Stonehenge Education Project

Transport Statement

Client: English Heritage

i-Transport Ref: SAW/GT/ITB18455-001C

Date: 18 September 2023

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Quality Management

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SECTION 1 Introduction

1.1.1 i-Transport LLP has been appointed by English Heritage (EH) to provide highways and transport advice to the Stonehenge Education Project regarding a planning application for a New Learning Centre, Neolithic Communal Structure and supporting development at the Stonehenge Visitor Centre (SVC). The SVC is accessed from the eastern arm of the A360 / B3086 roundabout which is located around 1.4km north of the A303 (T) and 2.3km north-west of the Stonehenge monument. The site location is shown in **Image 1**.

Image 1: Site Location



Source: Google Maps

1.2 Approach to Transport Appraisal and Pre-Application Process

1.2.1 In line with the requirements of the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), this Transport Statement (TS) has been prepared to consider the transport impacts that may arise from the proposed development and to consider these against relevant transport policies and guidance documents.

1.2.2 Specifically, this TS has been prepared to consider the four critical transport tests outlined in paragraph 110 of the NPPF, namely:

> ***"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***
>
> - ***appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
> - ***safe and suitable access to the site can be achieved for all users;***

- ***the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***

- ***any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."***

1.2.3 Furthermore, paragraph 111 of the NPPF goes on to state:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

1.2.4 Within the adopted Wiltshire Core Strategy (2015) Core Policy 62 'Development impacts on the transport network' requires new development to assess the transport issues related to the development. The Policy requires a Transport Assessment to be prepared to set out any development generated impacts and if necessary, set out mitigation measures to offset any adverse impacts on the transport network.

1.2.5 Pre-application engagement has previously been held with Wiltshire Council (WC), who is the Local Highway Authority. The comments received are included in full at **Appendix A** which stated:

"Under the Council's Transport Assessment guidance document the development only requires the submission of a brief Transport Statement. The Statement should focus on:

- ***The amount of extra traffic, including coach movements that the development may generate.***

- ***Proportion these extra movements to the existing movements.***

- ***Consider if there is sufficient coach parking availability at peak coach times.***

- ***Discuss the provision for the correct number of additional cycle parking spaces for any extra employees and ensure that the application includes this provision if it is found that it is required."***

1.2.6 National Highways (NH), who is responsible for the A303 (T) which forms part of the Strategic Road Network, was also consulted as part of the pre-application process. NH's comments are included in **Appendix A** and include:

> ***"Whilst it is unlikely that National Highways would have any objections to the development as proposed, we would expect any application to be accompanied by a transport assessment[1] which should as a minimum identify potential increases in trip generation and demonstrate that these can be safely accommodated on the surrounding highway network, and within the existing car parking capacity. Any adverse impact would require mitigation in line with the NPPF and DfT Circular 02/2013. We would also expect the application to consider any potential interaction with the delivery of the emerging A303 Amesbury to Berwick Down improvement scheme. We would be happy to engage further with the applicant or their consultants in the scoping of their transport assessment."***

1.2.7 The purpose of this TS is to address the comments received from WC and NH during pre-application discussions and to demonstrate the site is compliant with the transport key tests set out in the NPPF. The remainder of the TS is structured as follows:

- Section 2 reviews the existing transport conditions in the vicinity of the site;
- Section 3 summarises the development proposal, including the proposed site access arrangements. The section also sets out the traffic impact assessment of the development proposal which demonstrates the development will result in minimal increases in vehicle movements per day (36 vehicles) which equates to around an extra nine vehicles per hour during school term times; and
- Section 4 provides a summary and the conclusions of this report.

[1] National Highways subsequently confirmed that a transport statement would be acceptable in line with the advice from Wiltshire Council's highways officer.

SECTION 2 Existing Transport Conditions

2.1 Public Transport

2.1.1 The SVC coach park also provides a bus stop which is served by the Salisbury Reds 333 / ST bus route between Stonehenge and Salisbury. A summary of the typical bus route frequency is presented in **Table 2.1**.

Table 2.1: Bus Services and Frequencies

Service	Routes	Frequency
		Mon-Sun
ST	Salisbury - Stonehenge	Hourly service between 10:33 and 16:33.
333	Salisbury - Stonehenge	One bus every 10 minutes between 19:10 and 23:40 then every circa 20 minutes until 01:45.

Source: salisburyreds.co.uk

2.1.2 **Table 2.1** shows the existing bus route which serves the SVC provides frequent services Monday to Sunday from Salisbury to the south.

2.1.3 The nearest railway station is Salisbury station located circa 14.5km south of the site. Bus service 333 / ST which routes to the SVC offers a direct route to Salisbury rail station which offers genuine opportunities for future users of the site to travel via rail. **Table 2.2** outlines the frequency and journey times to direct high order destinations.

Table 2.2: Rail Services

Destination	Frequency		Average Journey Duration (minutes)
	Peak Services	Off-Peak Services	
Basingstoke	2 services per hour	2 services per hour	41 mins
Portsmouth Harbour	Hourly service	Hourly service	1 hr 17 mins
London Waterloo	1 direct service per hour	1 direct service per hour	1 hr 30 mins
Exeter St Davids	1 direct service per hour	1 direct service per hour	1 hr 58 mins
Cardiff Central	1 direct service per hour	1 direct service per hour	2 hr 14 mins

Source: National Rail

2.1.4 **Table 2.2** shows that the site is well connected for rail travel, as it provides a realistic opportunity for staff and visitors to utilise sustainable travel as part of their journey with frequent bus services to the SVC.

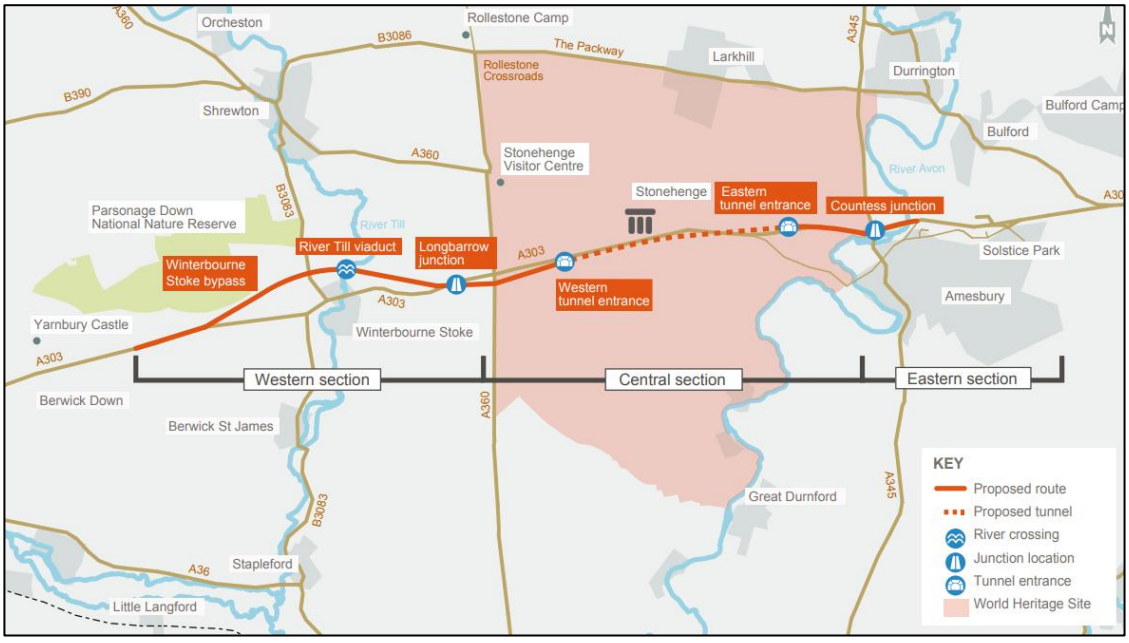
2.2 Local Highway Network

2.2.1 The SVC is accessed via is the eastern arm of the A360 / B3086 roundabout. The B3086 is subject to a 40mph speed limit which increases to a 60mph speed limit around 130m north of the SVC access. It routes north towards The Packway which offers a route east towards Durrington.

2.2.2 The A360 is subject to a 40mph speed limit which increases to a 60mph speed limit around 160m west of the roundabout and routes towards Rollestone, Shrewton and Maddington. The A360 to the south of the SVC access is subject to a 40mph speed limit and forms the northern arm of the Longbarrow Roundabout on the A303 (T). The A303 (T) is subject to a 40mph speed limit in each direction of the Longbarrow Roundabout and offers a connection towards Amesbury and beyond to Andover to the east whilst offering a connection to the A36 and Deptford to the west.

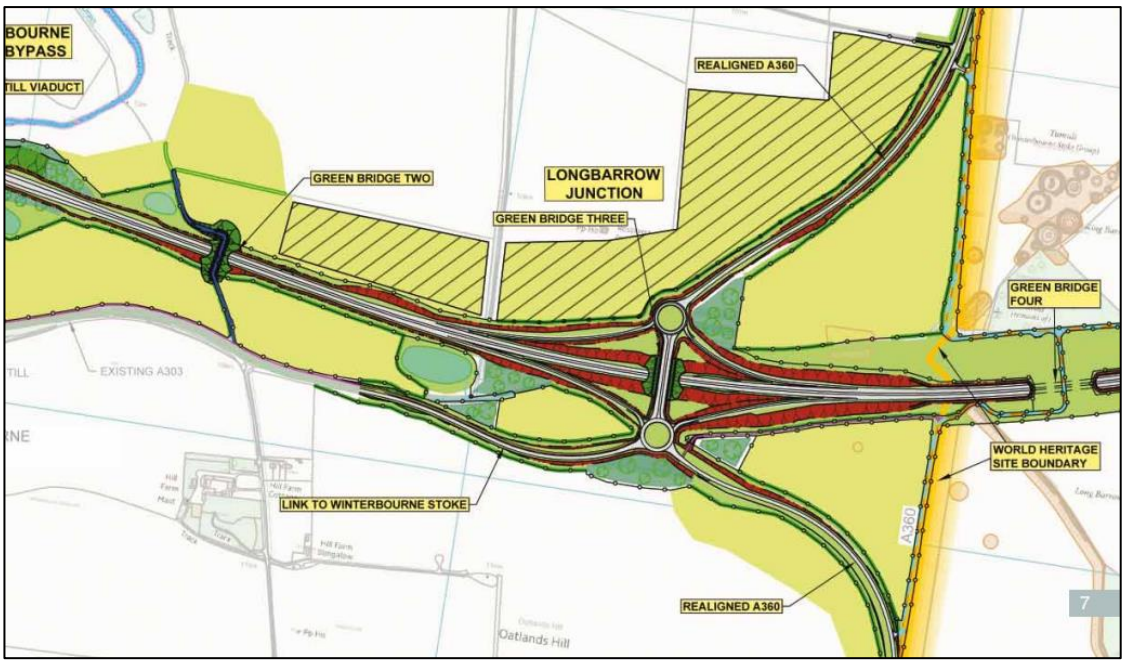
2.2.3 The A303 (T) is subject to the Amesbury to Berwick Down improvement scheme which aims to unlock economic growth in the Southwest by transforming journey reliability, increasing safety and improving connectivity to surrounding regions. The scheme comprises a new dual carriageway between Amesbury and Berwick Down and this will involve a new junction at Longbarrow with the A360 with the A303 passing under the junction. The scheme is presented in **Image 2.1**.

Image 2.1: A303 Amesbury to Berwick Down Improvement Scheme Alignment



Source: National Highways

Image 2.2: A303 Improvement Scheme at Long Barrow



Source: National Highways

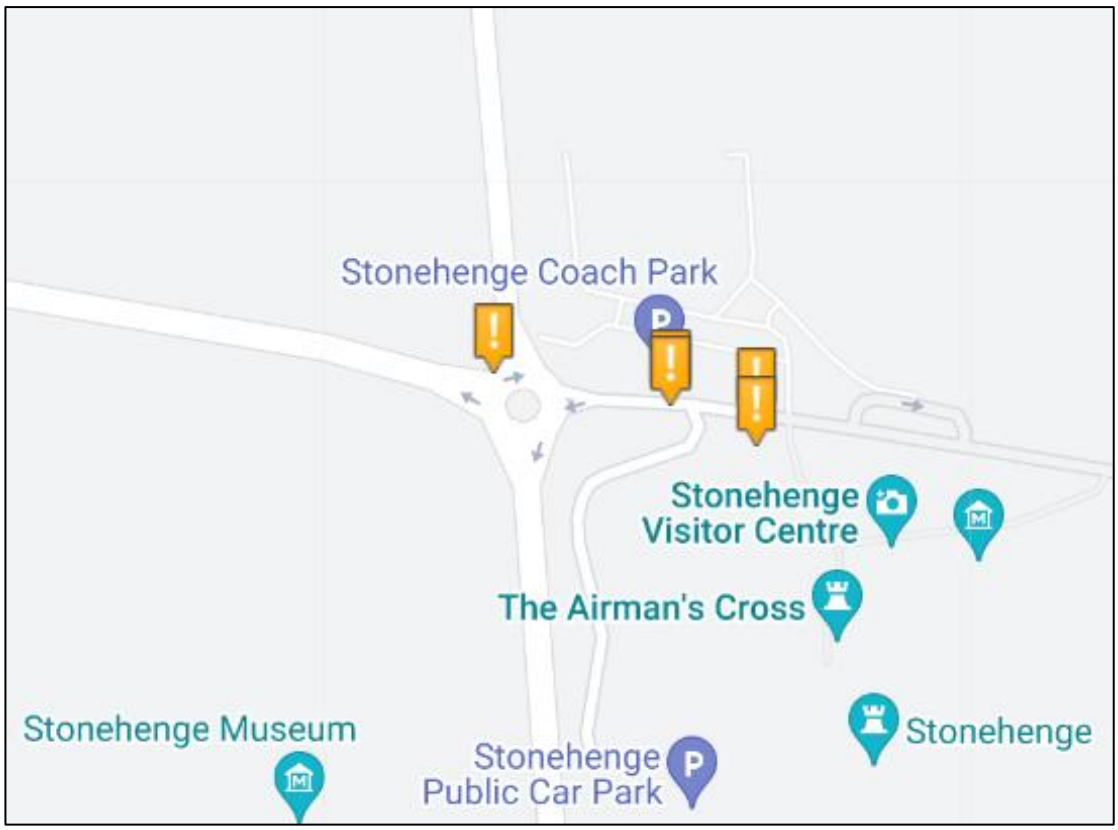
2.2.4 On 14 July 2023 the Secretary of State for Transport issued a decision to make a Development Consent Order granting development consent to National Highways for the A303 Amesbury to Berwick Down Improvement Scheme.

2.3 Personal Injury Accident Data

2.3.1 During pre-application discussions, NH requested that any TS which is prepared to support the planning application needs to demonstrate that the predicted increases in trip generation can be safely accommodated on the surrounding highway network and needs to consider any potential implications on the Amesbury to Berwick Down Improvement Scheme.

2.3.2 Section 3 of this TS demonstrates the development proposal will result in a small increase in vehicle movements on the local and strategic highway network (Table 3.2). On this basis, the CrashMap database has only been reviewed for the SVC access roundabout to determine if any collisions have been recorded in the most recent five-year period and an extract is presented in **Image 2.3**.

Image 2.3: CrashMap Extract



Source: crashmap.co.uk

2.3.3 The recorded collisions all resulted in 'slight' injury and involved:

- A360 / B3086 Roundabout – A vehicle entered the roundabout across the path of an oncoming vehicle already on the roundabout and caused a collision.
- SVC Access Road (West of car park access) – A vehicle performed a U-turn and collided with a vehicle travelling in the opposite direction. Another collision involved a vehicle which collided with a pedestrian in the carriageway.
- SVC Access Road (East of car park access) – A vehicle collided with a pedestrian in the carriageway. Another collision involved a vehicle colliding with the rear of another vehicle which subsequently collided with a third vehicle.

2.3.4 It is accepted the proposed development will result in an increased number of visitors / pedestrians crossing the A344 carriageway to access the Visitor Centre from the coach park. It should be noted these visitors will utilise the pedestrian crossing which is located behind a set of gates which will provide protection from any vehicles accessing the SVC car / coach parks. Section 3 of this TS also demonstrates the proposed development would generate minimal increases in daily and hourly vehicle movements. Therefore, the development proposal will not generate a highway safety concern within the site, on the local highway network or on the strategic road network / the A303 (T) improvement scheme.

2.4 Summary

2.4.1 There is an established public transport network which serves the site and enables opportunities to travel via sustainable modes. The site is located within close proximity of the Strategic Road Network, with the A303 (T) located around 1.4km to the south which is subject to the Amesbury to Berwick Down Improvement Scheme to enhance the connections to the Southwest. The collision statistics for the local highway network have been reviewed and there are no existing highway deficiency safety patterns which have been recorded in the last five-year period. Consequently, the proposed development is not expected to generate a highway safety concern.

SECTION 3 Development Proposal and Traffic Impact

3.1 Proposal Overview

3.1.1 The development proposal comprises two new buildings for education use within the SVC site:

- A New Learning Centre building (454 sqm); and
- Re-construction of a Neolithic Communal Structure (102 sqm)

3.1.2 The development proposal also includes the retention of the existing Temporary Facilities Building.

3.1.3 Full details of the development proposal can be found in the Design & Access Statement submitted in support of the planning application.

3.1.4 The proposal is part of a longer-term strategy for the improvement and enhancement of the facilities at the SVC to provide a better visitor experience and improve the utilisation of the site for educational visits. The location of the new features which form the development proposal are shown in **Appendix B.**

3.1.5 The development proposal will use the existing site access at the A360 / B3086 roundabout and any additional cars / coaches will utilise the existing car and coach parks already in operation at the SVC. The development proposal does not include an expansion of the existing car / coach parking provision at the SVC as the development proposal will result in minimal increases in vehicle movements each day (Table 3.6) and EH has advised the existing parking provision has sufficient capacity to accommodate these vehicles.

3.1.6 As part of the pre-application discussions, WC requested that the development proposal consider the potential to provide additional cycle parking spaces at the site to accommodate the demand of additional staff employed at the site following the site becoming operational. EH has advised the development proposal will result in the recruitment of five additional staff. As this is a small increase in staff members, the additional staff can be accommodated within the existing cycle parking provision whilst it is likely some of the additional staff will utilise the Stonehenge tour bus service.

3.2 Traffic Impact

3.2.1 Section 1 of this TS sets out the pre-application comments received from WC and NH on the proposed development. WC's comments relating to traffic impact are set out in in paragraphs 1.2.4 and 1.2.5.

3.2.2 This section of the TS addresses the comments received by WC and NH and demonstrates compliance with paragraphs 110 and 111 of the NPPF.

3.3 Existing SVC Visitor Usage

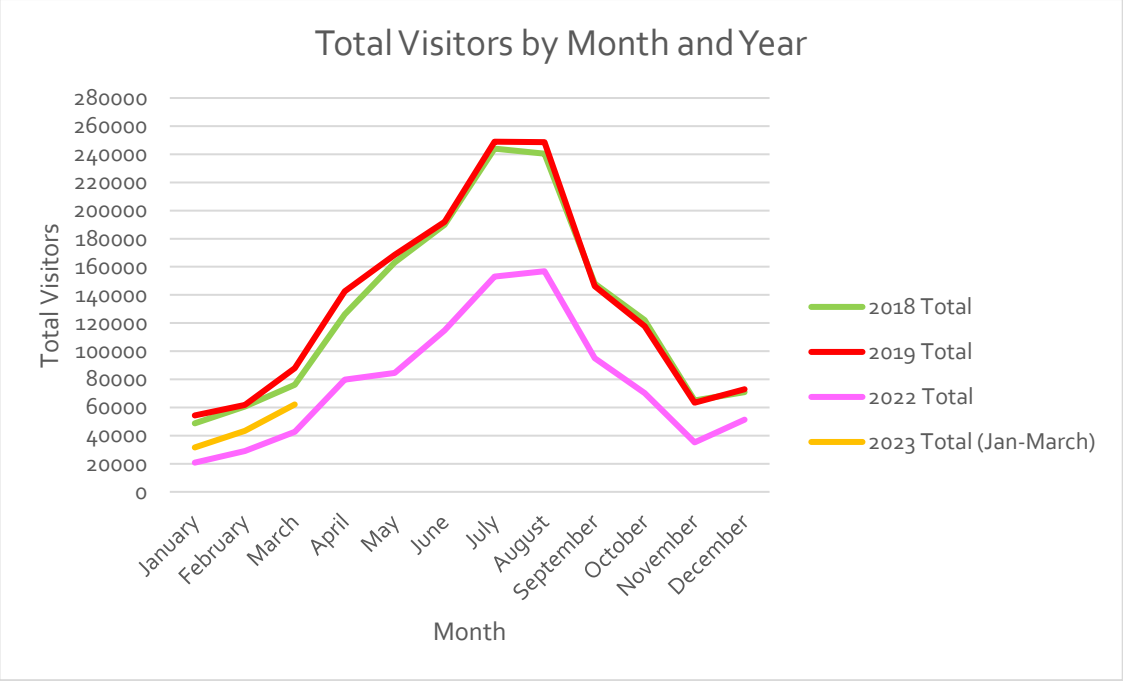
3.3.1 EH has provided annual visitor data for the SVC covering the period between January 2018 and March 2023. A summary of the total visitor numbers by month for each year is provided in **Table 3.1** and **Image 3.1** and a full summary is provided in **Appendix C**. As the COVID-19 pandemic impacted the visitor numbers for 2020 and 2021, these years have been excluded from the summary.

Table 3.1: Total SVC Visitors by Month and Year

Month	2018	2019	2022	2023
January	48,713	54,325	20,781	31,573
February	60,630	61,747	29,034	43,306
March	76,115	88,018	42,648	62,144
April	126,225	142,576	79,829	-
May	163,051	168,638	84,515	-
June	189,806	191,951	114,749	-
July	244,024	248,954	153,118	-
August	240,506	248,543	156,857	-
September	148,119	146,145	95,023	-
October	122,122	117,845	70,225	-
November	65,000	63,308	35,188	-
December	70,870	72,978	51,243	-

Source: English Heritage

Image 3.1: Total SVC Visitors by Month and Year - Graph



Source: English Heritage

3.3.2 At the time of writing this TS, EH has been able to provide visitor data covering January to March 2023 and these figures are presented in **Table 3.1** and **Image 3.1**. Although it is evident the visitor numbers for January to March 2023 are higher than the same period in 2022 (due to some pandemic restrictions still being in place), these figures are still significantly lower than the visitor numbers recorded for the same period in 2018 and 2019.

3.3.3 The 2019 visitor numbers are the highest of the visitor numbers provided by EH, and whilst these are significantly higher than the current 2023 visitor numbers, the 2019 visitors were still comfortably accommodated at the SVC and did not generate a highway capacity or safety concern on the local or strategic highway network along the A303 (T).

3.4 Proposed Trip Generation

3.4.1 The development proposal comprises:

- A New Learning Centre building providing two learning spaces;
- Re-construction of a Neolithic Communal Structure providing a third learning space; and
- Retention of the existing Temporary Facilities Building.

3.4.2 The retention of the existing Temporary Facilities Building to provide a permanent staff welfare facility will not generate any additional trips to the SVC. On this basis, the trip generation assessment has been based on the additional trips associated with educational visits to the New Learning Centre and Neolithic Communal Structure.

EH has advised that the existing education facilities currently generate 60,000 visitors annually and it is expected the development proposal will increase education visits by 40,000 annually to 100,000 visitors through controlled growth over 6 years. To put this level of increase into context, the increase of 40,000 annual visitors has been broken down to daily and hourly visitor numbers in **Table 3.2**. It should be noted that the education visits will be focused during the school term time periods which are generally less busy, and the additional education visitors will not be arriving during the busier school holidays. On this basis the assessment has been based on 195 school days per year. EH has also advised the development proposal would result in five additional members of staff being employed, which is also included in the **Table 3.2**.

Table 3.2: Proposed Increase Education Visitors

Parameter	Information
Expected Additional Education Visits	40,000
Expected Additional Staff on site at one time	5
SVC Operational Days (Annually) – School Term Only	195
Sub-Total (Annual Additional Visits + Staff Arrivals)	*40,975*
Expected Additional Education Visits / Staff Arrivals (Per Day)	210

Source: English Heritage / Consultant's Calculations

3.4.3 **Table 3.2** shows the development proposal will result in 210 additional education visits / staff arrivals per day.

3.4.4 NH requested the number of vehicle trips to be calculated to determine if the increase in trips can be safely accommodated on the local highway network and what impact this may have on the A303 (T) Amesbury to Berwick Down Improvement Scheme. It should be noted that the additional visitor number set out in **Table 3.2** will not all be arriving by car, with a proportion of these visitors arriving by coach. On this basis **Table 3.3** summarises the annual number of visitors arriving by car and coach and sets out the average car and coach proportions for the pre-pandemic years.

Table 3.3: Annual Visitor Numbers by Mode

Mode	2018	2019	Average
Car (No. of Visitors)	720,909	730,109	-
Coach (No. of Visitors)	789,579	874,919	-
Total	1,510,488	1,605,028	-
Car Visitor Proportion	48%	45%	**47%**
Coach Visitor Proportion	52%	55%	**53%**

Source: English Heritage / Consultant's Calculations

Note: 2018 and 2019 data has been used as these years have not been skewed by COVID car usage.

3.4.5 **Table 3.3** demonstrates on average, 47% of visitors arrive by car whilst 53% of visitors arrive by coach. These proportions have been applied to the expected visitor numbers in **Table 3.2**, associated with the proposed educational facilities, to determine the visitor travel mode. To calculate the number of cars and coaches, EH has advised their visitor forecast model assumes 3.5 occupants per car whilst the visitor data (**Appendix C**) suggests an average coach occupancy is around 42 visitors per coach. The additional cars and coaches expected as part of the development proposals are summarised in **Table 3.4**.

Table 3.4: Additional Cars and Coaches (Proposed Development)

	Car	Coach	Total
New Annual Educational Visitors (47% Car / 53% Coach)	18,800	21,200	40,000
New Annual Education Staff Arrivals (5 Additional Staff per Day)	975*	0	975
Subtotal	*19,775*	*21,200*	*40,975*
Visitor Vehicles per year (3.5 occupants per car / 42 occupants per coach)	5,371	504	5,875
Vehicles per day (Assuming 195 school term days annually)	33**	3	36

Source: English Heritage / Consultant's Calculations

*Assumes the five additional staff member drives each day.

**5,371 (Visitor Cars Annually) / 195 = 28 + 5 (new staff cars) = 33 total cars

3.4.6 **Table 3.4** shows the proposed development would generate 36 additional vehicle movements per day during school term times (33 cars and three coaches). As the additional visitors will be educational trips, it has been assumed these trips will arrive between 08:00 and 12:00 and depart between 12:00 and 16:00 (i.e. four hour windows for arrivals and departures). Taking account of the assumed arrivals and departure times, the 36 additional vehicles in the school term periods would result in:

- Arrivals = Nine vehicle movements per hour; and
- Departures = Nine vehicle movements per hour.

3.4.7 This is an extremely small increase in vehicle movements compared to the existing vehicle movements at the SVC. As EH has advised the existing coach and car park currently has spare capacity, this extremely small increase in vehicle movements can be accommodated without increasing or amending the existing parking configurations.

3.4.8 **Image 3.1** showed the current SVC visitor numbers are very low, therefore the small increase in vehicle movements associated with the development proposal would have a minimal impact on the operation on the local highway network. In a scenario where visitor numbers were at the higher 2019 levels, the proposed development would still result in a minimal impact on the local highway network.

3.4.9 On this basis, the development proposal will not generate a highway operation or safety issue on the local network and particularly will not have an adverse impact on the A303 (T) Amesbury to Berwick Down Improvement Scheme.

SECTION 4 Summary and Conclusions

4.1 Summary

4.1.1 i-Transport LLP has been appointed by EH to provide highway and transport advice to the Stonehenge Education Project regarding a planning application for a New Learning Centre, Neolithic Communal Structure and supporting development at the SVC.

4.1.2 The site is connected to an established public transport network which enables opportunities to travel via sustainable modes. Local collision statistics have also been reviewed and no patterns have been recorded in the most recent five-year period to suggest any serious highway safety concerns.

4.1.3 Access to the site will be achieved through the existing access to the SVC and it is not proposed to increase or reconfigure the existing car and coach parking areas to accommodate the development.

4.1.4 The traffic impact assessment of the development proposal has taken account of the anticipated increase in visitor and staff numbers, and it has been demonstrated the development proposal will result in minimal increases in hourly and daily vehicle movements. On this basis, the proposed development will not have any noticeable impact on the operation of the local highway network.

4.2 Conclusions

4.3 Considered against the key transport criteria of the NPPF, it is concluded that:

- Access: The development proposal will provide safe and acceptable access for all modes;
- Sustainability: The site is in a suitable, sustainable location; and
- Impact: The development proposal will accommodate the expected demand for parking generated by the proposed use. Local roads have a good safety record. There will be no significant impact on the local highway network and falls considerably short of the 'severe' test set by the NPPF.

APPENDIX A. Pre-Application Comments

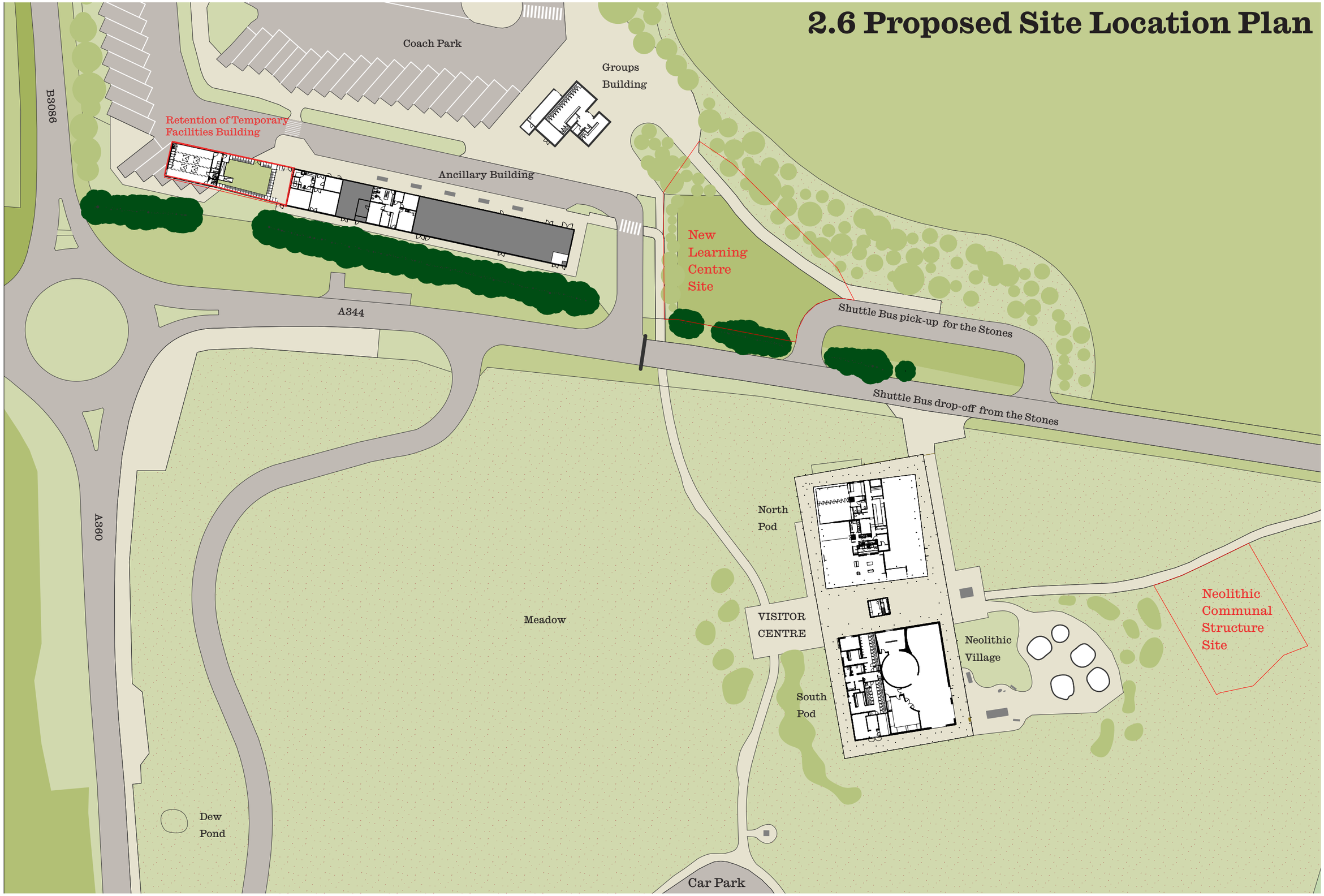
Note: National Highway's requirement for a full transport assessment superseded by subsequent advice from Wiltshire Council's planning officer in pre-app advice letter dated 06/07/2022:

Initially their comments suggested that a full transport assessment would be required for the facilities proposed but having spoken to them [National Highways] *they have stated that a Transport Statement would be acceptable in line with the requirements of our own highways officers comments.*

Authority	Comment
National Highways	Thank you for providing National Highways with an opportunity to comment at an early stage in pre-application discussions in relation to proposals for additional facilities at the existing Stonehenge Visitor centre. The site is located adjacent to the junction of the A344/A360/B3086 which forms part of the local highway network for which Wiltshire Council is the relevant highway authority. The A360 provides a connection to the A303 at the Longbarrow roundabout approximately 1.5km south of the development site. In summary, we understand the proposals will comprise: • a new learning centre building (incorporating flexible learning space and a STEM learning lab) • a neolithic communal structure to provide further learning space and supplement five smaller existing replica neolithic houses within the Visitor Centre's external interpretation area • retention of a temporary facilities building for permanent use as a staff office/welfare accommodation. The proposals are part of a longer term strategy for the improvement and enhancement of the facilities at the Visitor Centre, with development likely to come forward in phases as funding becomes available, anticipated to be over a 6 year period. In terms of potential impact on trip generation, the supporting information suggests that the strategy is to support a modest increase in visitor numbers from the 1.55m visitors recorded in 2017/18), provide a better visitor experience, and maximise utilisation of the site for educational visits. The educational visits are likely to take place within the quieter school term periods, and therefore outside of the traditional visitation peaks apart from a potential overlap during June and early July. The strategy is looking to increase educational visits from 60,000 pre-pandemic to around 100,000, and the applicant is anticipating being able to manage demand through timed, pre-booked ticketing. Whilst it is unlikely that National Highways would have any objections to the development as proposed, we would expect any application to be accompanied by a transport assessment which should as a minimum identify potential increases in trip generation and demonstrate that these can be safely accommodated on the surrounding highway network, and within the existing car parking capacity. Any adverse impact would require mitigation in line with the NPPF and DfT Circular 02/2013. We would also expect the application to consider any potential interaction with the delivery of the emerging A303 Amesbury to Berwick Down improvement scheme. We would be happy to engage further with the applicant or their consultants in the scoping of their transport assessment.
Wiltshire Council	Under the Council's Transport Assessment guidance document the development only requires the submission of a brief Transport Statement. The Statement should focus on: • The amount of extra traffic, including coach movements that the development may generate • Proportion these extra movements to the existing movements, • Consider if there is sufficient coach parking availability at peak coach times • Discuss the provision for the correct number of additional cycle parking spaces for any extra employees and ensure that the application includes this provision if it is found that it is required The Outline Planning Statement sets out on page 17 a summary of the transport considerations. The amount of extra traffic that will be generated is not such to justify any need for junction capacity assessment as regards Highway Authority nearby junctions.

APPENDIX B. Site Layout

2.6 Proposed Site Location Plan



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APPENDIX C. SVC Visitor Data

2018	
January	
Car	24148
No. Cars	6899
Coach	24565
Average Coach Occupation	37
No. Coaches	658
Total Visitors	48713
February	
Car	29939
No. Cars	8554
Coach	30691
Average Coach Occupation	41
No. Coaches	747
Total Visitors	60630
March	
Car	31380
No. Cars	8966
Coach	44735
Average Coach Occupation	42
No. Coaches	1069
Total Visitors	76115
April	
Car	60068
No. Cars	17162
Coach	66157
Average Coach Occupation	44
No. Coaches	1519
Total Visitors	126225
May	
Car	69851
No. Cars	19957
Coach	93200
Average Coach Occupation	41
No. Coaches	2255
Total Visitors	163051
June	
Car	76385
No. Cars	21824
Coach	113421
Average Coach Occupation	42
No. Coaches	2675
Total Visitors	189806
July	
Car	118281
No. Cars	33795
Coach	125743
Average Coach Occupation	42
No. Coaches	3012
Total Visitors	244024
August	
Car	129374
No. Cars	36964
Coach	111132
Average Coach Occupation	40
No. Coaches	2767
Total Visitors	240506
September	
Car	61303
No. Cars	17515
Coach	86816
Average Coach Occupation	40
No. Coaches	2190
Total Visitors	148119
October	
Car	55680
No. Cars	15909
Coach	66442
Average Coach Occupation	41
No. Coaches	1602
Total Visitors	122122
November	
Car	29098
No. Cars	8314
Coach	35902
Average Coach Occupation	40
No. Coaches	898
Total Visitors	65000
December	
Car	35402
No. Cars	10115
Coach	35468
Average Coach Occupation	37
No. Coaches	959
Total Visitors	70870
Annual	
Car	**720909**
No. Cars	205974
Coach	**789579**
Average Coach Occupation	**41**
No. Coaches	19437
Total Visitors	1510487.84

2019	
January	
Car	26650
No. Cars	7614
Coach	27675
Average Coach Occupation	39
No. Coaches	713
Total Visitors	54325
February	
Car	30703
No. Cars	8772
Coach	31044
Average Coach Occupation	42
No. Coaches	742
Total Visitors	61747
March	
Car	34111
No. Cars	9746
Coach	53907
Average Coach Occupation	46
No. Coaches	1178
Total Visitors	88018
April	
Car	72076
No. Cars	20593
Coach	70500
Average Coach Occupation	44
No. Coaches	1599
Total Visitors	142576
May	
Car	69230
No. Cars	19780
Coach	99408
Average Coach Occupation	44
No. Coaches	2279
Total Visitors	168638
June	
Car	76219
No. Cars	21777
Coach	115732
Average Coach Occupation	44
No. Coaches	2661
Total Visitors	191951
July	
Car	118609
No. Cars	33888
Coach	130345
Average Coach Occupation	43
No. Coaches	3054
Total Visitors	248954
August	
Car	132508
No. Cars	37859
Coach	116035
Average Coach Occupation	41
No. Coaches	2806
Total Visitors	248543
September	
Car	58670
No. Cars	16763
Coach	87475
Average Coach Occupation	42
No. Coaches	2104
Total Visitors	146145
October	
Car	50698
No. Cars	14485
Coach	67147
Average Coach Occupation	43
No. Coaches	1567
Total Visitors	117845
November	
Car	26267
No. Cars	7505
Coach	37041
Average Coach Occupation	41
No. Coaches	900
Total Visitors	63308
December	
Car	34368
No. Cars	9819
Coach	38610
Average Coach Occupation	42
No. Coaches	929
Total Visitors	72978
Annual	
Car	**730109**
No. Cars	208603
Coach	**874919**
Average Coach Occupation	**42**
No. Coaches	20632
Total Visitors	1605028

2022	
January	
Car	17047
No. Cars	4871
Coach	3734
Average Coach Occupation	53
No. Coaches	71
Total Visitors	20781
February	
Car	22863
No. Cars	6532
Coach	6171
Average Coach Occupation	65
No. Coaches	95
Total Visitors	29034
March	
Car	26660
No. Cars	7617
Coach	15988
Average Coach Occupation	67
No. Coaches	240
Total Visitors	42648
April	
Car	56044
No. Cars	16013
Coach	23785
Average Coach Occupation	42
No. Coaches	560
Total Visitors	79829
May	
Car	46502
No. Cars	13286
Coach	38013
Average Coach Occupation	45
No. Coaches	850
Total Visitors	84515
June	
Car	61415
No. Cars	17547
Coach	53334
Average Coach Occupation	45
No. Coaches	1183
Total Visitors	114749
July	
Car	91144
No. Cars	26041
Coach	61974
Average Coach Occupation	46
No. Coaches	1334
Total Visitors	153118
August	
Car	106004
No. Cars	30287
Coach	50853
Average Coach Occupation	43
No. Coaches	1182
Total Visitors	156857
September	
Car	48376
No. Cars	13822
Coach	46647
Average Coach Occupation	43
No. Coaches	1090
Total Visitors	95023
October	
Car	37494
No. Cars	10713
Coach	32731
Average Coach Occupation	35
No. Coaches	927
Total Visitors	70225
November	
Car	17899
No. Cars	5114
Coach	17289
Average Coach Occupation	19
No. Coaches	899
Total Visitors	35188
December	
Car	30280
No. Cars	8651
Coach	20963
Average Coach Occupation	23
No. Coaches	928
Total Visitors	51243
Annual	
Car	**561728**
No. Cars	160494
Coach	**371482**
Average Coach Occupation	**44**
No. Coaches	8479
Total Visitors	933210

Average Coach Occupation	42

2023	
January	
Car	16735
No. Cars	4781
Coach	14838
Average Coach Occupation	16
No. Coaches	927
Total Visitors	31573
February	
Car	23372
No. Cars	6678
Coach	19934
Average Coach Occupation	24
No. Coaches	838
Total Visitors	43306
March	
Car	32832
No. Cars	9381
Coach	29312
Average Coach Occupation	32
No. Coaches	928
Total Visitors	62144
Annual	
Car	**72939**
No. Cars	20840
Coach	**21361.3333**
Average Coach Occupation	**24**
No. Coaches	898
Total Visitors	94300.3333

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