



UNIVERSAL DESTINATIONS & EXPERIENCES UK PROJECT

Former Kempston Hardwick Brickworks
and adjoining land, Bedford

Appendix 5.6 Travel Plan

Report reference: 4.5.6.0

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1 Introduction

- 1.1 This Travel Plan has been prepared on behalf of Universal Destinations & Experiences (UDX) in support of the planning proposal for the construction and operation of a Universal Entertainment Resort Complex (ERC), and associated development, in Bedford.
- 1.2 Capitalised terms shall have the meaning given to them in the glossary at **Appendix A**. The Monitor and Manage Plan also has additional defined terms specific to the Monitor and Manage Plan contained within **Appendix B**.

Unified Control

- 1.3 UDX will exercise appropriate oversight over all aspects of development of the ERC, including initial planning and design, coordination of the infrastructure, construction and setting the framework for the long-term management of the ERC.
- 1.4 This unified control approach will allow UDX to (i) provide a comprehensive development strategy, from conception to completion, (ii) ensure quality and consistency by setting standards for development and overseeing their implementation to create a cohesive, high-quality project, and (iii) manage the complexities of delivering a large-scale development such as obtaining planning approvals, licences and consents, implementing site-wide habitat creation and mitigation and delivering master infrastructure, all while creating and maintaining a long-term vision for the development of the Site over time.

Scope

- 1.5 This Travel Plan will govern transport activities on the Site through a series of measures summarised in **Section 3**, consisting of:
- the Monitor and Manage Plan;
 - Wixams shuttle bus;
 - Milton Keynes shuttle bus;
 - Travel Plan Statement; and
 - Transport Steering Group.
- The enforceable controls are contained in **paragraphs 3.14 and 3.35** and **Appendices B to E-1**.
- 1.6 Overall, the implementation of this Travel Plan will have a range of benefits, including:
- availability of an improved range of travel choices;
 - minimising travel via single occupancy private vehicles;
 - health benefits for site users from walking and cycling more;

- maximising the uptake of sustainable modes of transport;
- improving the environment around the Site, with fewer vehicles on the road; and
- providing visitors, Team Members and employees with options for travel that make travelling to and from the ERC a convenient and comfortable experience.

Embedded Mitigation

- 1.7 As part of the Proposed Development, a number of measures relating to transport are incorporated as embedded mitigation. A list of the relevant embedded mitigation measures is set out in **Table 1.1**.

Table 1.1: Embedded Mitigation Measures

Action	Description
Broadmead Road Junction Signalisation	The junction of Broadmead Road and Woburn Road/Bedford Road will be signalised as part of the works associated with creating the new A421 Junction.
Manor Road improvements	Realigned and upgraded Manor Road to a dual carriageway access road between Ampthill Road and the Marston Vale Railway Line.
Active travel	Active travel throughout the Site, which will facilitate connections from the ERC to the surrounding network and be in general accordance with the Parameter Plan – Active Travel (Document Reference 1.12.0) . Further detail is provided in Section 2 of this Travel Plan.
Wixams Rail Station	Rail services to a Full Wixams Rail Station, a new west-facing plaza and last-mile connection to the Proposed Development.
Shuttle buses – Milton Keynes	Shuttle buses between Milton Keynes Rail Station and the Site as controlled in this Travel Plan .
Monitor and Manage Plan	Implementation of the agreed Monitor and Manage Plan, as controlled in this Travel Plan .
A new A421 Junction	A new A421 Junction and dual carriageway access road into the Core Zone.
Public Road A and Public Road B	Public Road A, and Public Road B, segments 1 and 2 as shown in Parameter Plan – Access and Roadways (Document Reference 1.11.0) .

- 1.8 The Travel Plan Measures set out in **Section 3** of this Travel Plan describe the vision led outcome-based mitigation measures for the Proposed Development.

2 Active Travel

2.1 The Active Travel improvements associated with the Proposed Development are set forth on the **Parameter Plan – Active Travel (Document Reference 1.12.0)**, including:

- a combination of shared and segregated pedestrian / cycle routes through the Site, to be offered to Bedford Borough Council for adoption or to remain in private control;
- an internal link to the retained part of existing Footpath 1 (Public Right of Way); and
- a shared route for pedestrians and cyclists, to be offered for adoption, along the west of Ampthill Road towards the roundabout with Interchange Way.

3 Travel Plan Measures

- 3.1 A Glossary of Terms for this Travel Plan is included as **Appendix A**. The Monitor and Manage Plan also has additional defined terms specific to the Monitor and Manage Plan contained within **Appendix B**.
- 3.2 The Travel Plan Measures at **Appendices B to E-1** ensure that the measures summarised below are implemented. Such measures together with **paragraphs 3.14 and 3.15** shall be complied with to the extent that they relate to relevant parts of the Proposed Development.

Action	Summary Description
Monitor and Manage Plan (Appendix B-1 and B-2)	UDX will agree to a Monitor and Manage Plan, included as Appendix B-1 , setting out a requirement for the Theme Park Operator to monitor baseline flows at the Monitoring Locations identified in Appendix B-2 .
Wixams Rail Shuttle (Appendix C)	Implement a shuttle bus service to transport visitors from Wixams Rail Station to the Core Zone.
Milton Keynes Rail Shuttle (Appendix D)	Shuttle bus service to transport visitors from Milton Keynes Rail Station to the ERC, to be implemented by third-party markets.
Detailed visitor, employee and Active Travel measures (Appendix E-1 and E-2)	To identify which visitor, employee and active travel measures it intends to implement in order to maintain an acceptable level of service on the surrounding highway and transport network during the morning and evening peak periods.
Transport Steering Group (Paragraphs 3.14 to 3.15 of this Travel Plan)	Set up a Transport Steering Group, to remain in discussion on new measures to incorporate to influence sustainable travel.

Monitor and Manage Plan

- 3.3 The Monitor and Manage Plan, appended to this Travel Plan as **Appendix B-1**, requires the Theme Park Operator to monitor vehicle movements during morning and evening peak periods on specific days at pre-determined monitoring locations. The purpose of the monitoring is to maintain an acceptable level of service on the surrounding highway and transport network during the morning and evening peak periods. The measures set out within this Travel Plan will help control movements of visitors, Team Members and employees to the ERC. If vehicle movements are observed to exceed the baseline flows, remedial measures are to be implemented to control traffic to achieve compliance with the thresholds set out in the Monitor and Manage Plan.

- 3.4 The Monitoring Locations Plan, included at **Appendix B-2**, sets out the locations at which monitoring will be undertaken subject to amendment from time to time (with the agreement of the relevant highway authority if they are to be located within an adopted highway).
- 3.5 The enforceable controls for the implementation of the Monitor and Manage Plan are included at **Appendix B-1**.

Transport Links from Wixams to ERC

- 3.6 The Wixams Rail Station is located about 1km to the east of the Core Zone and the approach is to deliver a shuttle service between the Wixams Rail Station and the Core Zone to create a convenient connection. The Wixams shuttle service would be frequent enough to deliver a turn up and go service and therefore a seamless journey on arrival to the Theme Park.
- 3.7 The enforceable control for the provision of this shuttle service is included at **Appendix C**.

Milton Keynes Bus Service

- 3.8 The Proposed Development recognises the benefit that a new EWR station serving the Site and a new EWR service would represent in terms of non-car accessibility. However, it is for EWR to potentially deliver a station and such a service in the future.
- 3.9 In the absence of an EWR station serving the Site, visitors using the EWR line up to Milton Keynes as part of their journey to the Theme Park will transfer onto shuttle coach services that will take them between Milton Keynes Central Station and the Theme Park entrance.
- 3.10 The enforceable control for the provision of this shuttle service is included at **Appendix D**.

Travel Plan Statement

- 3.11 A detailed Travel Plan Statement indicating what visitor, employee and active travel measures will be utilised for the Primary Phase shall be prepared by the Theme Park Operator prior to the Grand Opening of the Theme Park. The Travel Plan Statement will then be further supplemented by each owner, occupier, or group of owners and/or occupiers of land within the ERC but not forming part of the Primary Phase prior to said owner/occupier/group's beneficial occupation, which may include UDX but may also include others.
- 3.12 Examples of possible measures that could be included within any Travel Plan Statement are set out in **Appendix E-2**, which is not intended to be an exhaustive list of measures that may be implemented.
- 3.13 The enforceable control for the submission of a Travel Plan Statement(s) and implementation of the measures contained in such Travel Plan Statement(s) is included at **Appendix E-1**.

Transport Steering Group (TSG)

- 3.14 Prior to commencement of construction work on the Site, UDX will set up a TSG for the construction phase of the Proposed Development. The TSG will comprise relevant Undertakers and stakeholders including the Local Highway Authority, National Highways, representatives of local parish councils and other community representatives, representatives from UDX and other ERC occupiers along with any relevant public transport operators. This group will form a forum to consider matters pertaining to any construction-related travel measures forming part of any detailed Construction Environmental Management Plan relative to the Proposed Development.
- 3.15 Following Grand Opening of the Theme Park, the TSG will transition to reviewing the performance of this Travel Plan and any Travel Plan Statements for the Proposed Development, and it will continue its role in monitoring and reporting while the ERC is operational. The TSG will meet as required to discuss transport matters relative to how the ERC operates with the wider transport network, including roads, rail and active travel, and as against the Baseline Flows (as defined in **Appendix B**). The TSG will meet not less than biannually, or such other frequency as the TSG determines is necessary. UDX and other ERC occupiers will consider any recommendations made by the TSG before determining what detailed visitor, employee and active travel measures to implement in any Travel Plan Statements or supplements.

Appendix A

Glossary of Terms

Acronyms	
ERC	Entertainment Resort Complex
ES	Environmental Statement
SRN	Strategic Road Network
UDX	Universal Destinations & Experiences
Terms	
Active Travel	Making journeys by physically active means, like walking and cycling.
Assessed Demand	<p>The following demand during the peak hour of 09:00 -10:00:</p> <ul style="list-style-type: none"> a. Primary Opening Year average mid-week peak demand of 819 people; b. Primary Opening Year busy Saturday peak demand of 1,186 people; c. Future Year average mid-week peak demand of 835 people; and d. Future Year busy Saturday peak demand of 1,336 people.
Assessment	A process by which information about effects of a proposed plan, project or intervention is collected, assessed and used to inform decision-making.
Baseline Milton Keynes Shuttle Bus Service	A shuttle bus operating from Milton Keynes to the Theme Park, which will form an integral part of the arrival experience to the Theme Park. The Baseline Milton Keynes Shuttle Bus Service will be in operation at the time of opening of the Theme Park with a weekday peak hour level of service of 14 buses per hour.
Baseline Wixams Shuttle Bus Service	A shuttle bus operating from the Wixams Rail Station to the Theme Park, which will form an integral part of the arrival experience to the Theme Park and is likely to be operated with direct support from UDX, in conjunction with the proposed Wixams Rail Station forming an integral part of the Proposed Development. The Baseline Wixams Shuttle Bus Service will be in operation at the time of opening of the Theme Park with a weekday peak hour level of service of 35 buses per hour.
Baseline Shuttle Bus Service Period	A continuous 60-day period of time beginning at the time of Grand Opening of the Theme Park.
Core Zone	The area identified as the same on the Zonal Plan (Document Reference 1.8.0) .
Domestic Visitors	Visitors to the ERC coming from the UK (including England, Wales, Scotland and Northern Ireland).

Entertainment Resort Complex	The proposed Theme Park (as such term is defined in this Glossary), together with other uses such as retail, dining, indoor and outdoor entertainment, cultural and sports venues, visitor accommodations, and recreational facilities, associated services and uses for any operational or administrative functions of the ERC (such as office buildings and warehouse/storage facilities), utilities, parking, access routes and landscaping, as further described in detail in the Description of Development (Document Reference 1.9.0) and located in the area designated on the Parameter Plans – Entertainment Resort Complex Land Use Plan (Document Reference 1.10.0) . For the sake of clarification, the ERC includes the Entry Plaza and Entertainment Resort Complex Support, as such terms are defined in this Glossary.
Full Wixams Station	Means the final full configuration of the Wixams Station including both the Wixams Rail Station and the Wixams East Station.
Future Year	Point in time used in the Transport Assessment model scenarios when the Proposed Development is complete and the ERC is fully occupied, including visitor numbers at The Theme Park reaching maturity (12.5m per annum). The 'Future Year' includes committed developments as agreed with National Highways.
Grand Opening	The date on which the Theme Park within the Entertainment Resort Complex officially opens to the general public (excluding its Soft Opening Period, if applicable) with a majority of its attractions operational.
Local Highway Authority	The local highway authority responsible for maintaining and managing the public highways within the Site, excluding any SRN.
Milton Keynes Shuttle Bus Service Scheme	A report prepared by the Theme Park Operator, which shall include the following information – <ul style="list-style-type: none"> a. details of the patronage (on a month-by-month basis) of the Baseline Milton Keynes Shuttle Bus Service for the Baseline Shuttle Bus Service Period; and b. details of a demand-based shuttle bus service from Milton Keynes Station to the Theme Park which shall detail how the Theme Park Operator would procure the delivery of, monitor and manage the following– <ul style="list-style-type: none"> A. the frequency of service (per day of operation); B. days of operation; C. hours of operation; D. routes of operation; and E. any charges to be levied.
Mitigation	Measures intended to avoid, reduce and, where possible, remedy significant adverse environmental effects.
National Highways	The Government agency responsible for SRN building, maintenance and operation and has the power to direct a refusal of a planning

	application which it believes would adversely affect the operation or safety of an SRN.
Planning Permission	The planning permission to be granted pursuant to the Planning Proposal.
Planning Proposal	The planning proposal submitted by UDX to the Secretary of State for an Entertainment Resort Complex and associated development at the Site.
Primary Opening Year (also referred to as the Opening Year)	Opening of the Primary Phase, including the Theme Park, assumed to be 2031.
Proposed Development	All elements of the proposed development as described in Description of Development (Document Reference 1.9.0) .
Public Right of Way (PRoW)	A public right of way is a right by which the public can pass along linear routes over land at all times. Although the land may be owned by a private individual, the public have a legal right across that land along a specific route.
Secretary of State	The Secretary of State for Housing, Communities and Local Government.
Site	All that land edged red on the Site Location Plan (Document Reference 1.6.0).
Soft Opening Period	Any period prior to the Grand Opening when some or all of the Theme Park on the Site is open for technical rehearsal to allow employees an opportunity to deliver guest services in a real-time operating mode, but in a controlled environment for training purposes (e.g. limited attendance, limited hours, and/or limited attraction availability).
Strategic Road Network	The network of motorways and major A roads that are managed by National Highways
Team Members	Staff employed by UDX to work at the Proposed Development.
Theme Park	<p>Theme park(s), amusement park(s) and/or water park(s) located in the Core Zone consisting of buildings, structures and facilities for tourism and leisure uses including:</p> <ul style="list-style-type: none"> a) events spaces, rides, attractions, pools, shows, entertainment venues, art and creative imagery, theatres, and cinemas, all or some of which may involve water, special effects (including fire), and/or be enclosed; b) retail, dining and entertainment facilities comprising venues for the sale of food and drink (including indoor and outdoor alcoholic beverage venues), retail venues, music and entertainment venues, dance clubs, nightlife entertainment and related ancillary facilities, support facilities, kitchens, storage, loading, security, servicing and laundry services to support these uses; c) permanent and/or temporary exhibition or multi-use spaces, including seasonal event venues and spaces;

	<p>d) visitor facilities;</p> <p>e) visitor entrance areas, including ticketing points, turnstile structures, and ancillary commercial uses;</p> <p>f) security plaza, including screening facilities (such as metal detectors and x-ray machines);</p> <p>g) ticketing facilities;</p> <p>h) parades, shows and displays, including use of drones, indoor and outdoor concerts, fireworks, pyrotechnics, laser, light or projection shows, and seasonal events;</p> <p>any other similar, related or ancillary use.</p>
Theme Park Operator	The operator of the Theme Park.
Transport Assessment (TA)	Where a new development is likely to have significant transport implications, a TA should be prepared and submitted with a planning proposal for the development to assess the likely impact on the transport network.
Travel Plan	A Travel Plan usually accompanies a Transport Assessment and is aimed at reducing reliance on private car use over time. This document is the Travel Plan supporting the Proposed Development.
Travel Plan Statement	A statement detailing those measures that shall be implemented to maintain an acceptable level of service on the highway network surrounding the Proposed Development.
Undertaker(s)	The persons (corporate or otherwise) who are permitted to carry out the Proposed Development (including their contractors and other persons appointed by them in connection with the carrying out of the Proposed Development).
Universal Destinations & Experiences (UDX)	Universal City Studios LLC, Kempston Hardwick Developments Limited, SC Collection Limited and/or any of their group companies involved with the ownership of the Site or the ownership or operation of the Theme Park.
Wixams East Station	The rail development authorised by outline planning permission 11/01380/M73 dated 6 July 2012 and reserved matters approval 23/02136/M73 dated 27 March 2024, comprising the construction of a new railway station building, car parking facilities associated with the station, EV charging units and other associated works and infrastructure at Meadow Road, Wixams.
Wixams Rail Station	Means that portion of the rail-related development, as described in the Description of Development (Document Reference 1.9.0) , located in the East Gateway Zone between the eastern boundary of the adopted highway for Ampthill Road and the eastern boundary of the railway undertaker's operational land on the Midland Main Line.
Wixams Shuttle Bus Service Scheme	A report prepared by the Theme Park Operator, which shall include the following information –

	<ul style="list-style-type: none"> a. details of the patronage (on a month-by-month basis) of the Baseline Wixams Shuttle Bus Service in the Baseline Shuttle Bus Service Period; and b. either: <ul style="list-style-type: none"> i. confirm that the Theme Park Operator shall continue to provide the Baseline Shuttle Bus Service; or ii. provide details of a demand-based shuttle bus service from Wixams Station to the Theme Park which shall detail how the Theme Park Operator would procure the delivery of, monitor and manage the following– <ul style="list-style-type: none"> A. the frequency of service (per day of operation); B. days of operation; C. hours of operation; D. routes of operation; and E. any charges to be levied.
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Appendix B

Part B-1: Monitor and Manage Plan

1. Definitions

“Bank Holidays” means a bank holiday under section 1 of the Banking and Financial Dealings Act 1971.

“Baseline Flows” means the following (unless an alternative baseline is proposed by the Theme Park Operator and approved by the Secretary of State):

- a. in the Morning Period 2,792 vehicle movements (**“Morning Period Baseline”**); and
- b. in the Evening Period 3,256 vehicle movements (**“Evening Period Baseline”**).

“Commercial Development” means any development within the Site that is not owned or operated by any governmental entity or operated as a railway station.

“Continued Exceedance” means an Exceedance that continues to occur in each of the next three Monitoring Periods following imposition of the Restriction on Separately-Ticketed Events (excluding any Monitoring Period that began prior to such imposition).

“Evening Period” means the three-hour period between 16:00 and 19:00 hours on Monitoring Days.

“Exceedance” means Vehicle Movements measured at the Monitoring Locations in the:

- a. Morning Period that exceed the Morning Period Baseline by more than 10% on more than thirty Monitoring Days within a Monitoring Period; or
- b. Evening Period that exceed the Evening Period Baseline by more than 10% on more than thirty Monitoring Days within a Monitoring Period,

and **“Exceedances”** shall be construed accordingly.

“Framework Scheme Issuance Date” means the date of issuance of the framework Improvement Scheme pursuant to paragraph 2.5.2.

“Grand Opening” means the date on which the Theme Park within the Entertainment Resort Complex officially opens to the general public (excluding its Soft Opening Period, if applicable) with a majority of its attractions operational.

“Improvement Scheme” means the appropriate remedial measures developed by the Theme Park Operator to resolve the Continued Exceedance, which may include (a) a financial scheme requiring a contribution to be paid to the local highway authority and/or National Highways (as applicable) for use towards certain physical improvements identified in the Improvement Scheme only and/or (b) physical improvements to the transport network.

“Local Area Transport Network” means the road network within a 20-mile radius of the Site or the rail network servicing the Site, including the West Coast Mainline, the East Coast Mainline, the Midland Mainline, or Marston Vale line.

“Management Actions” means measures, actions or works which, in the reasonable opinion of the Theme Park Operator, are likely to avoid the occurrence of future Exceedances, which may comprise those outlined in Appendix E-2 of this Travel Plan.

“Management Plan” means a supplement to this Travel Plan to be included in the relevant Monitoring Report that will be developed and included if there has been an Exceedance in the Monitoring Period, which sets out:

- a. the Management Actions to be carried out by the Theme Park Operator to avoid future Exceedances; and
- b. a programme for their implementation (which programme may take account of the need to seek agreement from the local highway authority and/or National Highways to the extent required).

“Monitoring Days” means weekdays (Monday to Friday (inclusive)) but excluding weekdays which are Bank Holidays or are during the School Holidays or on which there are strikes or other abnormal events that significantly affect the Local Area Transport Network.

“Monitoring Locations” means those locations within the Site identified on the Monitoring Locations Plan or such other locations agreed in writing from time to time with the Secretary of State (and the relevant highway authority if located within an adopted highway boundary).

“Monitoring Period” means each quarterly period for the first full year following the Grand Opening of the Theme Park, provided that the initial monitoring period will begin with the first quarter that begins at least 30 days following the Grand Opening of the Theme Park and then each six-month period from January through June and from July through December of each calendar year thereafter.

“Monitoring Report” means a report for a Monitoring Period which:

- a. reports on the actual Vehicle Movements measured at the Monitoring Locations during each Morning Period and Evening Period during the Monitoring Period; and
- b. identifies any Exceedance or Continued Exceedance during the Monitoring Period.

“Morning Period” means the two-hour period between 07:00 and 09:00 hours on Monitoring Days.

“Restriction on Separately-Ticketed Events” means that Separately-Ticketed Events are restricted to no more than 15 days in any Monitoring Period if the restriction is imposed during a quarterly monitoring period and 30 days in any Monitoring Period if the restriction is imposed during a six-month monitoring period.

“School Holidays” means a period in which no classes are held designated as such by any Education Authority in England, Scotland and Wales and applying to state funded schools in that Authority area.

“Secretary of State” means the Secretary of State for the Ministry of Housing, Communities and Local Government.

“Soft Opening Period” means any period prior to the Grand Opening when some or all of the Theme Park on the Site is open for technical rehearsal to allow employees an opportunity to deliver guest services in a real-time operating mode, but in a controlled environment for training purposes (e.g., limited attendance, limited hours, and/or limited attraction availability).

“Separately-Ticketed Events” means any operations requiring a separate ticket from general admission to the gated portion of the Theme Park (e.g., separately ticketed Halloween Horror Nights events, separately ticketed concerts, or other operations restricting admission to the gated portion of the Theme Park beyond a general admission ticket for normal operations).

“Theme Park” means the theme park(s), amusement park(s) and water park(s) to be provided as part of the Entertainment Resort Complex in the Core Zone.

“Theme Park Operator” means the operator of the Theme Park.

“Vehicle Movements” means movements of private motorised road vehicles and taxis (excluding shuttle buses servicing the Theme Park and excluding motorcycles, motorised scooters, and similar vehicles that are smaller than cars) into or out of the Commercial Development. For clarity, movements of private motorised vehicles (a) between Monitoring Locations within the Entertainment Resort Complex and/or (b) utilising the public roadways within the Site simply as a means to reach a destination outside of the Site (e.g., through traffic), are excluded and do not count towards the sum of Vehicle Movements.

2. Operative Provisions

2.1. The Theme Park Operator shall monitor Vehicle Movements on Monitoring Days at the Monitoring Locations.

2.2. Within 30 days following each Monitoring Period, the Theme Park Operator shall prepare a Monitoring Report. If the Monitoring Report identifies any Exceedance, then the Theme Park Operator shall:

2.2.1. within 30 days notify the Secretary of State, National Highways and the local highway authority of the Exceedance and send them each a copy of the relevant Monitoring Report, including the Management Plan; and

2.2.2. begin implementing the Management Actions contained in the Management Plan in accordance with the programme set out in the Management Plan (subject to agreement from the local highway authority and/or National Highways to the extent required),

provided that a Management Plan need not be prepared or provided pursuant to paragraph 2.1.1, and paragraph 2.2.2 shall not apply, where an Exceedance occurs in the third Monitoring Period after the imposition of the Restriction on Separately-Ticketed Events (excluding any Monitoring Period that began prior to such imposition), which Exceedance shall instead be subject to the provisions of paragraph 2.5.

2.3. If, despite the Theme Park Operator using reasonable endeavours to comply with the Management Actions, an Exceedance occurs in each of the next three Monitoring Periods following:

2.3.1. where the Management Actions consist of ongoing requirements only, implementation of all the Management Actions (excluding any Monitoring Period that began prior to implementation of all such Management Actions); or

2.3.2. where the Management Actions include some or all requirements that are not of an ongoing nature, completion of all Management Actions that are not of an ongoing nature (excluding any Monitoring Period that began prior to such completion),

then beginning from the date that issuance of the Monitoring Report for the third such Monitoring Period is due the Theme Park Operator shall be subject to the Restriction on Separately-Ticketed Events.

2.4. The Restriction on Separately-Ticketed Events shall be released on the date a subsequent Monitoring Report confirms that there has been no Exceedance during the Monitoring Period, provided that the provisions of paragraphs 2.2 and 2.3 shall continue to apply in respect of further Monitoring Periods (subject also to this paragraph 2.4).

2.5. If, despite the imposition of the Restriction on Separately-Ticketed Events, a Continued Exceedance occurs:

2.5.1. then no later than 60 days after the date of issuance of the Monitoring Report identifying a Continued Exceedance, the Theme Park Operator will issue a framework Improvement Scheme specific to the nature and character of the Continued Exceedance to the local highway authority and/or National Highways (as applicable) for consultation, such consultation period being not less than 21 days;

2.5.2. within 60 days following the completion of such consultation the Theme Park Operator will issue a detailed Improvement Scheme with a programme for implementation to the

Secretary of State and National Highways and/or the local highway authority (as applicable) and shall promptly implement the same; and

2.5.3. the Theme Park Operator shall at all times diligently pursue and implement each of the above actions without undue delay.

2.6. Following:

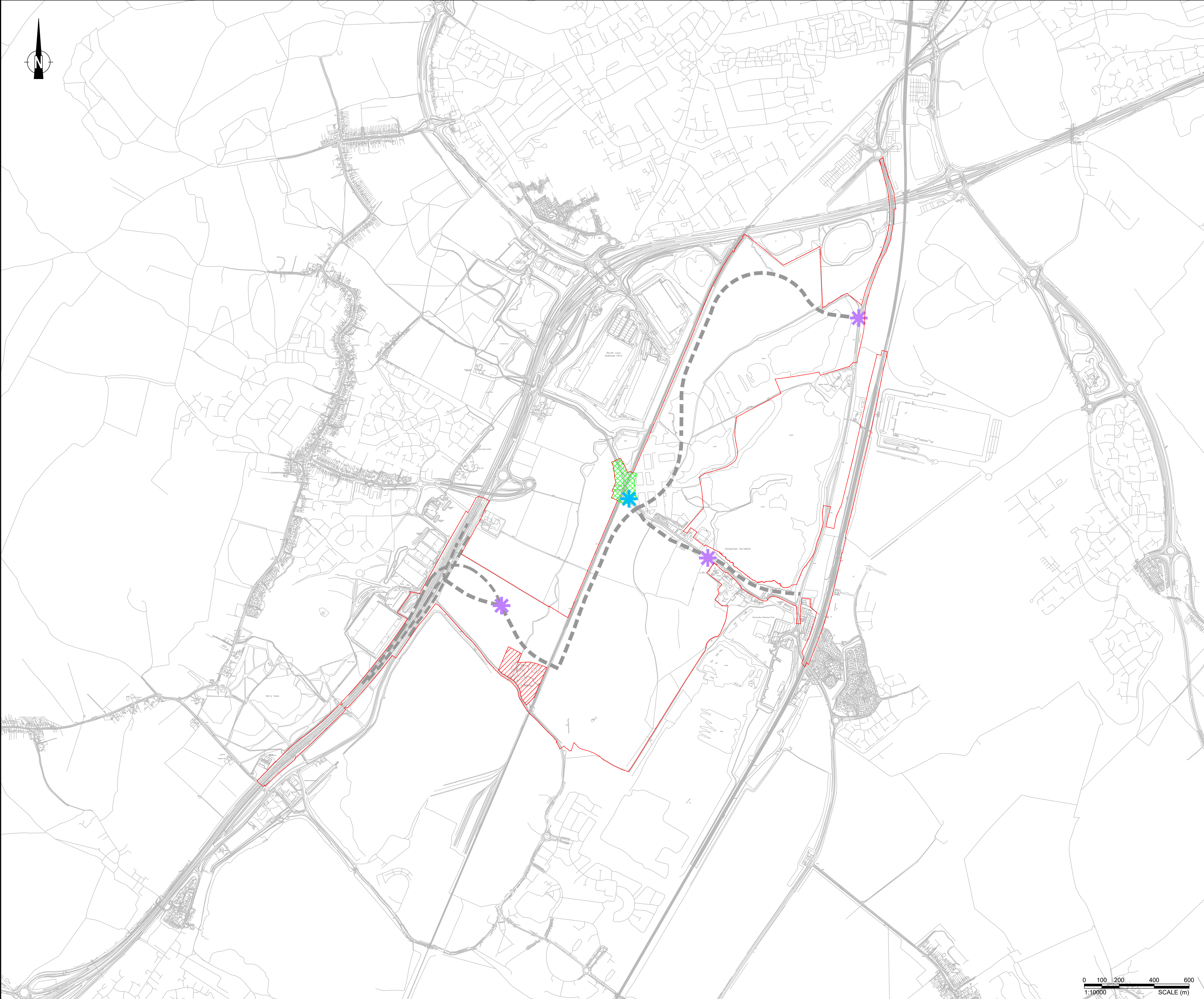
2.6.1. where the detailed Improvement Scheme consists of ongoing requirements only, implementation of said Improvement Scheme; or

2.6.2. where the detailed Improvement Scheme includes some or all requirements that are not of an ongoing nature, completion of said Improvement Scheme;

the Restriction on Separately-Ticketed Events shall be released and new appropriate Baseline Flows will be established for the continued application of this Monitor and Manage Plan.

2.7. The Monitoring Reporting shall continue until (i) 2051, (ii) until the Baseline Flows have been consistently achieved for a period of 5 consecutive years with no Exceedance or Continued Exceedance, or (iii) until the Secretary of State determines in its discretion that the monitoring is no longer required, whichever shall occur first.

Part B-2: Monitoring Locations Plan



- NOTES**
1. THE LAYOUTS ARE BASED ON OS INFORMATION ONLY AND SHOULD NOT BE USED FOR DETAILED INFORMATION.
 2. THE HIGHWAY AUTHORITIES WITHIN THE SCHEME AREA ARE NATIONAL HIGHWAYS AND BEDFORD BOROUGH COUNCIL.
 3. DO NOT SCALE FROM THIS DRAWING.

- LEGEND**
- SITE BOUNDARY
 - EXCLUDED FROM SITE BOUNDARY
 - PROPOSED PUBLIC ROADWAY LINKS
 - TRAFFIC MONITORING TO BE UNDERTAKEN AT THESE LOCATIONS (LOCATIONS MAY BE SUBJECT TO CHANGE TO ENSURE EFFECTIVE MONITORING)
 - MONITORING REQUIRED AT THIS LOCATION SUBJECT TO FINAL OPTION IMPLEMENTED FOR MANOR ROAD LEVEL CROSSING PROPOSALS
 - MANOR ROAD LEVEL CROSSING PROPOSALS

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Rev	Details	Drawn	Checked	Auth	Date

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Site Address:
FORMER KEMPSTON HARDWICK BRICKWORKS AND ADJOINING LAND, BEDFORD

Project Name:
UNIVERSAL DESTINATIONS & EXPERIENCES UK PROJECT

Drawing Title

MONITORING LOCATIONS PLAN

Scale	1:10000	Designed	MY	Drawn	MY	Checked	LB	Authorised	LB
Original Size	A1	Date	26.06.25	Date	26.06.25	Date	26.06.25	Date	26.06.25
Drawing Number								Project Ref. No	
PIN/Proj. Ref. No Originator Volume Location Type Role Number								P320	
P320 - VEC-HGN-SW -SK-CH- 0260								Revision	
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Appendix C

Transport Links from Wixams to Theme Park

1. From the date the Wixams Rail Station is complete and opened for public use, the Theme Park Operator shall secure the provision of the Baseline Wixams Shuttle Bus Service from Wixams Station to the Theme Park.
2. During the Baseline Shuttle Bus Service Period, the Theme Park Operator shall monitor the patronage (on a month-by-month basis) of the Baseline Wixams Shuttle Bus Service.
3. Within 60 days following the expiration of the Baseline Shuttle Bus Service Period, the Theme Park Operator shall prepare and submit a Wixams Shuttle Bus Service Scheme to the Secretary of State for his or her approval in writing.
4. The Baseline Wixams Shuttle Bus Service shall continue to be provided until the Wixams Shuttle Bus Service Scheme is approved by the Secretary of State at which point a shuttle bus service shall then be provided for the lifetime of the Theme Park (or such other time as the Secretary of State agrees in writing) in accordance with the Wixams Shuttle Bus Service Scheme approved by the Secretary of State pursuant to paragraph 3 above provided, however, the Theme Park Operator may update the Wixams Shuttle Bus Service Scheme from time to time based on demand.

Appendix D

Transport Links from Milton Keynes Central Station to ERC

1. Prior to the Grand Opening of the Theme Park, the Theme Park Operator shall submit to the Secretary of State confirmation that:
 - a) a newly constructed or expanded railway station on the Marston Vale Rail line in the vicinity of the Site has been constructed and is operational sufficient to typically accommodate the Assessed Demand; or
 - b) bus service(s) will be in place between Milton Keynes Central Station and the Theme Park to accommodate the Baseline Milton Keynes Shuttle Bus Service.
 - During the Baseline Shuttle Bus Service Period, the Theme Park Operator shall monitor the patronage (on a month-by-month basis) of the Baseline Milton Keynes Shuttle Bus Service.
 - Within 60 days following the expiration of the Baseline Shuttle Bus Service Period, the Theme Park Operator shall prepare and submit a Milton Keynes Shuttle Bus Service Scheme to the Secretary of State for his or her approval in writing.
 - The Baseline Milton Keynes Shuttle Bus Service shall continue to be provided until the Milton Keynes Shuttle Bus Service Scheme is approved by the Secretary of State at which point a shuttle bus service shall then be provided in accordance with the Milton Keynes Shuttle Bus Service Scheme approved by the Secretary of State until the earlier of the following shall occur: (i) a newly constructed or expanded railway station on the Marston Vale Rail line per paragraph (a) above; (ii) for the lifetime of the Theme Park; or (iii) such other time as the Secretary of State agrees in writing. However, the Theme Park Operator may update the Shuttle Bus Service Scheme from time to time based on demand.

Appendix E

Part E-1: Travel Plan Statement

1. TRAVEL PLAN STATEMENT

- a) A detailed Travel Plan Statement indicating what visitor, employee and active travel measures will be utilised for the Primary Phase shall be prepared by the Theme Park Operator and submitted to the Secretary of State prior to the Grand Opening of the Theme Park and thereafter the measures in such Travel Plan Statement shall be implemented for the lifetime of the Theme Park (or such other time as the Secretary of State agrees in writing) provided that such Travel Plan Statement may be updated from time to time as the Theme Park Operator determines in its sole discretion so long as the Baseline Flows (as defined in **Appendix B**) are maintained, otherwise the provisions of the Monitor and Manage Plan shall require further action.
- b) The Travel Plan Statement will then be further supplemented by each owner, occupier, or group(s) of owners and/or occupiers of land within the ERC that does not form part of the Primary Phase as follows. Where there is not already a Travel Plan Statement in place for the relevant land, each such owner/occupier/group shall submit a supplemental Travel Plan Statement to the Secretary of State prior to said owner/occupier/group's beneficial occupation of such land detailing what visitor, employee and active travel measures will be utilised for such land and thereafter the measures in such supplemental Travel Plan Statement shall be implemented for the lifetime of the ERC (or such other time as the Secretary of State agrees in writing) provided that such supplemental Travel Plan Statement may be updated from time to time as the Theme Park Operator determines in its sole discretion so long as the Baseline Flows (as defined in **Appendix B**) are maintained, otherwise the provisions of the Monitor and Manage Plan shall require further action. These future owner/occupiers may include UDX but may also include owners or occupiers of other parts of the Proposed Development, such as hotels and restaurants.

Part E-2: Example detailed visitor, employee and active travel measures

2. Potential measures to be implemented at the ERC, for the benefit of visitors (domestic and international) and Team Members/employees, may include (but not limited to):
 - Advanced travel planning provided to visitors in the form of online travel information (i.e. 'getting here' webpage), information at point of sale, promotion of sustainable travel as part of marketing campaigns;
 - Travel information packs provided to all Team Members/employees, detailing available travel options, up to date public transport timetable information, location of key walking/cycling routes to the ERC and other relevant active/shared travel information;
 - Wayfinding/signage strategy on approach to and within the ERC;
 - Priority parking for visitors arriving with a 'full car' and for Team Members/employees who car share;
 - Subsidised bus travel for Team Members/employees;
 - Changing room, lockers and shower facilities for Team Members/employees;
 - Cycle to work scheme for the benefit of Team Members/employees;
 - Dr Bike / cycle training sessions;
 - Create an internal Team Member car sharing database to identify colleagues who are able to travel together;
 - Guaranteed lift home (via taxi) for Team Members/employees who car share but cannot get home;
 - Enhanced bus routes from the ERC to Bedford and surrounding area;
 - Enhance public bus routes by diverting them into the ERC;
 - Introduce flexible car park charging to target the busiest periods;
 - Restrict the number of days Team Members/employees are able to park on-site (i.e. 4 out of 5 days per week on rotation);
 - Priority entry for visitors who travel by public transport or active travel; and/or
 - Provide 'package tickets' options with public transport tickets included within the Theme Park entry.