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Transport Statement Addendum Report

Sandy Park, Exeter

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Revision P02



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1.0 Introduction

1.1 Introduction

- 1.1.1 Following recent receipt of all highway responses to the Transport Statement in relation to planning application 12/1030/03, this Addendum Report now considers the email comments made by The New Development Transport Group on 6th September 2012, the email comments made by Exeter City Council on the 10th September 2012, the emailed letter response from Devon County Council to Exeter City Council 28 September 2012 and the emailed letter response from the Highways Agency to Exeter City Council dated 2 October. In addition, Devon County Council provided further information to Sands Consultants on the 3rd October 2012 in relation to rail services and this is also considered in this report.
- 1.1.2 A copy of correspondence from the New Development Sustainable Transport Group and Exeter City Council is contained within Appendix 1 of this report. A copy of the Devon County Council responses is contained within Appendix 2 and a copy of the Highways Agency response is contained within Appendix 3.

2.0 Exeter City Council

2.1 New Development Sustainable Transport Group and Exeter City Council Comments

2.1.1 The comments made by Exeter City Council New Sustainable Transport Group (Ross Hussey) in his email dated 6 September 2012 to Exeter City Council (Richard Short) are set out below in red. Sands Consultants responses are set out in paragraphs below:

The new draft "Transport Strategy" deals with most of the issues raised by the New Development Sustainable Transport Group, as follows:-

- I'm pleased to see that the coach parking has been relocated as requested. We had queried the desirability of all coaches having to leave the site and return, but this isn't a big issue for us.

2.1.2 The internal layout of the coach drop-off/parking, car parking and car drop-off areas have all been extended and improved as part of the proposals. The new layout will provide an efficient way of accommodating the increase in match day activity within the parking and drop-off areas.

- Rail, the TA includes a realistic summary of the rolling stock position. I see that new arrangements for 2012/13 are proposed in para's 5.9.8 onwards, with marshalling etc. which is welcome.

2.1.3 The new arrangements for marshalling at Digby & Sowton Station are in place for the 2012/13 season onwards as set out by First Great Western together with other initiatives set out within section 9.8 of the Transport Statement including prominent posters at stations highlighting the Chiefs homes games and Cup matches with dates and times.

- Buses to supplement train services – it appears this suggestion does have FGWS's approval (para 9.8.6; although of course they may not be the operator by the time this development takes place).

2.1.4 Sands Consultants held a meeting with FGW on 24 August 2012 to ascertain their views on the proposals and how the rail services could continue to play a key part of match day travel. FGW expressed keen interest to set up a steering group in future to prepare for big matches. FGW suggested that one co-ordinated approach could see them providing additional bus transfer from St David's station direct into the Sandy Park if required.

- Direct buses from Exeter. It looks as if Stagecoach services are effectively marketed; however, the travel leaflet is clearly a stagecoach publication and contains no information about the Dartline services. I haven't been able to find fares information for the latter on any public website, although they are included in the Transport Strategy in paras 5.11.8 to 5.11.10.

2.1.5 Information on the routes, times and fares for the match day Dartline services will be better advertised within improved Travel Plan initiatives including details on the Exeter Chiefs website, Dartline Coaches website and posted on new Travel Plan areas to be provided throughout Sandy Park.

- Access for disabled persons to lower piazza; need more detail to see how this works.

2.1.6 Suitable access without steps will be provided from the disabled parking areas to the lower piazza. Figure AD1 based on the Kensington Taylor layout, is contained within Appendix 4 of this report showing the step free route which will be constructed to suitable gradients.

- Cycle Parking – looks as if the existing stands are now to be retained, as requested. Total numbers need to be confirmed (we've asked for parking for 64 bikes).

2.1.7 The internal layout provides for the 64 cycle parking spaces requested by The New Development Sustainable Group and these are also indicated on Figure AD1 within Appendix 4 of this report.

- Pedestrian route to Newcourt station. Removal of coaches from Old Rydon Lane access will, as they say, improve the route for pedestrians. There's no offer to improve any of the physical infrastructure on the route to the new station (eg the steps from Old Rydon Lane) although opportunities for a better walking route should arise as the eastern part of Newcourt is developed. The planning obligation or condition securing implementation of the Strategy must provide for periodic reviews so that additional measures can be introduced when appropriate, eg. marshalling when Newcourt station opens, for example to direct Exmouth-bound supporters to Newcourt and Exeter-bound supporters to Digby & Sowton.

2.1.8 A suitable planning condition for future reviews of the Match Day Transport Strategy to reflect any delivery of improvements to the local rail infrastructure is considered to be acceptable.

- The modal split figures seem to be derived from PB's previous predictions, with various adjustments. Surely they could have produced some actual figures for modal split, given that the ground has been operating for several years?

2.1.9 The modal split predictions considered the previous PB report as that report was based on the only spectator travel surveys that have taken place at Sandy Park. It would have been useful to have had more recent survey data but there is none.

Summary of outstanding points

- Confirm quantity of cycle parking.
- Details of step-free route from disabled parking to lower piazza.
- Need for the planning obligation or condition to secure a periodic review of the TA to deal with (for example) the opening of Newcourt station.

2.1.10 Cycle parking provision will be provided to meet the 64 spaces as requested by ECC. A suitable step free route will be provided from disabled parking to lower piazza. Appropriate future reviews of the Transport Strategy are considered acceptable.

2.1.11 The comments made by Richard Short in relation to Ross Husseys email of 6th September 2012 are set out below and these were issued to Kensington Taylor Architects on the 10th September 2012.

I only have two comments of substance

First echoes Ross's why is modal split based upon predictions for 11,700 crowd rather than any actual attendances?

Second

Para 4.12 refers to four scenarios for the conference operation, however, there does not appear to be any analysis of them

2.1.12 Modal split predictions for 11,700 are included as that is the level of capacity considered within the previous PB report. We then expanded on that to consider the 13,956 current consented capacity (rounded up to 14,000), the 15,000 predicted average post expansion attendance and the 20,600 full capacity scenarios.

2.1.13 These comments were emailed to Exeter City Council via Kensington Taylor on the 18th September 2012.

2.1.14 There has subsequently been analysis of a conference sensitivity test scenario comprising 2 full capacity events simultaneously at the expanded Sandy Park and this is set out within this report from paragraph 3.1.13.

3.0 DEVON COUNTY COUNCIL (DCC)

- 3.1.1 The DCC comments issued to Exeter City Council by email on 28 September 2012 have been considered and are addressed below using the same headings as set out within their letter. The DCC letter is contained within Appendix 2 of this report

Previous planning responses

- 3.1.2 Sandy Park benefits from a planning consent for 13,956 spectators, although the built stadium capacity is currently 10,700.
- 3.1.3 Although no formal surveys have been undertaken to compile details of spectator arrivals and departures at Sandy Park since 2007, the Club has undertaken its own monitoring of the car parking/drop-off, coach drop-off facilities and spectator management since application 07/0324/03. They subsequently made internal improvements to their previous operations to increase safety and efficiency.
- 3.1.4 It is understood that the highway authorities have not had any cause to raise any concerns with the operation of the match day on-site car park management in relation to the safety or operation of the M5 or the A379. The Highways Agency confirmed in the meeting held at Exeter City Council on the 13th August 2012 that they were unaware of any detrimental impact from Sandy Park in relation to the SRN.
- 3.1.5 The new proposals provide more area and further improve the car parking/drop-off, coach drop-off and match day bus circulation and spectator routing over the existing operations.

Monitoring

- 3.1.6 The modal split predictions contained within the 2012 Transport Strategy considered the previous Parsons Brinkerhoff report (dated September 2007) as that report was based on the only spectator travel surveys that have taken place at Sandy Park. It would have been useful to have had more recent survey data but there was none available to consider and the 2011/12 rugby season had ended before the 2012 Transport Strategy could consider undertaking updated spectator questionnaires.
- 3.1.7 Modal split predictions for the 11,700 attendance are included in the 2012 Transport Strategy as that is the highest level of capacity considered within the 2007 Parsons Brinkerhoff report. The 11,700 predictions were then expanded on to consider the 13,956 current consented capacity (rounded up to 14,000), the 15,000 predicted average post expansion attendance and the 20,600 full capacity scenarios. These predictions were based on knowledge of the local transport modes coupled with specific knowledge from the Club in relation to large crowd predictions.
- 3.1.8 The key points to confirm here are that in strict planning terms, the 15,000 predicted average post expansion attendance is only just over 1,000 more

than the current consented capacity. Furthermore, the 20,600 full capacity is only ever likely to be once, maybe twice a year.

Match Day Modal Split Assumptions

- 3.1.9 Devon County Council state that the predictions for spectators travelling by rail increase in excess of 100% for the 15,000 spectator scenario. This is from Table 9.5 of the 2012 Transport Strategy. The Transport Strategy explains the thought process behind these predictions at this point in time and the increase in spectator travel by rail for the 15,000 scenario would be at least 5 years from now at which point the local rail rolling stock and rail infrastructure could be improved in line with the aspirations of First Great Western (FGW) as the current Train Operating Company (TOC), or a new TOC and Devon County Council/Network Rail.
- 3.1.10 Based on FGW's existing policy to try and provide 4 carriage trains on the Exmouth line for the 3 pre match and 3 post match trains for large attendance matches, results in an overall single train capacity of around 244 so total overall existing capacity of around 732 for the three trains in the two hours prior to kick-off and another 732 capacity for the three trains in the 2 hours following match end.
- 3.1.11 Furthermore the rail predictions for the post expansion crowd attendances are also based on there being improved communication between the key stakeholders who could work together to provide key improvements in the booking process to better influence the time of spectator rail travel to matches and potentially link less busy train times with financial discounts etc.. These initiatives came out of consultations with FGW and the suggested steering group included representatives from First Great Western, Network Rail, Devon County Council and the Rugby Club.

Parking

- 3.1.12 The Club currently has agreements with both Westpoint and Crealy to use either facility, or both on match days. Sowton 30 has been used continuously for the last 5 years and the traders are happy that this continues to be managed by the Club. It also has an agreement with Friends Life which caters for an additional 250 cars. A new 5 year agreement was entered into last year for the use of Digby and it was indicated at the time that there is no reason why this agreement would not continue to be renewed. It is expected and has been indicated that all of these arrangements will continue indefinitely

Conference Facilities

- 3.1.13 The Exeter Chiefs play 11 Aviva Premiership home games per season together with up to 7 Cup matches and typically 2 pre-season friendly fixtures resulting in around 20 Chiefs fixtures per year at Sandy Park. The stadium currently lacks the required amount of covered seating and corporate facilities for over half of these fixtures. As present, when the

Chiefs progress to the quarter or semi finals of the Heineken Cup they will have to move the games to Bristol as a minimum capacity of 15,000 for quarter finals and 20,000 for semi finals is required together with the associated facilities which the RFU require.

- 3.1.14 Whilst the Clubs rugby commitments provide the home match usage, the Club have to consider the other 345 remaining days of the year, hence the need to host conferencing events. With the higher ground capacities that go with the Heineken Cup games the associated facilities need to be provided and also be adaptable to best suit non-match use where possible.
- 3.1.15 4/5 of the financial income at Sandy Park is derived from the Rugby income, i.e. ground gate capacities, match day hospitalities, sponsors, Sky TV and club bars/food and Club shop.
- 3.1.16 1/5 of the financial income is derived from the Conferencing, however the Rugby income needs the Conferencing income and the conferencing requires the Rugby et-al to survive - quite simply one operation needs the other to financially balance and make Sandy Park work bringing the locally economy of Exeter much needed income.
- 3.1.17 Over recent years of conferencing at Sandy Park, the events have not seen in excess of 350 people in the building at one time, whether this be small functions spread over all suites or one large function held in the Exeter suite but using all other suites as the necessary break-out and catering areas.
- 3.1.18 The conferencing typically occurs over 6 months of the year, being March, May, June, September, October and November. The frequency of the functions is typically between 4-6 times in any 1 month.
- 3.1.19 It is to be noted that the size of the proposed conferencing facilities within the West Stand for non-match days is simply the result of needing to provide the requirements set by the RFU in order to accommodate the minimum corporate dining and welfare facilities required to host latter stage Heineken Cup matches.
- 3.1.20 It is not the case that the size of the proposed conference facilities in the West Stand are based on predicted conference delegate numbers. In fact, the Sandy Park management team are predicting at best a doubling of the conference bookings experienced to date following the expansion of the facilities. This is regardless of individual room capacities, as any large bookings in the Exeter suite, will require all other suites for break-out areas and catering areas. This means that the total delegate capacity achievable for conferences is not simply the sum of the room capacities.
- 3.1.21 Evening dinners, dances, etc, generally result in more attendees than the conference events and usually attract between 200 – 600 people. Due to the nature of such events, few people chose to drive with more reliance upon on taxi/mini-bus/coach services. The car arrivals that are generated by these functions are typically high occupancy often with two couples. The existing car parking provision of 154 spaces on-site has not been used

to capacity for evening functions and no parking problems have been experienced.

- 3.1.22 Exhibitions at Sandy Park have typically resulted in numbers between 100–400 attendees with arrivals and departures well spread typically throughout a 6-8 hour day. The existing car parking provision of 154 spaces on-site has not been used to capacity for exhibitions and no parking problems have been experienced.
- 3.1.23 The new South Conference Centre will give an extra capacity for 1000 seated delegates within Room A. The use of this main room would require the other two rooms B & C within the South Conference Centre to be used as ancillary rooms for necessary break-out and catering. This facility is where large conferences would be held but the Sandy Park management team are rarely envisaging a demand for capacity events. The predictions for use of the 1000 seat room are for 1 conference of over 500 people per month.
- 3.1.24 The predictions for large delegate attendance for conferencing at Sandy Park on a regular basis is once a week during the peak months where between 500–750 people are predicted on site.
- 3.1.25 In order to consider the likely modal split of delegates attending a worst-case full capacity conference scenario at Sandy Park, 2 full capacity conferences occurring simultaneously in the largest suites have been assessed as being:

***West Stand – Full Capacity Conference in Exeter Suite
925 delegates.***

The Estuary, County and Chiefs suites would provide the required break-out and catering areas for a function of this size.

+

***South Conference Centre – Full Capacity Conference in main room
1000 delegates.***

Room B & C would provide the required break-out and catering areas for a function of this size.

- 3.1.26 This totals 1925 delegates. However, it is to be noted that although 925 may be maximum delegate number given for the new West Stand, the Sandy Park Management team confirm that in reality the Exeter Suite is unlikely to ever hold greater than 750 delegates at any one time (so total 1750 maximum delegates on-site) and therefore the numbers used are considered to represent an overly robust test scenario. Consideration of the modal split predictions results in **Table 2.1** below.

**Table 2.1 Modal Split Predictions for Conference
2 full capacity functions at Sandy Park (Sensitivity Test)**

Week Day Conference Trip Generation			
Mode	%	People	Vehicles
Walk	2%	39	-
Cycle	5%	96	-
Rail (Digby & Sowton)	7%	135	-
Bus (Digby & Sidmouth Road)	7%	135	-
Private Coach (50 per coach)	25%	481	10
Taxi (2 per taxi Avg.)	3%	58	29
Car Parked On-Site (2.5 per car avg.)	51%	978	391
Total	100%	1925	430

- 3.1.27 The 'vehicles' column is provided to clearly show the amount of vehicles predicted to use J30 and the A379 to access Sandy Park. These numbers have been used in capacity assessments of J30 based on the most up to date vehicle flow and LINSIG model information purchased from Devon County Council.
- 3.1.28 In order to provide a robust impact (Sensitivity Test) on Junction 30 the modal split assumes all the car parking spaces are to be used by delegates and filled within the 0800-0900 period. In reality this may not be the case given the accessibility of Sandy Park by rail and bus services both linking to services regionally and nationally in Exeter.
- 3.1.29 A further scenario has therefore also been considered where the weekday am peak car generation fills the car park to 50% i.e. 196 arrivals between 0800-0900 with these 196 vehicles all leaving in the pm peak 1700-1800. The results of that analysis are summarised below
- 3.1.30 It is to be appreciated that both of these scenarios treat the predicted vehicle movements are totally new flows on the network whereas the traffic flows associated with the current operations at Sandy park are already on the network and included within the baseline flows using J30.
- 3.1.31 In terms of the 391 parking spaces proposed, that is the maximum that can be provided within Sandy Park. The modal split analysis has assumed that in the event of 2 maximum capacity events such as this, these spaces would all be used and a vehicle occupancy of 2.5 is assumed although this could well turn out to be higher with the introduction of the 'Pay & Display' parking enforcement at Sandy Park as delegates could share the cost of parking.
- 3.1.32 Again, it is to be noted that 154 spaces currently exist on site and are used for the existing operations at Sandy Park. The proposal to expand the car park to 391 spaces increases the provision by 237. The results shown in Table 3.2 assumed that vehicle arrivals were based on the 391 spaces and that these were all new trips on the network when in fact this includes the existing 154 currently operation spaces at Sandy Park. These scenarios therefore provide an overly robust assessment base.

- 3.1.33 The conference event development flows and distributions are set out within Appendix 5 of this report. The results of the capacity analysis, undertaken by Parsons Brinkerhoff alongside Sands Consultants is contained within Appendix 6 of this report, the results are summarised in the Tables below.

3.1.34 The following Tables set out the capacity analysis results for weekday Junction 30 for the various 2022 design year scenarios

- 2022 Baseline (no development) AM & PM Weekday
- 2022 Base + Worst Case 2 Capacity Conference Event – Full Car Park AM & PM Weekday
- 2022 Base + 1 large Conference event - 50% of car park used AM & PM Weekday

2022 Conferencing Scenarios

The tables below show the outputs from the 2022 conference facility scenarios for the weekday AM and PM peak periods. The traffic flows were calculated by superimposing the development traffic on top of the 2022 baseline figures.

Please note several of the arms have multiple lanes for certain movements (e.g. ahead) – in this case, the tables below have presented the worst case lanes.

Table 3.1 - 2022 Junction 30 Baseline Runs (No Development)

Weekday AM and PM Peak Periods

		AM Peak			PM Peak		
		RFC (%)	Delay (s/PCU)	Av. Queue (PCU)	RFC (%)	Delay (s/PCU)	Av. Queue (PCU)
M5 J30							
A379	Left / Ahead	68%	42.1	4.2	83%	39.2	9.2
	Ahead	99%	119.9	13.0	87%	44.5	10.7
Moto Services Rbt	Left / Ahead	72%	36.4	6.1	88%	39.1	12.5
	Ahead	90%	58.5	10.3	87%	38.2	12.3
M5 Southbound Off-Slip	Left / Ahead	65%	23.2	7.7	85%	40.7	10.3
	Ahead	86%	35.0	12.3	60%	28.1	5.5
A376 Sidmouth	Left	67%	16.1	8.0	81%	24.4	10.9
	Left / Ahead	95%	44.4	20.5	83%	24.8	12.3
	Ahead	99%	47.7	31.2	55%	14.1	10.6
M5 Northbound Off-Slip	Left	79%	30.2	9.7	52%	34.4	3.0
	Ahead	89%	39.2	13.7	81%	49.7	6.4
Clyst Road							
A376 Sidmouth	Left / Ahead	87%	16.4	19.6	84%	14.2	17.2
	Ahead	84%	14.0	17.1	47%	6.3	5.4
Clyst Road	Left	107%	218.6	17.3	61%	44.3	3.0
Overall PRC		-18.9%			2.5%		

* Using DCC AM and PM peak LinSig models

Table 3.2 - 2022 Junction 30 Base + Conference

Weekday AM and PM Periods (Worst Case 2 full conferences simultaneous)

		AM Peak			PM Peak		
		RFC (%)	Delay (s/PCU)	Av. Queue (PCU)	RFC (%)	Delay (s/PCU)	Av. Queue (PCU)
M5 J30							
A379	Left / Ahead	65%	36.2	4.5	83%	34.6	10.4
	Ahead	84%	51.1	7.4	91%	46.1	13.7
Moto Services Rbt	Left / Ahead	73%	37.0	6.2	87%	38.4	12.4
	Ahead	87%	51.8	9.1	90%	42.1	13.4
M5 Southbound Off-Slip	Left / Ahead	59%	20.1	7.1	85%	40.7	10.3
	Ahead	99%	74.1	25.1	60%	28.1	5.5
A376 Sidmouth	Left	93%	50.7	13.8	86%	30.0	12.1
	Left / Ahead	129%	461.4	111.1	87%	30.3	13.5
	Ahead	115%	268.0	111.3	55%	14.8	10.5
M5 Northbound Off-Slip	Left	96%	57.0	19.0	59%	38.7	3.3
	Ahead	85%	31.1	12.7	90%	72.1	8.1
Clyst Road							
A376 Sidmouth	Left / Ahead	86%	15.1	18.1	84%	14.3	17.3
	Ahead	87%	16.4	19.6	47%	6.3	5.4
Clyst Road	Left	117%	349.2	28.6	63%	45.2	3.1
Overall PRC		-43.7%			-1.0%		

* Using DCC AM and PM peak LinSig models

Table 3.3 - 2022 Junction 30 Base + Conference

Weekday AM and PM Periods (50% Use of Car Park)

		AM Peak			PM Peak		
		RFC (%)	Delay (s/PCU)	Av. Queue (PCU)	RFC (%)	Delay (s/PCU)	Av. Queue (PCU)
M5 J30							
A379	Left / Ahead	60%	34.5	4.1	77%	30.5	9.0
	Ahead	83%	50.0	7.3	82%	34.0	10.4
Moto Services Rbt	Left / Ahead	73%	37.0	6.2	87%	38.0	12.2
	Ahead	83%	45.4	8.1	88%	39.8	12.7
M5 Southbound Off-Slip	Left / Ahead	59%	20.1	7.1	85%	40.7	10.3
	Ahead	88%	35.9	14.6	60%	28.1	5.5
A376 Sidmouth	Left	93%	52.3	14.0	86%	29.8	12.1
	Left / Ahead	121%	359.4	82.7	87%	29.7	13.2
	Ahead	121%	351.0	147.0	55%	14.9	10.6
M5 Northbound Off-Slip	Left	88%	37.4	13.0	58%	38.6	3.3
	Ahead	88%	36.1	13.7	89%	69.2	7.8
Clyst Road							
A376 Sidmouth	Left / Ahead	82%	13.3	16.3	84%	14.3	17.3
	Ahead	90%	18.7	21.6	47%	6.3	5.4
Clyst Road	Left	112%	284.9	23.0	62%	44.7	3.0
Overall PRC		-34.6%			1.1%		

* Using DCC AM and PM peak LinSig models

- 3.1.35 All conference events are pre-booked and therefore the Sandy Park management team has full control over the organisation of events and the Travel Plan initiatives form the basis of accommodating the travel requirements of each specific event i.e. clear and concise information on all travel options issued to the booking contact, overnight accommodation booking co-ordinated with shuttle transfer from hotels, full details of bus & rail services throughout the day and evenings etc and parking reservations on site if required. The Sandy Park management team control all the bookings from the offices within Sandy Park and have a vast knowledge of the locality enabling any specific requirements to be built into a customer's package.
- 3.1.36 The history of the larger conferences which have taken place at Sandy Park confirms that such events can often be a major corporate employer who arrange their own travel for delegates often by private coach. In addition to any private coach travel arrangements made by those booking conference events, Sandy Park also provide private travel arrangements via taxi/minibus/coach to and from hotels, offices etc or even off-site parking areas if required where Westpoint Arena or Crealy Adventure Park could be used as part of a tailored customer booking if required. The use of the private coach is therefore considered to play a key role in a large conference event and the modal split table reflects this easily deliverable high occupancy mode.
- 3.1.37 The use of local rail and bus services remains within achievable capacity and are considered to be accessible based on the convenient location of the Digby & Sowton station and the local bus stops on Clyst Halt Avenue and Sidmouth Road.
- 3.1.38 The walk and cycle modes are kept broadly similar to those recorded during the rugby spectator surveys which have taken place at Sandy Park.
- 3.1.39 These modal split assumptions are considered as being a realistic assessment upon which to base the level of highway impact associated with large conference events at this point in time. It would be beneficial to undertake delegate travel surveys as and when large conferences take place in future in order to determine actual travel habits and enable management of the Travel Plan initiatives and consideration of any further initiatives that may encourage less travel by private car.
- 3.1.40 The Transport Strategy for Sandy Park has always been based on the good accessibility of the site to modes of transport other than the private car, particularly the frequent bus links with Exeter St David's and Exeter central train stations and the City Centre all of which stop within a maximum 10 minute convenient walk from the site, Drawing 110-020 in Appendix 7 clearly summarises the levels of public transport availability within the locality providing frequent direct links to Exeter St David's rail station and the City Centre. These services start early in the morning and finish late enough at night to be able to effectively serve conference delegates using Sandy Park.

Devon County Council – Rail

- 3.1.41 Devon County Council also provided comments to Sands Consultants on 2nd October 2012 following their own assessment into rail services and the Sandy Park expansion proposals, a copy of that response is contained within Appendix 2 of this report.
- 3.1.42 This assessment broadly reflects the comments made within the 2012 Transport Statement that deliverable rail improvements are now in place for the 2012/13 season onwards and confirms capacity figures for future crowd predictions concluding that rail improvements predicted for 5+ years from now with infrastructure improvements will help to facilitate the total capacity Sandy Park proposals.

4.0 Highways Agency

4.1 Highways Agency Comments

- 4.1.1 The Highways Agency comments issued by email to Exeter City Council on 2 October 2012 have been considered and are addressed below using the same headings as set out within their letter. The Highways Agency letter is contained within Appendix 3 of this report

Modal Shift Assumptions

- 4.1.2 The modal split predictions considered the previous PB report as that report was based on the only spectator travel surveys that have taken place at Sandy Park. It would have been useful to have had more recent survey data but there is none available.

Future Predicted Visitor Numbers

- 4.1.3 The predicted % split of 'visiting' spectators for the future larger games i.e. away fans following their club was information specifically requested of the Club as they are best placed to provide these predictions and those figures were used in the assessment as set out within section 8.0 of the 2012 Transport Statement. The predictions for Exeter and Regional splits were considered based on the results of the PB surveys and again each mode of travel adjusted to account for distance i.e. no walking, cycling or car drop offs from the 'Region'.
- 4.1.4 Future surveys will enable these predictions to be validated against actual higher capacity crowd attendance. The Transport Strategy requirements for specific high capacity games post expansion can then be tailored accordingly. It is recommended that a future key match within the 2012/13 season is agreed with the authorities to kick-start the new survey process.

Modal Split Assumptions

- 4.1.5 It is noted that the Highways Agency's comments refer only to the very rare 20,600 full capacity attendance scenario.
- 4.1.6 in terms of rail, consultations were held directly with First Great Western (FGW) in August 2012 to establish their current position with the operation of match days and to discuss their views on the future larger crowd predictions. The summary of information gathered from that meeting is set out within the Transport Statement and represents the best information available at this point in time as established direct with the current Train Operating Company (TOC).

- 4.1.7 One of the main points to come out of the meeting is that FGW envisage providing improvements to the rail rolling stock within the next 5 years should their bid to retain themselves as TOC be successful. They will know in December 2012 if this is the case. These improvements would include new carriages with extra capacity compared to the existing rolling stock. At this point in time FGW are the TOC and the information provided by them in terms of Sandy Park and rail provision is the best information that can be sourced.
- 4.1.8 Furthermore, the 2012 Transport Strategy provided a summary of the Feasibility Study into the possibility of building a new station at Newcourt carried out by Jacobs in 2011 as commissioned by Devon County Council. The report concluded that a new station could be built without significant technical difficulties. Devon County Council has subsequently confirmed that they are pushing ahead with their planning for the new station and are optimistic that funding will be in place to enable delivery of that station within the coming years. The Jacobs report states that the new station would take over 5 years to deliver from now.
- 4.1.9 It is to be noted that the expansion plans for Sandy Park would take in excess of 5 years to complete from now. It could well be that by then FGW (or a new TOC), have implemented improvements to their rail services and a new station at Newcourt may be in place or nearing completion.
- 4.1.10 It is therefore considered reasonable to assume that rail improvements to both the capacity of the local rolling stock and the network including a new station at Newcourt could be forthcoming within the coming years and that modal split predictions for rail travel to larger spectator matches for over 5 years in the future should bear this in mind.
- 4.1.11 The figure quoted by the Highways Agency for a future spectator level of 2348 persons by rail (Table 9.5 of the 2012 Transport Statement) was for the 20,600 scenario which may be a once or twice a year event at the most, if that. The 2012 Transport Statement clearly concludes the result of the consultations with FGW and states that they believe a steering group should be set-up to plan for such an event well in advance and that initiatives could be introduced to manage that capacity. FGW are very experienced operators and manage travel to sporting events all over the country with spectator numbers well in advance of the 20,600 worst case, very rare event predicted for Sandy Park. These predictions are therefore considered to be achievable in 5+ years from now with the support of key stakeholders forming a steering group.
- 4.1.12 The key figure to look at within Table 9.5 is the rail prediction for the future average attendance of 15,000 in which the modal split predictions suggest 1508 spectators could travel by rail. Given the Highways Agency acknowledge the comment within the 2012 Transport Statement that FGW can currently cope with circa 1000 spectators by rail, accommodating a further circa 500 spectators in 5+ years from now with the likelihood of rail rolling stock, local infrastructure improvements and the benefit of a steering group made of key stakeholders to plan for large capacity matches, this figure is considered to be achievable.

- 4.1.13 The need for any additional road transport laid on by FGW for larger matches would be established pre-match as part of the steering group consultations. Any such transport would be high occupancy mini-buses/coaches and as such are not considered likely to provide any significant vehicular impact to the operation of the local road network or the SRN over and above that considered within the 2012 Transport Statement and this Addendum Report.
- 4.1.14 The number of car trips has been determined using visitor numbers divided by a prediction of vehicle occupancy as this is the industry wide accepted first principles approach to establishing person trips to derive modal split assessments. The car occupancy rates of 3 per car for cars parked off-site and 2 per car for cars parked on-site are considered to be a sound prediction for spectator travel to a match and in fact they reflect the occupancy rates contained within the previous Parsons Brinkerhoff Transport Strategy as agreed by the Highways Agency. For the 15,000 average future attendance, the figures for cars parked at Westpoint/Crealy are considered to be in the order of 1608. It is to be noted that not all car trips to Westpoint/Crealy will come through J30. Those arriving from East Devon from the Sidmouth and Exmouth area will route into and out of Westpoint/Crealy via the A3052/A376 and the B3180.
- 4.1.15 Modal shift predictions are just that and can only be predictions until spectators attend large capacity matches and are surveyed accordingly to assess their travel habits to enable on going monitoring and tailoring of the Transport Statement as required.
- 4.1.16 Paragraph 3.1.12 of this report confirms the Club currently has agreements with both Westpoint and Crealy to use either facility, or both on match days. Sowton 30 has been used continuously for the last 5 years and the traders are happy that this continues to be managed by the Club. It also has an agreement with Friends Life which caters for an additional 250 cars. A new 5 year agreement was entered into last year for the use of Digby and it was indicated at the time that there is no reason why this agreement would not continue to be renewed. It is expected and has been indicated that all of these arrangements will continue indefinitely
- 4.1.17 In terms of revised internal car park layout, access from Old Rydon Lane remains available to pedestrians and cyclists only. There will be no coach usage of the Old Rydon Lane access on match days. This access will however be maintained for ground maintenance and emergency access use. The proposals include extending the car park over the southern training pitches. The layout of the parking areas is provided by markings only i.e. without physical upstands which enables total flexibility within the area for match day operations.
- 4.1.18 On match days the car park layout will be adjusted to accommodate the requirements of match day operations. A copy of the proposed match day parking operations is shown on Drawing 110-019 in Appendix 8.
- 4.1.19 The car drop-off area will be extended from its current layout to enable a greater free flow of drop-offs and exits, highlighted in green on Drawing 110-019.

- 4.1.20 Match day special buses will enter the car park and circulate the upper parking area with drop-off / pick-up bays provided along the western edge of the car park adjacent to the boundary with Sandy Park Farm, highlighted as red on Drawing 110-019.
- 4.1.21 Coaches will enter the upper car park and be routed through to the new lower car park where a large area will be set aside to enable efficient turning and loading/unloading, highlighted as blue on Drawing 110-019.
- 4.1.22 The coach drop-off and pick-up area is located adjacent to the new main entrance at the corner of the West/South stands and the marshalling strategy will be to control arrivals from set drop-off positions into the turnstile areas.
- 4.1.23 After the match, spectators awaiting coach pick-up will be controlled by marshals in defined, well signed areas, using barrier systems to maximise safety and maintain efficiency of the coach operations.
- 4.1.24 If necessary for the highest capacity matches, the coaches could be routed right through to the bottom of the southern car park, before turning back up to the drop-off area as this would provide even more queuing capacity. This would require some of the match day car parking spaces to be sacrificed but it is possible as the whole parking area is flexible on match days to suite the required operations.
- 4.1.25 The match day running of this parking strategy will be carried out by the experienced and well briefed marshals with the aid of appropriate signage, coning, and barriers as required.
- 4.1.26 The VIP bus area is provided with a new footway link within the car park from the main entrance areas.
- 4.1.27 The gated delivery bay adjacent to the South Conference Centre will be used to park TV vehicles when required on match days.

Conference Facilities

- 4.1.28 Paragraphs 2.1.32 onwards of this report provide information in relation to conferencing at Sandy Park as they apply to comments made by both Devon County Council and the Highways Agency.
- 4.1.29 As part of the 2012 Transport Statement, the TRICS database was interrogated for details of any suitably comparable conference facilities to those at Sandy Park. The only multi-modal site is located in Camden Town, London and so this was not considered to be a suitable comparison to Sandy Park.
- 4.1.30 The TRICS data base is however a generic set of results and mainly used when site specific or user specific information is not available. This is not the case with Sandy Park. The facility has been up and running for several years, with the same operator and so both site and user specific information is more appropriate.
- 4.1.31 The Sandy Park management team has confirmed that conferencing typically occurs over 6 months of the year, being March, May, June, September, October and November. It is unlikely therefore that a

conference event, particularly a large one, would take place during the typical summer months of July & August.

- 4.1.32 However, following the Highways Agency's comments of the 2nd October 2012 Devon County Council were consulted and asked for background traffic flow data for J30 in the summer period in order that a capacity assessment of the conferencing operations could be undertaken.
- 4.1.33 DCC confirmed a summer base set of count data for Junction 30 is not readily available. Devon County Council are however currently looking into what could be provided and therefore a suitable base is awaited from the authorities in order to consider predicted conferencing flows during that period.
- 4.1.34 Details of the trip generation for an overly robust delegate conference event and associated capacity analysis of Junction 30 for the design year 2022 typical weekday peak hours is set out in paragraphs 3.1.13 onwards of this report.

Impact at M5 Junction 30

4.1.35 The following Tables set out the capacity analysis results for Saturday Match Days Junction 30 for the various 2022 design year scenarios

- 2022 Baseline (no development) Pre & Post match Saturday
- 2022 Base + 11,700 Attendance Pre & Post match Saturday
- 2022 Base + 11,700 Attendance Pre & Post match Saturday Sensitivity Test
- 2022 Base + 14000 Attendance Pre & Post match Saturday
- 2022 Base + 14000 Attendance Pre & Post match Saturday Sensitivity Test
- 2022 Base + 15000 Attendance Pre & Post match Saturday
- 2022 Base + 15000 Attendance Pre & Post match Saturday Sensitivity Test
- 2022 Base + 20600 Attendance Pre & Post match Saturday
- 2022 Base + 20600 Attendance Pre & Post match Saturday Sensitivity Test

Match Day

- 4.1.36 The first Table for each scenario is the one hour period derived from the 3 hour Tables contained within the 2012 Transport Statement. The second Table for each scenario is a Sensitivity Test where the car trips arriving to Westpoint pre-match in one hour are 50% greater than that in the preceding Table for the same stadium attendance.

2022 Match Day Scenarios

The tables below show the outputs from the 2022 Saturday scenarios for the pre and post match periods. Again, the traffic flows were calculated by superimposing the development traffic on top of the 2022 baseline figures.

Please note several of the arms have multiple lanes for certain movements (e.g. ahead) – in this case, the tables below have presented the worst case lanes.

Table 4.1 – 2022 baseline Saturday Pre and Post Match Periods

		Pre Match			Post Match		
		RFC (%)	Delay (s/PCU)	Av. Queue (PCU)	RFC (%)	Delay (s/PCU)	Av. Queue (PCU)
M5 J30							
A379	Left / Ahead	71%	37.2	5.5	71%	37.2	5.5
	Ahead	56%	31.4	4.1	56%	31.4	4.1
Moto Services Rbt	Left / Ahead	74%	32.5	7.3	74%	32.5	7.3
	Ahead	76%	33.9	7.8	76%	33.9	7.8
M5 Southbound Off-Slip	Left / Ahead	76%	35.9	7.3	76%	35.9	7.3
	Ahead	72%	35.4	6.5	72%	35.4	6.5
A376 Sidmouth	Left	31%	9.8	3.1	31%	9.8	3.1
	Left / Ahead	39%	10.1	4.4	39%	10.1	4.4
	Ahead	43%	9.3	10.3	43%	9.3	10.3
M5 Northbound Off-Slip	Left	41%	21.1	3.6	41%	21.1	3.6
	Ahead	70%	27.2	7.8	70%	27.2	7.8
Clyst Road							
A376 Sidmouth	Left / Ahead	47%	6.3	5.4	47%	6.3	5.4
	Ahead	43%	6.0	4.7	43%	6.0	4.7
Clyst Road	Left	29%	34.4	1.2	29%	34.4	1.2
Overall PRC		18.2%			18.2%		

* Using DCC Saturday Average Hour LinSig model

(Please note these results are the same as the same baseline model (Saturday Average Hour from 10am-3pm) was used for both the pre and post match scenarios)

TABLE 4.2 - 2022 Base + 11,700 Attendance

		Pre Match			Post Match		
		RFC (%)	Delay (s/PCU)	Av. Queue (PCU)	RFC (%)	Delay (s/PCU)	Av. Queue (PCU)
M5 J30							
A379	Left / Ahead	84%	44.4	8.7	29%	24.3	2.0
	Ahead	55%	28.6	4.5	83%	43.0	8.7
Moto Services Rbt	Left / Ahead	89%	44.6	12.2	69%	29.3	6.9
	Ahead	77%	31.6	8.6	81%	36.0	9.2
M5 Southbound Off-Slip	Left / Ahead	88%	55.1	9.5	82%	42.4	8.1
	Ahead	86%	52.3	8.2	78%	41.2	7.1
A376 Sidmouth	Left	71%	15.4	9.2	81%	22.8	10.7
	Left / Ahead	57%	12.9	6.6	62%	15.1	7.2
	Ahead	89%	22.6	15.0	77%	16.6	11.6
M5 Northbound Off-Slip	Left	51%	25.8	4.1	46%	23.8	3.8
	Ahead	85%	41.2	9.9	79%	34.4	8.9
Clyst Road							
A376 Sidmouth	Left / Ahead	85%	14.8	18.0	86%	15.4	18.6
	Ahead	67%	8.9	10.3	66%	8.7	9.8
Clyst Road	Left	31%	34.8	1.3	29%	34.4	1.2
Overall PRC		1.0%			4.7%		

* Using DCC AM and PM peak LinSig models

TABLE 4.3 - 2022 Base + 11,700 Attendance Sensitivity Test

		Pre Match			Post Match		
		RFC (%)	Delay (s/PCU)	Av. Queue (PCU)	RFC (%)	Delay (s/PCU)	Av. Queue (PCU)
M5 J30							
A379	Left / Ahead	84%	55.0	7.0			
	Ahead	79%	47.4	6.0			
Moto Services Rbt	Left / Ahead	78%	34.9	8.1			
	Ahead	87%	44.2	10.4			
M5 Southbound Off-Slip	Left / Ahead	88%	55.1	9.5			
	Ahead	86%	52.3	8.2			
A376 Sidmouth	Left	67%	13.7	7.0			
	Left / Ahead	69%	13.9	8.1			
	Ahead	87%	17.1	17.8			
M5 Northbound Off-Slip	Left	54%	27.7	4.3			
	Ahead	89%	49.8	10.8			
Clyst Road							
A376 Sidmouth	Left / Ahead	99%	49.8	39.7			
	Ahead	80%	12/3	15.3			
Clyst Road	Left	31%	34.8	1.3			
Overall PRC		-10.3%					

* Using DCC AM and PM peak LinSig models

TABLE 4.4 - 2022 Base + 14,000 Attendance

		Pre Match			Post Match		
		RFC (%)	Delay (s/PCU)	Av. Queue (PCU)	RFC (%)	Delay (s/PCU)	Av. Queue (PCU)
M5 J30							
A379	Left / Ahead	88%	53.2	9.5	27%	23.0	2.0
	Ahead	63%	32.2	5.1	87%	46.5	10.2
Moto Services Rbt	Left / Ahead	87%	41.5	11.4	74%	32.9	7.4
	Ahead	78%	32.6	8.9	89%	47.4	11.0
M5 Southbound Off-Slip	Left / Ahead	88%	55.1	9.5	88%	55.1	9.5
	Ahead	86%	52.3	8.2	86%	52.3	8.2
A376 Sidmouth	Left	66%	10.5	6.5	71%	13.1	8.1
	Left / Ahead	55%	9.4	5.4	56%	10.7	5.8
	Ahead	87%	17.9	18.9	78%	12.3	14.6
M5 Northbound Off-Slip	Left	51%	25.9	4.2	49%	25.4	3.9
	Ahead	85%	41.2	9.9	85%	41.2	9.9
Clyst Road							
A376 Sidmouth	Left / Ahead	93%	24.0	25.3	92%	21.1	23.5
	Ahead	71%	9.9	11.8	73%	10.2	12.4
Clyst Road	Left	31%	34.8	1.3	29%	34.4	1.2
Overall PRC		-3.6%			-1.7%		

* Using DCC AM and PM peak LinSig models

TABLE 4.5 - 2022 Base + 14,000 Attendance Sensitivity Test

		Pre Match			Post Match		
		RFC (%)	Delay (s/PCU)	Av. Queue (PCU)	RFC (%)	Delay (s/PCU)	Av. Queue (PCU)
M5 J30							
A379	Left / Ahead	86%	57.6	7.3			
	Ahead	80%	49.3	6.3			
Moto Services Rbt	Left / Ahead	77%	34.7	8.0			
	Ahead	82%	38.2	9.2			
M5 Southbound Off-Slip	Left / Ahead	88%	55.1	9.5			
	Ahead	86%	52.3	8.2			
A376 Sidmouth	Left	67%	13.0	6.9			
	Left / Ahead	68%	13.7	8.0			
	Ahead	100%	54.9	38.5			
M5 Northbound Off-Slip	Left	55%	27.8	4.4			
	Ahead	90%	51.4	11.3			
Clyst Road							
A376 Sidmouth	Left / Ahead	107%	154.9	87.8			
	Ahead	90%	18.9	21.7			
Clyst Road	Left	31%	34.8	1.3			
Overall PRC		-19.3%					

* Using DCC AM and PM peak LinSig models

TABLE 4.6 - 2022 Base + 15,000 Attendance

		Pre Match			Post Match		
		RFC (%)	Delay (s/PCU)	Av. Queue (PCU)	RFC (%)	Delay (s/PCU)	Av. Queue (PCU)
M5 J30							
A379	Left / Ahead	79%	45.9	6.5	27%	23.0	2.0
	Ahead	73%	40.0	5.6	79%	37.3	8.2
Moto Services Rbt	Left / Ahead	69%	28.0	7.1	66%	26.8	6.7
	Ahead	82%	35.2	9.7	80%	33.6	9.3
M5 Southbound Off-Slip	Left / Ahead	87%	37.7	12.2	82%	42.4	8.1
	Ahead	53%	23.3	5.3	78%	41.2	7.1
A376 Sidmouth	Left	54%	23.5	4.5	77%	26.7	8.6
	Left / Ahead	71%	27.8	7.1	78%	26.2	9.3
	Ahead	73%	23.3	11.3	75%	20.4	11.4
M5 Northbound Off-Slip	Left	48%	23.1	4.2	46%	23.8	3.8
	Ahead	84%	37.3	10.7	79%	33.9	8.8
Clyst Road							
A376 Sidmouth	Left / Ahead	48%	6.5	5.7	69%	9.2	10.6
	Ahead	48%	6.4	5.7	56%	7.2	7.2
Clyst Road	Left	29%	34.4	1.2	29%	34.4	1.2
Overall PRC		4.0%			10.3%		

* Using DCC AM and PM peak LinSig models

TABLE 4.7 - 2022 Base + 15,000 Attendance Sensitivity Test

		Pre Match			Post Match		
		RFC (%)	Delay (s/PCU)	Av. Queue (PCU)	RFC (%)	Delay (s/PCU)	Av. Queue (PCU)
M5 J30							
A379	Left / Ahead	85%	52.5	7.5			
	Ahead	73%	40.5	5.6			
Moto Services Rbt	Left / Ahead	68%	26.4	7.3			
	Ahead	87%	38.7	11.6			
M5 Southbound Off-Slip	Left / Ahead	97%	64.7	20.0			
	Ahead	52%	22.1	5.4			
A376 Sidmouth	Left	58%	24.5	4.7			
	Left / Ahead	83%	36.7	9.1			
	Ahead	74%	23.5	11.4			
M5 Northbound Off-Slip	Left	44%	21.6	3.9			
	Ahead	85%	36.4	11.2			
Clyst Road							
A376 Sidmouth	Left / Ahead	54%	8.0	7.0			
	Ahead	50%	7.6	6.3			
Clyst Road	Left	23%	29.7	1.1			
Overall PRC		-7.6%					

* Using DCC AM and PM peak LinSig models

TABLE 4.8 - 2022 Base + 20,600 Attendance

		Pre Match			Post Match		
		RFC (%)	Delay (s/PCU)	Av. Queue (PCU)	RFC (%)	Delay (s/PCU)	Av. Queue (PCU)
M5 J30							
A379	Left / Ahead	87%	61.4	7.8	83%	52.7	6.6
	Ahead	86%	58.4	7.6	82%	50.8	6.5
Moto Services Rbt	Left / Ahead	69%	29.3	7.0	71%	28.8	7.5
	Ahead	89%	46.1	11.7	82%	35.7	9.9
M5 Southbound Off-Slip	Left / Ahead	88%	35.7	14.3	82%	42.4	8.1
	Ahead	47%	19.6	5.0	78%	41.2	7.1
A376 Sidmouth	Left	62%	28.1	4.9	82%	28.5	10.2
	Left / Ahead	86%	42.6	9.3	79%	25.2	10.0
	Ahead	79%	27.4	11.8	86%	24.2	12.9
M5 Northbound Off-Slip	Left	47%	22.9	4.0	46%	23.8	3.8
	Ahead	87%	41.0	11.5	79%	34.1	8.9
Clyst Road							
A376 Sidmouth	Left / Ahead	50%	6.6	5.9	75%	10.7	13.1
	Ahead	50%	6.6	5.9	64%	8.3	9.1
Clyst Road	Left	29%	34.4	1.2	29%	34.4	1.2
Overall PRC		1.2%			5.1%		

* Using DCC AM and PM peak LinSig models

TABLE 4.9 - 2022 Base + 20,600 Attendance Sensitivity Test

		Pre Match			Post Match		
		RFC (%)	Delay (s/PCU)	Av. Queue (PCU)	RFC (%)	Delay (s/PCU)	Av. Queue (PCU)
M5 J30							
A379	Left / Ahead	82%	49.0	7.0			
	Ahead	76%	42.2	6.0			
Moto Services Rbt	Left / Ahead	65%	25.5	6.8			
	Ahead	89%	42.9	12.7			
M5 Southbound Off-Slip	Left / Ahead	104%	121.1	38.2			
	Ahead	45%	18.5	4.9			
A376 Sidmouth	Left	41%	16.1	3.8			
	Left / Ahead	64%	19.5	7.3			
	Ahead	63%	16.8	10.8			
M5 Northbound Off-Slip	Left	44%	21.6	3.9			
	Ahead	89%	42.4	12.9			
Clyst Road							
A376 Sidmouth	Left / Ahead	53%	6.9	6.6			
	Ahead	46%	6.3	5.2			
Clyst Road	Left	29%	34.4	1.2			
Overall PRC		-15.0%					

* Using DCC AM and PM peak LinSig models

5.0 SUMMARY

- 5.1.1 This Addendum Report has considered the highway issues raised by The New Development Sustainable Transport Group, Exeter City Council, Devon County Council and the Highways Agency.
- 5.1.2 The rugby spectator survey data gathered at Sandy Park as contained within the Parsons Brinkerhoff report dated September 2007 is currently the only available data upon which to build future predictions for spectator modal split. However, the predictions set out within the 2012 Transport Strategy and this report have been considered based on sound principles and weighted judgements relating to each travel mode. Future surveys of large attendance matches at Sandy Park will enable validation of these predictions and will inform the constant management of the Match Day Transport Strategy.
- 5.1.3 It is accepted that new surveys of large attendance matches are required going forward in order to validate the existing predictions and enable constant management of the Match Day Transport Strategy. It is recommended that a future key match within the 2012/13 season is agreed with the authorities to kick-start the new survey process.
- 5.1.4 Assurance has been provided by the Club that the off-site parking areas used for match days can be retained for future use.
- 5.1.5 The comments received from both Devon County Council (28th September 2012) and the Highways Agency (3rd October 2012) raise issue with the future predictions and reliability upon rail as an effective future travel mode for larger attendance matches. Sands Consultants held direct consultations with First Great Western (FGW) as the current Train Operating Company and the results of those consultations informed the positive comments clearly set out within the 2012 Transport Statement. Information subsequently provided from Devon County Council on 3rd October 2012 following their own study into the rail situation and larger matches broadly reflect the comments made within the 2012 Transport Statement concluding that rail improvements predicted for 5+ years from now with infrastructure improvements will help to facilitate the total capacity Sandy Park proposals.
- 5.1.6 Further information is provided setting out the history of conferencing at Sandy Park and confirming the worst case conferencing scenario in terms of assessing future vehicular impact at Junction 30 in the weekday peak periods. All capacity analysis has assumed that development trips are new trips on the network to provide a robust analysis of Junction 30.
- 5.1.7 A summer base set of summer count data for Junction 30 is currently awaited from Devon Council in order to consider predicted conferencing flows during that period.
- 5.1.8 Capacity assessment has been undertaken for the match day scenarios through Junction 30 and results summarised for the 11,700, 14000, 15000 and 20600 attendance predictions with Sensitivity Tests.

- 5.1.9 The information contained within this Addendum Report is therefore considered to have addressed the requests of the highway authorities in relation to the current planning application process.