20.00	427	2826	0	1286	70	2453	23	533	46	134	0	31	0	218	5	10
21.00	142	3540	660	1543	32	2978	6	646	45	208	0	37	0	262	5	17
22.00	0	424	0	0	0	96	0	17	0	134	0	0	0	0	0	14
23.00	0	106	0	0	0	24	0	4	0	34	0	0	0	0	0	3
<b>Total</b>	<b>14641</b>	<b>14641</b>	<b>7969</b>	<b>7969</b>	<b>10599</b>	<b>10629</b>	<b>2302</b>	<b>2316</b>	<b>1496</b>	<b>1496</b>	<b>148</b>	<b>125</b>	<b>894</b>	<b>874</b>	<b>140</b>	<b>140</b>

**Table 5-7 – Total Person Trips – Busy Attendance – Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	119	0	0	0	27	0	5	0	38	0	0	0	0	0	4	0
05.00	285	152	0	0	65	34	12	6	90	48	0	0	0	0	9	5
06.00	404	152	0	0	92	34	16	6	128	48	0	0	0	0	13	5
07.00	1440	156	568	0	1149	40	237	8	142	49	23	0	110	0	13	5
08.00	3292	0	1608	0	3078	12	640	6	153	0	66	0	311	0	12	0
09.00	5661	0	3263	0	6099	26	1324	12	215	0	122	0	597	0	13	0
10.00	3687	119	1960	1276	3737	43	807	12	200	38	74	0	363	0	15	4
11.00	1886	332	844	0	1657	75	331	13	131	105	0	0	131	0	11	11
12.00	1086	601	209	1328	866	283	193	61	129	123	0	2	58	17	12	12
13.00	733	601	1380	52	469	283	102	61	122	123	0	2	29	17	12	12
14.00	1079	799	209	1380	851	474	188	106	121	119	0	5	58	34	11	12
15.00	1139	950	1380	157	509	655	129	150	78	100	0	7	29	51	7	9
16.00	795	1345	52	1537	280	1037	79	240	25	91	0	12	15	84	2	8
17.00	727	1670	1328	365	264	1404	76	327	3	60	0	17	15	118	0	4
18.00	727	2166	52	2235	264	1817	76	384	3	59	0	24	15	169	0	4
19.00	694	3417	1276	1605	105	3031	39	661	48	149	0	39	0	270	5	11
20.00	699	5189	0	2486	106	4681	39	1020	49	172	0	60	0	422	5	11
21.00	152	6386	1276	2983	34	5653	6	1230	48	257	0	72	0	507	5	19
22.00	0	455	0	0	0	103	0	18	0	144	0	0	0	0	0	15
23.00	0	114	0	0	0	26	0	5	0	36	0	0	0	0	0	4
<b>Total</b>	<b>24605</b>	<b>24605</b>	<b>15406</b>	<b>15406</b>	<b>19652</b>	<b>19711</b>	<b>4300</b>	<b>4327</b>	<b>1722</b>	<b>1722</b>	<b>286</b>	<b>241</b>	<b>1729</b>	<b>1689</b>	<b>150</b>	<b>150</b>

**Table 5-8 – Total Person Trips – Peak Attendance – Scenario 5 (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	127	0	0	0	29	0	5	0	40	0	0	0	0	0	4	0
05.00	304	162	0	0	69	37	12	7	96	51	0	0	0	0	10	5
06.00	431	162	0	0	98	37	17	7	136	51	0	0	0	0	14	5
07.00	1824	167	763	0	1520	44	315	9	155	53	32	0	148	0	14	5
08.00	4328	0	2163	0	4117	16	857	8	175	0	89	0	419	0	12	0
09.00	7502	0	4388	0	8177	35	1776	16	253	0	164	0	803	0	14	0
10.00	4830	127	2636	1716	4996	50	1079	15	228	40	100	0	488	0	16	4
11.00	2440	355	1134	0	2206	80	441	14	145	112	0	0	176	0	12	12
12.00	1360	703	281	1786	1141	356	256	78	141	132	0	3	78	23	13	13
13.00	884	703	1856	70	608	356	133	78	132	132	0	3	39	23	13	13
14.00	1356	976	281	1856	1122	615	249	139	133	129	0	6	78	45	12	12
15.00	1468	1198	1856	211	670	862	171	198	86	109	0	10	39	68	8	10
16.00	1051	1743	70	2067	372	1380	106	320	27	102	0	16	20	114	2	8
17.00	978	2212	1786	491	355	1880	103	438	4	71	0	23	20	159	0	4
18.00	978	2881	70	3006	355	2436	103	515	4	69	0	32	20	227	0	4
19.00	892	4501	1716	2159	132	4055	51	886	51	171	0	52	0	363	5	12
20.00	897	6884	0	3344	133	6273	51	1368	53	202	0	81	0	568	5	12
21.00	162	8430	1716	4012	37	7566	7	1648	51	296	0	97	0	681	5	20
22.00	0	485	0	0	0	110	0	20	0	153	0	0	0	0	0	16
23.00	0	121	0	0	0	27	0	5	0	38	0	0	0	0	0	4
<b>Total</b>	<b>31809</b>	<b>31809</b>	<b>20718</b>	<b>20718</b>	<b>26139</b>	<b>26217</b>	<b>5732</b>	<b>5768</b>	<b>1912</b>	<b>1912</b>	<b>385</b>	<b>324</b>	<b>2326</b>	<b>2271</b>	<b>160</b>	<b>160</b>

**Table 5-9 – Total Person Trips – Low Attendance – Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to Walk		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	88	0	0	0	7	0	27	0	30	0	0	0	0	0	3	0
05.00	212	113	0	0	17	9	64	34	71	38	0	0	0	0	7	4
06.00	300	113	0	0	24	9	91	34	100	38	0	0	0	0	11	4
07.00	607	116	169	0	311	11	221	36	105	39	7	0	34	0	11	4
08.00	1135	0	480	0	833	3	449	4	101	0	21	0	97	0	9	0
09.00	1821	0	957	0	1664	8	876	8	127	0	39	0	185	0	10	0
10.00	1280	88	577	396	1019	12	578	32	132	30	24	0	112	0	12	3
11.00	711	247	248	0	451	20	271	75	93	83	0	0	41	0	9	9
12.00	482	347	65	412	229	75	185	112	94	95	0	1	18	5	9	10
13.00	378	347	428	16	125	75	133	112	92	95	0	1	9	5	9	10
14.00	468	395	65	428	227	127	178	134	89	90	0	1	18	10	9	9
15.00	439	407	428	49	137	175	123	144	58	74	0	2	9	16	6	7
16.00	267	502	16	477	76	277	62	187	18	64	0	4	5	26	2	6
17.00	217	543	412	113	72	374	47	214	1	36	0	5	5	36	0	3
18.00	217	696	16	682	72	492	47	251	1	35	0	7	5	52	0	3
19.00	276	1154	396	471	29	827	55	469	38	98	0	12	0	83	4	9
20.00	279	1673	0	731	30	1277	57	685	39	105	0	18	0	130	4	9
21.00	113	2126	396	878	9	1542	34	858	38	166	0	22	0	156	4	15
22.00	0	338	0	0	0	28	0	102	0	113	0	0	0	0	0	12
23.00	0	84	0	0	0	7	0	26	0	28	0	0	0	0	0	3
<b>Total</b>	<b>9290</b>	<b>9290</b>	<b>4654</b>	<b>4654</b>	<b>5331</b>	<b>5348</b>	<b>3498</b>	<b>3516</b>	<b>1227</b>	<b>1227</b>	<b>91</b>	<b>73</b>	<b>536</b>	<b>520</b>	<b>120</b>	<b>120</b>

**Table 5-10 – Total Person Trips – Average Attendance – Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to Walk		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	103	0	0	0	8	0	31	0	34	0	0	0	0	0	4	0
05.00	247	132	0	0	20	11	75	40	83	44	0	0	0	0	9	5
06.00	350	132	0	0	29	11	106	40	117	44	0	0	0	0	12	5
07.00	862	136	282	0	506	13	323	43	124	45	12	0	57	0	12	5
08.00	1759	0	800	0	1378	6	709	6	124	0	35	0	161	0	11	0
09.00	2888	0	1594	0	2762	13	1416	13	162	0	65	0	309	0	12	0
10.00	1961	103	961	660	1684	16	911	39	163	34	39	0	187	0	14	4
11.00	1056	288	413	0	741	24	413	87	112	96	0	0	68	0	11	10
12.00	669	438	108	687	371	114	267	144	112	112	0	1	30	9	11	12
13.00	494	438	714	27	197	114	180	144	109	112	0	1	15	9	11	12
14.00	653	526	108	714	367	200	259	182	105	106	0	2	30	17	10	11
15.00	647	572	714	81	221	282	180	208	69	87	0	4	15	26	7	9
16.00	420	748	27	795	124	454	96	285	21	77	0	6	8	43	2	7
17.00	361	861	687	189	119	620	78	342	2	46	0	9	8	61	0	4
18.00	361	1117	27	1137	119	817	78	405	2	45	0	12	8	87	0	3
19.00	403	1796	660	784	44	1369	75	743	44	121	0	20	0	139	5	10
20.00	407	2662	0	1219	45	2118	77	1104	45	133	0	30	0	217	5	10
21.00	132	3332	660	1463	11	2553	40	1366	44	206	0	37	0	260	5	17
22.00	0	394	0	0	0	32	0	119	0	132	0	0	0	0	0	14
23.00	0	99	0	0	0	8	0	30	0	33	0	0	0	0	0	3
Total	13774	13774	7756	7756	8746	8774	5313	5342	1473	1473	152	122	894	867	140	140

**Table 5-11 – Total Person Trips – Busy Attendance – Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to Walk		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	110	0	0	0	9	0	33	0	37	0	0	0	0	0	4	0
05.00	265	141	0	0	22	12	80	43	89	47	0	0	0	0	9	5
06.00	375	141	0	0	31	12	114	43	125	47	0	0	0	0	13	5
07.00	1365	145	546	0	954	16	533	48	140	49	24	0	110	0	13	5
08.00	3135	0	1547	0	2642	11	1289	11	151	0	68	0	311	0	12	0
09.00	5285	0	3082	0	5315	25	2646	26	214	0	125	0	597	0	13	0
10.00	3444	110	1858	1276	3227	24	1655	49	199	37	76	0	362	0	15	4
11.00	1784	309	799	0	1412	25	721	94	129	103	0	0	131	0	11	11
12.00	1021	563	209	1328	695	198	434	193	126	121	0	2	58	17	12	12
13.00	684	563	1380	52	359	198	266	193	119	121	0	2	29	17	12	12
14.00	1008	750	209	1380	689	365	424	272	119	117	0	5	58	34	11	12
15.00	1082	893	1380	157	414	529	296	338	77	98	0	7	29	50	7	9
16.00	761	1268	52	1537	236	863	170	497	24	89	0	12	15	84	2	8
17.00	698	1577	1328	365	231	1192	151	635	3	58	0	16	15	117	0	4
18.00	698	2075	52	2198	231	1572	151	757	3	58	0	24	15	168	0	4
19.00	666	3218	1276	1517	76	2625	111	1360	47	149	0	38	0	268	5	11
20.00	670	4892	0	2356	77	4074	113	2057	49	172	0	59	0	419	5	11
21.00	141	6018	1276	2828	12	4901	43	2513	47	255	0	71	0	503	5	19
22.00	0	422	0	0	0	34	0	128	0	141	0	0	0	0	0	15
23.00	0	106	0	0	0	9	0	32	0	35	0	0	0	0	0	4
<b>Total</b>	<b>23191</b>	<b>23191</b>	<b>14995</b>	<b>14995</b>	<b>16629</b>	<b>16683</b>	<b>9230</b>	<b>9287</b>	<b>1698</b>	<b>1698</b>	<b>294</b>	<b>236</b>	<b>1728</b>	<b>1675</b>	<b>150</b>	<b>150</b>



**Table 5-12 – Total Person Trips – Peak Attendance – Scenario 5a (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to Walk		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	118	0	0	0	10	0	36	0	39	0	0	0	0	0	4	0
05.00	282	150	0	0	23	12	86	46	94	50	0	0	0	0	10	5
06.00	400	150	0	0	33	12	121	46	134	50	0	0	0	0	14	5
07.00	1731	155	734	0	1274	18	686	52	153	52	32	0	148	0	14	5
08.00	4124	0	2080	0	3545	15	1706	15	172	0	92	0	419	0	12	0
09.00	7004	0	4145	0	7139	33	3528	35	254	0	168	0	803	0	14	0
10.00	4512	118	2499	1716	4331	29	2189	57	227	39	102	0	487	0	16	4
11.00	2309	330	1075	0	1891	27	942	100	144	110	0	0	176	0	12	12
12.00	1279	658	281	1786	927	258	555	230	138	130	0	3	78	23	13	13
13.00	825	658	1856	70	476	258	330	230	129	130	0	3	39	23	13	13
14.00	1268	916	281	1856	920	483	543	338	130	126	0	6	78	45	12	12
15.00	1396	1128	1856	211	552	705	381	432	84	107	0	10	39	68	8	10
16.00	1006	1644	70	2067	316	1156	223	649	27	99	0	16	20	113	2	8
17.00	938	2090	1786	491	310	1601	203	845	4	68	0	22	20	158	0	4
18.00	938	2762	70	2956	310	2112	203	1009	4	68	0	32	20	225	0	4
19.00	856	4240	1716	2040	99	3523	138	1802	50	170	0	51	0	360	5	12
20.00	861	6490	0	3169	100	5472	139	2739	52	201	0	79	0	563	5	12
21.00	150	7946	1716	3803	12	6579	46	3335	50	294	0	95	0	676	5	20
22.00	0	451	0	0	0	37	0	136	0	151	0	0	0	0	0	16
23.00	0	113	0	0	0	9	0	34	0	38	0	0	0	0	0	4
<b>Total</b>	<b>29998</b>	<b>29998</b>	<b>20166</b>	<b>20166</b>	<b>22266</b>	<b>22339</b>	<b>12053</b>	<b>12130</b>	<b>1886</b>	<b>1886</b>	<b>395</b>	<b>317</b>	<b>2324</b>	<b>2253</b>	<b>160</b>	<b>160</b>

**Table 5-13 – Total Person Trips – Low Attendance – Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	95	0	0	0	22	0	4	0	30	0	0	0	0	0	3	0
05.00	228	121	0	0	52	28	9	5	72	38	0	0	0	0	7	4
06.00	323	121	0	0	73	28	13	5	102	38	0	0	0	0	11	4
07.00	673	125	168	0	389	30	72	6	107	40	7	0	34	0	11	4
08.00	1278	0	476	0	960	3	179	1	103	0	21	0	96	0	9	0
09.00	2158	0	956	0	1848	7	354	3	128	0	39	0	186	0	10	0
10.00	1493	95	576	396	1159	26	221	6	134	30	24	0	113	0	12	3
11.00	797	266	250	0	534	60	95	11	94	84	0	0	41	0	9	9
12.00	533	377	65	412	299	127	59	24	96	97	0	1	18	5	9	10
13.00	414	377	428	16	181	127	35	24	94	97	0	1	9	5	9	10
14.00	519	432	65	428	292	182	57	36	90	92	0	2	18	11	9	9
15.00	482	448	428	49	175	227	38	46	60	75	0	2	9	16	6	7
16.00	293	557	16	477	88	335	21	68	18	65	0	4	5	26	2	6
17.00	238	609	412	113	76	431	19	89	1	37	0	6	5	37	0	3
18.00	238	780	16	680	76	555	19	105	1	36	0	8	5	53	0	3
19.00	298	1333	396	470	46	934	12	179	38	99	0	13	0	84	4	9
20.00	302	1937	0	731	47	1422	13	273	40	106	0	20	0	132	4	9
21.00	121	2451	396	877	28	1736	5	333	38	167	0	24	0	158	4	15
22.00	0	364	0	0	0	82	0	15	0	115	0	0	0	0	0	12
23.00	0	91	0	0	0	21	0	4	0	29	0	0	0	0	0	3
<b>Total</b>	<b>10484</b>	<b>10484</b>	<b>4649</b>	<b>4649</b>	<b>6345</b>	<b>6360</b>	<b>1225</b>	<b>1232</b>	<b>1246</b>	<b>1246</b>	<b>91</b>	<b>79</b>	<b>536</b>	<b>526</b>	<b>120</b>	<b>120</b>

**Table 5-14 – Total Person Trips – Average Attendance – Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	111	0	0	0	25	0	4	0	35	0	0	0	0	0	4	0
05.00	266	142	0	0	60	32	11	6	84	45	0	0	0	0	9	5
06.00	377	142	0	0	85	32	15	6	119	45	0	0	0	0	12	5
07.00	961	146	280	0	612	35	114	7	127	46	12	0	57	0	12	5
08.00	1987	0	793	0	1568	5	293	2	126	0	35	0	160	0	11	0
09.00	3437	0	1594	0	3043	11	584	5	162	0	65	0	309	0	12	0
10.00	2302	111	960	660	1889	32	361	7	164	35	40	0	188	0	14	4
11.00	1190	310	417	0	859	70	153	13	113	98	0	0	68	0	11	10
12.00	743	477	108	687	465	178	92	35	115	114	0	1	30	9	11	12
13.00	545	477	714	27	269	178	52	35	111	114	0	1	15	9	11	12
14.00	729	577	108	714	456	270	89	54	108	109	0	3	30	18	10	11
15.00	712	633	714	81	271	353	59	71	71	89	0	4	15	26	7	9
16.00	461	833	27	795	141	538	34	110	22	79	0	7	8	44	2	7
17.00	397	967	687	189	127	707	32	146	2	47	0	9	8	61	0	4
18.00	397	1254	27	1133	127	915	32	172	2	46	0	13	8	88	0	3
19.00	436	2085	660	784	63	1526	18	293	45	122	0	21	0	140	5	10
20.00	441	3091	0	1218	64	2340	18	450	46	133	0	33	0	219	5	10
21.00	142	3858	660	1461	32	2841	6	546	45	207	0	40	0	263	5	17
22.00	0	424	0	0	0	96	0	17	0	134	0	0	0	0	0	14
23.00	0	106	0	0	0	24	0	4	0	34	0	0	0	0	0	3
<b>Total</b>	<b>15633</b>	<b>15633</b>	<b>7749</b>	<b>7749</b>	<b>10158</b>	<b>10184</b>	<b>1968</b>	<b>1979</b>	<b>1496</b>	<b>1496</b>	<b>151</b>	<b>132</b>	<b>894</b>	<b>877</b>	<b>140</b>	<b>140</b>

**Table 5-15 – Total Person Trips – Busy Attendance – Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	119	0	0	0	27	0	5	0	38	0	0	0	0	0	4	0
05.00	285	152	0	0	65	34	12	6	90	48	0	0	0	0	9	5
06.00	404	152	0	0	92	34	16	6	128	48	0	0	0	0	13	5
07.00	1533	156	541	0	1110	39	207	8	142	49	24	0	109	0	13	5
08.00	3555	0	1532	0	2967	10	554	4	153	0	67	0	310	0	12	0
09.00	6324	0	3082	0	5811	22	1116	9	212	0	125	0	598	0	13	0
10.00	4076	119	1856	1276	3567	40	683	10	199	38	76	0	363	0	15	4
11.00	2022	332	806	0	1598	75	285	13	131	105	0	0	131	0	11	11
12.00	1144	616	209	1328	834	275	166	54	129	123	0	3	58	17	12	12
13.00	761	616	1380	52	453	275	89	54	122	123	0	3	29	17	12	12
14.00	1135	829	209	1380	819	458	161	93	121	119	0	5	58	34	11	12
15.00	1194	995	1380	157	482	630	107	129	79	100	0	8	29	51	7	9
16.00	836	1420	52	1537	261	996	64	205	25	92	0	13	15	85	2	8
17.00	768	1774	1328	365	245	1346	61	279	3	61	0	18	15	119	0	4
18.00	768	2333	52	2190	245	1748	61	330	3	59	0	26	15	170	0	4
19.00	722	3756	1276	1516	94	2887	30	556	48	149	0	41	0	271	5	11
20.00	726	5702	0	2354	95	4461	31	859	49	171	0	64	0	424	5	11
21.00	152	7002	1276	2825	34	5389	6	1037	48	256	0	77	0	509	5	19
22.00	0	455	0	0	0	103	0	18	0	144	0	0	0	0	0	15
23.00	0	114	0	0	0	26	0	5	0	36	0	0	0	0	0	4
<b>Total</b>	<b>26523</b>	<b>26523</b>	<b>14981</b>	<b>14981</b>	<b>18800</b>	<b>18849</b>	<b>3655</b>	<b>3676</b>	<b>1721</b>	<b>1721</b>	<b>292</b>	<b>256</b>	<b>1728</b>	<b>1695</b>	<b>150</b>	<b>150</b>

**Table 5-16 – Total Person Trips – Peak Attendance – Scenario 5b (Saturday assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	127	0	0	0	29	0	5	0	40	0	0	0	0	0	4	0
05.00	304	162	0	0	69	37	12	7	96	51	0	0	0	0	10	5
06.00	431	162	0	0	98	37	17	7	136	51	0	0	0	0	14	5
07.00	1949	167	727	0	1468	43	274	9	156	53	32	0	147	0	14	5
08.00	4682	0	2061	0	3968	14	742	6	175	0	90	0	417	0	12	0
09.00	8394	0	4144	0	7790	30	1497	12	251	0	169	0	804	0	14	0
10.00	5352	127	2497	1716	4767	47	913	12	227	40	103	0	488	0	16	4
11.00	2623	355	1084	0	2127	80	380	14	146	112	0	0	176	0	12	12
12.00	1437	723	281	1786	1098	345	219	69	142	133	0	3	78	23	13	13
13.00	922	723	1856	70	587	345	115	69	132	133	0	3	39	23	13	13
14.00	1431	1016	281	1856	1080	593	213	121	133	129	0	7	78	46	12	12
15.00	1543	1258	1856	211	634	829	142	170	86	110	0	10	39	68	8	10
16.00	1106	1844	70	2067	346	1325	85	273	28	103	0	17	20	114	2	8
17.00	1033	2353	1786	491	330	1803	82	373	5	72	0	24	20	160	0	4
18.00	1033	3105	70	2945	330	2343	82	442	5	70	0	34	20	228	0	4
19.00	928	4957	1716	2039	117	3862	39	744	51	170	0	55	0	365	5	12
20.00	933	7574	0	3166	118	5978	39	1151	53	200	0	86	0	570	5	12
21.00	162	9258	1716	3799	37	7212	7	1388	51	294	0	103	0	684	5	20
22.00	0	485	0	0	0	110	0	20	0	153	0	0	0	0	0	16
23.00	0	121	0	0	0	27	0	5	0	38	0	0	0	0	0	4
<b>Total</b>	<b>34390</b>	<b>34390</b>	<b>20146</b>	<b>20146</b>	<b>24992</b>	<b>25059</b>	<b>4864</b>	<b>4891</b>	<b>1910</b>	<b>1910</b>	<b>393</b>	<b>344</b>	<b>2324</b>	<b>2279</b>	<b>160</b>	<b>160</b>

## Total Vehicle Trip Forecast

5.3 Gathering the information set out in the rest of this report, **Table 5-17** to **Table 5-32** detail the forecast number of vehicle trips to and from the Theme Park across the day (on a Saturday), for the 4 attendance levels in each of the scenarios considered in this Paper.

**Table 5-17 – Total Vehicle Trips – Low Attendance – Scenario 4 (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	63	0	0	0	1	1	1	1	0	0	65	2
05.00	151	80	0	0	1	1	1	1	0	0	153	82
06.00	214	80	0	0	1	1	1	1	0	0	216	82
07.00	283	93	2	0	5	5	3	3	1	1	294	102
08.00	385	27	6	0	8	8	4	4	2	2	405	41
09.00	547	49	13	0	15	15	6	6	4	4	585	74
10.00	453	93	8	3	11	11	5	5	2	2	479	114
11.00	270	181	3	0	5	5	3	3	0	0	281	189
12.00	235	215	0	3	4	4	3	3	0	0	242	225
13.00	216	214	3	0	3	3	3	3	0	0	225	220
14.00	226	214	0	3	4	4	3	3	0	0	233	224
15.00	154	189	3	0	3	3	3	3	0	0	163	195
16.00	61	189	0	3	5	5	3	3	0	0	69	200
17.00	28	151	3	1	5	5	3	3	0	0	39	160
18.00	30	170	0	7	6	6	3	3	1	1	40	187
19.00	107	347	3	6	9	9	4	4	1	1	124	367
20.00	119	444	0	10	12	12	5	5	2	2	138	473
21.00	113	617	3	12	15	15	5	5	2	2	138	651
22.00	0	241	0	0	1	1	1	1	0	0	2	243
23.00	0	60	0	0	1	1	1	1	0	0	2	62
Total	3655	3654	47	47	115	115	61	61	15	15	3893	3893

**Table 5-18 – Total Vehicle Trips – Average Attendance – Scenario 4 (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	73	0	0	0	1	1	1	1	0	0	75	2
05.00	176	94	0	0	1	1	1	1	0	0	178	96
06.00	250	94	0	0	2	2	1	1	0	0	253	97
07.00	408	119	2	0	8	8	4	4	2	2	424	133
08.00	670	61	6	0	17	17	7	7	5	5	705	90
09.00	1020	113	13	0	34	34	13	13	9	9	1089	169
10.00	763	142	8	3	22	22	8	8	5	5	806	180
11.00	413	216	3	0	10	10	4	4	0	0	430	230
12.00	321	266	0	3	6	6	4	4	0	0	331	279
13.00	277	264	3	0	4	4	3	3	0	0	287	271
14.00	314	278	0	3	6	6	3	3	0	0	323	290
15.00	218	263	3	0	5	5	3	3	0	0	229	271
16.00	100	291	0	3	8	8	4	4	1	1	113	307
17.00	63	275	3	1	10	10	5	5	1	1	82	292
18.00	69	324	0	7	11	11	5	5	2	2	87	349
19.00	153	594	3	6	17	17	7	7	2	2	182	626
20.00	179	816	0	10	24	24	9	9	4	4	216	863
21.00	169	1078	3	12	31	31	11	11	5	5	219	1137
22.00	0	281	0	0	2	2	1	1	0	0	3	284
23.00	0	70	0	0	1	1	1	1	0	0	2	72
Total	5636	5639	47	47	220	220	95	95	36	36	6034	6038

**Table 5-19 – Total Vehicle Trips – Busy Attendance – Scenario 4 (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	79	0	0	0	1	1	1	1	0	0	81	2
05.00	189	101	0	0	1	1	1	1	0	0	191	103
06.00	267	101	0	0	2	2	1	1	0	0	270	104
07.00	544	142	2	0	12	12	5	5	3	3	566	162
08.00	1019	106	6	0	28	28	11	11	8	8	1072	153
09.00	1609	196	13	0	57	57	19	19	15	15	1713	287
10.00	1135	199	8	3	35	35	13	13	9	9	1200	259
11.00	575	236	3	0	15	15	6	6	0	0	599	257
12.00	409	305	0	3	10	10	4	4	0	0	423	322
13.00	331	302	3	0	6	6	3	3	0	0	343	311
14.00	405	336	0	3	10	10	4	4	1	1	420	354
15.00	284	339	3	0	8	8	4	4	1	1	300	352
16.00	145	408	0	3	12	12	5	5	1	1	163	429
17.00	109	430	3	1	15	15	6	6	2	2	135	454
18.00	119	516	0	7	18	18	7	7	3	3	147	551
19.00	204	892	3	6	28	28	10	10	4	4	249	940
20.00	246	1279	0	10	41	41	14	14	7	7	308	1351
21.00	232	1640	3	12	50	50	17	17	8	8	310	1727
22.00	0	301	0	0	2	2	1	1	0	0	3	304
23.00	0	75	0	0	1	1	1	1	0	0	2	77
Total	7901	7904	47	47	352	352	133	133	62	62	8495	8499



**Table 5-20 – Total Vehicle Trips – Peak Attendance – Scenario 4 (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	84	0	0	0	1	1	1	1	0	0	86	2
05.00	201	107	0	0	1	1	1	1	0	0	203	109
06.00	285	107	0	0	2	2	1	1	0	0	288	110
07.00	665	163	2	0	15	15	6	6	4	4	692	188
08.00	1328	146	6	0	39	39	13	13	11	11	1397	209
09.00	2130	269	13	0	77	77	27	27	21	21	2268	394
10.00	1466	248	8	3	47	47	17	17	13	13	1551	328
11.00	720	257	3	0	22	22	7	7	0	0	752	286
12.00	487	341	0	3	13	13	5	5	0	0	505	362
13.00	380	337	3	0	8	8	4	4	0	0	395	349
14.00	488	390	0	3	12	12	5	5	1	1	506	411
15.00	344	408	3	0	10	10	5	5	1	1	363	424
16.00	186	513	0	3	15	15	6	6	2	2	209	539
17.00	149	567	3	1	20	20	9	9	3	3	184	600
18.00	164	686	0	7	24	24	9	9	4	4	201	730
19.00	250	1157	3	6	37	37	13	13	6	6	309	1219
20.00	307	1689	0	10	57	57	20	20	9	9	393	1785
21.00	287	2139	3	12	69	69	22	22	11	11	392	2253
22.00	0	321	0	0	2	2	1	1	0	0	3	324
23.00	0	80	0	0	1	1	1	1	0	0	2	82
Total	9921	9925	47	47	472	472	173	173	86	86	10699	10704

**Table 5-21 – Total Vehicle Trips – Low Attendance – Scenario 5 (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	79	0	0	0	1	1	1	1	0	0	81	2
05.00	190	101	0	0	1	1	1	1	0	0	192	103
06.00	269	101	0	0	2	2	1	1	0	0	272	104
07.00	376	114	2	0	8	8	3	3	0	0	389	125
08.00	540	29	6	0	16	16	5	5	1	1	568	51
09.00	805	55	13	0	32	32	8	8	1	1	859	96
10.00	641	113	8	3	20	20	6	6	1	1	676	143
11.00	386	235	3	0	9	9	3	3	0	0	401	247
12.00	317	280	0	3	7	7	3	3	0	0	327	293
13.00	280	278	3	0	5	5	3	3	0	0	291	286
14.00	303	286	0	3	6	6	3	3	0	0	312	298
15.00	244	258	3	0	4	4	3	3	0	0	254	265
16.00	123	272	0	3	7	7	3	3	0	0	133	285
17.00	81	238	3	1	9	9	4	4	0	0	97	252
18.00	83	283	0	7	11	11	4	4	0	0	98	305
19.00	176	535	3	6	16	16	5	5	0	0	200	562
20.00	193	714	0	10	24	24	8	8	1	1	226	757
21.00	148	963	3	12	29	29	8	8	1	1	189	1013
22.00	0	303	0	0	2	2	1	1	0	0	3	306
23.00	0	76	0	0	1	1	1	1	0	0	2	78
Total	5234	5234	47	47	210	210	74	74	5	5	5570	5571

**Table 5-22 – Total Vehicle Trips – Average Attendance – Scenario 5 (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	92	0	0	0	1	1	1	1	0	0	94	2
05.00	222	118	0	0	1	1	1	1	0	0	224	120
06.00	314	118	0	0	2	2	1	1	0	0	317	121
07.00	492	139	2	0	12	12	4	4	0	0	510	155
08.00	781	48	6	0	27	27	8	8	1	1	823	84
09.00	1208	91	13	0	51	51	13	13	2	2	1287	157
10.00	913	148	8	3	32	32	8	8	1	1	962	192
11.00	529	279	3	0	16	16	5	5	0	0	553	300
12.00	407	340	0	3	10	10	3	3	0	0	420	356
13.00	346	335	3	0	6	6	3	3	0	0	358	344
14.00	392	357	0	3	9	9	3	3	0	0	404	372
15.00	330	335	3	0	7	7	3	3	0	0	343	345
16.00	182	374	0	3	10	10	4	4	0	0	196	391
17.00	134	358	3	1	13	13	5	5	0	0	155	377
18.00	139	434	0	7	16	16	5	5	0	0	160	462
19.00	243	778	3	6	26	26	8	8	1	1	281	819
20.00	270	1076	0	10	39	39	11	11	1	1	321	1137
21.00	196	1415	3	12	47	47	13	13	1	1	260	1488
22.00	0	354	0	0	2	2	1	1	0	0	3	357
23.00	0	88	0	0	1	1	1	1	0	0	2	90
Total	7190	7185	47	47	328	328	101	101	7	7	7673	7669

**Table 5-23 – Total Vehicle Trips – Busy Attendance – Scenario 5 (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	99	0	0	0	1	1	1	1	0	0	101	2
05.00	237	127	0	0	1	1	1	1	0	0	239	129
06.00	336	127	0	0	2	2	1	1	0	0	339	130
07.00	680	163	2	0	20	20	6	6	1	1	709	190
08.00	1270	92	6	0	49	49	12	12	2	2	1339	155
09.00	2069	176	13	0	96	96	24	24	4	4	2206	300
10.00	1454	206	8	3	59	59	15	15	2	2	1538	285
11.00	790	316	3	0	28	28	7	7	0	0	828	351
12.00	543	403	0	3	16	16	5	5	0	0	564	427
13.00	426	394	3	0	9	9	3	3	0	0	441	406
14.00	529	452	0	3	15	15	5	5	0	0	549	475
15.00	486	458	3	0	12	12	4	4	0	0	505	474
16.00	306	565	0	3	18	18	6	6	0	0	330	592
17.00	259	612	3	1	24	24	8	8	1	1	295	646
18.00	269	762	0	7	30	30	8	8	1	1	308	808
19.00	367	1275	3	6	49	49	13	13	1	1	433	1344
20.00	417	1852	0	10	74	74	19	19	2	2	512	1957
21.00	277	2355	3	12	88	88	22	22	2	2	392	2479
22.00	0	379	0	0	2	2	1	1	0	0	3	382
23.00	0	95	0	0	1	1	1	1	0	0	2	97
Total	10814	10809	47	47	594	594	162	162	16	16	11633	11629

**Table 5-24 – Total Vehicle Trips – Peak Attendance – Scenario 5 (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	106	0	0	0	1	1	1	1	0	0	108	2
05.00	253	135	0	0	2	2	1	1	0	0	256	138
06.00	359	135	0	0	2	2	1	1	0	0	362	138
07.00	821	183	2	0	25	25	7	7	1	1	856	216
08.00	1626	124	6	0	65	65	16	16	3	3	1716	208
09.00	2689	237	13	0	128	128	32	32	5	5	2867	402
10.00	1848	250	8	3	78	78	20	20	3	3	1957	354
11.00	982	347	3	0	36	36	9	9	0	0	1030	392
12.00	646	453	0	3	19	19	6	6	0	0	671	481
13.00	488	441	3	0	11	11	4	4	0	0	506	456
14.00	633	524	0	3	19	19	6	6	0	0	658	552
15.00	600	549	3	0	16	16	5	5	0	0	624	570
16.00	395	704	0	3	22	22	7	7	1	1	425	737
17.00	348	796	3	1	30	30	9	9	1	1	391	837
18.00	361	998	0	7	39	39	10	10	1	1	411	1055
19.00	458	1636	3	6	64	64	17	17	2	2	544	1725
20.00	524	2411	0	10	98	98	25	25	3	3	650	2547
21.00	336	3035	3	12	118	118	29	29	3	3	489	3197
22.00	0	404	0	0	2	2	1	1	0	0	3	407
23.00	0	101	0	0	1	1	1	1	0	0	2	103
Total	13473	13463	47	47	776	776	207	207	23	23	14526	14517

**Table 5-25 – Total Vehicle Trips – Low Attendance – Scenario 5a (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail to Wixams Shuttle Bus		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	74	0	0	0	0	0	0	0	74	0
05.00	177	94	0	0	0	0	0	0	177	94
06.00	250	94	0	0	0	0	0	0	250	94
07.00	350	107	2	0	4	4	0	0	356	111
08.00	504	29	6	0	12	12	1	1	523	42
09.00	739	55	13	0	25	25	1	1	778	81
10.00	590	107	8	3	15	15	1	1	614	126
11.00	359	219	3	0	7	7	0	0	369	226
12.00	294	260	0	3	3	3	0	0	297	266
13.00	260	258	3	0	2	2	0	0	265	260
14.00	281	266	0	3	3	3	0	0	284	272
15.00	228	240	3	0	3	3	0	0	234	243
16.00	116	253	0	3	5	5	0	0	121	261
17.00	77	221	3	1	7	7	0	0	87	229
18.00	79	266	0	7	9	9	0	0	88	282
19.00	166	495	3	6	15	15	0	0	184	516
20.00	183	659	0	10	23	23	1	1	207	693
21.00	140	890	3	12	28	28	1	1	172	931
22.00	0	282	0	0	0	0	0	0	0	282
23.00	0	70	0	0	0	0	0	0	0	70
Total	4867	4865	47	47	161	161	5	5	5080	5079

**Table 5-26 – Total Vehicle Trips – Average Attendance – Scenario 5a (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail to Wixams Shuttle Bus		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	86	0	0	0	0	0	0	0	86	0
05.00	206	110	0	0	0	0	0	0	206	110
06.00	292	110	0	0	0	0	0	0	292	110
07.00	459	130	2	0	7	7	0	0	468	137
08.00	730	48	6	0	21	21	1	1	758	70
09.00	1108	91	13	0	42	42	2	2	1165	135
10.00	840	141	8	3	25	25	1	1	874	170
11.00	492	260	3	0	11	11	0	0	506	271
12.00	378	317	0	3	5	5	0	0	383	325
13.00	321	312	3	0	3	3	0	0	327	315
14.00	363	332	0	3	5	5	0	0	368	340
15.00	308	312	3	0	5	5	0	0	316	317
16.00	171	348	0	3	8	8	0	0	179	359
17.00	127	332	3	1	11	11	0	0	141	344
18.00	132	408	0	7	15	15	0	0	147	430
19.00	229	719	3	6	25	25	1	1	258	751
20.00	256	993	0	10	39	39	1	1	296	1043
21.00	187	1307	3	12	47	47	1	1	238	1367
22.00	0	329	0	0	0	0	0	0	0	329
23.00	0	82	0	0	0	0	0	0	0	82
Total	6685	6681	47	47	269	269	7	7	7008	7005

**Table 5-27 – Total Vehicle Trips – Busy Attendance – Scenario 5a (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail to Wixams Shuttle Bus		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	92	0	0	0	0	0	0	0	92	0
05.00	221	118	0	0	0	0	0	0	221	118
06.00	313	118	0	0	0	0	0	0	313	118
07.00	635	154	2	0	14	14	1	1	652	169
08.00	1190	92	6	0	40	40	2	2	1238	134
09.00	1894	176	13	0	81	81	4	4	1992	261
10.00	1335	199	8	3	49	49	3	3	1395	254
11.00	735	296	3	0	21	21	0	0	759	317
12.00	504	375	0	3	10	10	0	0	514	388
13.00	394	366	3	0	5	5	0	0	402	371
14.00	489	420	0	3	10	10	0	0	499	433
15.00	454	425	3	0	9	9	0	0	466	434
16.00	288	524	0	3	16	16	0	0	304	543
17.00	244	569	3	1	22	22	1	1	270	593
18.00	255	717	0	7	29	29	1	1	285	754
19.00	348	1177	3	6	49	49	1	1	401	1233
20.00	397	1708	0	10	76	76	2	2	475	1796
21.00	266	2172	3	12	91	91	2	2	362	2277
22.00	0	352	0	0	0	0	0	0	0	352
23.00	0	88	0	0	0	0	0	0	0	88
Total	10054	10046	47	47	522	522	17	17	10640	10633



**Table 5-28 – Total Vehicle Trips – Peak Attendance – Scenario 5a (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail to Wixams Shuttle Bus		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	98	0	0	0	0	0	0	0	98	0
05.00	235	125	0	0	0	0	0	0	235	125
06.00	333	125	0	0	0	0	0	0	333	125
07.00	767	173	2	0	19	19	1	1	789	193
08.00	1523	124	6	0	54	54	3	3	1586	181
09.00	2462	237	13	0	109	109	6	6	2590	352
10.00	1695	242	8	3	66	66	3	3	1772	314
11.00	914	327	3	0	29	29	0	0	946	356
12.00	600	422	0	3	14	14	0	0	614	439
13.00	452	410	3	0	7	7	0	0	462	417
14.00	585	487	0	3	14	14	0	0	599	504
15.00	561	510	3	0	13	13	0	0	577	523
16.00	373	654	0	3	21	21	1	1	395	679
17.00	329	739	3	1	30	30	1	1	363	771
18.00	343	940	0	7	40	40	1	1	384	988
19.00	435	1509	3	6	65	65	2	2	505	1582
20.00	499	2223	0	10	102	102	3	3	604	2338
21.00	324	2799	3	12	122	122	3	3	452	2936
22.00	0	376	0	0	0	0	0	0	0	376
23.00	0	94	0	0	0	0	0	0	0	94
Total	12528	12516	47	47	705	705	24	24	13304	13293

**Table 5-29 – Total Vehicle Trips – Low Attendance – Scenario 5b (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	79	0	0	0	1	1	1	1	0	0	81	2
05.00	190	101	0	0	1	1	1	1	0	0	192	103
06.00	269	101	0	0	2	2	1	1	0	0	272	104
07.00	387	114	2	0	8	8	3	3	0	0	400	125
08.00	572	29	6	0	16	16	5	5	1	1	600	51
09.00	882	55	13	0	30	30	7	7	1	1	933	93
10.00	686	113	8	3	20	20	5	5	1	1	720	142
11.00	403	235	3	0	9	9	3	3	0	0	418	247
12.00	324	282	0	3	7	7	3	3	0	0	334	295
13.00	284	280	3	0	5	5	3	3	0	0	295	288
14.00	310	290	0	3	6	6	3	3	0	0	319	302
15.00	251	264	3	0	4	4	3	3	0	0	261	271
16.00	129	282	0	3	7	7	3	3	0	0	139	295
17.00	86	252	3	1	8	8	3	3	0	0	100	264
18.00	90	304	0	7	10	10	3	3	0	0	103	324
19.00	180	576	3	6	15	15	5	5	0	0	203	602
20.00	197	775	0	10	23	23	7	7	1	1	228	816
21.00	148	1036	3	12	28	28	7	7	1	1	187	1084
22.00	0	303	0	0	2	2	1	1	0	0	3	306
23.00	0	76	0	0	1	1	1	1	0	0	2	78
Total	5467	5468	47	47	203	203	68	68	5	5	5790	5792

**Table 5-30 – Total Vehicle Trips – Average Attendance – Scenario 5b (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	92	0	0	0	1	1	1	1	0	0	94	2
05.00	222	118	0	0	1	1	1	1	0	0	224	120
06.00	314	118	0	0	2	2	1	1	0	0	317	121
07.00	511	139	2	0	11	11	3	3	0	0	527	153
08.00	835	48	6	0	26	26	7	7	1	1	875	82
09.00	1337	91	13	0	49	49	11	11	2	2	1412	153
10.00	988	148	8	3	30	30	7	7	1	1	1034	189
11.00	556	279	3	0	15	15	5	5	0	0	579	299
12.00	419	344	0	3	9	9	3	3	0	0	431	359
13.00	352	339	3	0	6	6	3	3	0	0	364	348
14.00	403	363	0	3	9	9	3	3	0	0	415	378
15.00	342	345	3	0	7	7	3	3	0	0	355	355
16.00	191	390	0	3	10	10	3	3	0	0	204	406
17.00	143	380	3	1	13	13	5	5	0	0	164	399
18.00	149	469	0	7	16	16	5	5	0	0	170	497
19.00	250	846	3	6	25	25	7	7	1	1	286	885
20.00	276	1177	0	10	37	37	9	9	1	1	323	1234
21.00	196	1536	3	12	45	45	11	11	1	1	256	1605
22.00	0	354	0	0	2	2	1	1	0	0	3	357
23.00	0	88	0	0	1	1	1	1	0	0	2	90
Total	7576	7572	47	47	315	315	90	90	7	7	8035	8032

**Table 5-31 – Total Vehicle Trips – Busy Attendance – Scenario 5b (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	99	0	0	0	1	1	1	1	0	0	101	2
05.00	237	127	0	0	1	1	1	1	0	0	239	129
06.00	336	127	0	0	2	2	1	1	0	0	339	130
07.00	717	163	2	0	19	19	5	5	1	1	744	188
08.00	1376	92	6	0	48	48	11	11	2	2	1443	153
09.00	2318	176	13	0	91	91	21	21	4	4	2447	292
10.00	1598	206	8	3	57	57	13	13	3	3	1679	282
11.00	843	316	3	0	27	27	7	7	0	0	880	350
12.00	565	409	0	3	15	15	5	5	0	0	585	432
13.00	437	400	3	0	9	9	3	3	0	0	452	412
14.00	551	464	0	3	15	15	5	5	0	0	571	487
15.00	509	476	3	0	11	11	4	4	0	0	527	491
16.00	323	595	0	3	17	17	5	5	0	0	345	620
17.00	276	655	3	1	23	23	7	7	1	1	310	687
18.00	287	831	0	7	29	29	7	7	1	1	324	875
19.00	380	1407	3	6	47	47	11	11	1	1	442	1472
20.00	429	2047	0	10	71	71	17	17	2	2	519	2147
21.00	277	2589	3	12	84	84	19	19	3	3	386	2707
22.00	0	379	0	0	2	2	1	1	0	0	3	382
23.00	0	95	0	0	1	1	1	1	0	0	2	97
Total	11558	11554	47	47	570	570	145	145	18	18	12338	12335

**Table 5-32 – Total Vehicle Trips – Peak Attendance – Scenario 5b (Saturday assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	106	0	0	0	1	1	1	1	0	0	108	2
05.00	253	135	0	0	2	2	1	1	0	0	256	138
06.00	359	135	0	0	2	2	1	1	0	0	362	138
07.00	871	183	2	0	24	24	7	7	1	1	905	215
08.00	1767	123	6	0	62	62	15	15	3	3	1853	203
09.00	3025	237	13	0	122	122	27	27	6	6	3193	392
10.00	2042	250	8	3	74	74	17	17	3	3	2144	347
11.00	1053	347	3	0	35	35	8	8	0	0	1099	390
12.00	676	461	0	3	18	18	5	5	0	0	699	487
13.00	503	450	3	0	11	11	3	3	0	0	520	464
14.00	662	540	0	3	18	18	5	5	0	0	685	566
15.00	631	574	3	0	15	15	5	5	0	0	654	594
16.00	419	745	0	3	21	21	6	6	1	1	447	776
17.00	372	854	3	1	29	29	8	8	1	1	413	893
18.00	386	1091	0	7	37	37	9	9	1	1	433	1145
19.00	476	1813	3	6	61	61	15	15	2	2	557	1897
20.00	541	2674	0	10	94	94	21	21	3	3	659	2802
21.00	337	3351	3	12	112	112	25	25	3	3	480	3503
22.00	0	404	0	0	2	2	1	1	0	0	3	407
23.00	0	101	0	0	1	1	1	1	0	0	2	103
Total	14479	14468	47	47	741	741	181	181	24	24	15472	15462

## 6 Summary

- 6.1 This Trip Forecast Paper has been prepared to detail the methodologies followed in deriving a trip forecast for the proposed Theme Park. For the purpose of this paper the Theme Park is taken to mean the following elements of the development: the Theme Park itself, the Entry Plaza, and the ERC Support facilities. Effectively, the aim of this paper is to derive trip forecast associated with the predicted 8.5m visitors to the Theme Park in the Primary Opening Year and the 12.5m visitors in the Future Year, plus the trip forecast associated with the 8,050 and 10,000 Team Members (TMs) associated with the Theme Park in the Primary Opening Year and the Future Year respectively.
- 6.2 This Paper details the approach taken in assessing trip making for:
- Domestic Visitors
  - International Visitors
  - Team Members (staff)
- 6.3 The approaches taken for International Visitors and Team Members are based on first principles and reflect the likely attributes of each category of users, in terms of their origin location, propensity to travel and by which mode, and trip purpose (leisure for visitors, work for Team Members). For Domestic Visitors a more sophisticated approach has been followed, based on applying a combined Logit mode choice and Gravity distribution model, developed specifically for this project. This enables the assessment to reflect variation in costs, travel times, and mode availability both spatially and temporally amongst the wide range of Domestic Visitor types.
- 6.4 The proposed Theme Park will operate all year round but the number of visitors at the Theme Park will vary and be seasonal, with identified Peak and Busy periods across the year. This Paper provides an assessment of trip forecast for the Theme Park for four Attendance Levels (Low, Average, Busy and Peak).
- 6.5 Four future scenarios have been included in the assessment to allow estimation of the trip forecasts for differing combinations of development and rail transport infrastructure provision. These four future scenarios are summarised below with the overall mode shares accessing the Site associated with each (based on Saturday assessment).
- 6.6 For completeness, the combined person trips and combined vehicle trips forecast for each of the scenarios during midweek days (Monday to Friday) are presented in **Annex 5** of this Paper. This also contains the midweek assessment mode share summary tables.

- 8.5 million annual visitors;
- 70% Domestic, 30% International;
- Existing road network with 2030 DfT National Road Traffic Projections and Black Cat junction improvements;
- EWR only between Oxford and Milton Keynes and Shuttle Bus provision for rail passengers between Milton Keynes station and the Theme Park.
- Full Wixams Station is built;
- Rail fare discounts applied.
- 500 bed visitor accommodation is included within the Core Zone.

#### Scenario 4: Primary Opening Year – Reference Case plus Development – Saturday Assessment

Mode	Domestic Visitors	International Visitors	Team Members	TOTAL			
				LOW	AVE	BUSY	PEAK
Car Total	46.2%	5.0%	61%	<b>42.8%</b>	<b>39.2%</b>	<b>37.4%</b>	<b>36.7%</b>
Car Driver	13.5%	1.5%	51.1%	<b>23.3%</b>	<b>18.0%</b>	<b>15.3%</b>	<b>14.2%</b>
Car Passenger	32.6%	3.5%	10.2%	<b>19.5%</b>	<b>21.3%</b>	<b>22.2%</b>	<b>22.5%</b>
Rail (MMRL) to Wixams shuttle	19.0%	45.0%	16.4%	<b>23.5%</b>	<b>24.8%</b>	<b>25.5%</b>	<b>25.7%</b>
Rail (EWR) to MKeynes shuttle bus	9.5%	5.0%		<b>5.5%</b>	<b>6.6%</b>	<b>7.1%</b>	<b>7.3%</b>
Coach	16.6%	40.0%		<b>16.0%</b>	<b>19.1%</b>	<b>20.6%</b>	<b>21.2%</b>
Local Bus	0.9%		19%	<b>6.7%</b>	<b>4.3%</b>	<b>3.1%</b>	<b>2.6%</b>
Hotel Shuttle	3.8%			<b>1.8%</b>	<b>2.2%</b>	<b>2.3%</b>	<b>2.4%</b>
Taxi	3.9%	5.0%		<b>2.9%</b>	<b>3.4%</b>	<b>3.7%</b>	<b>3.8%</b>
Active Travel			2%	<b>0.6%</b>	<b>0.4%</b>	<b>0.3%</b>	<b>0.2%</b>

- 12.5 million annual visitors;
- 52% Domestic, 48% International;
- Existing road network with 2050 DfT National Road Traffic Projections and Black Cat junction improvements;
- EWR only between Oxford and Milton Keynes and Shuttle Bus provision for rail passengers between Milton Keynes station and the Theme Park.
- Full Wixams Station is built;
- Rail fare discounts applied.
- 500 bed visitor accommodation is included within the Core Zone.
- Development of the Lake/West Gateway zones to include an additional 4220 bedrooms available to Site Visitors.

### Scenario 5: Future Year – Reference Case plus Development – Saturday Assessment

Mode	Domestic Visitors	International Visitors	Team Members	TOTAL			
				LOW	AVE	BUSY	PEAK
Car Total	59.1%	5.0%	62%	40.1%	38.4%	36.3%	35.7%
Car Driver	17.8%	1.5%	51.4%	20.0%	17.6%	14.6%	13.7%
Car Passenger	41.3%	3.5%	10.3%	20.0%	20.8%	21.7%	22.0%
Rail (MMRL) to Wixams shuttle	17.7%	45.0%	16.9%	27.4%	28.3%	29.3%	29.6%
Rail (EWR) to MKeynes shuttle bus	8.5%	5.0%		5.2%	5.6%	6.1%	6.2%
Coach	12.1%	40.0%		19.3%	20.8%	22.7%	23.2%
Local Bus	0.9%		19%	5.0%	3.9%	2.5%	2.1%
Hotel Shuttle	0.9%			0.4%	0.4%	0.4%	0.4%
Taxi	0.9%	5.0%		2.2%	2.3%	2.5%	2.6%
Active Travel			2%	0.5%	0.4%	0.2%	0.2%

### Scenario 5a: Future Year – Reference Case plus Development plus full East West Rail – Saturday Assessment

- As Scenario 5 but with Full EWR route development with services between Oxford, Bletchley, Bedford, Tempsford and Cambridge and including an East West Rail Station serving the Theme Park; Shuttle buses from Milton Keynes station to Theme Park removed.

Mode	Domestic Visitors	International Visitors	Team Members	TOTAL			
				LOW	AVE	BUSY	PEAK
Car Total	55.6%	5.0%	57%	37.5%	36.0%	34.1%	33.6%
Car Driver	16.3%	1.5%	47.5%	18.5%	16.2%	13.4%	12.6%
Car Passenger	39.3%	3.5%	9.5%	19.1%	19.8%	20.7%	21.0%
Rail (MMRL) to Wixams shuttle	14.9%	40.0%	4.6%	21.5%	22.9%	24.5%	24.9%
Rail (EWR) walk from EWR station	16.0%	10.0%	17.3%	14.1%	13.9%	13.6%	13.5%
Coach	10.8%	40.0%		18.8%	20.3%	22.1%	22.6%
Local Bus	0.9%		19.1%	5.0%	3.9%	2.5%	2.1%
Hotel Shuttle	0.9%			0.4%	0.4%	0.4%	0.4%
Taxi	0.9%	5.0%		2.2%	2.3%	2.5%	2.6%
Active Travel			2%	0.5%	0.4%	0.2%	0.2%



### Scenario 5b: Future Year – Reference Case plus Development plus Removal of Rail Discount – Saturday Assessment

- As Scenario 5 but with removal of rail fare discounts.

Mode	Domestic Visitors	International Visitors	Team Members	TOTAL			
				LOW	AVE	BUSY	PEAK
Car Total	65.2%	5.0%	62%	<b>42.5%</b>	<b>40.9%</b>	<b>39.1%</b>	<b>38.6%</b>
Car Driver	20.1%	1.5%	51.4%	<b>20.9%</b>	<b>18.5%</b>	<b>15.6%</b>	<b>14.8%</b>
Car Passenger	45.1%	3.5%	10.3%	<b>21.5%</b>	<b>22.4%</b>	<b>23.5%</b>	<b>23.8%</b>
Rail (MMRL) to Wixams shuttle	15.0%	45.0%	16.9%	<b>26.4%</b>	<b>27.1%</b>	<b>28.0%</b>	<b>28.3%</b>
Rail (EWR) to MKeynes shuttle	6.4%	5.0%		<b>4.4%</b>	<b>4.7%</b>	<b>5.1%</b>	<b>5.2%</b>
Coach	10.8%	40.0%		<b>18.8%</b>	<b>20.3%</b>	<b>22.1%</b>	<b>22.6%</b>
Local Bus	0.8%		19%	<b>5.0%</b>	<b>3.9%</b>	<b>2.5%</b>	<b>2.1%</b>
Hotel Shuttle	0.9%			<b>0.4%</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0.4%</b>
Taxi	0.9%	5.0%		<b>2.2%</b>	<b>2.3%</b>	<b>2.5%</b>	<b>2.6%</b>
Active Travel			2%	<b>0.5%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.2%</b>

## 7 Annex 1 – Logit Model Specification

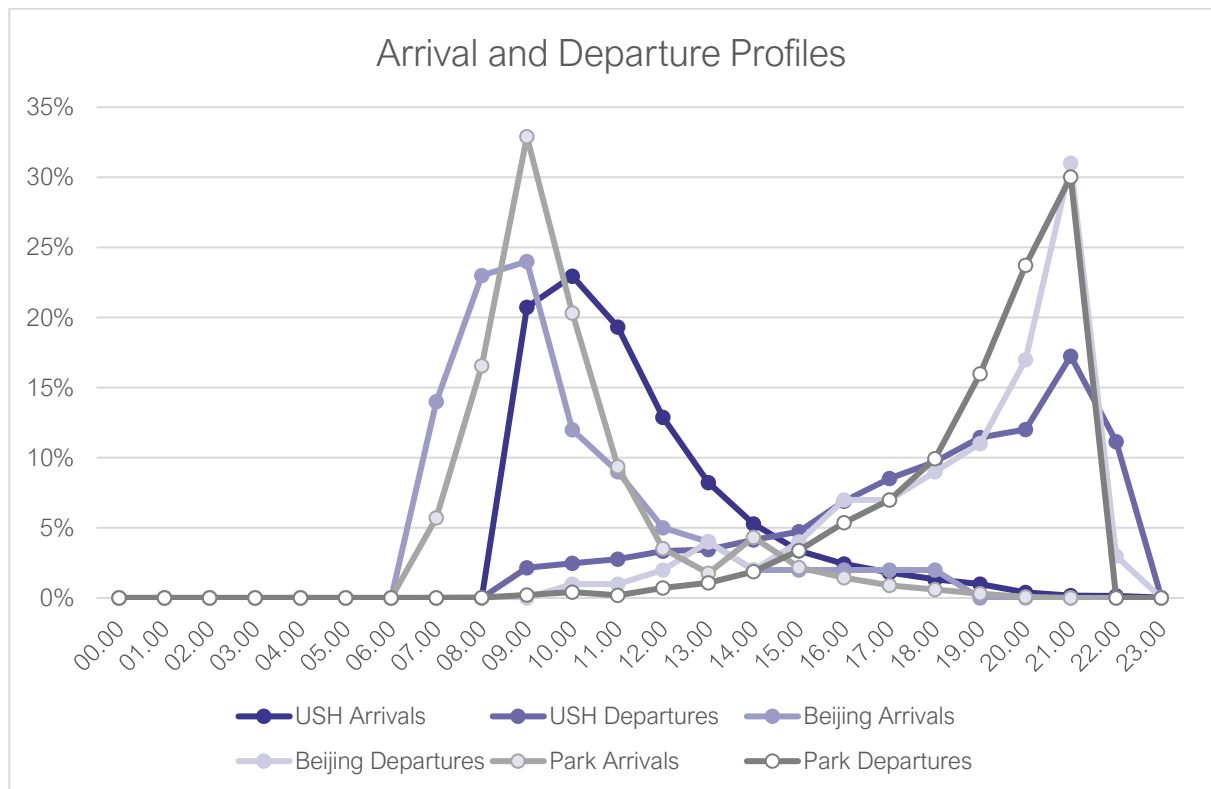
- 7.1 This Annex has been prepared to provide a description of the Multinomial Logit Model developed by Vectos, part of SLR, to estimate the modes that domestic visitors will be likely to choose to access the proposed Theme Park from different areas of the UK.
- 7.2 Within the Logit mode choice model the UK has been broken down into 70 zones of origin with a finer breakdown of areas near the Site (58 zones representing all the Unitary Authority Areas and LA County Council Areas within four Regions closest to the proposed site: South East England, the East of England, East Midlands and West Midlands) and a broader breakdown away from the Site (comprising a single zone for each of the seven combined Regions (excluding London) that are a considerable distance from the Site: North East England, Wales, Yorkshire and the Humber, South West England, North West England, Scotland, Northern Ireland). London is split into five zones: London Central, London North West, London South West, London South East and London North East. Due to the wide nature of Hertfordshire County to the South of the Site and the different rail corridors that pass through this county offering quite different travel options to the Site, Hertfordshire has been subdivided into four zones: East, East Central, East West and West. Similarly the county of Essex has been divided into two zones: North and South.
- 7.3 For each zone, a single origin point has been chosen (a main city/town or a main railway station near the population weighted centre of the zone, or multiple origin points for larger zones) to work out an average driving journey time and average public transport journey time to the Site (with a record of the number of interchanges required on public transport services).
- 7.4 Cost data for each origin zone to the destination for car, rail and dedicated coach services are obtained for the base year (2023) from existing road network and conditions (travel times derived from Google Maps) and rail service provision (travel times and fares derived from Trainline.com). These are described in more detail in Paragraph 7.15 and Paragraph 7.16.
- 7.5 For forecasting purposes, it is necessary to calculate appropriate growth factors for the traffic to the Primary Opening Year and Future Year. The original assessment assumed 2030 and 2050 as the Primary Opening Year and Future Year, when now it is more likely that the Primary Opening Year will be 2031 and the Future Year 2051. This shift of one year is considered to only affect marginally the calculations and therefore the calculations have been kept based on growth factors for 2030 and 2050. Future year travel times in 2030 and 2050 are based on DfT National Road Traffic Projections for changes in traffic speed by region and road type. This is described in more detail in Sect 7.40. <https://www.gov.uk/government/publications/national-road-traffic-projections>
- 7.6 Changes in the future rail network are assumed to include various scenarios related to development of the East West Railway (EWR) between Oxford and Cambridge.
- 7.7 Travel is segmented by person/group type and by time of day/day of week.

- 7.8 There are 10 categories of visitor types identified as illustrated in **Table 7-1** below. The proportions of visitors associated with each type has been informed by data provided by UDX. The breakdown within **Table 7-1** represents an average group size of 2.91 with 55% of parties containing children and 30% adults without children. These values align with data from other UDX Destinations provided by UDX.

**Table 7-1 – Visitor Types**

Proportion of demand per visitor type	
Individual Adult	5%
Couple Adults	15%
Group 3 Adults	7%
Group 4 Adults	3%
Group with children: 2 Adults + 1 Child	7%
Group with children: 2 Adults + 2 Children	25%
Group with children: 2 Adults + 3+ Children	18%
Group with children: 1 Adult + 1 Child	3%
Group with children: 1 Adult + 2 Children	10%
Group with children: 1 Adult + 3+ Children	7%

- 7.9 Travel is also segmented by time of day/day of week. The level of demand by time of day is derived from arrival/departure profiles provided by the client from their other Destinations in Hollywood and in Beijing. These profiles have been used to derive a number of arrivals and departures per hour across the day, for Domestic Visitors to the Theme Park.
- 7.10 **Figure 7-1** illustrates the arrival and the departure profiles applied to visitors to the Theme Park. This shows they follow a similar pattern to the arrival and departure profiles observed at the Hollywood and Beijing. To offer a robust assessment of the peak impacts of the proposed Theme Park on the transport networks, high morning arrival and evening departure peak values have been assumed for the Theme Park.

**Figure 7-1 – Arrival and Departure Profiles**

7.11 The overall demand also varies by day of the week and time of year. This results in a number of demand scenarios applicable to different days in the year. Four levels of demand are established as follows:

- Peak Demand (15 days): weekends during school/bank holidays (especially during summer, Easter weekend, Christmas eve or day)
- Busy Demand (40-35 days): weekends during school/bank holidays, winter holiday months such as Autumn half term, Bonfire Night, October during Halloween month, Christmas holidays
- Average Demand (230-265 days): 'regular' weekends outside of school holidays, weekdays during warmer months
- Low Demand (80-50 days): weekdays during colder months.

## LOGIT MODEL DESCRIPTION

- 7.12 The Logit Model estimates mode choice between three modes (car, coach, or rail) based on relative Disutility/Generalised Time of Travel.
- 7.13 The calculation of generalised time is in line with TAG conventions.
- 7.14 The generalised time relates to the entire group travelling together rather than to individuals within the group. Time spent travelling is only assumed to have value for adults in a group. Money costs are calculated as a group total.
- 7.15 **Car travel generalised time components** – base case values in [square brackets]:

$DT_{ij}$ : Car Drive time (in mins) from origin  $i$  to destination  $j$  (by time of day/day of week).

Car driving times were obtained from each origin zone to the Site for arrival by 08:00 and for each subsequent hour until 10:00. Departure travel times were obtained for each hour from 18:00 until 20:00. This captures travel during the peak period and off-peak travel. The assessment used Google Maps to identify routes and travel times and was conducted for a typical Friday. This produced a lower and upper value for travel time within the selected hours. The average between lower and upper bound was applied in the model. For hours either side of the selected hours the closest hour for which data was collected was applied. E.g. Arrival between 11:00 -12:00 and 12:00-13:00 applied the average for arrival by 10:30. For, Saturdays the 'low-average' (the value between average midweek and low midweek value) was applied for each hour. The same approximation was applied for Sunday.

$PS$ : Parking search/egress time (by peak [30 mins] and off peak [15 mins] arrivals/departures)

In line with TAG conventions, the parking search/egress time is assigned a Time Weighting factor of 2.

$PC$ : Parking cost [£35]

$OC_{ij}$ : Fuel and non-fuel operating costs [12.82p/km 2023, 9.82p/km in 2030 and 7.04p/km in 2050]

Vehicle Fuel Costs per km as defined in Webtag Tables A1.3.13 (2023 Prices) for Average Vehicle at 2023 values, 2030 values and 2050 values. Non-fuel veh operating costs per km as defined in Webtag Tables A1.3.15 (2023 Prices) for Average Vehicle at 2023 Values, 2030 Values and 2050 Values.

Assuming an average speed of 55 mph, the fuel and non-fuel costs (using the 2023 price base) results in 12.82p/km 2023, 9.82p/km in 2030 and 7.04p/km in 2050. This reduction in car operating costs in the future accounts for lower costs associated with use of EVs. As EV uptake increases over time the average operating costs will fall based on the current tax regime.

It is far from certain that these lower future year operating costs will materialise. Over time, once EV uptake has matured, it is likely that tax will be increased on use of EVs and the future year average vehicle operating costs will increase, perhaps back to the 2023 levels.

**VOT:** £6.92/hour

The monetary cost components (PC and OC) are converted to a time value by applying the DFT TAG recommended VOT for 'non-work other' purposes. The market price for this in 2023 prices, 2023 value is £6.92/hour.

**Figure 7-2 - Extract from Webtag Table A1.3.2 VOT for 'non-work other' purposes at 2023 prices**

Values of Non-Working Time by Trip Purpose (£ per hour, 2023 prices, 2023 values)			
Trip Purpose	Factor Cost	Perceived Cost	Market Price
Commuting	12.73	15.15	15.15
Other	5.81	6.92	6.92

**Car Travel Generalised Time Calculation per visitor type and hour of day/day of week:**

$$\text{Car\_GT}_{ij} = (\text{DT}_{ij} \times \text{No. of Adults}) + (\text{PS} \times 2) + ((\text{PC}/\text{VOT}) \times 60) + ((\text{OC}_{ij}/100 \times \text{Dist}_{ij})/\text{VOT}) \times 60$$

#### 7.16 Rail travel generalised time components – base case values in [square brackets]:

**RT<sub>ij</sub>:** Rail journey time (in mins) from origin station *i* to destination station *j*. Includes wait time associated with interchanges between *i* and *j*

Rail service availability, travel times, interchanges and fares were assessed for midweek travel, by hour of day as well as for Saturday and Sunday to reflect the changes in fares and more limited-service availability during off-peak times/days. The assessment used the Trainline website to identify routes, travel times and fares from each origin zone to Bedford Station.

To correct for the effect of the Full Wixams Station, the travel times obtained for travel to Bedford were adjusted by adding 6 minutes travel time for arrivals from/departures to the North and subtracting 6 minutes travel time for arrivals from/departures to the South.

**NI<sub>ij</sub> :** Number of interchanges [5 mins per interchange].

TAG unit M3-2, public transport assignment modelling, suggests an interchange penalty of 5 to 10 minutes of in-vehicle time per interchange should be included. A 5 minute interchange penalty per interchange has been applied to rail journeys.

**RA<sub>i</sub>** : Rail access time to origin station.

The value of this varies according to size of origin zone. The values applied in the model are 20 mins access time for Unitary Authority Zones, 25 mins access time for Countywide zones, and 40 mins access time for Combined Authority Region zones. For Unitary Authorities Zones and County Authorities Zones, these values are generally in line with the rail access times for equivalent types of zone used in the DfT National Transport Model (see Table 4-20: Rail access and egress times by zone in *National Transport Model version 2R: Overview of Model Structure and Update to 2015, Department for Transport*, June 2020). For Regional Zones a higher value of rail access time (40 minutes) is applied to reflect the likely longer average times to reach the origin station for the zone in these larger zones.

In line with TAG conventions, the access time is assigned a Time Weighting factor of 2.

**RE<sub>j</sub>** : Rail egress time from destination station *j* to Theme Park entrance.

Where destination station is the Full Wixams Station a shuttle bus is assumed to connect the destination station with the Theme Park entrance with frequency of 40 buses per hour and travel time of 7 minutes. Where destination station is the East West Rail Station then a walk time of 4 minutes is assumed from station platform to Theme Park entrance.

In line with TAG conventions, the walk and wait times described above are assigned a Time Weighting factor of 2.

**RF<sub>ij</sub>** : Rail fares (£) from origin station *i* to destination station *j* for the entire group

Fares take account of the group composition (number of adults and children) and the time of travel. Peak times of travel are before 09:30 midweek. Off peak travel applies at all other times including all day on weekends. Rail fare data for 10 different visitor type groupings was captured by time of day and day of week from the Trainline website. Automatic discounts for certain groups of traveller are applied where eligibility criteria are met. This data was collected for each hour of arrival between 08:00 and 13:00 and for departure from 16:00 until 22:00. This was conducted for a typical midweek day, Saturday and Sunday.

**VOT**: £6.92/hour (see sect 7.15)

**Rail Travel Generalised Time Calculation per visitor type and hour of day/day of week:**

**Rail\_GT<sub>ij</sub>** = (RT<sub>ij</sub> x No. of Adults) + (NI<sub>ij</sub> x 5) + (RA<sub>i</sub> x 2) + (RE<sub>j</sub> x 2) + ((RF<sub>ij</sub>/VOT) x 60)

### 7.17 Dedicated coach travel generalised time components – base case values in [square brackets]:

**DT<sub>ij</sub>**: Car Drive time (in mins) from origin *i* to destination *j* (by time of day/day of week).

**CTT**: Coach travel time multiplication factor [1.15].

Takes account of slower driving speeds for coaches compared to cars and possible limited pick-ups en-route.

**CA<sub>i</sub>**: Coach access time to origin pick-up point.

The value of this varies according to size of origin zone as described in 1.16 for Rail access time.

In line with TAG conventions, the access time is assigned a Time Weighting factor of 2.

Coaches have no allocated egress time as they terminate at the Theme Park entrance.

**CF**: Coach fare as percentage of rail fare [67%]

Adult coach fares are defined as a % of adult rail fares. This is set at 67%. This is adjustable as UDX can dictate the coach fares to be charged to visitors.

**VOT**: £6.92/hour (see sect 7.15)

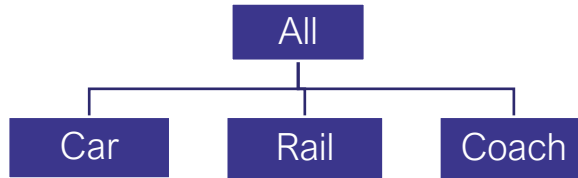
**Coach Travel Generalised Time Calculation per visitor type and hour of day/day of week:**

$$\text{Coach\_GT}_{ij} = (\text{DT}_{ij} \times \text{CTT} \times \text{No. of Adults}) + (\text{CA}_i \times 2) + ((\text{RF}_{ij} \times \text{CF})/\text{VOT}) \times 60$$



## MODE CHOICE SPECIFICATIONS

- 7.18** The mode choice model is a single level logit model considering choice between 3 modes (car, rail and dedicated coach)



- 7.19** There are no sub-modes modelled. Car driver and passenger sub-proportions are calculated for each visitor type according to the group composition (**Table 7-1**).
- 7.20** For each visitor group in each time period, the Logit model equation is:

$$Prob_{ij}^m = \frac{\exp(-\lambda^M u_{ij}^m)}{\sum_M \exp(-\lambda^M u_{ij}^M)}$$

Where:

$Prob_{ij}^m$  is the probability that mode  $m$  is selected for travel between origin zone  $i$  and destination  $j$  (the Theme Park).

$\lambda^M$  is the lambda (sensitivity) parameter for mode choice

$M$  is the full set of modes in the mode choice set

$u_{ij}^m$  is the disutility of travel from origin zone  $i$  and destination  $j$  (the Theme Park) for mode  $m$ . Disutility is the Generalised Cost for the given mode.

- 7.21** The values of mode choice sensitivity ( $\lambda^M$ ) are based on the values used in the DfT National Transport Model version 2R. This model has calibrated mode choice sensitivities for long distance trips by distance band and trip purpose. Table A2 below reproduces Table 5-2 of *National Transport Model version 2R*<sup>7</sup>. This highlights the values of  $\lambda^M$  for 13 different distance bands (validated against NTS data). The distance band (DB) ranges in **Table 7-2** are listed in **Table 7-3**.

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<sup>7</sup> National Transport Model version 2R: Overview of Model Structure and Update to 2015, Department for Transport, June 2020. <https://www.gov.uk/government/publications/national-transport-model-ntmv2r-overview-of-model-structure-and-update> The [National Transport Model \(NTM\)](#) – is a multi-modal model of land-based transport in Great Britain that enables the DfT to estimate the impact of transport policies or forecasting assumptions on key travel indicators such as levels of traffic, congestion and vehicle emissions.

**Table 7-2 - Extract from National Transport Model version 2R: Overview of Model Structure and Update to 2015, Department for Transport , June 2020.**

Table 5-2:  $\lambda_M$  varying by distance bands and purposes<sup>6</sup>

	DB1	DB2	DB3	DB4	DB5	DB6	DB7	DB8	DB9	DB10	DB11	DB12	DB13
HBW	0.11	0.108	0.105	0.1	0.098	0.093	0.09	0.087	0.08	0.075	0.074	0.073	0.073
HBEB	0.07	0.07	0.067	0.065	0.06	0.057	0.055	0.045	0.043	0.04	0.037	0.03	0.03
HBEd	0.12	0.085	0.07	0.05	0.032	0.028	0.019	0.015	0.015	0.012	0.01	0.009	0.009
HBPB	0.12	0.11	0.1	0.095	0.093	0.09	0.087	0.085	0.083	0.08	0.077	0.07	0.07
HBRec	0.1	0.09	0.085	0.083	0.08	0.078	0.073	0.07	0.068	0.063	0.06	0.055	0.055
HBHol	0.07	0.068	0.065	0.06	0.058	0.053	0.05	0.046	0.042	0.04	0.035	0.03	0.03
NHBEB	0.105	0.105	0.101	0.095	0.093	0.09	0.085	0.08	0.077	0.075	0.07	0.065	0.065
NHBO	0.09	0.085	0.083	0.08	0.077	0.073	0.07	0.067	0.063	0.06	0.055	0.05	0.05

**Table 7-3 - Distance bands and range values**

Distance band	Range (miles)
1	<1 mile
2	1-2 miles
3	2-3 miles
4	3-5 miles
5	5-10 miles
6	10-15 miles
7	15-25 miles
8	25-35 miles
9	35-50 miles
10	50-100 miles
11	100-200 miles
12	200-300 miles
13	> 300 miles

- 7.22 The trip purpose, in **Table 7-2**, most closely related to trips to the Theme Park will be Home Based Recreation (HBRec). The distance bands relevant to journeys made to the new Theme Park will vary by origin zones according to how far the zones are from the Theme Park.
- 7.23 For each Combined Authority Region, and assessing the population in each distance band from the Theme Park location, allows assignment of a distance based  $\lambda^M$  value (validated in the DfT National Transport Model against NTS data) to each origin zone, variable by Region. The exception to this approach was for the London Region where the  $\lambda^M$  value has been adjusted to take account of the higher level of service for rail trips for London residents. The value selected for London is based on the recommended median values for Public Transport HBO trips from TAG unit M2.1 (Variable Demand Modelling Tables 5.1 and 5.2). The final set of  $\lambda^M$  values applied in the Logit model are listed in **Table 7-4**.

**Table 7-4 - Mode Choice Sensitivity Values Applied in the Logit function**

Mode Choice Sensitivity Parameter ( $\lambda^M$ )	
North East	0.055
Wales	0.060
Yorkshire and Humber	0.060
South West	0.060
North West	0.060
London	0.020
Scotland	0.055
Northern Ireland	0.055
South East	0.060
East of England	0.060
East Midlands	0.063
West Midlands	0.060

- 7.24 The mode choice structure is dynamic according to mode availability per zone per time of day/day of week.
- For each hour, if no dedicated coach service is specified for the zone, then Coach is removed from the choice set.
  - For each hour, if no rail service is available for the zone, then Rail is removed from the choice set. This is most often the case for arrivals on Sunday mornings/departures on Sunday evenings.
  - For each zone, the levels of car ownership most appropriate to the group type are applied. Starting with the car ownership level for the zone (obtained from 2021 Census data). This is then adjusted according to the group type. If the group is adults without children, then based on the age profile defined for adult without children, an adjustment is made to reflect the lower car ownership levels amongst younger adults 18-24 year olds and to a lesser extent 25-29 year olds (based on DVLA license holding data by age group). These lower values of license holding by age category are then applied in proportion to the share of adults without children in each age category to get an adjustment factor to apply to the zonal car ownership level for groups of visitors without children. For groups with children the zonal average car ownership level is applied.
- 7.25 The choice set is split according to car availability and non-car availability (based on relevant car ownership levels for the zone/group). Within each of these the choice set is further adjusted based on availability of rail or coach by time of day/day of week for that zone.
- 7.26 The overall mode share is then obtained combining the mode share within the choice sets with car and without car (in proportion to the % in each).

**7.27** For non-car owners the options are only rail and in some cases coach (where this has been defined as available). This results in assignment to rail regardless of its generalised time value. In reality, if rail generalised time is very high relative to car, this is not reasonable. In such cases, more of the defined fixed demand will come from car owners (more than suggested by the car ownership levels). Therefore, a final adjustment is applied to capture this effect and dampen the risk of over assignment to rail when rail is markedly worse than car. This is achieved by checking the % car mode share when car is included in the choice set. This is then compared to the average car ownership for the zone. Where it exceeds the car ownership for the zone, a proportion of demand equal to half the difference between these values is reallocated from the mode share applicable to those with car unavailable to the mode share for those with car available.

## Annex 2 - Gravity Distribution Model specification

- 8.1 This section has been prepared to provide a description of the Gravity Model developed by Vectos, part of SLR, to estimate the distribution of domestic visitor demand across the UK.
- 8.2 The Gravity Model uses the same zoning system as the Logit Model (see Paragraph 7.2) with the UK broken down into 70 zones of origin.
- 8.3 The Gravity model formula for each visitor type in each hour of the day is:

$$N_{ij} = N_j \times \frac{(rdi_i \times p_i) / (Average u_{ij})^\alpha}{\sum_i^{70} (rdi_i \times p_i) / (Average u_{ij})^\alpha}$$

Where:

- $N_{ij}$  is the number of trips from origin zone  $i$  to Theme Park destination  $j$
  - $N_j$  is the total number of trips at Theme Park destination  $j$
  - $p_i$  is the population of zone  $i$
  - $rdi_i$  is the relative disposable income<sup>8</sup> of zone  $i$  - This has the effect of weighting the distribution more towards zones with higher disposable incomes
  - $Average u_{ij}$  is the average disutility of travel from origin  $i$  to Theme Park destination  $j$
  - $\alpha$  is a distance parameter that expresses the rate at which trips become less desirable as the distance between zones increases
- 8.4 Normally it is essential that the models of mode and destination choice be properly linked through appropriate composite costs in the calculation of average disutility ( $Average u_{ij}$ ). However, in this case a single level mode choice model with no sub-modes has been used, fixed demands in each time period with no reallocation across time, and a single destination with no competing alternatives. As a result both sequences of calculation, distribution-modal split or modal split-distribution, are mathematically equivalent to simultaneous calculation, where the logit split would be across all

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<sup>8</sup> Based on ONS data Net Household Income (after housing costs) Indexed to England and Wales average

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/earningsandworkinghours/methodologies/smallareaincomeestimatesmodelbasedestimatesofthemeanhouseholdweeklyincomeformiddlelayersuperoutputareas201314technicalreport>

possible combinations of destination and mode, and it is not necessary to calculate composite costs from one choice set when considering the other choice set (see 3.2.5 Page 16 TAG unit M2.1 Variable Demand Modelling). As a result, a simple mode share weighted average of disutility can be applied in the Gravity model as indicated above.

- $Average\ u_{ij} = (u_{ij}^{car} \times \% car_i) + (u_{ij}^{rail} \times \% rail_i) + (u_{ij}^{coach} \times \% coach_i)$

Where

- $u_{ij}^{car}, u_{ij}^{rail}, u_{ij}^{coach}$  are the disutilities associated travel for each mode from each origin zone  $i$  to the Theme Park destination  $j$  and are equal to the Generalised Time of travel for each mode from each origin zone  $i$  to the Theme Park destination  $j$
- $\% car_i, \% rail_i, \% coach_i$  are the mode share proportions for zone  $i$  allocated in the Logit Model assignment

- 8.5 The value of the distance parameter  $\alpha$  was initially set at 1.6, based on the value used in long distance trip Gravity Model developed for the UK Government Committee on Climate Change (<https://www.theccc.org.uk/wp-content/uploads/2018/01/Plugging-the-gap-EV-model-appendices-A-C.pdf>).
- 8.6 While this  $\alpha$  value of 1.6 was derived in the UK Government Committee on Climate Change (CCC) study from analysis of Irish Household Survey Travel Diary based distance data, it is related to longer distance trips for a range of purposes. Trips to the Theme Park have some specific characteristics. This Theme Park will be unique in the UK. People visiting will generally be one time visitors rather than repeat visitors and will likely be prepared to travel longer distances than would normally be the case. Hence the usual decay associated with distance may not apply to the same extent as for other purposes of trip.
- 8.7 As a result, a sense check was carried out on the value of  $\alpha$ . **Table 8-1** presents Future Year when applying six different  $\alpha$  values in the Gravity model.
- $\alpha = 1.6$  as per the Gravity model developed for the CCC
  - $\alpha = 1.3$  reflecting slower rate of distance decay – half way between the CCC value and linear decay with disutility
  - $\alpha = 1.2$
  - $\alpha = 1.1$
  - $\alpha = 1$  distance decay is linearly related to disutility
  - $\alpha = 0$  distribution is based only on population with no influence from distance/cost/travel time.

**Table 8-1 Proportions of trips by travel time bands for different rates of distance decay (distance decay increases with increasing values of  $\alpha$ )**

	$\alpha = 1.6$	$\alpha = 1.3$	$\alpha = 1.2$	$\alpha = 1.1$	$\alpha = 1.0$	$\alpha = 0$
Trips under 1 hours	31%	27%	26%	25%	23%	14%
Trips 1-2 hours	30%	29%	29%	28%	28%	22%
Trips 2-3 hours	25%	27%	27%	28%	28%	30%
Trips 3-4 hours	8%	9%	9%	10%	10%	14%
Trips > 4 hours	6%	8%	9%	9%	10%	20%

8.8 As there is no data from similar sites to compare these results with, a judgement is made on what is most suitable. To help with this judgement it is useful to look at specific zones nearest and furthest from the Site. **Table 8-2** below presents daily visitors from Bedford, Milton Keynes and Scotland for a Future Year Saturday PEAK demand.

**Table 8-2 Daily Numbers of Domestic Visitor Trips from selected zones for differing values of  $\alpha$  (Future Year Saturday Peak demand)**

	$\alpha = 1.6$	$\alpha = 1.3$	$\alpha = 1.2$	$\alpha = 1.1$	$\alpha = 1.0$	$\alpha = 0$
Bedford	1287	851	738	640	553	117
Milton Keynes	603	499	467	436	406	182
Scotland	740	1024	1136	1259	1392	3443

8.9 For an attraction that would typically be visited on an infrequent basis (as a one-off or perhaps every few years by a family), the distribution associated with applying the 1.6 power does not seem plausible. At the other extreme, basing the distribution on population alone is also not likely to reflect the reality as distance/cost will have some effect on probability of visiting. There will be some increased frequency of shorter trips from those visitors that purchase a season pass with these tending to be purchased by groups living relatively close to the attraction.

8.10 Weighing up all these factors, it is considered that applying an  $\alpha$  value of 1.1 in the gravity model provides the most sensible distribution for this unique attraction.

## Annex 3 - Defining the 2023 Existing and Reference Scenarios

9.1 There are six scenarios that have been developed for the trip forecasting assessment:

- Scenario 1: 2023 Existing. This is a Scenario assessing the existing road network and existing traffic.
- Scenario 3: Reference Case. This is a Scenario of the existing road network and traffic plus traffic associated with agreed committed developments .
- Scenario 4: Primary Opening Year – Reference Case plus Development. This is a Scenario of the existing road network and traffic plus traffic associated with agreed committed developments plus Primary Opening Year related demands from the Site. This is based on the Full Wixams Station being open, EWR running between Oxford and Milton Keynes only with a shuttle bus service operating between Milton Keynes and the Site and the new A421 Junction being complete. For clarity this scenario does not include trip generating development on either the Lake Zone or West Gateway Zone (There may be some drainage or other infrastructure works required on the Lake Zone and West Gateway Zone to support the delivery of development on the Core Zone).
- Scenario 5: Future Year – Reference Case plus Development. This is a Scenario of the existing road network and traffic plus traffic associated with agreed committed developments plus Future Year related demands from the Site. This is based on the Full Wixams Station being open, EWR running between Oxford and Milton Keynes only with a shuttle bus service operating between Milton Keynes and the Site and the new A421 Junction being complete. For clarity this scenario considers full development of the Lake Zone and West Gateway Zone.
- Scenario 5a: Future Year – Reference Case plus Development plus full East West Rail. This is a Scenario of the existing road network and traffic plus traffic associated with agreed committed developments plus Future Year related demands from the Site. This is based on the Full Wixams Station being open, EWR running between Oxford and Cambridge with a new East West Rail Station within the Site and the new A421 Junction being complete. For clarity this scenario considers full development of the Lake Zone and West Gateway Zone
- Scenario 5b: Future Year – Reference Case plus Development plus Removal of Rail Discount. This is a Scenario of the existing road network and traffic plus traffic associated with agreed committed developments plus Future Year related demands from the Site. This is based on the Full Wixams Station being open, EWR running between Oxford and Milton Keynes only with a shuttle bus service operating between Milton Keynes and the Site and the new A421 Junction being complete. For clarity this scenario considers full development of the Lake Zone or West Gateway Zone. In this scenario, there is no rail discount applied for visitors.

9.2 Each of these apply the parameter values outlined in the Mode Choice and Gravity Model Specifications described above. These, along with other user specified inputs for each scenario are detailed in **Table 9-1**.



9.3 The only variation between the 2023 Existing year, Primary Opening Year, and Future Year scenarios are summarised below:

- The Primary Opening Year replicates the 2023 Existing Year Scenario but additionally includes:
  - Road Network: DfT Traffic Growth Factors to 2030 in line with their Core Scenario. Future year travel times in 2030 are based on DfT National Road Traffic Projections for changes in traffic speed by region and road type<sup>9</sup>. For each Origin Zone to the Theme Park Destination an analysis of the driving routes identifies the Regions the route passes through and the approximate % of driving on Motorways and A roads in each Region. The Changes in Traffic speed by region and road class defined in the National Road Traffic Projections are then applied to give an approximate change in driving time. The DfT Core Scenario that these projections are based on is described in the box below. A 13 minute reduction in travel time for car trips passing through the Black Cat junction resulting from planned improvements.

## The Core Scenario

TAG Unit M4  
Forecasting and Uncertainty

The core scenario will form the basis for the analysis reported in the [Appraisal Summary Table \(AST\)](#) and is a consistent, common comparator scenario for decision-making, to assess all projects and options against. It is intended to be:

- based on published plans** (not including speculative proposals);
- reflect 'firm and funded' government policy commitments** (meaning all policies to which the government is already committed and which have funding (where funding is needed));<sup>1</sup>
- reflecting central projections of key exogenous demand drivers such as GDP, population and fuel prices** (based on official sources such as the Office for Budget Responsibility and other government departments);
- unbiased** (reflecting a central view of future exogenous demand drivers, given existing plans, 'firm and funded' policy commitments, and other evidence);
- coherent and self-consistent** (if X is unlikely to go ahead unless Y also goes ahead, then X should only be included if Y is also included); and
- realistic and plausible.**

- Rail Network: Full Wixams Station on Midland Main Railway Line resulting in 6 minutes less travel time for rail journeys from the South and 6 minutes more travel time for rail journeys from the North; East West Rail (EWR) line between Oxford and Milton Keynes

<sup>9</sup> <https://www.gov.uk/government/publications/national-road-traffic-projections>

(2 trains per hour in each direction), and appropriate adjustments to rail journey travel times, interchanges and fares.

- Pricing: a £35 per day parking charge at the Site is applied; off-peak fares plus a 10% discount is applied to all midweek travel; a 20% discount on weekend rail fares is applied. 2030 TAG forecasts for car operating costs applied.
- The Future Year scenarios replicate the Primary Opening Year scenario but additionally in different scenarios include the following:
  - Scenarios 5, 5a, 5b: Road Network DfT Traffic Growth Factors to 2050 in line with their Core Scenario.
  - Scenario 5a: Rail Network Extension of East West Rail to the east to Cambridge, with the option of an East West Rail Station as part of the Proposed Development, and appropriate adjustments to rail journey travel times, interchanges and fares.
  - Scenarios 5, 5a, 5b: Pricing - 2050 TAG forecasts for car operating costs applied.
  - Scenario 5b: Removal of rail fare discounts.

Table 9-1 Model parameters that can be defined/adjusted by the user and values applied for each core scenario

	Scenario 1:	Scenario 4:	Scenario 5:	Scenario 5a:	Scenario 5b:
	2023 Existing	Primary Opening Year – Reference Case plus Development	Future Year – Reference Case plus Development	Future Year – Reference Case plus Development plus full East West Rail	Future Year – Reference Case plus Proposed Development plus removal of Rail Discount
Logit Mode Choice Model					
Value of Time	£6.92/hour applied to adult time.  From: Non-work value of time Webtag Table A1.3.2 VOT for 'non-work other' purposes: 2023 values at 2023 prices.	Same as Scenario 1	Same as Scenario 1	Same as Scenario 1	Same as Scenario 1
$\lambda^M$ mode choice sensitivity	Specified by Region in Table 8.4. Based on the values used in the DfT National Transport Model version 2R. This model has calibrated mode choice sensitivities for long distance trips by distance band and trip purpose.				
Car travel parameters					
Road Network Travel Times	Existing network – 2023 travel times from Google maps for each hour of day	Existing network – 2023 travel times from Google maps for each hour of day.	Existing network – 2023 travel times from Google maps for each hour of day.	Same as Scenario 5	Same as Scenario 5

	Scenario 1:	Scenario 4:	Scenario 5:	Scenario 5a:	Scenario 5b:
		<p>Application of 2030 DfT National Road Traffic Projections for changes in traffic speed by region and road type to update car drive times.</p> <p>DfT TAG 'core' scenario applied as defined in TAG Unit M4.</p> <p>Option to apply other scenarios.</p>	<p>Application of 2050 DfT National Road Traffic Projections for changes in traffic speed by region and road type to update car drive times.</p> <p>DfT TAG 'core' scenario applied as defined in TAG Unit M4.</p> <p>Option to apply other scenarios.</p>		
<b>Black Cat junction</b>		A 13 minute reduction in travel time for car trips passing through the Black Cat junction resulting from specific planned improvements.	Same as Scenario 4	Same as Scenario 4	Same as Scenario 4
<b>Vehicle fuel costs</b> (as defined in Webtag Tables A1.3.13 for Average Vehicle) at 2023 prices.	2023 Values @ 2023 Prices: 9.05p/km	2030 Values @ 2023 Prices: 6.86 p/km – accounts for lower costs associated with use of EVs	2050 Values @ 2023 Prices: 4.91 p/km – accounts for lower costs associated with use of EVs	Same as Scenario 5	Same as Scenario 5

	Scenario 1:	Scenario 4:	Scenario 5:	Scenario 5a:	Scenario 5b:
Non-fuel veh operating costs (as defined in Webtag Tables A1.3.15 for Average Vehicle) at 2023 prices.	2023 Values @ 2023 Prices: 3.77p/km	2030 Values @ 2023 Prices: 2.97p/km (see above)	2050 Values @ 2023 Prices: 2.13p/km (see above)	Same as Scenario 5	Same as Scenario 5
Car Parking charge (user defined)	£5/day  (reflecting typical daily parking charge for day trips/longer distance entertainment trips)	£35/day	Same as Scenario 4	Same as Scenario 4	Same as Scenario 4
Queuing, Parking and egress time from car to venue (mins)	Peak 30 mins Off-peak 15 mins	Peak 30 mins Off-peak 15 mins	Same as Scenario 4	Same as Scenario 4	Same as Scenario 4
Parking search/egress time weighting factor	2 x Multiplier applied in all Scenarios.				
Rail travel parameters					
Rail Network	Existing network – service availability and travel times from Trainline.com for each hour of day. These travel times are origin station to	Existing network plus Full Wixams Station on Midland Mainline and EWR line from Oxford to Milton Keynes only (2 trains	Same as Scenario 4	Existing network plus Full Wixams Station on Midland Mainline and EWR line from New Development Station to Oxford and to Cambridge.  For Wixams station 6 minutes travel time is added to travel	Same as Scenario 4

	Scenario 1:	Scenario 4:	Scenario 5:	Scenario 5a:	Scenario 5b:
	<p>destination station and include all interchange wait times where interchange is needed.</p> <p>Assumes the Full Wixams Station on Midland Main Railway Line.</p> <p>For Wixams Station 6 minutes travel time is added to travel times to Bedford for arrivals from/departures to North. 6 minutes travel time is subtracted from travel times to Bedford for arrivals from/departures to South.</p>	<p>per hour). No New Development Station.</p> <p>For Wixams station 6 minutes travel time is added to travel times to Bedford for arrivals from/departures to North. 6 minutes travel time is subtracted from travel times to Bedford for arrivals from/departures to South.</p> <p>Rail travel times from origin zones to Milton Keynes as appropriate.</p> <p>Rail shuttle bus services provided from Milton Keynes station to the Theme Park.</p>		<p>times to Bedford for arrivals from/departures to North. 6 minutes travel time is subtracted from travel times to Bedford for arrivals from/departures to South.</p> <p>Assumes all connections to EWR at Bletchley from the North must first change at Milton Keynes. EWR travel times based on existing network to EWR connecting stations plus planned EWR travel time from connecting station to New Development Station. Assumes 3 EWR services per hour between Bletchley to Bedford and Cambridge and applies 10 minute average wait time. Assumes 2 EWR services per hour between Oxford and Bletchley and applies 15 minute average wait time. These are assumptions as the EWR service patterns are still being consulted one, and at this stage the level of service pattern is understood not to be materially different across the entirety of the EWR route from what is assumed and therefore to affect the conclusions of the assessment.</p>	

	Scenario 1:	Scenario 4:	Scenario 5:	Scenario 5a:	Scenario 5b:
<b>Rail Fares</b>	Obtained by hour of the day from Trainline.com for each category of visitor group (Table 7.1). Automated discounts (e.g. Groupsave) applied where eligibility criteria are met.	Same as Scenario 1 base case but fares on EWR line based on existing fares to connecting station (Oxford, Bletchley, Bicester) plus an additional fare/mile for EWR leg of journey – this additional EWR component of fare is variable according to overall distance of rail journey: 25p/mile up to 80 miles; 20p/mile 80-160 miles; 15p/mile >160 miles (established from distance based analysis of existing rail fares) applicable for adult fares with appropriate discounts applied to other travellers.	Same as Scenario 4	Same as Scenario 4	Same as Scenario 4
<b>Option to apply off-peak rail fares to all midweek travel</b>	Peak fares applied where relevant.	Off peak fares applied to all travel for Midweek Journeys	Same as Scenario 4	Same as Scenario 4	Peak fares applied where relevant.

	Scenario 1:	Scenario 4:	Scenario 5:	Scenario 5a:	Scenario 5b:
<b>Option to apply an additional user defined % Rail Fare Discount to all fares</b>	Not applied	10% discount applied for midweek travel 20% discount applied for weekend travel	Same as Scenario 4	Same as Scenario 4	No rail discount applied
<b>Option to apply user defined additional interchange penalty for inconvenience of each interchange.</b>	5 minutes penalty applied per interchange in all Scenarios.				
<b>Access time to reach origin station. User defined for each origin zone.</b>	All Scenarios: 20 mins access time for Unitary Authority Zones, 25 mins access time for Countywide zones, and 40 mins access time for Regional zones. See Sect 7.16				
<b>User defined time weighting penalty factor applied to rail station access times.</b>	2 x Multiplier applied in all Scenarios				
<b>User defined egress time from destination station to Attraction Entrance</b>	7 minutes travel time on dedicated shuttle bus from Wixams Station to attraction entrance.	7 minutes travel time on dedicated shuttle bus from Wixams station to attraction entrance.  Travel times on dedicated shuttle bus services from: Milton Keynes station to	Same as Scenario 4	7 minutes travel time on dedicated shuttle bus from Wixams station to attraction entrance.  4 minutes walk time from East West Rail Station to attraction entrance.	Same as Scenario 4



	Scenario 1:	Scenario 4:	Scenario 5:	Scenario 5a:	Scenario 5b:
		attraction entrance (38 mins + Av. 3 min wait in peak).			
User defined frequency of dedicated shuttle service	40 departures per hour from Wixams (multiple vehicles may depart in waves).	40 Wixams shuttle bus departures per hour (multiple vehicles may depart in waves).  Up to 28 Milton Keynes departures per hour (multiple vehicles may depart in waves).	Same as Scenario 4.	40 departures per hour from Wixams (multiple vehicles may depart in waves).	Same as Scenario 4.
User defined penalty factor applied to shuttle bus wait time and walk times	2 x Multiplier applied in all Scenarios				
Coach travel parameters					
User defined origin zones for dedicated coach services (multiple origin zones can be linked by a single coach service).	For all Scenarios: Coach services included from origin zones: Surrey; Essex; Hertfordshire; Derbyshire; Nottinghamshire; Warwickshire; Solihull; Wolverhampton; North East; Yorkshire and Humber; London; Scotland; Northern Ireland				

	Scenario 1:	Scenario 4:	Scenario 5:	Scenario 5a:	Scenario 5b:
<b>Adult Coach fare defined as a % of adult rail fare</b>	66% in all Scenarios				
<b>Coach child fare defined as % of adult coach fare</b>	50% in all Scenarios				
<b>Option to define additional Coach Fare Discount %</b>	Not applied	10% discount applied for midweek travel 20% discount applied for weekend travel	Same as Scenario 4	Same as Scenario 4	No coach discount applied
<b>Coach travel time defined as a multiple of Car Driving Time (to account for excess time relative to car due to slower driving speed and pickup/drop offs</b>	1.15 in all Scenarios				
<b>Access time to reach origin pick-up point. User defined for each origin zone.</b>	For all Scenarios: 20 mins access time for Unitary Authority Zones, 25 mins access time for Countywide zones, and 40 mins access time for Regional zones.				
<b>User defined penalty factor applied to coach pick-up point access times.</b>	2 x Multiplier applied in all Scenarios				

	Scenario 1:	Scenario 4:	Scenario 5:	Scenario 5a:	Scenario 5b:
User defined hours of operation for dedicated coach services	For all Scenarios:				
	To arrive by 09:00, 10:00, 11:00				
	To depart after 18:00, 19:00, 20:00, 21:00				
On-Site Visitor Accommodation					
Core Zone	N/A	500 bedroom visitor accommodation	500 bedroom visitor accommodation	500 bedroom visitor accommodation	500 bedroom visitor accommodation
Lake Zone	N/A		4220 Bedrooms for Visitors	4220 Bedrooms for Visitors	4220 Bedrooms for Visitors
Assumed split between on-site and off-site accommodation	N/A	20% on-site	80% on-site	80% on-site	80% on-site
		80% off-site	20% off-site	20% off-site	20% off-site
Gravity Distribution Model					
Option to include 'Time and Cost of Travel' Weighting to Trip Distribution	Activated in all Scenarios (see Sect 9.4)				
$\alpha$ : distance decay parameter	1.1 in all Scenarios (see Sect 9.5-9.10)				

	Scenario 1:	Scenario 4:	Scenario 5:	Scenario 5a:	Scenario 5b:
<b>Option to include Income Weighting to Trip Distribution (based on Net Household Income after housing costs Indexed to England and Wales average)</b>	Activated in all Scenarios (see Sect 9.4)				

## Annex 4 – Results: Validation and Sensitivity analysis

**10.1** Applying the above described Logit and Gravity models with the Scenario 1 2023 Existing parameter values detailed in **Table 9-1** results in the Peak Saturday daily domestic visitor trip numbers and mode share for each zone presented in **Table 10-1**. **This is before any reallocations are made to local bus or for last mile mode shifts to shuttle buses, taxis or rail for off-site accommodation stayers.**

**Table 10-1 - Summary results for Scenario 1 2023 Existing Domestic Visitors for a Saturday applying Future Year Peak demand (before local bus and off-site accommodation stay reallocations for final access to Theme Park).**

		Total Daily Trips	Mode Share Car Driver	Mode Share Car Passenger	Total Car Mode Share	Mode Share Train	Mode Share Coach
South East	Bracknell Forest	110	30%	61%	91%	9%	0%
	Brighton and Hove	175	19%	43%	62%	38%	0%
	Isle of Wight	65	34%	66%	100%	0%	0%
	Medway	198	29%	58%	87%	13%	0%
	Milton Keynes	565	29%	59%	87%	13%	0%
	Portsmouth	114	27%	55%	82%	18%	0%
	Reading	133	28%	55%	83%	17%	0%
	Slough	146	29%	58%	87%	13%	0%
	Southampton	137	28%	55%	84%	16%	0%
	West Berkshire	126	31%	62%	93%	7%	0%
	Windsor and Maidenhead	154	30%	60%	90%	10%	0%
	Wokingham	160	31%	62%	92%	8%	0%
	Buckinghamshire	641	30%	61%	91%	9%	0%
	East Sussex	308	26%	58%	84%	16%	0%
	Hampshire	883	30%	60%	90%	10%	0%
	Kent	1004	26%	58%	85%	15%	0%
	Oxfordshire	591	30%	59%	89%	11%	0%
	Surrey	1119	27%	60%	87%	1%	11%
	West Sussex	542	29%	59%	88%	12%	0%
East of England	Bedford	722	4%	8%	12%	88%	0%
	Central Bedfordshire	487	30%	61%	91%	9%	0%
	Luton	411	10%	24%	34%	66%	0%
	Peterborough	236	28%	58%	86%	14%	0%
	Southend-on-Sea	126	28%	56%	85%	15%	0%
	Thurrock	139	29%	59%	88%	12%	0%
	Cambridgeshire	699	29%	59%	89%	11%	0%
	Essex North	578	28%	59%	87%	2%	12%
	Essex South	774	28%	59%	87%	2%	12%

		Total Daily Trips	Mode Share Car Driver	Mode Share Car Passenger	Total Car Mode Share	Mode Share Train	Mode Share Coach
	Hertfordshire West	487	29%	59%	88%	12%	0%
	Hertfordshire West Central	391	24%	54%	78%	22%	0%
	Hertfordshire East Central	427	30%	59%	89%	11%	0%
	Hertfordshire East	314	30%	59%	89%	11%	0%
	Norfolk	569	29%	59%	88%	12%	0%
	Suffolk	474	30%	59%	89%	11%	0%
East Midlands	Derby	194	24%	55%	79%	5%	16%
	Leicester	317	25%	53%	78%	22%	0%
	Nottingham	230	23%	51%	74%	6%	20%
	Rutland	43	30%	61%	92%	8%	0%
	Derbyshire	581	26%	58%	84%	4%	12%
	Leicestershire	706	28%	60%	87%	4%	9%
	Lincolnshire	590	28%	59%	87%	2%	11%
	Nottinghamshire	565	26%	58%	84%	16%	0%
	North Northamptonshire	499	27%	58%	85%	15%	0%
	West Northamptonshire	572	29%	59%	89%	11%	0%
West Midlands	Herefordshire, County of	98	31%	62%	92%	8%	0%
	Shropshire	176	31%	62%	92%	8%	0%
	Stoke-on-Trent	142	28%	55%	83%	17%	0%
	Telford and Wrekin	113	30%	60%	91%	9%	0%
	Staffordshire	591	29%	59%	89%	11%	0%
	Warwickshire	563	30%	60%	89%	1%	9%
	Birmingham	900	26%	54%	81%	19%	0%
	Coventry	341	29%	58%	87%	13%	0%
	Dudley	224	29%	58%	87%	13%	0%
	Sandwell	229	28%	55%	83%	17%	0%
	Solihull	194	26%	58%	84%	2%	14%
	Walsall	207	28%	56%	84%	16%	0%
	Wolverhampton	180	25%	55%	80%	2%	18%
	Worcestershire	391	31%	61%	92%	8%	0%
Regions/ Countries	North East	804	28%	55%	83%	4%	13%
	Wales	1103	27%	58%	85%	15%	0%
	Yorkshire and Humber	2936	25%	56%	81%	2%	17%
	South West	2107	28%	59%	87%	13%	0%
	North West	2856	28%	57%	85%	15%	0%
	London - C	1956	6%	17%	23%	48%	29%
	London - NW	2366	14%	33%	47%	15%	38%
	London -SW	985	10%	26%	36%	34%	30%
	London - SE	1321	7%	18%	25%	44%	32%

		Total Daily Trips	Mode Share Car Driver	Mode Share Car Passenger	Total Car Mode Share	Mode Share Train	Mode Share Coach
	London - NE	1888	9%	23%	32%	34%	34%
	Scotland	1017	26%	56%	82%	1%	18%
	Northern Ireland	264	2%	3%	5%	3%	92%
		<b>42250</b>	<b>23.5%</b>	<b>50.0%</b>	<b>73.5%</b>	<b>16.1%</b>	<b>10.4%</b>

- 10.2 **Table 10-1** gives an indication of the modal shares per zone for trips to the location where the Proposed Development will be built but assuming only existing road and rail networks and services exist with the exception of the Full Wixams Station and last mile connections from this to the Site. This gives the ability to compare mode share model estimates with data from National Travel Survey (NTS) relating to trips for purposes of 'Day Trip' or Entertainment trips of equivalent distance to those being made to the proposed Theme Park.
- 10.3 The reason this form of validation check is necessary is because there is very limited other data against which to validate the model results. This is due to the unique nature of the proposed Theme Park in terms of its scale and location. It will attract multiple times more visitors than the next largest UK Theme Park. It is also possible that a dedicated rail station (EWR Station potentially delivered on site by EWR Company) could be built connecting rail travellers directly to the Theme Park entrance or through shuttle bus services from a station just over 1 mile from the entrance. Added to this is the proposed high parking charge (£35 per day) to deter car use and encourage more public transport use.
- 10.4 Usual sources of survey data (e.g. TRICS) were searched and checked for sites with similar characteristics. Although there is a category defined as Theme Parks within TRICS, the largest sites were Chessington World of Adventure located inside the M25. This was surveyed in 2004 counting vehicles only. There was no data collected on public transport passengers and hence does not provide any useful comparison with the proposed Theme Park. The next largest site surveyed in TRICS is Whipsnade Zoo located near Luton (a similar part of the country) and a similar distance from Luton Town Centre as the proposed Theme Park is to Bedford town centre. However, again there is very limited public transport provision to the Site (1 bus per hour), the car parking charge was £4, and the survey again was vehicle only, so not useful to validate mode share results to the proposed Theme Park.
- 10.5 The NTS is the primary source of data on personal travel patterns in Great Britain. It is a household survey that has run continuously since 1988 and is designed to monitor long-term trends in personal travel. The survey collects information on how, why, when and where people travel as well as factors which affect personal travel. Data is collected via two main sources: face-to-face interviews with people in their homes and a seven-day travel diary, allowing travel patterns to be linked with individual characteristics.
- 10.6 2019 NTS data (the most recent available data that is not affected by Covid related changes in trip making) covers all of England and provides numbers of trips by purpose for 14 trip purposes, by mode for 13 modes and by trip distance within eight distance ranges.

- 10.7 Looking only at NTS data purposes of ‘Day Trips’ and ‘Entertainment and public Events’ trips provides the closest match to the types of trips being made to the proposed Theme Park. The NTS data gives a breakdown of mode share for these trips by 8 different distance bands. This is available for each Region in England.
- 10.8 From this it is possible to determine the mode share for journeys of a given distance range in each Region of England for the purposes of ‘Day Trips’ and ‘Entertainment and public Events’ trips.
- 10.9 Analysing the distances to the proposed Theme Park for each Zone and then establishing the proportion of population in each Region within each distance band from the proposed Theme Park provides an equivalent NTS derived mode share for the distances likely to be travelled to the proposed Theme Park. **Table 10-2** shows the England average NTS derived data for journeys equivalent in purpose and length to those estimated to be made to the proposed Theme Park location.

**Table 10-2 – England average NTS derived data for journeys equivalent in nature to those made to the proposed Theme Park**

Car Mode Share	Car Driver Mode Share	Car passenger Mode Share	Train Mode Share	Other Mode Share
71.9%	32.8%	39.1%	17.9%	10.2%

- 10.10 Comparing the NTS data in **Table 10-2** to the results obtained for Scenario 1: 2023 Existing (**Table 10-1** and totals summarised in **Table 10-3**) shows a slightly higher proportion of car trips 73.5% resulting from the Logit model 2023 Existing Scenario 1 vs 71.9% from the NTS data. This is with the assumption that a £5 per day parking charge would be incurred which is not unreasonable for day trips or longer distance entertainment trips.

**Table 10-3 – Logit model mode share for Scenario 1: 2023 Existing with Theme Park visitor profile**

Car Mode Share	Car Driver Mode Share	Car passenger Mode Share	Train Mode Share	Coach Mode Share
73.5%	23.5%	50.0%	16.1%	10.4%

- 10.11 While the overall car mode share for the Logit mode choice/distribution model 2023 Existing Scenario 1 is only slightly higher to that from the NTS data (73.5% vs 71.9%), it is evident that the split between car driver mode share and car passenger differs significantly between the NTS data and the Logit model. This can be explained by the likely higher proportion of groups with 3, 4 and 5 persons visiting the attraction, compared to the numbers of persons travelling together in the NTS data where a larger proportion of trips are likely to be made by individuals.



10.12 To assess the impact of group size and visitor composition on the Logit model results further assessment was undertaken with adjustments made to the visitor profiles to better reflect the likely demographics of the NTS sample. This comprised of reducing the proportions of families with children and increasing the proportion of single and couple adults. Changes in the age profile of adults without children were also made to reflect fewer young adults and more adults aged 30+ in the mix. This better reflects the wider population traveller profile. The results from these changes in group sizes/traveller profiles are summarised in **Table 10-4** and presented in full in **Table 10-5**.

**Table 10-4 – Logit model mode share for the Scenario 1: 2023 Existing with wider population traveller profile**

Car Mode Share	Car Driver Mode Share	Car passenger Mode Share	Train Mode Share	Coach Mode Share
69.6%	29.0%	40.7%	17.5%	12.9%

10.13 It is evident from comparing **Table 10-2** and **Table 10-4** that the Logit model mode share assignments are closely matching NTS data when broadly equivalent circumstances are considered.

10.14 While, by no means conclusive, this does give a level of confidence that the 2023 Existing Scenario 1 model is performing in an acceptable manner.

**Table 10-5 - Domestic Visitor summary results for Scenario 1: 2023 Existing, for a Saturday applying Future Year Peak demand to wider population traveller profile (before local bus and off-site overnight stay reallocations for final access to Theme Park).**

		Total Daily Trips	Mode Share Car Driver	Mode Share Car Passenger	Total Car Mode Share	Mode Share Train	Mode Share Coach
South East	Bracknell Forest	109	42%	51%	92%	8%	0%
	Brighton and Hove	172	19%	36%	55%	45%	0%
	Isle of Wight	63	46%	54%	100%	0%	0%
	Medway	195	38%	48%	86%	14%	0%
	Milton Keynes	559	38%	48%	86%	14%	0%
	Portsmouth	113	37%	45%	82%	18%	0%
	Reading	133	39%	45%	84%	16%	0%
	Slough	146	41%	47%	88%	12%	0%
	Southampton	136	39%	46%	85%	15%	0%
	West Berkshire	123	43%	52%	94%	6%	0%
	Windsor and Maidenhead	152	42%	50%	92%	8%	0%
	Wokingham	158	42%	51%	94%	6%	0%
	Buckinghamshire	646	42%	50%	92%	8%	0%
	East Sussex	304	28%	48%	76%	24%	0%

	Hampshire	871	41%	50%	91%	9%	0%
	Kent	992	28%	48%	76%	24%	0%
	Oxfordshire	590	41%	49%	90%	10%	0%
	Surrey	1108	31%	49%	80%	1%	19%
	West Sussex	532	39%	49%	88%	12%	0%
East of England	Bedford	747	5%	6%	11%	89%	0%
	Central Bedfordshire	498	43%	49%	93%	7%	0%
	Luton	419	10%	19%	29%	71%	0%
	Peterborough	238	40%	47%	87%	13%	0%
	Southend-on-Sea	126	40%	47%	86%	14%	0%
	Thurrock	137	41%	49%	89%	11%	0%
	Cambridgeshire	710	42%	48%	90%	10%	0%
	Essex North	572	33%	49%	82%	1%	17%
	Essex South	765	33%	49%	82%	1%	16%
	Hertfordshire West	480	38%	49%	87%	13%	0%
	Hertfordshire West Central	388	26%	44%	70%	30%	0%
	Hertfordshire East Central	431	42%	48%	90%	10%	0%
	Hertfordshire East	317	42%	49%	90%	10%	0%
	Norfolk	569	41%	49%	90%	10%	0%
	Suffolk	472	41%	49%	90%	10%	0%
East Midlands	Derby	195	24%	44%	68%	5%	27%
	Leicester	316	28%	44%	71%	29%	0%
	Nottingham	232	22%	41%	62%	7%	31%
	Rutland	43	42%	51%	93%	7%	0%
	Derbyshire	579	26%	47%	73%	4%	23%
	Leicestershire	695	31%	49%	81%	5%	14%
	Lincolnshire	583	36%	49%	85%	1%	13%
	Nottinghamshire	560	26%	48%	74%	26%	0%
	North Northamptonshire	495	30%	48%	78%	22%	0%
	West Northamptonshire	567	40%	49%	89%	11%	0%
West Midlands	Herefordshire, County of	96	42%	51%	93%	7%	0%
	Shropshire	174	43%	51%	93%	7%	0%
	Stoke-on-Trent	141	38%	46%	84%	16%	0%
	Telford and Wrekin	111	42%	50%	92%	8%	0%
	Staffordshire	583	40%	49%	90%	10%	0%
	Warwickshire	559	41%	49%	90%	1%	9%
	Birmingham	888	34%	45%	79%	21%	0%
	Coventry	336	40%	48%	88%	12%	0%
	Dudley	222	40%	48%	88%	12%	0%
	Sandwell	228	39%	45%	84%	16%	0%
	Solihull	194	27%	47%	74%	1%	25%
	Walsall	204	36%	47%	83%	17%	0%
	Wolverhampton	180	27%	45%	72%	2%	26%

	Worcestershire	386	42%	51%	93%	7%	0%
Regions/ Countries	North East	798	39%	46%	85%	3%	13%
	Wales	1085	32%	48%	80%	20%	0%
	Yorkshire and Humber	2938	25%	45%	70%	2%	28%
	South West	2062	33%	49%	83%	17%	0%
	North West	2808	39%	47%	86%	14%	0%
	London - C	2021	6%	12%	19%	50%	31%
	London - NW	2403	15%	26%	41%	18%	42%
	London -SW	1008	11%	20%	31%	36%	33%
	London - SE	1363	7%	14%	20%	46%	34%
	London - NE	1940	9%	18%	27%	37%	36%
	Scotland	1007	26%	46%	73%	1%	27%
	Northern Ireland	278	2%	2%	4%	3%	92%
		<b>42250</b>	<b>29.0%</b>	<b>40.7%</b>	<b>69.6%</b>	<b>17.5%</b>	<b>12.9%</b>

### Sensitivity

10.15 In line with TAG Unit M2.1 (DfT, 2020) recommendations, three sets of realism tests are performed to quantify:

1. The car driver (i.e. traffic km) response (in vehicle kms) to a 10 per cent increase in fuel costs.
2. The combined public transport (i.e. rail and bus) response (in number of trips) to a 10 per cent increase in rail and bus fares.
3. The car driver (i.e. car trips) response to 10 per cent increase in car journey time (i.e. reduction in speed).

10.16 The acceptable range for the resulting elasticities provided by TAG are summarised in **Table 10-7**. Elasticity is calculated as:

$$e = (\log(T^1) - \log(T^0)) / (\log(C^1) - \log(C^0)), .$$

Where, the superscripts 0 and 1 indicate values of demand, T, and cost, C, before and after the change in cost, respectively.

**Table 10-6 - Reproduction of Table 6.2 in TAG Unit M2.1 (DfT, 2020)**

Table 6.2 Summary of Recommended Elasticity Ranges		
	High	Low
Average Fuel Cost (kms)	-0.35	-0.25
PT Main Mode Fare (trips)	-0.9	-0.2
Bus Fare (trips)	-0.9	-0.7
Car Journey Time (trips)	No stronger than -2.0	

### Fuel Costs Elasticity

- 10.17 Applying a 10% fuel cost increase results in reduction of total car-km from 1,030,973km to 995,694km (a 3.4% reduction).
- 10.18 The elasticity calculation for this is  $e = \log(0.966)/\log(1.10) = -0.33$
- 10.19 This is within the TAG recommended elasticity range shown in **Table 10-6** and is in line with expectations since elasticity of holiday and longer distance recreation trips (more equivalent to the trips to the Theme Park) are usually at the higher end of the TAG range.

### Public Transport Fares Elasticity

- 10.20 Applying a 10% increase to rail and dedicated coach fares results in reduction of total public transport trips from 15,584 to 14,226 (an 8.6% reduction).
- 10.21 The elasticity calculation for this is  $e = \log(0.914)/\log(1.10) = -0.95$
- 10.22 This is slightly higher than the upper bound (-0.9) in the TAG recommended elasticity range shown in **Table 10-6**. The measured elasticity is higher than the TAG guidance values because it primarily relates to long-distance trips, which form a relatively small fraction of PT demand in the local models TAG is typically used for. Long distance journeys typically display higher elasticity values and so it is not unexpected that the public transport fare elasticity for this model would be near the upper end of the TAG range.

### Car Journey Time Elasticity

- 10.23 Applying a 10% increase to car journey times (10% decrease in speed) results in reduction of total car driver trips from 8032 to 7579 (a 5.6% reduction).
- 10.24 The elasticity calculation for this is  $e = \log(0.944)/\log(1.10) = -0.61$

This is within the TAG recommended elasticity (no stronger than -2.0) shown in **Table 10-6**. The measured elasticity is well within this maximum TAG guidance value.

## Annex 5 - Results for Midweek (Monday to Friday) assessment

- 11.1 The main body of this Paper presents the results for the Trip Forecasting scenarios for Saturday assessment.
- 11.2 This Annex presents the results for the same Trip Forecasting scenarios based on Midweek (Monday to Friday) assessment. The scenarios are defined in **Annex 3** and **Table 9-1**.
- 11.3 As for the Saturday assessment, results are presented for all four attendance levels. However, while most Saturdays are likely to experience mainly Average and Busy attendance at the Theme Park, with some Peak attendance days in mid-summer and holiday periods, Midweek days are more likely to experience Low and Average attendance levels with very few Busy or Peak days occurring only in holidays.
- 11.4 The Team Member trip generation for the four attendance levels does not differ between Saturday and Midweek day. That is, an Average attendance level on a Saturday will require the same number of Team Members and result in the same trip generation as an Average attendance day during Midweek.
- 11.5 Similarly the same applies to international visitors.
- 11.6 For domestic visitors, there is some variation in the trip generation and mode share between Saturday and Midweek due to differing road network conditions and travel times, especially during commuter peak hours. Generally this results in an increase in generalised cost of travel by car compared to rail during Midweek days and hence lower car mode share and higher rail mode shares. To balance the mode share more evenly between Saturdays and Midweek days an additional rail fare discount is applied to weekend travel in all trip forecasting scenarios (see **Table 9-1**).
- 11.7 **Table 11-1** to **Table 11-16** present the combined (domestic visitor, international visitor and team member) person trips for Midweek in each of the four attendance levels for all four trip forecasting scenarios.
- 11.8 **Table 11-17** to **Table 11-32** then present the combined vehicle trips that this relates to.

#### Scenario 4: Primary Opening Year – Reference Case plus Development – Midweek Assessment

- 8.5 million annual visitors;
- 70% Domestic, 30% International;
- Existing road network with 2030 DfT National Road Traffic Projections and Black Cat junction improvements;
- EWR only between Oxford and Milton Keynes and Shuttle Bus provision for rail passengers between Milton Keynes station and the Theme Park.
- Full Wixams Station is built;
- Rail fare discounts applied.
- 500 bed visitor accommodation is included within the Core Zone.

Mode	Domestic Visitors	International Visitors	Team Members	TOTAL			
				LOW	AVE	BUSY	PEAK
Car Total	46.2%	5.0%	61%	42.8%	39.3%	37.4%	36.7%
Car Driver	13.7%	1.5%	51.1%	23.4%	18.1%	15.4%	14.3%
Car Passenger	32.5%	3.5%	10.2%	19.5%	21.2%	22.0%	22.4%
Rail (MMRL) to Wixams shuttle	20.6%	45.0%	16.4%	24.3%	25.7%	26.4%	26.7%
Rail (EWR) to MKeynes shuttle bus	11.6%	5.0%		6.5%	7.7%	8.4%	8.6%
Coach	12.7%	40.0%		14.2%	16.9%	18.2%	18.7%
Local Bus	0.9%		19%	6.7%	4.3%	3.1%	2.6%
Hotel Shuttle	4.1%			1.9%	2.3%	2.5%	2.6%
Taxi	3.9%	5.0%		2.9%	3.4%	3.7%	3.8%
Active Travel			2%	0.6%	0.4%	0.3%	0.2%

#### Scenario 5: Future Year – Reference Case plus Development – Midweek Assessment

- 12.5 million annual visitors;
- 52% Domestic, 48% International;
- Existing road network with 2050 DfT National Road Traffic Projections and Black Cat junction improvements;
- EWR only between Oxford and Milton Keynes and Shuttle Bus provision for rail passengers between Milton Keynes station and the Theme Park.
- Full Wixams Station is built;
- Rail fare discounts applied.
- 500 bed visitor accommodation is included within the Core Zone.
- Development of the Lake/West Gateway zones to include an additional 4220 bedrooms available to Site Visitors.

Mode	Domestic Visitors	International Visitors	Team Members	TOTAL			
				LOW	AVE	BUSY	PEAK
Car Total	56.9%	5.0%	62%	39.2%	37.4%	35.3%	56.9%
Car Driver	17.3%	1.5%	51.4%	19.8%	17.4%	14.3%	17.3%
Car Passenger	39.6%	3.5%	10.3%	19.4%	20.1%	21.0%	39.6%
Rail (MMRL) to Wixams shuttle	20.2%	45.0%	16.9%	28.4%	29.3%	30.4%	20.2%
Rail (EWR) to MKeynes shuttle bus	11.2%	5.0%		6.2%	6.7%	7.3%	11.2%
Coach	9.0%	40.0%		18.1%	19.5%	21.2%	9.0%
Local Bus	0.9%		19%	5.0%	3.9%	2.5%	0.9%
Hotel Shuttle	1.0%			0.4%	0.4%	0.4%	1.0%
Taxi	0.9%	5.0%		2.2%	2.3%	2.5%	0.9%
Active Travel			2%	0.5%	0.4%	0.2%	

### Scenario 5a: Future Year – Reference Case plus Development plus full East West Rail – Midweek Assessment

- As Scenario 5 but with Full EWR route development with services between Oxford, Bletchley, Bedford, Tempsford and Cambridge and including an East West Rail Station serving the Theme Park; Shuttle buses from Milton Keynes station to Theme Park removed.

Mode	Domestic Visitors	International Visitors	Team Members	TOTAL			
				LOW	AVE	BUSY	PEAK
Car Total	57.5%	5.0%	57%	38.3%	36.8%	35.0%	34.5%
Car Driver	17.1%	1.5%	47.5%	18.8%	16.5%	13.8%	13.0%
Car Passenger	40.5%	3.5%	9.5%	19.5%	20.3%	21.3%	21.5%
Rail (MMRL) to Wixams shuttle	15.9%	40.0%	4.6%	21.9%	23.3%	24.9%	25.4%
Rail (EWR) walk from EWR station	15.3%	10.0%	17.3%	13.8%	13.6%	13.2%	13.1%
Coach	8.6%	40.0%		17.9%	19.4%	21.1%	21.6%
Local Bus	0.9%		19.1%	5.0%	3.9%	2.5%	2.1%
Hotel Shuttle	1.0%			0.4%	0.4%	0.4%	0.5%
Taxi	0.9%	5.0%		2.2%	2.3%	2.5%	2.6%
Active Travel			2%	0.5%	0.4%	0.2%	0.2%

### Scenario 5b: Future Year – Reference Case plus Development plus Removal of Rail Discount – Midweek Assessment

- As Scenario 5 but with removal of rail fare discounts.

Mode	Domestic Visitors	International Visitors	Team Members	TOTAL			
				LOW	AVE	BUSY	PEAK
Car Total	70.9%	5.0%	62%	44.7%	43.4%	41.8%	41.3%
Car Driver	22.5%	1.6%	51.4%	21.9%	19.6%	16.8%	16.0%
Car Passenger	48.4%	3.4%	10.3%	22.8%	23.8%	25.0%	25.3%
Rail (MMRL) to Wixams shuttle	12.1%	45.0%	16.9%	25.2%	25.9%	26.7%	26.9%
Rail (EWR) to MKeynes shuttle	6.6%	5.0%		4.4%	4.8%	5.2%	5.3%
Coach	7.7%	40.0%		17.6%	19.0%	20.7%	21.1%
Local Bus	0.9%		19%	5.0%	3.9%	2.5%	2.1%
Hotel Shuttle	0.9%			0.3%	0.4%	0.4%	0.4%
Taxi	0.9%	5.0%		2.2%	2.3%	2.5%	2.6%
Active Travel			2%	0.5%	0.4%	0.2%	0.2%

**Table 11-1 – Total Person Trips – Low Attendance – Scenario 4 (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	76	0	0	0	17	0	3	0	24	0	0	0	0	0	2	0
05.00	181	97	0	0	41	22	8	4	57	31	0	0	0	0	6	3
06.00	257	97	0	0	58	22	11	4	81	31	0	0	0	0	8	3
07.00	463	99	92	0	214	31	64	8	85	31	23	0	31	0	8	3
08.00	812	0	259	0	492	25	161	12	82	0	65	0	89	0	7	0
09.00	1274	0	536	0	967	54	335	26	102	0	123	0	166	0	8	0
10.00	922	76	324	132	613	49	206	19	107	24	75	0	101	0	10	2
11.00	504	211	137	0	277	48	74	9	75	67	0	0	14	0	7	7
12.00	365	278	22	137	170	86	47	22	76	77	0	2	6	4	8	8
13.00	298	278	143	5	113	86	29	22	75	77	0	2	3	4	8	8
14.00	351	299	22	143	170	114	48	32	72	73	0	4	6	7	7	7
15.00	238	290	143	16	103	135	30	42	47	60	0	5	3	11	5	6
16.00	103	332	5	159	50	191	16	63	15	52	0	9	2	18	1	5
17.00	60	329	137	38	40	237	14	82	1	30	0	12	2	25	0	2
18.00	60	412	5	291	40	285	14	94	1	29	0	18	2	35	0	2
19.00	123	742	132	263	31	486	9	158	31	79	0	28	0	57	3	7
20.00	126	1048	0	412	32	725	9	239	31	84	0	44	0	89	3	7
21.00	97	1359	132	494	22	893	4	291	31	133	0	53	0	106	3	12
22.00	0	289	0	0	0	65	0	12	0	91	0	0	0	0	0	9
23.00	0	72	0	0	0	16	0	3	0	23	0	0	0	0	0	2
<b>Total</b>	<b>6309</b>	<b>6309</b>	<b>2089</b>	<b>2089</b>	<b>3449</b>	<b>3568</b>	<b>1084</b>	<b>1142</b>	<b>991</b>	<b>991</b>	<b>287</b>	<b>178</b>	<b>423</b>	<b>355</b>	<b>95</b>	<b>95</b>



**Table 11-2 – Total Person Trips – Average Attendance – Scenario 4 (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	88	0	0	0	20	0	4	0	28	0	0	0	0	0	3	0
05.00	211	113	0	0	48	25	9	5	67	36	0	0	0	0	7	4
06.00	300	113	0	0	67	25	13	5	95	36	0	0	0	0	10	4
07.00	775	116	210	0	426	46	135	15	103	37	53	0	72	0	10	4
08.00	1611	0	596	0	1075	57	359	28	107	0	150	0	205	0	9	0
09.00	2642	0	1232	0	2159	124	759	60	144	0	284	0	382	0	10	0
10.00	1785	88	746	304	1335	94	460	40	139	28	172	0	232	0	11	3
11.00	911	247	316	0	581	55	161	10	93	78	0	0	31	0	8	8
12.00	578	365	50	316	332	136	97	38	93	91	0	4	14	8	9	9
13.00	424	365	328	12	201	136	56	38	89	91	0	4	7	8	9	9
14.00	562	431	50	328	337	204	100	63	88	87	0	8	14	16	8	9
15.00	383	462	328	37	200	264	63	87	57	73	0	12	7	24	5	7
16.00	188	593	12	366	103	401	35	137	18	65	0	20	3	41	2	6
17.00	138	672	316	87	92	525	33	186	2	41	0	29	3	57	0	3
18.00	138	866	12	669	92	637	33	213	2	41	0	41	3	82	0	3
19.00	173	1461	304	604	47	1064	16	354	36	103	0	65	0	131	4	8
20.00	176	2165	0	946	48	1612	16	539	37	116	0	102	0	204	4	8
21.00	113	2716	304	1136	25	1961	5	651	36	176	0	123	0	245	4	14
22.00	0	337	0	0	0	76	0	14	0	107	0	0	0	0	0	11
23.00	0	84	0	0	0	19	0	4	0	27	0	0	0	0	0	3
Total	11195	11195	4805	4805	7187	7461	2353	2486	1232	1232	660	409	974	816	111	111

**Table 11-3 – Total Person Trips – Busy Attendance – Scenario 4 (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	94	0	0	0	21	0	4	0	30	0	0	0	0	0	3	0
05.00	227	121	0	0	51	27	10	5	72	38	0	0	0	0	7	4
06.00	321	121	0	0	72	27	14	5	101	38	0	0	0	0	10	4
07.00	1147	124	366	0	695	63	227	22	116	39	92	0	126	0	10	4
08.00	2625	0	1037	0	1830	98	616	48	130	0	261	0	356	0	9	0
09.00	4397	0	2143	0	3710	216	1311	105	188	0	494	0	664	0	10	0
10.00	2875	94	1297	528	2269	150	791	66	169	30	300	0	404	0	12	3
11.00	1412	264	549	0	972	59	272	11	108	84	0	0	54	0	9	9
12.00	826	447	86	550	537	193	161	58	104	99	0	7	24	14	9	10
13.00	557	447	571	22	308	193	90	58	98	99	0	7	12	14	9	10
14.00	808	573	86	571	548	315	167	102	99	96	0	14	24	28	9	9
15.00	554	662	571	65	322	428	104	145	64	82	0	21	12	43	6	7
16.00	293	914	22	636	172	671	60	234	20	76	0	36	6	71	2	6
17.00	239	1110	550	151	160	901	58	320	3	53	0	50	6	99	0	3
18.00	239	1451	22	1163	160	1096	58	368	3	53	0	71	6	142	0	3
19.00	226	2372	528	1050	65	1812	24	609	38	126	0	114	0	227	4	9
20.00	229	3596	0	1646	66	2766	24	930	39	148	0	178	0	355	4	9
21.00	121	4442	528	1975	27	3348	5	1121	38	217	0	214	0	426	4	15
22.00	0	361	0	0	0	81	0	15	0	114	0	0	0	0	0	12
23.00	0	90	0	0	0	20	0	4	0	29	0	0	0	0	0	3
<b>Total</b>	17190	17190	8357	8357	11986	12464	3995	4227	1421	1421	1147	712	1694	1420	119	119

**Table 11-4 – Total Person Trips – Peak Attendance – Scenario 4 (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	101	0	0	0	23	0	4	0	32	0	0	0	0	0	3	0
05.00	242	129	0	0	54	29	10	5	76	41	0	0	0	0	8	4
06.00	342	129	0	0	77	29	15	5	108	41	0	0	0	0	11	4
07.00	1479	133	503	0	934	78	308	29	128	42	127	0	173	0	11	4
08.00	3522	0	1426	0	2496	135	844	66	151	0	359	0	489	0	10	0
09.00	5949	0	2947	0	5079	296	1799	144	228	0	679	0	913	0	11	0
10.00	3839	101	1784	726	3095	199	1083	90	197	32	412	0	555	0	13	3
11.00	1857	282	755	0	1317	63	370	12	122	89	0	0	74	0	10	9
12.00	1046	522	119	756	718	245	217	76	115	106	0	10	33	20	10	11
13.00	677	522	785	30	404	245	120	76	107	106	0	10	17	20	10	11
14.00	1027	701	119	785	734	413	226	137	110	105	0	20	33	39	9	10
15.00	706	840	785	89	431	572	141	197	70	90	0	29	17	59	6	8
16.00	387	1199	30	875	233	909	82	319	23	87	0	49	8	98	2	7
17.00	329	1497	756	208	220	1232	79	439	5	64	0	69	8	137	0	3
18.00	329	1967	30	1599	220	1501	79	505	5	64	0	98	8	195	0	3
19.00	273	3178	726	1444	82	2473	31	833	41	147	0	157	0	312	4	9
20.00	277	4861	0	2263	83	3784	31	1275	42	177	0	245	0	488	4	9
21.00	129	5969	726	2716	29	4572	5	1535	41	255	0	294	0	586	4	16
22.00	0	386	0	0	0	87	0	16	0	122	0	0	0	0	0	13
23.00	0	96	0	0	0	22	0	4	0	30	0	0	0	0	0	3
<b>Total</b>	<b>22509</b>	<b>22509</b>	<b>11491</b>	<b>11491</b>	<b>16228</b>	<b>16884</b>	<b>5445</b>	<b>5764</b>	<b>1598</b>	<b>1598</b>	<b>1578</b>	<b>979</b>	<b>2329</b>	<b>1952</b>	<b>127</b>	<b>127</b>

**Table 11-5 – Total Person Trips – Low Attendance – Scenario 5 (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	95	0	0	0	22	0	4	0	30	0	0	0	0	0	3	0
05.00	228	121	0	0	52	28	9	5	72	38	0	0	0	0	7	4
06.00	323	121	0	0	73	28	13	5	102	38	0	0	0	0	11	4
07.00	641	125	156	0	410	30	93	6	107	40	8	0	34	0	11	4
08.00	1186	0	441	0	1020	6	239	3	103	0	22	0	96	0	9	0
09.00	1915	0	886	0	2004	13	498	7	129	0	40	0	185	0	10	0
10.00	1348	95	537	396	1250	29	306	8	134	30	25	0	112	0	12	3
11.00	748	266	234	0	565	60	126	11	94	84	0	0	41	0	9	9
12.00	508	369	65	412	308	131	73	29	96	97	0	1	18	5	9	10
13.00	399	369	428	16	187	131	43	29	94	97	0	1	9	5	9	10
14.00	490	415	65	428	304	189	73	45	90	92	0	1	18	10	9	9
15.00	444	423	428	49	198	239	58	59	59	75	0	2	9	16	6	7
16.00	263	515	16	477	109	355	37	91	18	65	0	3	5	26	2	6
17.00	208	551	412	113	96	458	35	120	1	37	0	5	5	36	0	3
18.00	208	716	16	658	96	599	35	146	1	36	0	7	5	52	0	3
19.00	275	1200	396	434	63	1023	24	258	38	99	0	11	0	83	4	9
20.00	279	1732	0	678	64	1557	24	393	40	107	0	17	0	129	4	9
21.00	121	2206	396	814	28	1898	5	477	38	168	0	21	0	155	4	15
22.00	0	364	0	0	0	82	0	15	0	115	0	0	0	0	0	12
23.00	0	91	0	0	0	21	0	4	0	29	0	0	0	0	0	3
<b>Total</b>	<b>9681</b>	<b>9681</b>	<b>4476</b>	<b>4476</b>	<b>6850</b>	<b>6878</b>	<b>1694</b>	<b>1710</b>	<b>1247</b>	<b>1247</b>	<b>94</b>	<b>69</b>	<b>536</b>	<b>517</b>	<b>120</b>	<b>120</b>

**Table 11-6 – Total Person Trips – Average Attendance – Scenario 5 (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	111	0	0	0	25	0	4	0	35	0	0	0	0	0	4	0
05.00	266	142	0	0	60	32	11	6	84	45	0	0	0	0	9	5
06.00	377	142	0	0	85	32	15	6	119	45	0	0	0	0	12	5
07.00	907	146	259	0	648	37	149	8	127	46	13	0	57	0	12	5
08.00	1835	0	735	0	1668	10	392	5	126	0	36	0	161	0	11	0
09.00	3032	0	1476	0	3303	22	823	12	164	0	67	0	309	0	12	0
10.00	2060	111	895	660	2040	38	502	11	165	35	41	0	187	0	14	4
11.00	1108	310	390	0	910	70	205	13	113	98	0	0	68	0	11	10
12.00	701	463	108	687	481	184	116	42	114	114	0	1	30	9	11	12
13.00	520	463	714	27	279	184	65	42	111	114	0	1	15	9	11	12
14.00	680	549	108	714	476	283	115	69	107	108	0	2	30	17	10	11
15.00	650	591	714	81	310	372	92	94	70	89	0	3	15	26	7	9
16.00	411	764	27	795	175	570	61	148	22	78	0	6	8	43	2	7
17.00	347	870	687	189	161	753	58	199	2	46	0	8	8	60	0	4
18.00	347	1148	27	1096	161	988	58	241	2	46	0	11	8	86	0	3
19.00	398	1864	660	723	92	1674	38	424	45	123	0	18	0	138	5	10
20.00	403	2750	0	1131	93	2565	38	649	46	135	0	29	0	215	5	10
21.00	142	3449	660	1357	32	3111	6	785	45	208	0	34	0	259	5	17
22.00	0	424	0	0	0	96	0	17	0	134	0	0	0	0	0	14
23.00	0	106	0	0	0	24	0	4	0	34	0	0	0	0	0	3
Total	14294	14294	7460	7460	10999	11047	2749	2775	1496	1496	157	115	893	862	140	140

**Table 11-7 – Total Person Trips – Busy Attendance – Scenario 5 (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	119	0	0	0	27	0	5	0	38	0	0	0	0	0	4	0
05.00	285	152	0	0	65	34	12	6	90	48	0	0	0	0	9	5
06.00	404	152	0	0	92	34	16	6	128	48	0	0	0	0	13	5
07.00	1429	156	501	0	1178	42	275	10	142	49	25	0	110	0	13	5
08.00	3261	0	1421	0	3160	19	747	10	153	0	70	0	311	0	12	0
09.00	5541	0	2854	0	6314	42	1578	23	217	0	130	0	597	0	13	0
10.00	3609	119	1731	1276	3860	52	955	18	201	38	79	0	362	0	15	4
11.00	1865	332	753	0	1696	75	385	13	131	105	0	0	131	0	11	11
12.00	1063	590	209	1328	863	287	213	69	127	123	0	2	58	17	12	12
13.00	713	590	1380	52	473	287	114	69	121	123	0	2	29	17	12	12
14.00	1040	776	209	1380	858	483	212	122	120	119	0	4	58	33	11	12
15.00	1073	914	1380	157	557	668	171	173	78	99	0	7	29	50	7	9
16.00	739	1286	52	1537	326	1059	115	278	25	90	0	11	15	83	2	8
17.00	671	1587	1328	365	311	1434	112	381	3	59	0	16	15	117	0	4
18.00	671	2129	52	2120	311	1890	112	462	3	59	0	22	15	167	0	4
19.00	648	3329	1276	1399	150	3175	69	808	48	150	0	35	0	267	5	11
20.00	653	5043	0	2186	151	4896	69	1244	49	173	0	55	0	417	5	11
21.00	152	6211	1276	2623	34	5912	6	1499	48	258	0	66	0	500	5	19
22.00	0	455	0	0	0	103	0	18	0	144	0	0	0	0	0	15
23.00	0	114	0	0	0	26	0	5	0	36	0	0	0	0	0	4
<b>Total</b>	<b>23934</b>	<b>23934</b>	<b>14423</b>	<b>14423</b>	<b>20426</b>	<b>20518</b>	<b>5165</b>	<b>5215</b>	<b>1722</b>	<b>1722</b>	<b>303</b>	<b>221</b>	<b>1727</b>	<b>1666</b>	<b>150</b>	<b>150</b>

**Table 11-8 – Total Person Trips – Peak Attendance – Scenario 5 (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	127	0	0	0	29	0	5	0	40	0	0	0	0	0	4	0
05.00	304	162	0	0	69	37	12	7	96	51	0	0	0	0	10	5
06.00	431	162	0	0	98	37	17	7	136	51	0	0	0	0	14	5
07.00	1809	167	674	0	1559	47	365	12	155	53	33	0	147	0	14	5
08.00	4286	0	1911	0	4227	25	1001	14	175	0	94	0	418	0	12	0
09.00	7341	0	3838	0	8466	56	2117	31	256	0	175	0	802	0	14	0
10.00	4724	127	2327	1716	5162	62	1280	23	229	40	106	0	487	0	16	4
11.00	2411	355	1013	0	2259	80	513	14	145	112	0	0	176	0	12	12
12.00	1328	687	281	1786	1138	362	282	89	139	132	0	3	78	22	13	13
13.00	858	687	1856	70	613	362	149	89	131	132	0	3	39	22	13	13
14.00	1304	944	281	1856	1132	627	281	160	132	128	0	6	78	45	12	12
15.00	1380	1150	1856	211	735	880	227	229	85	108	0	9	39	67	8	10
16.00	975	1664	70	2067	434	1409	154	371	27	100	0	15	20	112	2	8
17.00	902	2101	1786	491	418	1921	151	511	4	68	0	21	20	157	0	4
18.00	902	2831	70	2851	418	2534	151	620	4	69	0	30	20	224	0	4
19.00	829	4382	1716	1881	192	4248	91	1083	51	172	0	48	0	359	5	12
20.00	834	6687	0	2940	193	6563	91	1669	53	203	0	74	0	560	5	12
21.00	162	8195	1716	3528	37	7914	7	2010	51	297	0	89	0	672	5	20
22.00	0	485	0	0	0	110	0	20	0	153	0	0	0	0	0	16
23.00	0	121	0	0	0	27	0	5	0	38	0	0	0	0	0	4
<b>Total</b>	<b>30908</b>	<b>30908</b>	<b>19397</b>	<b>19397</b>	<b>27179</b>	<b>27303</b>	<b>6895</b>	<b>6962</b>	<b>1911</b>	<b>1911</b>	<b>408</b>	<b>298</b>	<b>2322</b>	<b>2241</b>	<b>160</b>	<b>160</b>

**Table 11-9 – Total Person Trips – Low Attendance – Scenario 5a (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to Walk		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	88	0	0	0	7	0	27	0	30	0	0	0	0	0	3	0
05.00	212	113	0	0	17	9	64	34	71	38	0	0	0	0	7	4
06.00	300	113	0	0	24	9	91	34	100	38	0	0	0	0	11	4
07.00	618	116	153	0	318	11	219	37	105	39	8	0	34	0	11	4
08.00	1165	0	432	0	852	4	444	4	101	0	22	0	96	0	9	0
09.00	1894	0	875	0	1693	9	851	8	127	0	40	0	185	0	10	0
10.00	1324	88	529	396	1035	12	562	32	132	30	24	0	112	0	12	3
11.00	731	247	229	0	456	20	264	75	93	83	0	0	41	0	9	9
12.00	488	348	65	412	230	76	178	111	94	95	0	1	18	5	9	10
13.00	379	348	428	16	126	76	130	111	92	95	0	1	9	5	9	10
14.00	471	396	65	428	228	128	173	131	89	90	0	1	18	10	9	9
15.00	440	409	428	49	141	176	121	140	58	74	0	2	9	16	6	7
16.00	267	505	16	477	79	280	61	180	18	64	0	4	5	26	2	6
17.00	217	549	412	113	75	379	46	204	1	36	0	5	5	36	0	3
18.00	217	714	16	653	75	505	46	249	1	36	0	7	5	52	0	3
19.00	275	1189	396	428	32	845	56	459	38	98	0	12	0	83	4	9
20.00	279	1728	0	667	33	1302	57	668	39	105	0	18	0	130	4	9
21.00	113	2192	396	801	9	1573	34	838	38	166	0	22	0	156	4	15
22.00	0	338	0	0	0	28	0	102	0	113	0	0	0	0	0	12
23.00	0	84	0	0	0	7	0	26	0	28	0	0	0	0	0	3
<b>Total</b>	<b>9478</b>	<b>9478</b>	<b>4441</b>	<b>4441</b>	<b>5429</b>	<b>5448</b>	<b>3424</b>	<b>3442</b>	<b>1227</b>	<b>1227</b>	<b>93</b>	<b>73</b>	<b>536</b>	<b>519</b>	<b>120</b>	<b>120</b>



**Table 11-10 – Total Person Trips – Average Attendance – Scenario 5a (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to Walk		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	103	0	0	0	8	0	31	0	34	0	0	0	0	0	4	0
05.00	247	132	0	0	20	11	75	40	83	44	0	0	0	0	9	5
06.00	350	132	0	0	29	11	106	40	117	44	0	0	0	0	12	5
07.00	879	136	254	0	517	13	320	43	125	45	13	0	57	0	12	5
08.00	1809	0	721	0	1409	7	701	6	125	0	36	0	161	0	11	0
09.00	3008	0	1458	0	2809	14	1374	14	163	0	66	0	309	0	12	0
10.00	2034	103	881	660	1711	17	884	39	163	34	40	0	187	0	14	4
11.00	1089	288	382	0	749	24	400	87	111	96	0	0	68	0	11	10
12.00	679	439	108	687	372	115	255	142	112	112	0	1	30	9	11	12
13.00	497	439	714	27	199	115	175	142	109	112	0	1	15	9	11	12
14.00	659	528	108	714	370	202	250	178	105	106	0	2	30	17	10	11
15.00	649	576	714	81	228	285	176	202	69	87	0	4	15	26	7	9
16.00	420	754	27	795	130	459	94	274	21	77	0	6	8	43	2	7
17.00	361	870	687	189	125	627	76	327	2	45	0	9	8	61	0	4
18.00	361	1147	27	1088	125	839	76	402	2	45	0	12	8	86	0	3
19.00	402	1855	660	714	49	1397	76	726	44	121	0	20	0	138	5	10
20.00	406	2753	0	1112	50	2160	78	1076	45	133	0	31	0	216	5	10
21.00	132	3442	660	1335	11	2604	40	1333	44	206	0	37	0	259	5	17
22.00	0	394	0	0	0	32	0	119	0	132	0	0	0	0	0	14
23.00	0	99	0	0	0	8	0	30	0	33	0	0	0	0	0	3
<b>Total</b>	<b>14087</b>	<b>14087</b>	<b>7401</b>	<b>7401</b>	<b>8909</b>	<b>8941</b>	<b>5189</b>	<b>5219</b>	<b>1473</b>	<b>1473</b>	<b>155</b>	<b>122</b>	<b>893</b>	<b>865</b>	<b>140</b>	<b>140</b>

**Table 11-11 – Total Person Trips – Busy Attendance – Scenario 5a (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to Walk		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	110	0	0	0	9	0	33	0	37	0	0	0	0	0	4	0
05.00	265	141	0	0	22	12	80	43	89	47	0	0	0	0	9	5
06.00	375	141	0	0	31	12	114	43	125	47	0	0	0	0	13	5
07.00	1399	145	492	0	975	16	528	48	140	49	25	0	110	0	13	5
08.00	3231	0	1393	0	2703	13	1274	12	152	0	70	0	311	0	12	0
09.00	5517	0	2819	0	5406	28	2567	26	215	0	128	0	597	0	13	0
10.00	3585	110	1704	1276	3279	26	1604	49	199	37	78	0	362	0	15	4
11.00	1847	309	738	0	1427	25	696	94	129	103	0	0	131	0	11	11
12.00	1040	565	209	1328	696	200	412	189	125	121	0	2	58	17	12	12
13.00	689	565	1380	52	362	200	257	189	119	121	0	2	29	17	12	12
14.00	1019	755	209	1380	694	369	405	264	118	117	0	5	58	33	11	12
15.00	1085	901	1380	157	426	535	289	325	77	97	0	7	29	50	7	9
16.00	762	1280	52	1537	247	873	167	475	24	89	0	12	15	84	2	8
17.00	699	1594	1328	365	242	1206	148	605	3	58	0	17	15	117	0	4
18.00	699	2133	52	2103	242	1615	148	751	3	59	0	24	15	167	0	4
19.00	664	3331	1276	1380	86	2680	113	1327	47	149	0	38	0	268	5	11
20.00	668	5068	0	2150	86	4156	115	2002	49	172	0	59	0	418	5	11
21.00	141	6229	1276	2580	12	4999	43	2448	47	256	0	71	0	502	5	19
22.00	0	422	0	0	0	34	0	128	0	141	0	0	0	0	0	15
23.00	0	106	0	0	0	9	0	32	0	35	0	0	0	0	0	4
<b>Total</b>	<b>23795</b>	<b>23795</b>	<b>14309</b>	<b>14309</b>	<b>16944</b>	<b>17006</b>	<b>8991</b>	<b>9049</b>	<b>1697</b>	<b>1697</b>	<b>300</b>	<b>236</b>	<b>1727</b>	<b>1672</b>	<b>150</b>	<b>150</b>

**Table 11-12 – Total Person Trips – Peak Attendance – Scenario 5a (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to Walk		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	118	0	0	0	10	0	36	0	39	0	0	0	0	0	4	0
05.00	282	150	0	0	23	12	86	46	94	50	0	0	0	0	10	5
06.00	400	150	0	0	33	12	121	46	134	50	0	0	0	0	14	5
07.00	1776	155	661	0	1303	19	678	53	153	52	33	0	148	0	14	5
08.00	4253	0	1873	0	3627	17	1685	16	174	0	94	0	418	0	12	0
09.00	7317	0	3791	0	7262	37	3420	35	254	0	172	0	802	0	14	0
10.00	4701	118	2292	1716	4400	32	2121	57	227	39	105	0	487	0	16	4
11.00	2394	330	993	0	1912	27	909	100	143	110	0	0	176	0	12	12
12.00	1305	662	281	1786	928	261	525	224	137	130	0	3	78	22	13	13
13.00	833	662	1856	70	479	261	317	224	129	130	0	3	39	22	13	13
14.00	1283	923	281	1856	927	489	518	327	129	126	0	6	78	45	12	12
15.00	1401	1137	1856	211	568	713	371	415	84	106	0	10	39	67	8	10
16.00	1007	1660	70	2067	331	1169	219	621	27	99	0	16	20	112	2	8
17.00	939	2113	1786	491	325	1619	199	805	4	67	0	22	20	157	0	4
18.00	939	2839	70	2828	325	2169	199	1001	4	69	0	32	20	225	0	4
19.00	854	4391	1716	1856	113	3598	140	1758	50	171	0	51	0	360	5	12
20.00	858	6727	0	2892	113	5582	142	2666	52	202	0	79	0	562	5	12
21.00	150	8231	1716	3470	12	6711	46	3247	50	295	0	95	0	675	5	20
22.00	0	451	0	0	0	37	0	136	0	151	0	0	0	0	0	16
23.00	0	113	0	0	0	9	0	34	0	38	0	0	0	0	0	4
<b>Total</b>	<b>30811</b>	<b>30811</b>	<b>19244</b>	<b>19244</b>	<b>22690</b>	<b>22773</b>	<b>11731</b>	<b>11809</b>	<b>1885</b>	<b>1885</b>	<b>404</b>	<b>317</b>	<b>2323</b>	<b>2249</b>	<b>160</b>	<b>160</b>

**Table 11-13 – Total Person Trips – Low Attendance – Scenario 5b (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	95	0	0	0	22	0	4	0	30	0	0	0	0	0	3	0
05.00	228	121	0	0	52	28	9	5	72	38	0	0	0	0	7	4
06.00	323	121	0	0	73	28	13	5	102	38	0	0	0	0	11	4
07.00	750	125	144	0	354	29	61	5	105	40	7	0	34	0	11	4
08.00	1495	0	408	0	860	2	148	1	98	0	20	0	97	0	9	0
09.00	2555	0	803	0	1677	5	313	3	121	0	38	0	187	0	10	0
10.00	1460	95	540	396	1181	27	267	7	139	30	20	0	110	0	12	3
11.00	782	266	236	0	544	60	113	11	97	84	0	0	41	0	9	9
12.00	523	378	65	412	300	125	68	25	98	97	0	1	18	5	9	10
13.00	407	378	428	16	183	125	40	25	95	97	0	1	9	5	9	10
14.00	505	434	65	428	296	178	67	38	92	92	0	2	18	11	9	9
15.00	469	451	428	49	173	221	43	49	60	76	0	2	9	16	6	7
16.00	284	561	16	477	86	325	24	74	19	66	0	4	5	26	2	6
17.00	229	615	412	113	74	417	22	96	1	38	0	5	5	37	0	3
18.00	229	929	16	628	74	484	22	82	1	33	0	8	5	53	0	3
19.00	293	1569	396	378	43	828	13	149	38	94	0	12	0	84	4	9
20.00	297	2010	0	662	43	1391	13	297	40	109	0	19	0	132	4	9
21.00	121	2539	396	794	28	1698	5	362	38	171	0	23	0	158	4	15
22.00	0	364	0	0	0	82	0	15	0	115	0	0	0	0	0	12
23.00	0	91	0	0	0	21	0	4	0	29	0	0	0	0	0	3
<b>Total</b>	<b>11048</b>	<b>11048</b>	<b>4353</b>	<b>4353</b>	<b>6061</b>	<b>6073</b>	<b>1246</b>	<b>1253</b>	<b>1247</b>	<b>1247</b>	<b>86</b>	<b>75</b>	<b>536</b>	<b>527</b>	<b>120</b>	<b>120</b>

**Table 11-14 – Total Person Trips – Average Attendance – Scenario 5b (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	111	0	0	0	25	0	4	0	35	0	0	0	0	0	4	0
05.00	266	142	0	0	60	32	11	6	84	45	0	0	0	0	9	5
06.00	377	142	0	0	85	32	15	6	119	45	0	0	0	0	12	5
07.00	1089	146	240	0	553	34	96	6	124	46	12	0	57	0	12	5
08.00	2349	0	680	0	1401	3	242	2	119	0	33	0	161	0	11	0
09.00	4099	0	1338	0	2759	8	516	4	152	0	63	0	312	0	12	0
10.00	2248	111	900	660	1926	34	438	9	174	35	34	0	184	0	14	4
11.00	1166	310	393	0	876	70	183	13	117	98	0	0	68	0	11	10
12.00	726	478	108	687	467	175	107	36	117	114	0	1	30	9	11	12
13.00	533	478	714	27	272	175	60	36	112	114	0	1	15	9	11	12
14.00	705	580	108	714	462	264	106	57	110	109	0	3	30	18	10	11
15.00	691	637	714	81	268	343	68	77	72	90	0	4	15	26	7	9
16.00	446	841	27	795	137	521	39	119	22	80	0	6	8	44	2	7
17.00	382	978	687	189	123	684	36	158	2	49	0	9	8	62	0	4
18.00	382	1503	27	1047	123	797	36	135	2	40	0	13	8	88	0	3
19.00	427	2479	660	630	57	1348	19	244	45	114	0	20	0	141	5	10
20.00	432	3213	0	1103	58	2287	19	490	46	138	0	31	0	220	5	10
21.00	142	4004	660	1323	32	2778	6	594	45	213	0	38	0	264	5	17
22.00	0	424	0	0	0	96	0	17	0	134	0	0	0	0	0	14
23.00	0	106	0	0	0	24	0	4	0	34	0	0	0	0	0	3
<b>Total</b>	16573	16573	7256	7256	9684	9705	2002	2013	1497	1497	143	126	894	879	140	140

**Table 11-15 – Total Person Trips – Busy Attendance – Scenario 5b (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	119	0	0	0	27	0	5	0	38	0	0	0	0	0	4	0
05.00	285	152	0	0	65	34	12	6	90	48	0	0	0	0	9	5
06.00	404	152	0	0	92	34	16	6	128	48	0	0	0	0	13	5
07.00	1780	156	464	0	996	38	172	7	137	49	23	0	110	0	13	5
08.00	4256	0	1314	0	2643	6	456	3	139	0	65	0	312	0	12	0
09.00	7605	0	2587	0	5261	16	984	8	192	0	122	0	602	0	13	0
10.00	3972	119	1739	1276	3639	44	832	14	217	38	66	0	356	0	15	4
11.00	1975	332	761	0	1630	75	343	13	139	105	0	0	131	0	11	11
12.00	1112	619	209	1328	837	268	195	58	133	124	0	2	58	17	12	12
13.00	738	619	1380	52	459	268	105	58	124	124	0	2	29	17	12	12
14.00	1089	835	209	1380	831	445	194	99	126	120	0	5	58	34	11	12
15.00	1154	1003	1380	157	477	610	125	139	81	101	0	7	29	51	7	9
16.00	808	1434	52	1537	252	964	73	222	26	94	0	12	15	85	2	8
17.00	739	1794	1328	365	237	1301	71	302	5	64	0	17	15	119	0	4
18.00	739	2815	52	2024	237	1520	71	258	5	48	0	24	15	170	0	4
19.00	704	4517	1276	1217	83	2545	32	460	48	133	0	39	0	272	5	11
20.00	709	5938	0	2132	84	4360	32	936	49	181	0	61	0	425	5	11
21.00	152	7284	1276	2558	34	5268	6	1129	48	267	0	73	0	510	5	19
22.00	0	455	0	0	0	103	0	18	0	144	0	0	0	0	0	15
23.00	0	114	0	0	0	26	0	5	0	36	0	0	0	0	0	4
<b>Total</b>	<b>28339</b>	<b>28339</b>	<b>14028</b>	<b>14028</b>	<b>17883</b>	<b>17924</b>	<b>3722</b>	<b>3743</b>	<b>1724</b>	<b>1724</b>	<b>276</b>	<b>243</b>	<b>1729</b>	<b>1699</b>	<b>150</b>	<b>150</b>

**Table 11-16 – Total Person Trips – Peak Attendance – Scenario 5b (Midweek assessment)**

Hour starting	Car		Coach		Rail (MMRL) to Wixams Shuttle		Rail (EWR) to MK Shuttle		Local Bus		Hotel Shuttle Bus		Taxi		Active Travel	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	127	0	0	0	29	0	5	0	40	0	0	0	0	0	4	0
05.00	304	162	0	0	69	37	12	7	96	51	0	0	0	0	10	5
06.00	431	162	0	0	98	37	17	7	136	51	0	0	0	0	14	5
07.00	2281	167	624	0	1314	41	227	8	149	53	31	0	148	0	14	5
08.00	5624	0	1767	0	3532	8	609	4	155	0	87	0	420	0	12	0
09.00	10116	0	3479	0	7050	21	1319	11	223	0	165	0	810	0	14	0
10.00	5212	127	2339	1716	4864	51	1113	17	252	40	89	0	479	0	16	4
11.00	2560	355	1023	0	2171	80	458	14	156	112	0	0	176	0	12	12
12.00	1394	727	281	1786	1102	337	258	74	147	133	0	3	78	23	13	13
13.00	891	727	1856	70	595	337	137	74	135	133	0	3	39	23	13	13
14.00	1370	1024	281	1856	1096	576	257	130	139	130	0	7	78	46	12	12
15.00	1489	1270	1856	211	627	803	165	184	89	111	0	10	39	69	8	10
16.00	1067	1863	70	2067	335	1281	98	296	29	105	0	16	20	114	2	8
17.00	994	2380	1786	491	319	1742	95	405	6	75	0	23	20	160	0	4
18.00	994	3754	70	2722	319	2037	95	346	6	55	0	33	20	228	0	4
19.00	905	5980	1716	1637	102	3401	41	615	51	149	0	52	0	366	5	12
20.00	910	7890	0	2867	103	5842	41	1255	53	213	0	82	0	571	5	12
21.00	162	9638	1716	3441	37	7048	7	1513	51	310	0	98	0	685	5	20
22.00	0	485	0	0	0	110	0	20	0	153	0	0	0	0	0	16
23.00	0	121	0	0	0	27	0	5	0	38	0	0	0	0	0	4
<b>Total</b>	<b>36832</b>	<b>36832</b>	<b>18865</b>	<b>18865</b>	<b>23760</b>	<b>23815</b>	<b>4953</b>	<b>4982</b>	<b>1914</b>	<b>1914</b>	<b>371</b>	<b>327</b>	<b>2325</b>	<b>2285</b>	<b>160</b>	<b>160</b>

## Total Vehicle Trip Forecast

**Table 11-17 – Total Vehicle Trips – Low Attendance – Scenario 4 (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	63	0	0	0	1	1	1	1	0	0	65	2
05.00	151	80	0	0	1	1	1	1	0	0	153	82
06.00	214	80	0	0	1	1	1	1	0	0	216	82
07.00	284	93	2	0	5	5	3	3	1	1	295	102
08.00	388	27	6	0	9	9	4	4	2	2	409	42
09.00	557	49	13	0	16	16	7	7	4	4	597	76
10.00	459	93	8	3	12	12	5	5	2	2	486	115
11.00	272	181	3	0	5	5	3	3	0	0	283	189
12.00	235	214	0	3	3	3	3	3	0	0	241	223
13.00	215	213	3	0	3	3	3	3	0	0	224	219
14.00	224	213	0	3	4	4	3	3	0	0	231	223
15.00	153	187	3	0	3	3	3	3	0	0	162	193
16.00	60	186	0	3	5	5	3	3	0	0	68	197
17.00	26	147	3	1	5	5	4	4	0	0	38	157
18.00	28	172	0	7	7	7	4	4	1	1	40	191
19.00	105	350	3	6	9	9	4	4	1	1	122	370
20.00	118	450	0	10	13	13	5	5	1	1	137	479
21.00	112	624	3	12	16	16	6	6	2	2	139	660
22.00	0	241	0	0	1	1	1	1	0	0	2	243
23.00	0	60	0	0	1	1	1	1	0	0	2	62
Total	3664	3660	47	47	120	120	65	65	14	14	3910	3907



**Table 11-18 – Total Vehicle Trips – Average Attendance – Scenario 4 (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	73	0	0	0	1	1	1	1	0	0	75	2
05.00	176	94	0	0	1	1	1	1	0	0	178	96
06.00	250	94	0	0	2	2	1	1	0	0	253	97
07.00	411	119	2	0	8	8	4	4	2	2	427	133
08.00	678	61	6	0	18	18	8	8	5	5	715	92
09.00	1042	113	13	0	35	35	14	14	9	9	1113	171
10.00	777	142	8	3	22	22	9	9	6	6	822	182
11.00	417	216	3	0	10	10	4	4	0	0	434	230
12.00	322	265	0	3	6	6	4	4	0	0	332	278
13.00	275	263	3	0	4	4	3	3	0	0	285	270
14.00	309	276	0	3	6	6	4	4	0	0	319	289
15.00	213	259	3	0	5	5	4	4	0	0	225	268
16.00	97	286	0	3	8	8	4	4	1	1	110	302
17.00	59	268	3	1	10	10	5	5	1	1	78	285
18.00	66	326	0	7	11	11	5	5	1	1	83	350
19.00	150	601	3	6	17	17	8	8	2	2	180	634
20.00	174	829	0	10	25	25	10	10	3	3	212	877
21.00	167	1093	3	12	32	32	13	13	4	4	219	1154
22.00	0	281	0	0	2	2	1	1	0	0	3	284
23.00	0	70	0	0	1	1	1	1	0	0	2	72
Total	5656	5656	47	47	224	224	104	104	34	34	6065	6066

**Table 11-19 – Total Vehicle Trips – Busy Attendance – Scenario 4 (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	79	0	0	0	1	1	1	1	0	0	81	2
05.00	189	101	0	0	1	1	1	1	0	0	191	103
06.00	267	101	0	0	2	2	1	1	0	0	270	104
07.00	548	142	2	0	12	12	5	5	3	3	570	162
08.00	1032	105	6	0	30	30	12	12	9	9	1089	156
09.00	1647	196	13	0	59	59	22	22	16	16	1757	293
10.00	1159	198	8	3	37	37	15	15	10	10	1229	263
11.00	582	236	3	0	16	16	7	7	0	0	608	259
12.00	411	303	0	3	9	9	4	4	0	0	424	319
13.00	327	300	3	0	6	6	4	4	0	0	340	310
14.00	398	332	0	3	10	10	5	5	0	0	413	350
15.00	277	334	3	0	8	8	4	4	1	1	293	347
16.00	140	399	0	3	12	12	6	6	1	1	159	421
17.00	102	417	3	1	15	15	7	7	2	2	129	442
18.00	113	521	0	7	19	19	8	8	2	2	142	557
19.00	198	904	3	6	29	29	11	11	4	4	245	954
20.00	239	1301	0	10	43	43	16	16	6	6	304	1376
21.00	227	1667	3	12	53	53	20	20	7	7	310	1759
22.00	0	301	0	0	2	2	1	1	0	0	3	304
23.00	0	75	0	0	1	1	1	1	0	0	2	77
Total	7935	7933	47	47	365	365	151	151	61	61	8559	8558

**Table 11-20 – Total Vehicle Trips – Peak Attendance – Scenario 4 (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	84	0	0	0	1	1	1	1	0	0	86	2
05.00	201	107	0	0	1	1	1	1	0	0	203	109
06.00	285	107	0	0	2	2	1	1	0	0	288	110
07.00	671	162	2	0	16	16	6	6	4	4	699	188
08.00	1346	144	6	0	40	40	15	15	12	12	1419	211
09.00	2183	269	13	0	80	80	31	31	23	23	2330	403
10.00	1499	248	8	3	49	49	19	19	14	14	1589	333
11.00	729	257	3	0	22	22	8	8	0	0	762	287
12.00	490	339	0	3	13	13	5	5	0	0	508	360
13.00	375	335	3	0	8	8	4	4	0	0	390	347
14.00	476	384	0	3	12	12	5	5	1	1	494	405
15.00	334	400	3	0	10	10	5	5	1	1	353	416
16.00	177	500	0	3	15	15	7	7	2	2	201	527
17.00	140	549	3	1	20	20	9	9	2	2	174	581
18.00	155	693	0	7	25	25	10	10	3	3	193	738
19.00	241	1174	3	6	39	39	15	15	5	5	303	1239
20.00	297	1720	0	10	59	59	23	23	8	8	387	1820
21.00	280	2176	3	12	72	72	26	26	10	10	391	2296
22.00	0	321	0	0	2	2	1	1	0	0	3	324
23.00	0	80	0	0	1	1	1	1	0	0	2	82
Total	9963	9965	47	47	487	487	193	193	85	85	10775	10778

**Table 11-21 – Total Vehicle Trips – Low Attendance – Scenario 5 (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	79	0	0	0	1	1	1	1	0	0	81	2
05.00	190	101	0	0	1	1	1	1	0	0	192	103
06.00	269	101	0	0	2	2	1	1	0	0	272	104
07.00	376	114	2	0	8	8	3	3	0	0	389	125
08.00	539	29	6	0	17	17	6	6	1	1	569	53
09.00	801	55	13	0	33	33	10	10	1	1	858	99
10.00	638	112	8	3	21	21	7	7	1	1	675	144
11.00	386	235	3	0	10	10	4	4	0	0	403	249
12.00	315	279	0	3	7	7	3	3	0	0	325	292
13.00	279	277	3	0	5	5	3	3	0	0	290	285
14.00	300	284	0	3	6	6	3	3	0	0	309	296
15.00	238	255	3	0	5	5	3	3	0	0	249	263
16.00	118	267	0	3	7	7	3	3	0	0	128	280
17.00	76	231	3	1	9	9	4	4	0	0	92	245
18.00	78	281	0	7	11	11	4	4	0	0	93	303
19.00	172	531	3	6	16	16	6	6	0	0	197	559
20.00	189	706	0	10	25	25	9	9	1	1	224	751
21.00	147	953	3	12	30	30	9	9	1	1	190	1005
22.00	0	303	0	0	2	2	1	1	0	0	3	306
23.00	0	76	0	0	1	1	1	1	0	0	2	78
Total	5190	5190	47	47	217	217	82	82	5	5	5541	5542

**Table 11-22 – Total Vehicle Trips – Average Attendance – Scenario 5 (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	92	0	0	0	1	1	1	1	0	0	94	2
05.00	222	118	0	0	1	1	1	1	0	0	224	120
06.00	314	118	0	0	2	2	1	1	0	0	317	121
07.00	491	139	2	0	12	12	4	4	0	0	509	155
08.00	780	48	6	0	27	27	8	8	1	1	822	84
09.00	1202	91	13	0	53	53	15	15	2	2	1285	161
10.00	908	147	8	3	33	33	10	10	1	1	960	194
11.00	528	279	3	0	16	16	5	5	0	0	552	300
12.00	404	339	0	3	10	10	4	4	0	0	418	356
13.00	343	334	3	0	7	7	3	3	0	0	356	344
14.00	386	353	0	3	10	10	4	4	0	0	400	370
15.00	320	330	3	0	7	7	4	4	0	0	334	341
16.00	173	365	0	3	10	10	4	4	0	0	187	382
17.00	125	345	3	1	13	13	6	6	0	0	147	365
18.00	130	430	0	7	17	17	6	6	0	0	153	460
19.00	236	771	3	6	28	28	9	9	1	1	277	815
20.00	263	1063	0	10	41	41	12	12	1	1	317	1127
21.00	195	1399	3	12	49	49	15	15	1	1	263	1476
22.00	0	354	0	0	2	2	1	1	0	0	3	357
23.00	0	88	0	0	1	1	1	1	0	0	2	90
Total	7112	7111	47	47	340	340	114	114	7	7	7620	7620

**Table 11-23– Total Vehicle Trips – Busy Attendance – Scenario 5 (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	99	0	0	0	1	1	1	1	0	0	101	2
05.00	237	127	0	0	1	1	1	1	0	0	239	129
06.00	336	127	0	0	2	2	1	1	0	0	339	130
07.00	679	163	2	0	20	20	6	6	1	1	708	190
08.00	1269	92	6	0	51	51	14	14	2	2	1342	159
09.00	2057	176	13	0	99	99	28	28	4	4	2201	307
10.00	1444	206	8	3	61	61	17	17	3	3	1533	290
11.00	788	316	3	0	28	28	8	8	0	0	827	352
12.00	537	399	0	3	15	15	6	6	0	0	558	423
13.00	420	390	3	0	9	9	4	4	0	0	436	403
14.00	518	444	0	3	15	15	6	6	0	0	539	468
15.00	466	447	3	0	12	12	5	5	0	0	486	464
16.00	288	547	0	3	18	18	7	7	0	0	313	575
17.00	241	588	3	1	24	24	9	9	1	1	278	623
18.00	253	755	0	7	31	31	9	9	1	1	294	803
19.00	355	1262	3	6	51	51	15	15	1	1	425	1335
20.00	403	1826	0	10	77	77	23	23	2	2	505	1938
21.00	275	2324	3	12	92	92	27	27	2	2	399	2457
22.00	0	379	0	0	2	2	1	1	0	0	3	382
23.00	0	95	0	0	1	1	1	1	0	0	2	97
Total	10665	10663	47	47	610	610	189	189	17	17	11528	11527

**Table 11-24 – Total Vehicle Trips – Peak Attendance – Scenario 5 (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	106	0	0	0	1	1	1	1	0	0	108	2
05.00	253	135	0	0	2	2	1	1	0	0	256	138
06.00	359	135	0	0	2	2	1	1	0	0	362	138
07.00	820	183	2	0	26	26	8	8	1	1	857	218
08.00	1623	123	6	0	66	66	19	19	3	3	1717	211
09.00	2674	236	13	0	132	132	37	37	6	6	2862	411
10.00	1834	250	8	3	80	80	23	23	4	4	1949	360
11.00	980	347	3	0	37	37	10	10	0	0	1030	394
12.00	637	449	0	3	19	19	6	6	0	0	662	477
13.00	480	437	3	0	11	11	4	4	0	0	498	452
14.00	617	514	0	3	19	19	6	6	0	0	642	542
15.00	574	535	3	0	16	16	6	6	0	0	599	557
16.00	373	680	0	3	23	23	8	8	0	0	404	714
17.00	325	763	3	1	31	31	10	10	1	1	370	806
18.00	339	989	0	7	40	40	12	12	1	1	392	1049
19.00	441	1618	3	6	67	67	20	20	2	2	533	1713
20.00	505	2376	0	10	103	103	29	29	2	2	639	2520
21.00	333	2993	3	12	123	123	35	35	3	3	497	3166
22.00	0	404	0	0	2	2	1	1	0	0	3	407
23.00	0	101	0	0	1	1	1	1	0	0	2	103
Total	13273	13268	47	47	801	801	238	238	23	23	14382	14378

**Table 11-25 – Total Vehicle Trips – Low Attendance – Scenario 5a (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail to Wixams Shuttle Bus		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	74	0	0	0	0	0	0	0	74	0
05.00	177	94	0	0	0	0	0	0	177	94
06.00	250	94	0	0	0	0	0	0	250	94
07.00	354	107	2	0	5	5	0	0	361	112
08.00	515	29	6	0	13	13	1	1	535	43
09.00	767	55	13	0	26	26	1	1	807	82
10.00	608	107	8	3	15	15	1	1	632	126
11.00	367	219	3	0	7	7	0	0	377	226
12.00	297	261	0	3	3	3	0	0	300	267
13.00	261	259	3	0	2	2	0	0	266	261
14.00	283	267	0	3	3	3	0	0	286	273
15.00	229	241	3	0	3	3	0	0	235	244
16.00	116	254	0	3	5	5	0	0	121	262
17.00	77	224	3	1	7	7	0	0	87	232
18.00	80	272	0	7	9	9	0	0	89	288
19.00	166	508	3	6	15	15	0	0	184	529
20.00	183	681	0	10	24	24	1	1	208	716
21.00	140	916	3	12	29	29	1	1	173	958
22.00	0	282	0	0	0	0	0	0	0	282
23.00	0	70	0	0	0	0	0	0	0	70
Total	4944	4940	47	47	166	166	5	5	5162	5159



**Table 11-26 – Total Vehicle Trips – Average Attendance – Scenario 5a (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail to Wixams Shuttle Bus		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	86	0	0	0	0	0	0	0	86	0
05.00	206	110	0	0	0	0	0	0	206	110
06.00	292	110	0	0	0	0	0	0	292	110
07.00	465	130	2	0	8	8	0	0	475	138
08.00	748	48	6	0	21	21	1	1	776	70
09.00	1155	91	13	0	43	43	2	2	1213	136
10.00	869	141	8	3	26	26	1	1	904	171
11.00	504	260	3	0	11	11	0	0	518	271
12.00	382	317	0	3	5	5	0	0	387	325
13.00	322	312	3	0	3	3	0	0	328	315
14.00	365	333	0	3	5	5	0	0	370	341
15.00	310	313	3	0	5	5	0	0	318	318
16.00	172	351	0	3	8	8	0	0	180	362
17.00	128	336	3	1	11	11	0	0	142	348
18.00	132	419	0	7	16	16	0	0	148	442
19.00	230	742	3	6	26	26	1	1	260	775
20.00	256	1030	0	10	40	40	1	1	297	1081
21.00	187	1351	3	12	48	48	1	1	239	1412
22.00	0	329	0	0	0	0	0	0	0	329
23.00	0	82	0	0	0	0	0	0	0	82
Total	6809	6805	47	47	276	276	7	7	7139	7136

**Table 11-27 - Total Vehicle Trips – Busy Attendance – Scenario 5a (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail to Wixams Shuttle Bus		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	92	0	0	0	0	0	0	0	92	0
05.00	221	118	0	0	0	0	0	0	221	118
06.00	313	118	0	0	0	0	0	0	313	118
07.00	648	154	2	0	15	15	1	1	666	170
08.00	1225	92	6	0	41	41	2	2	1274	135
09.00	1985	176	13	0	83	83	4	4	2085	263
10.00	1390	199	8	3	50	50	3	3	1451	255
11.00	759	296	3	0	22	22	0	0	784	318
12.00	512	376	0	3	10	10	0	0	522	389
13.00	397	367	3	0	5	5	0	0	405	372
14.00	494	422	0	3	10	10	0	0	504	435
15.00	456	428	3	0	9	9	0	0	468	437
16.00	290	530	0	3	16	16	0	0	306	549
17.00	246	576	3	1	22	22	1	1	272	600
18.00	256	738	0	7	30	30	1	1	287	776
19.00	349	1222	3	6	49	49	1	1	402	1278
20.00	397	1779	0	10	77	77	2	2	476	1868
21.00	266	2258	3	12	92	92	2	2	363	2364
22.00	0	352	0	0	0	0	0	0	0	352
23.00	0	88	0	0	0	0	0	0	0	88
Total	10296	10289	47	47	531	531	17	17	10891	10885

**Table 11-28 – Total Vehicle Trips – Peak Attendance – Scenario 5a (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail to Wixams Shuttle Bus		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0
04.00	98	0	0	0	0	0	0	0	98	0
05.00	235	125	0	0	0	0	0	0	235	125
06.00	333	125	0	0	0	0	0	0	333	125
07.00	784	173	2	0	20	20	1	1	807	194
08.00	1571	123	6	0	55	55	3	3	1635	181
09.00	2583	236	13	0	111	111	6	6	2713	353
10.00	1769	242	8	3	67	67	4	4	1848	316
11.00	946	327	3	0	29	29	0	0	978	356
12.00	610	424	0	3	14	14	0	0	624	441
13.00	455	412	3	0	7	7	0	0	465	419
14.00	591	490	0	3	14	14	0	0	605	507
15.00	564	515	3	0	13	13	0	0	580	528
16.00	375	661	0	3	21	21	1	1	397	686
17.00	331	750	3	1	30	30	1	1	365	782
18.00	345	968	0	7	40	40	1	1	386	1016
19.00	437	1570	3	6	66	66	2	2	508	1644
20.00	501	2319	0	10	103	103	3	3	607	2435
21.00	324	2914	3	12	124	124	3	3	454	3053
22.00	0	376	0	0	0	0	0	0	0	376
23.00	0	94	0	0	0	0	0	0	0	94
Total	12852	12844	47	47	714	714	25	25	13638	13631

**Table 11-29 – Total Vehicle Trips – Low Attendance – Scenario 5b (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	79	0	0	0	1	1	1	1	0	0	81	2
05.00	190	101	0	0	1	1	1	1	0	0	192	103
06.00	269	101	0	0	2	2	1	1	0	0	272	104
07.00	419	114	2	0	7	7	3	3	0	0	431	124
08.00	661	29	6	0	14	14	4	4	1	1	686	48
09.00	1046	55	13	0	28	28	7	7	1	1	1095	91
10.00	689	112	8	3	20	20	6	6	1	1	724	142
11.00	400	235	3	0	9	9	3	3	0	0	415	247
12.00	320	282	0	3	7	7	3	3	0	0	330	295
13.00	281	280	3	0	5	5	3	3	0	0	292	288
14.00	305	290	0	3	6	6	3	3	0	0	314	302
15.00	247	264	3	0	4	4	3	3	0	0	257	271
16.00	125	282	0	3	7	7	3	3	0	0	135	295
17.00	83	253	3	1	8	8	3	3	0	0	97	265
18.00	91	365	0	7	9	9	3	3	0	0	103	384
19.00	182	675	3	6	13	13	5	5	0	0	203	699
20.00	198	822	0	10	22	22	7	7	1	1	228	862
21.00	148	1092	3	12	27	27	8	8	1	1	187	1140
22.00	0	303	0	0	2	2	1	1	0	0	3	306
23.00	0	76	0	0	1	1	1	1	0	0	2	78
Total	5733	5731	47	47	193	193	69	69	5	5	6047	6046

**Table 11-30 – Total Vehicle Trips – Average Attendance – Scenario 5b (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	92	0	0	0	1	1	1	1	0	0	94	2
05.00	222	118	0	0	1	1	1	1	0	0	224	120
06.00	314	118	0	0	2	2	1	1	0	0	317	121
07.00	563	139	2	0	10	10	3	3	0	0	578	152
08.00	983	48	6	0	23	23	6	6	1	1	1019	78
09.00	1611	92	13	0	44	44	10	10	2	2	1680	148
10.00	993	147	8	3	31	31	9	9	1	1	1042	191
11.00	552	279	3	0	16	16	5	5	0	0	576	300
12.00	412	344	0	3	9	9	3	3	0	0	424	359
13.00	348	339	3	0	6	6	3	3	0	0	360	348
14.00	395	363	0	3	9	9	3	3	0	0	407	378
15.00	335	345	3	0	7	7	3	3	0	0	348	355
16.00	186	391	0	3	10	10	4	4	0	0	200	408
17.00	138	382	3	1	12	12	5	5	0	0	158	400
18.00	151	571	0	7	14	14	4	4	0	0	169	596
19.00	253	1011	3	6	23	23	6	6	1	1	286	1047
20.00	278	1256	0	10	37	37	10	10	1	1	326	1314
21.00	196	1631	3	12	44	44	12	12	1	1	256	1700
22.00	0	354	0	0	2	2	1	1	0	0	3	357
23.00	0	88	0	0	1	1	1	1	0	0	2	90
Total	8022	8016	47	47	302	302	91	91	7	7	8469	8464

**Table 11-31 – Total Vehicle Trips – Busy Attendance – Scenario 5b (Midweek assessment)**

Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	99	0	0	0	1	1	1	1	0	0	101	2
05.00	237	127	0	0	1	1	1	1	0	0	239	129
06.00	336	127	0	0	2	2	1	1	0	0	339	130
07.00	818	163	2	0	17	17	5	5	1	1	843	186
08.00	1662	92	6	0	43	43	9	9	2	2	1722	146
09.00	2847	178	13	0	83	83	19	19	4	4	2966	284
10.00	1609	204	8	3	58	58	16	16	2	2	1693	283
11.00	835	316	3	0	27	27	8	8	0	0	873	351
12.00	553	409	0	3	15	15	5	5	0	0	573	432
13.00	428	400	3	0	9	9	3	3	0	0	443	412
14.00	535	464	0	3	15	15	5	5	0	0	555	487
15.00	494	477	3	0	11	11	4	4	0	0	512	492
16.00	313	597	0	3	16	16	6	6	0	0	335	622
17.00	266	658	3	1	22	22	8	8	1	1	300	690
18.00	291	1028	0	7	25	25	6	6	1	1	323	1067
19.00	386	1726	3	6	41	41	10	10	1	1	441	1784
20.00	431	2200	0	10	69	69	18	18	2	2	520	2299
21.00	277	2773	3	12	82	82	21	21	2	2	385	2890
22.00	0	379	0	0	2	2	1	1	0	0	3	382
23.00	0	95	0	0	1	1	1	1	0	0	2	97
Total	12417	12413	47	47	540	540	148	148	16	16	13168	13165

**Table 11-32 – Total Vehicle Trips – Peak Attendance – Scenario 5b (Midweek assessment)**

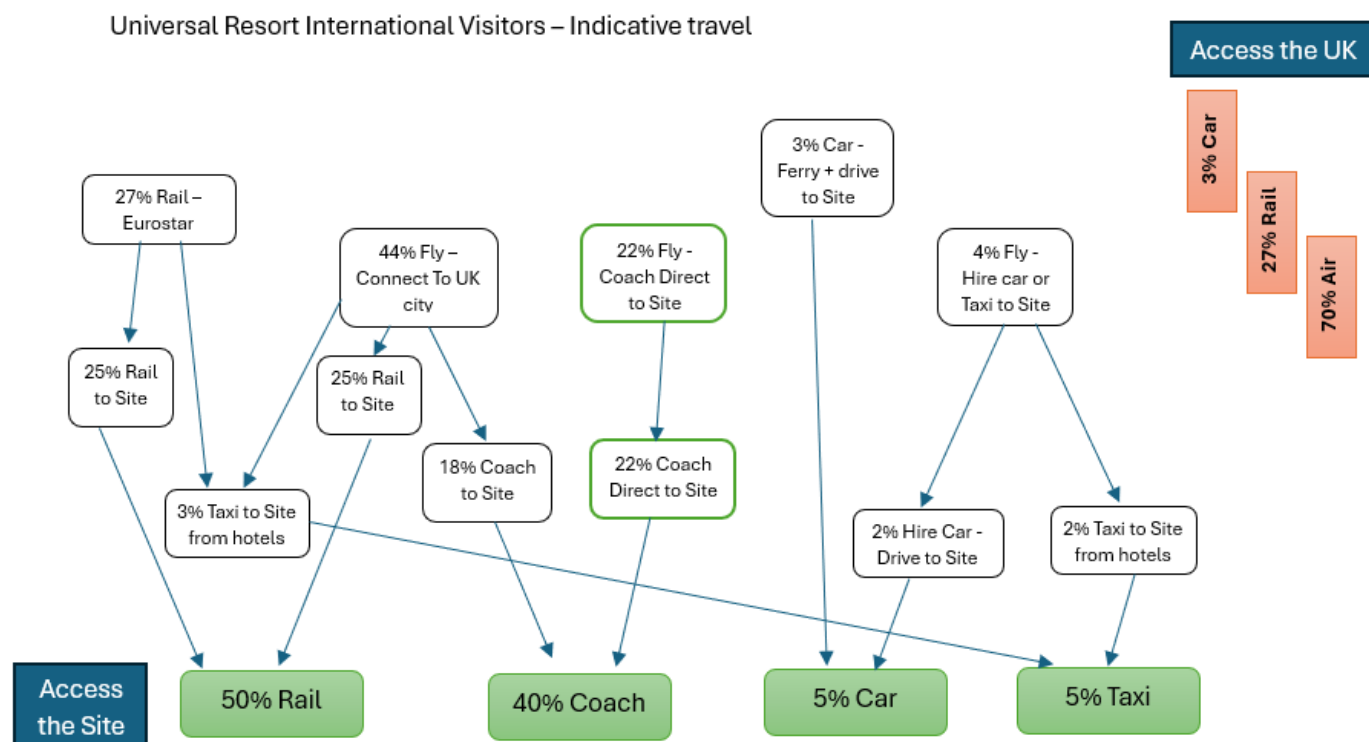
Hour starting	Car/Taxi		Coach		Rail (MMRL) to Wixams shuttle		Rail (EWR) to MK Shuttle		Hotel Shuttle Bus		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	106	0	0	0	1	1	1	1	0	0	108	2
05.00	253	135	0	0	2	2	1	1	0	0	256	138
06.00	359	135	0	0	2	2	1	1	0	0	362	138
07.00	1007	183	2	0	22	22	6	6	1	1	1038	212
08.00	2152	124	6	0	56	56	13	13	3	3	2230	196
09.00	3736	239	13	0	110	110	25	25	5	5	3889	379
10.00	2056	247	8	3	76	76	20	20	3	3	2163	349
11.00	1042	347	3	0	35	35	10	10	0	0	1090	392
12.00	660	462	0	3	18	18	6	6	0	0	684	489
13.00	492	450	3	0	11	11	4	4	0	0	510	465
14.00	640	541	0	3	18	18	6	6	0	0	664	568
15.00	611	575	3	0	15	15	5	5	0	0	634	595
16.00	405	748	0	3	21	21	6	6	1	1	433	779
17.00	358	858	3	1	28	28	9	9	1	1	399	897
18.00	392	1356	0	7	32	32	8	8	1	1	433	1404
19.00	484	2242	3	6	54	54	13	13	2	2	556	2317
20.00	543	2880	0	10	92	92	23	23	3	3	661	3008
21.00	337	3598	3	12	110	110	27	27	3	3	480	3750
22.00	0	404	0	0	2	2	1	1	0	0	3	407
23.00	0	101	0	0	1	1	1	1	0	0	2	103
Total	15633	15625	47	47	706	706	186	186	23	23	16595	16588

## Annex 6 – International Visitors Assumptions

- 12.1 International visitors to the Theme Park will arrive into the UK mainly by air and rail (Eurostar to London St Pancras). A small percentage will arrive by ferry.
- 12.2 **Figure 12.1** summarises the assumed proportions arriving by the different modes, and indicating the likely modes of onward travel to the Theme Park. The final modes of travel that are assumed for international visitors accessing the Theme Park (as detailed in **Chapter 3: Trip Forecasting – International Visitors**) are also presented.
- 12.3 The assumptions applied are that 70% of international visitors are likely to arrive by air and the assumed distribution of arrivals by airport is presented in Table 12.1. The distribution of air arrivals is split across the 6 airports that are most likely to be used by International Visitors to the Theme Park (based on proximity of the airport to the Site and that have flight routes from countries with the likely highest International Visitor demands). The distribution of International Visitors between these airports is then assumed to be in proportion to the total annual airport arrivals.
- 12.4 It is assumed that:
- i) 22% out of the 70% of international visitors arriving by air are likely to travel directly to the resort by dedicated coach.
  - ii) 44% out of the 70% of international visitors arriving by air are likely to connect to a nearby UK city – predominantly London. 25% out of the 44% then accessing the site by rail, 18% out of 44% accessing the site by dedicated coach (from London 80%, Oxford 10% or Cambridge 10%).
  - iii) 4% out of the 70% of international visitors arriving by air will hire a car or take a taxi from the airport and travel to the resort directly from the airport.
- 12.5 It is assumed that 27% of all international visitors to UK will arrive into the UK by rail (Eurostar) and will access the resort using rail services from London.
- 12.6 Finally it is assumed that the 3% of international visitors arriving by ferry and driving would go directly to the resort.



**Figure 12-1 – International Visitors – assumed modes accessing the UK and onward travel to the Site**



**Table 12-1: Assumed Distribution of Air Arrivals to UK airports**

Airport	Distribution
<i>GATWICK</i>	22.5%
<i>HEATHROW</i>	43.3%
<i>LONDON CITY</i>	1.8%
<i>LUTON</i>	9.3%
<i>STANSTED</i>	16.7%
<i>BIRMINGHAM</i>	6.4%