



**Kevin Cox C1650**

Designing Out Crime Officer

**Thames Valley Police**

Headquarters South

Oxford Road

Kidlington

OX5 2NX

01 May 2024

**Reference: 24/00539/F**

**Location: Land To The East Of Stratfield Brake And West Of Oxford Parkway  
Railway Station Oxford Road Kidlington**

**Objection pending further information**

Dear Laura,

Thank you for consulting me on the above application. Thames Valley Police is currently unable to fully assess the proposed development due to insufficient information within the application, and as such we must object, pending the submission of further information. I ask that the following information is provided prior to permission being granted, and we reserve the right to comment until this information has been submitted for approval.

**Highways and Road Safety**

Thames Valley Police maintain that proposals must facilitate the safe movement of large volumes of people to and from the stadium. Prior to permission being granted, specific details need to be provided indicating how the safe movement of people will be achieved, and the impact this will have on the surrounding area and road network. I understand a number of options are currently being explored, and ask that data is provided covering all possible eventualities, including the possibility of road closures on the Oxford Road. The following data needs to be provided;

- Traffic management plan, to include;
  - Match day management of fan/staff vehicle and coach movements/parking, and all pedestrian routes to/from the site including both a road closure and non-closure event. This should include all possible parking locations around the site, including, for example, Stratfield Brake if it is envisioned fans may park here on match days.
  - Location and method of road closures and diversion routes required.
  - Legislation to be used to implement any road closures.
  - Communication strategy in the event of road closures.
  - Management plan for safe turning of vehicles who have ignored closure signs.

- Proposals for safe continued operation of the Parkway train station, Park and Ride, and bus routes during events.
  - Emergency vehicle access arrangements through closures
  - Hostile Vehicle Mitigation measures, location of secure lines and management of vehicles required to pass through closures.
  - Match day CPZ's and management and prevention of unauthorised parking in the vicinity of the site including local residential roads.
- Transport (VISSIM) modelling data which demonstrates that all of the above does not have an unacceptable impact on the highway network. In particular in the event of a road closure, diversionary routes must not become unacceptably impacted. Modelling should be completed for both weekday and weekend fixtures, and should be completed with models considering all forthcoming PR sites as constructed and fully occupied. This data must include the application site, and surrounding network including Pear tree interchange and A34, Wolvercote Roundabout, Cutteslowe Roundabout, Loop Farm roundabout, A4260 and Bicester Road.
  - Transport modelling data which demonstrates that non-match day events do not have an unacceptable impact on the highway network.
  - Speed profiles for Oxford Road

### **Cycle parking**

I note significant amounts of cycle parking are required for this development. I ask that detailed plans are provided for all cycle storage required for the scheme, including on-site storage and any facility to be provided at Parkway Station. Proposals must demonstrate that all cycle storage is safe, secure, well lit, overlooked by surrounding development, fully covered by CCTV, and managed to mitigate against the risk of theft.

### **Counter Terrorism**

- Hostile Vehicle Mitigation is of fundamental importance for this development, and details must be provided regarding the proposed location and nature of proposed HVM. Details should include the proposed methods of HVM to be deployed (I acknowledge the exact specifications may be reserved for conditional approval), and operational management of HVM on match days for both road closure and non-closure scenarios.
- Detailed building specifications, such as for glazed elevations, may be secured via planning condition.

### **Football Policing and Operations**

- Pedestrian/transport modelling needs to be provided that demonstrates the safe flow of pedestrians/vehicles in the following events;
  - Pedestrian and coach movements to/from the stadium with the stadium at capacity during a high risk fixture with segregation in place.
  - Emergency evacuation of the stadium at full capacity
  - Pedestrian modelling should also take into account Business as Usual pedestrian and cyclist movement.
- Match day plans for vehicular access on site during high capacity/high risk events and proposals for accomodation of emergency vehicles within the stadium

footprint, particularly if available space is reduced with a broadcast OB compound in place.

- Zone Ex plans for the stadium and surrounding area should be provided.

**Landscaping, lighting and CCTV**

Detailed landscaping, lighting and CCTV plans are unavailable and must be provided prior to permission being granted. Further consultation with Thames Valley Police has been requested by the applicant regarding this, I await details of a meeting with them.

The above comments are made on behalf of Thames Valley Police, please do not hesitate to contact me if you have any further enquiries.

Kind regards

Kevin Cox.