



UNIVERSAL DESTINATIONS & EXPERIENCES UK PROJECT

Former Kempston Hardwick Brickworks
and adjoining land, Bedford

Appendix 5.1 Transport Assessment Annex 9 – Parking Note

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Universal Destinations & Experiences UK Project Transport Assessment – Annex 9 – Parking Note

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Executive Summary

This note sets out the approach taken in determining a Minimum and a Maximum car parking provision for the Proposed Development. For this purpose, this includes:

- a. the Theme Park, Entry Plaza, Valet and Entertainment Resort Complex Support
- b. the remainder of the Proposed Development, including hotel / visitor accommodation provision.

In order to properly conduct the Transport Assessment for the planning proposal, it was necessary to consider a particular set of land use types, locations and quantum distributed across the ERC to test the capacity of the transport network in relation to the amount of development appropriate for the ERC. This same set of land use types, locations and quantum has formed the basis for the derivation of the minimum and maximum car parking provision set out in Table A below. This exercise was undertaken whilst noting that, in this scheme, the distribution and quantum of land uses considered for the purpose of conducting a Transport Assessment do not require the tying of a specific land use and its quantum to any specific part of the ERC.

Table A – Proposed Minimum and Maximum Car Parking Provision

	Minimum	Maximum
Site-wide Non-Rail Parking ¹	11,197 spaces	16,661 spaces

The detail is explained below. The difference between Minimum and Maximum is largely due to an allowance for Theme Park growth between Primary Opening Year development and Future Year development, along with the use of likely parking demand figures for non-theme park uses derived from the Transport Assessment (**Appendix 5.1: Transport Assessment (Volume 3)** of the ES)(TA) compared with maximum parking standards derived from Bedford Borough Council local parking standards².

¹ Site-wide Non-Rail Parking = Car parking associated with the Core Zone, the Lake Zone and the West Gateway Zone

² [Parking standards for sustainable communities | Bedford Borough Council](#)

Primary Opening Year Theme Park demands and the TA derived parking demands for other land uses are used to determine the 'Minimum' numbers. The Future Year Theme Park forecast and the Maximum parking standards for other land uses are used to determine the 'Maximum' numbers.

The parking provision supporting the Proposed Development as set out in this Annex has been derived on the principle that parking demand at the ERC will need to be always fully met. A 10% contingency has been applied, where relevant, to reflect inefficiencies and imperfections in drivers' behaviours, and is a typical factor applied to car parking design. It also helps provide additional reassurance that the risk of overspill parking can be managed. However, applying a 10% contingency to maximum parking provision numbers derived from maximum local parking standards takes these maxima above the policy compliant levels of provision. Therefore, the 10% contingency is not applied to standards derived maxima.

It is proposed that the contingency car parking provision identified is delivered as an integral part of the car parking offer within the Proposed Development. As such the minimum and maximum car parking provision set in Table A include the 10% contingency where applied.

The minima and maxima car parking provision set out in this note have been identified to guide the description of the Proposed Development and the delivery mechanism for the Proposed Development through the process.

The way the identified car parking provision is then allocated between uses and actual plots will be decided at the time of delivering the plots on site and controlled by the minima and maxima set in this note.

In relation to the Theme Park, Entry Plaza, and Entertainment Resort Complex Support, the minimum car parking provision identified for these uses and set within this note (6,668 spaces) will form the minimum provision to be delivered at Grand Opening for these elements of the Proposed Development. As the operation of the Theme Park matures, car parking provision will evolve towards the maximum identified for these uses (8,754 spaces). If, at Grand Opening, other land uses outside of the Theme Park, Entry Plaza, and Entertainment Resort Complex are also delivered, then their minimum car parking provision, as defined below, will also need to be provided on a plot by plot basis.

At Grand Opening, the Theme Park will be accompanied by 500 hotel bedrooms across the ERC. This note identifies a minimum car parking provision of 438 spaces for these hotel rooms at Grand Opening.

Car parking provision for uses within the Proposed Development other than the Theme Park, Entry Plaza, and Entertainment Resort Complex Support will need to be identified on a plot by plot basis, setting a minimum provision based on the predicted car parking demand for each plot at the time of applying for its delivery, and a maximum provision set by the relevant car parking standards applicable to the plot as set out in Bedford Borough Council (2014) Parking Standards for Sustainable Communities: Design and Good Practice.

For clarity, the Wixams Rail Station, which forms part of the Proposed Development, is not accompanied by the provision of additional car parking at the station, beyond that currently consented outside of the Site boundary, and has been excluded from this note.

Furthermore, the Proposed Development does not include a new EWR station. Instead, it safeguards land for that purpose and as such parking at the station has been excluded from this note.

In relation to coach parking, it is proposed that a minimum provision of 100 coach parking spaces and a maximum of 200 coach parking spaces should be provided. At Grand Opening, a minimum of 100 coach parking spaces will be provided.

Finally, this note also identifies proposed cycle parking provision for the proposed development. In total, a provision of 644 short stay cycle parking spaces and 812 long stay cycle parking spaces are suggested. At Grand Opening, a minimum of 100 short stay cycle parking spaces and 150 long stay cycle parking spaces will be delivered covering the Theme Park, Entry Plaza, Entertainment Resort Complex Support, and 500 hotel bedrooms.

Introduction

1. This Technical Note considers the ‘Minimum’ and ‘Maximum’ car parking provision put forward as part of the Proposed Development.
2. This note sets out:
 - a. ‘Minimum’ and ‘Maximum’ car parking parameters for each land use element
 - b. A consideration of local car parking standards for each land use element
3. For clarity, this does not include parking at the safeguarded land for an East West Rail Station or any parking at the Wixams Rail Station beyond that already consented on land outside the Site boundary.

Theme Park, Entry Plaza and Entertainment Resort Complex Support

4. At the heart of the Proposed Development is the Theme Park itself, and land uses that are ancillary to the Theme Park, including:
 - a. Entry Plaza – The Entry Plaza is a restricted access area outside of the ticketed area but that requires visitors to pass a security screening before entry and which accommodates primarily themed retail, bars, restaurant and entertainment uses located in conjunction with the primary entrance. For the purposes of assessment, the TA assumes that trips associated with the Entry Plaza are included in the overall demand forecasts for the Resort (8.5 million and 12.5 million), as assessed in the Transport Assessment. In relation to parking in particular, the assumption is that those people who travel by car to use the Entry Plaza also park in the Theme Park visitor car park.
 - b. Entertainment Resort Complex Support – This is the ‘back of house’ part of the Theme Park, and in particular the part of the Theme Park that accommodates car parking demand related to the Team Members (TM’s).
5. Note that valet parking forms an integral part of the car parking offer to visitors and is therefore accounted for within the overall visitor parking provision.
6. For clarity, any hotel / visitor accommodation provision that may be delivered with the Theme Park is considered separately within this note, along with all other visitor accommodation facilities.
7. In relation to the Theme Park, Entry Plaza and Entertainment Resort Complex Support, there will be two main elements of car parking provision:
 - a. Car parking provision for the Theme Park and Entry Plaza which includes an element of car parking for a ‘Valet’ service.
 - b. Car Parking for the TM’s.

Theme Park Visitors – Predicted Car Parking Demand

8. The Transport Assessment (**Appendix 5.1: Transport Assessment (Volume 3)** of the ES) considers a number of scenarios related to the likely number of visitors to the Theme Park and Entry Plaza, assuming various levels of seasonality across the year, and derives a car trip forecast demand for these uses across the day for the purpose of assessment. From this forecast, a car parking demand for visitors to the Theme Park and Entry Plaza can be derived.
9. **Table 1** provides a summary of the derived maximum daily car parking demand for the Theme Park and Entry Plaza across the attendance levels, day of the week and forecast years considered in the Transport Assessment.

Table 1 – Primary Opening Year and Future Year – Theme Park and Entry Plaza Forecast Maximum Car Parking Demand Across the Day – Saturday and Weekday

Visitors	Saturday			Weekday		
	Peak	Busy	Average	Peak	Busy	Average
Primary Opening Year	4,762	3,462	1,994	4,768	3,467	1,993
Future Year	6,363	4,732	2,451	6,297	4,682	2,416

10. The car parking accumulation derived for the Theme Park and Entry Plaza suggests a maximum car parking demand of 4,768 spaces for the Primary Opening Year and 6,363 spaces for the Future Year.

TMs – Predicted Car Parking Demand

11. As with the Theme Park and Entry Plaza visitor car parking provision, the modelling analysis carried out as part of the Transport Assessment can be used to derive a predicted car parking demand for TM's across attendance scenarios, days of the week and forecast years.
12. **Table 2** summarises the forecast maximum car parking demand for TM's across assessment years and attendance scenarios.

Table 2 – TM Forecast Maximum Car Parking Demand Across the Day

Scenario	Peak	Busy	Average
Primary Opening Year	1,900	1,781	1,662
Future Year	2,391	2,239	2,091

13. The car parking accumulation derived for the TM's suggests a maximum car parking demand of 1,900 spaces in the Primary Opening Year scenario and 2,391 spaces in the Future Year scenario.

Overall Predicted Car Parking Demand for Theme Park, Entry Plaza, and Entertainment Resort Complex Support

14. Based on the trip forecast used as part of the Transport Assessment, the predicted maximum daily car parking demand for the Theme Park, Entry Plaza, and Entertainment Resort Complex Support can be calculated for Primary Opening Year and Future Year scenarios. Table 3 sets out this out.

Table 3 – Predicted Car Parking Demand – Theme Park, Entry Plaza and Entertainment Resort Complex Support

	Primary Opening Year	Future Year
Theme Park and Entry Plaza Visitors (includes Valet parking)	4,768 spaces	6,363 spaces
Team Members	1,900 spaces	2,391 spaces
Total	6,668 spaces	8,754 spaces

UDX ‘Target’ Parking Provision

15. UDX has significant experience in designing and operating Theme Parks such as the one proposed as part of the Proposed Development. Based on their experience at their other resorts around the world, their ‘target’ car parking provision at Grand Opening for the Theme Park, Entry Plaza, Entertainment Resort Complex Support and Valet is 6,700 car parking spaces, including car parking provision for visitors and for TM’s
16. UDX’s experience is that this overall target provision is delivered in a number of car parks that can be used and allocated dynamically between visitors and TM’s to best accommodate demand on a day to day and hour by hour basis. Therefore, car parks can change how they are allocated between visitors and TM’s. However, the overall 6,700 space provision provides an envelope within which UDX can operate.

Setting the minimum and maximum car parking provision for the Theme Park, Entry Plaza, and Entertainment Resort Complex Support

17. The predicted total car parking demand for the Theme Park, Entry Plaza, and Entertainment Resort Complex Support in the Primary Opening Year scenario is 6,668 spaces. This predicted car parking demand could therefore be accommodated within the UDX target provision of 6,700 spaces for Grand Opening. In this context, the trip forecast presented in the Transport Assessment validates UDX’s target minimum car parking provision for the Theme Park, Entry Plaza, and Entertainment Resort Complex Support. Therefore, there will be a minimum car parking provision of 6,668 spaces for Theme Park, Entry Plaza, and Entertainment Resort Complex Support at Grand Opening, in line with predicted demand.
18. The trip forecast supporting the Transport Assessment also indicates a maximum predicted demand of 8,754 spaces in the Future Year. The Proposed Development therefore suggests a maximum car parking provision of 8,754 spaces for these uses.

19. These minimum and maximum car parking provisions take account of the following:
 - a. Valet parking forms part of the car parking provision accommodating visitor car parking demand.
 - b. UDX dynamically manage the use of their car parks through a method called 'speed parking' whereby access to a given parking space is managed in real time by operators on the ground directing drivers exactly to the space they are to take. As such the 10% 'efficiency' contingency does not apply.

Valet Service

20. The ERC would also accommodate a valet service, serving the ERC venues, and be available to all visitors. The proposal is for between 100 and 150 spaces to be allocated for the valet service (which are included in the guest parking numbers above). There is no industry standard for valet parking as such advice has been provided from Universal Destinations and Experiences (UDX).

Wider Site Car Parking Provision

21. The remainder of the land uses on the site considered as part of the Transport Assessment and forming the basis of these car parking calculations have specific car parking standards.

Hotel - Car Parking Provision

22. The Transport Assessment refers to 'hotel' to encompass all accommodation types to be available to visitors.
23. The local car parking standards³ set a maximum car parking provision for hotel use, based on the provision of 1 car parking space per bedroom maximum, plus additional parking based on standards for other elements such as bar, dining area, conference room etc.
24. Across the site, the assumption is that there will be approximately 6,070 hotel bedrooms of differing types with a maximum parking provision of up to 6,070 parking spaces.
25. However, a number of the hotel rooms may be provided in the Theme Park area and as such may not require that level of parking but this will depend on the type of hotel / accommodation and time of year. As such the application is for up to the maximum level of parking in line with policy. The demand forecasting has estimated that across the site based on professional judgement of linked trips that the minimum level of car parking associated with hotel / accommodation would be 3,170 spaces.
26. An additional 10% contingency has been applied to the minimum level of car parking within the minimum parking numbers.

³[Design and Layout of Parking Spaces: Non -Residential \(bedford.gov.uk\)](http://bedford.gov.uk)

27. The demand forecasting for the Primary Opening Year scenario includes 500 hotel bedrooms across the ERC. The forecast predicts a maximum car parking accumulation for these 500 hotel bedrooms of 438 cars at Peak attendance at Primary Opening Year. This forms a maximum predicted car parking demand for these 500 hotel bedrooms across the scenarios tested. In the Future Year scenario, as a higher proportion of visitors are coming from outside the UK, and they are less likely to travel to the site by car, car parking demand for these 500 hotel bedrooms is predicted to reduce. On that basis, it is proposed that the 500 hotel bedrooms on site at Grand Opening will require a minimum of 438 car parking spaces.

Restaurant Uses – Car Parking Provision

28. The cautious worst case for the purpose of the robust Transport Assessment considers a combination of land uses, within the envelope of parameters for the Proposed Development, that forms a representation of the potential development proposals within the Lake Zone and the West Gateway Zone. This combination of land uses includes 5,866sqm GFA of restaurant use. This floorspace would be in addition to restaurant floorspace that would form part of the Entry Plaza. The 'Minimum' parking provision is derived from forecast demand. The 'Maximum' parking provision is derived from local car parking standards.
29. The TRICS car parking accumulation for 5,866sqm GFA of restaurant use would suggest a maximum of 169 cars parked at the restaurant element.
30. The local car parking standards suggest the following maximum car parking provision:
 - a. For traditional food and drink offer – 1 space per 5sqm internal bar and dining area, plus 3 spaces per 4 full time employees
 - b. For fast food drive thru – 1 space per 8sqm GFA.
31. For the purpose of this assessment, it has been assumed that the dining area of any given restaurant is about 60% of its GFA. Therefore, it is assumed here that the total dining area for the restaurant element would be 3,519sqm. Based on advice from the project team, the restaurant floorspace assumed would employ 310 FTE.
32. Applying the standards set above:
 - a. Traditional food and drink offer – maximum car parking would be 936 car parking spaces
 - b. Fast food drive thru – maximum car parking would be 733 car parking spaces.
33. The application of local standards returns a maximum car parking provision that exceeds significantly the predicted use of the facility. The local parking standards are maxima and therefore providing less than the maximum standards is acceptable, albeit without introducing the risk of overspill parking. In this context, it is proposed that the maximum car parking provision for the restaurant element is set at 75% of the local standards maximum, so 705 spaces.

34. Based on the above, the proposed car parking provision at the restaurant element of the Proposed Development would be:
 - a. 'Minimum' provision of 170 spaces, commensurate with the demand forecast for the purpose of assessment.
 - b. 'Maximum' provision of 705 spaces, in line with the local car parking standards.
35. An additional 10% contingency has been applied to the minimum level of car parking within the minimum parking numbers

Highway Service Area - Car Parking Provision

36. The demand forecast for the purpose of assessment assumes the delivery of a 16-pump Highway Service Area with associated retail facilities. Comparable sites within the TRICS database indicate that a 16-pump Highway Service Area is likely to be supported by circa 700sqm GFA of retail. The TRICS database also suggests that a 16-pump Highway Service Area would also typically include 30 car parking spaces for customers to the retail element (in addition to the 16 pumps 'positions').
37. The local car parking standards for Highway Service Area require a maximum car parking provision of 1 space per 20sqm GFA of retail. Applied here this would suggest 35 car parking spaces provided at the Highway Service Area.
38. Based on the information above, and rounding to the nearest 10, it is proposed that car parking provision at the Highway Service Area would be:
 - a. A 'Minimum' of 30 spaces,
 - b. A 'Maximum' of 40 spaces.
39. An additional 10% contingency has been applied to the minimum level of car parking within the minimum parking numbers

Convention Centre - Car Parking Provision

40. The Transport Assessment considers a typical event attendance of 3,000 delegates at the Convention Centre allowed for within the assessment.
41. Delegates to an event at the Convention Centre will either access the Convention Centre directly or stay overnight at one of the business hotels on site. The 'Minimum' parking provision assumes 35% of delegates stay at an adjoining hotel. The 'Maximum' parking provision assumes 10% of delegates stay at an adjoining hotel. This accommodates the different range of events and type of delegates who may visit the Convention Centre, and also allows flexibility to accommodate a proportion of hotel guests not linked to either the Convention Centre or the Theme Park.

42. In the 'Minimum' parking provision scenario, the demand forecast assumes that 1,463 delegates will access the Convention Centre directly by car, representing 914 cars travelling to the Convention Centre. The forecast arrival/departure profile results in a maximum car parking accumulation at the Convention Centre of 585 cars parked in the Convention Centre car park. A further 100 spaces are required for staff car parking.
43. In the 'Maximum' parking provision scenario, the demand forecast is based on the assumption that 2,025 delegates will access the Convention Centre directly by car, representing 1,266 cars travelling to the Convention Centre. The forecast arrival/departure profile results in a maximum car parking accumulation at the Convention Centre of 810 cars parked in the Convention Centre car park. A further 100 spaces are required for staff car parking.
44. On that basis a 'Minimum' car parking provision of 685 spaces and 'Maximum' provision of 910 spaces is proposed for the Convention Centre.
45. An additional allowance for contingency has been applied at 20% based on the uncertainty regarding the type of event etc and overlaps with hotels.

Proposed Car Parking Provision – Wider Site

46. **Table 4** details the proposals in relation to car parking provision for uses outside of the Theme Park, Entry Plaza and Entertainment Resort Complex Support and Valet.

Table 4 – Proposed Car Parking Provision – Wider Site

Land Uses	'Minimum'	'Maximum'
Hotel / visitor accommodation	3,170 spaces	6,070 spaces
Hotel / visitor accommodation Contingency (10% on minimum only)	317 spaces	-
Restaurants	170 spaces	705 spaces
Restaurant Contingency (10% on minimum only)	17 spaces	-
Highway Service Area	30 spaces	40 spaces
Highway Service Area Contingency (10% on minimum only)	3 spaces	-
Convention Centre	685 spaces	910 spaces
Convention Centre Contingency (20% given flexibility of use)	137 spaces	182 spaces
Total	4,529 spaces	7,907 spaces

Car Parking Provision Summary

47. **Table 5** provides a summary of the proposed car parking provision for the Proposed Development.

Table 5 – Proposed Minimum and Maximum Car Parking Provision

	Minimum	Maximum
Site-wide Parking ⁴	11,197 spaces	16,661 spaces

Coach Parking Provision

48. The Proposed Development would include the provision of coach parking bays, related to coach use by visitors accessing the ERC. Across a day a maximum of 426 coaches would be necessary to serve the predicted demand on a Peak Saturday at the ERC.
49. The large majority of these coaches would come from relatively close origins (less than 2h drive away) and therefore likely to make several 'shuttle' trips across the day. Coaches coming from further afield are likely to stay on site to cater for returning visitors. On that basis it is proposed that a minimum provision of 100 coach parking spaces and a maximum of 200 coach parking spaces should be provided. This minimum and maximum would be able to cater for between 23% and 47% of predicted coaches to be parked at the ERC at any one time, which is considered sufficient to meet predicted maximum demand.

EV Charging Provision

50. There are currently no local standards to apply to the derivation of EV Charging provision for new developments within the Bedford Borough Council area. However, the proposed car parking provision for the Proposed Development will include facilities for charging EVs.
51. The Proposed Development will deliver EV charging provision as follows:
- For all car parks exceeding 10 car parking spaces, a minimum active EV charging provision of 3% of the total car parking spaces in each car park will be delivered, with an overall minimum EV charging provision across all car parks within the ERC of 5% of the total number of car parking spaces within the ERC at any given time.
 - In addition to the active EV charging provision set out above, an additional 5% of the total car parking provision within the ERC at any given time will be passive EV charging provision (i.e. spaces fully wired and ready for future connection, but without the charger provided).

⁴ Site-wide Non-Rail Parking = Car parking associated with the Core Zone, the Lake Zone and the West Gateway Zone

Cycle Parking

52. The following paragraphs set out the cycle parking provision at the Proposed Development. Across the Proposed Development, cycle parking will be provided so that it is convenient, visible, easy to access, secure, protected from the weather, fit for purpose, well managed and maintained, and suitable for all users, in line with the local cycle parking standards.
53. Cycle parking standards have been applied as a starting point when setting the proposed level of provision for the majority of proposed uses across the proposed development. A 'realism' test has then been applied for some of the provision to reflect the specificity of the use and location of the Proposed Development.
54. For the Theme Park, Entry Plaza, and Entertainment Resort Complex Support, cycle parking has been set to match forecast demand. The overall guiding principle in delivering cycle parking at the Proposed Development will be to provide as many spaces as required by observed demand. This demand will therefore be monitored as part of standard management practice associated with the Theme Park and if a need for additional cycle parking is identified, this additional provision will be made available. The monitoring of cycle use will be delivered by direct observation on a regular basis of the use of the facilities provided. If it is evident that the cycle parking provision is reaching full use, then additional provision will be provided.

Theme Park, Entry Plaza, and Entertainment Resort Complex Support

55. Cycle parking provision for visitors to the Theme Park and Entry Plaza element of the ERC has been set at a nominal 50 cycle parking spaces.
56. For TM's, the cycle provision proposed is based on the cycle mode share for TM's (2%) and the arrival/departure profile and number of TM's and is set at 100 cycle parking spaces.
57. The total cycle parking provision for the Theme Park, Entry Plaza, and Entertainment Resort Complex Support would therefore add up to 150 cycle parking spaces. This provision will be provided as a minimum provision for these uses from Grand Opening.

Wider Site

58. For the Convention Centre, a first principles approach was considered. The Convention Centre is located within a highly accessible location when considering the proposed improvements in rail access to the site that would support the Proposed Development. Cycle connection, to Bedford in particular, would also be delivered in support of sustainable travel at the Proposed Development. However, it is unlikely that 1,100 out of the typical 3,000 delegates using the Convention Centre at an event would access the Convention Centre by bike, which is what the application of the local cycle parking standards would suggest based on 55,000 sqm GIA. Surveys undertaken in support of the Transport Assessment for The Sage Conference Centre in Gateshead suggest that the cycle mode share for delegates at a Convention Centre is near to 0%. On that basis, a nominal provision of short stay cycle spaces is proposed for the Convention Centre, set at 20 spaces.

59. The local cycle parking standards have been applied to hotel, restaurant and Highway Service Area land uses. The following cycle parking provision is proposed:
- a. Hotel use (6,070 bedrooms) – 607 short stay spaces and 607 long stay spaces
 - b. Restaurant use (outside Entry Plaza) (3,519sqm Public Floor Area (PFA)/310 staff) – 176 short stay spaces and 31 long stay spaces
 - c. Highway Service Area use (16 pumps/700sqm retail/40staff) – 7 short stay spaces and 4 long stay spaces.
60. The restaurant use proposed are identified as ‘roadway convenience’ and as such they will attract mainly trips made by car, or trips associated with visitors to the ERC also made by car. Therefore, the standards required provision of 176 spaces for customers is likely to form a significant over provision. The TRICS database can provide some indication of mode share for restaurant uses. This falls in between 0.4% and 0.6% of people trips to restaurants. On that basis a nominal provision of 10 cycle spaces is proposed.
61. At Grand Opening the development will accommodate 500 hotel bedrooms. As such a minimum provision of 50 short stay and 50 long stay cycle parking spaces will be provided as a minimum for the 500 hotel bedrooms from Grand Opening.

Cycle Parking Summary

62. **Table 6** provides a summary of the cycle parking provision to support the Proposed Development.

Table 6 – Cycle Parking Provision

Land Use	Short Stay	Long Stay
Theme Park, Entry Plaza	-	50 spaces
Entertainment Resort Complex Support (TM's)	-	100 spaces
Convention Centre	20 spaces	20 spaces
Hotel / visitor accommodation use	607 spaces	607 spaces
Restaurant uses (outside Entry Plaza)	10 spaces	31 spaces
Highway Service Area use	7 spaces	4 spaces
Total	644 spaces	812 spaces