

Comment for planning application 24/00539/F

Application Number	24/00539/F
Location	Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station Oxford Road Kidlington
Proposal	Erection of a stadium (Use Class F2) with flexible commercial and community facilities and uses including for conferences, exhibitions, education, and other events, club shop, public restaurant, bar, health and wellbeing facility/clinic, and gym (Use Class E/Sui Generis), hotel (Use Class C1), external concourse/fan-zone, car and cycle parking, access and highway works, utilities, public realm, landscaping and all associated and ancillary works and structures
Case Officer	Laura Bell
Organisation Name	
Address	
Type of Comment	Objection
Type	neighbour
Comments	<p>Oxford United Stadium Planning Application Oxford United stadium planning application 24/00539/F</p> <p>This response is prepared by Cyclox, the cycle campaign group for Oxford. We campaign to put cycling at the heart of Oxford's future. Our purpose is to get more people cycling, more often, and more safely in and around Oxford. We collaborate with key decision makers to put cycling on the public agenda; partner with active travel and low-carbon groups; and engage with the local community to inform, encourage, and support change.</p> <p>Cyclox does not take a view on the overall merits of the stadium proposal. It does however wish to make the follow points - related to its implications for safe cycling - that are relevant to our mission.</p> <p>Minimising access by private car</p> <ol style="list-style-type: none">1. One merit of the proposed site that the stadium is to be located adjacent to a railway station and on well-served bus route. The ingredients are therefore in place to encourage as many people as possible to travel to matches by public transport, or by bike, rather than by private car. However, it is important that steps are taken to maximise the benefits of the location in this regard. This can be done by maximizing the incentives people have to get to the stadium by public transport. For example Brighton and Hove Albion football club runs a matchday travel scheme that entitles match goers to free rail and bus travel to games with their ticket, see - https://www.brightonandhovealbion.com/club/stadiums/the-amex-stadium/transport/free-travel-services. Is this something that the Council could encourage Oxford United to explore, or even insist upon as a condition of planning permission?2. Conversely, it will be necessary to take active steps to discourage match goers from driving to the vicinity of the stadium. We note you intend to have a 2km radius match day controlled parking zone in residential streets. This needs to be 3km as many match goers will park in Summertown and Cutteslowe and travel onwards by bus as there is an excellent bus service along the A6145. The general point here is to ensure that the stadium doesn't attract road traffic in ways that act as a deterrent to cycling to the ground, or in its vicinity. <p>Safe cycling</p> <ol style="list-style-type: none">3. In this respect, we believe that the Council needs not just to consider this proposal in isolation, but also to think holistically about safe cycling infrastructure along the stretch of the A4165/Banbury Road from the Cutteslowe roundabout to Kidlington roundabout and beyond. This stretch of road is currently undergoing considerable development, including not only the proposed football stadium but also the Priory Grove development. These developments are going to change considerably the character of this area in ways that will increase traffic flows. The A4165 is a vital cycling artery from Kidlington to Oxford, which, with the right design, can foster a significant uptake in cycling into and out of Oxford from Kidlington and beyond over coming years. In thinking strategically about the provision of safe cycling infrastructure along the A4165, Cyclox believes the following matters to be vital:

- i) Building dedicated safe cycle paths along both sides of the A4165 from the Cutteslowe to Kidlington roundabouts. The stadium proposal must not undermine cycle safety in this respect; in fact, it needs to be factored into the overall proposal.
- ii) Finding a safe solution to the obstacle to safe cycling that is currently created by the Cutteslowe roundabout - either by re-designing the roundabout, or clearing signposting the dedicated cycle route 1 into Oxford.
- iii) Significantly re-designing Frieze Way to facilitate active travel (and better public transport). In the light of the stadium proposal and related developments, Frieze Way is rapidly becoming 'out-of-place' and unfit for its (revised) surroundings. Following the recent death of a cyclist on this road, Cyclox have set out some proposals for re-designing Frieze way, which can be found here - <https://www.cyclox.org/index.php/2024/03/07/what-can-we-learn-from-david-brains-death/>

4. The Oxford stadium will fall squarely within the North Oxford Corridor. The council has invested significant funds on this route with the advertised aim of improving bus and cycle access to and from the city. It is vitally that the Council ensures the stadium is planned and built in a way that serves the needs of active travel, rather than acting as a hindrance to them.

5. If you are intending to ensure more people cycle the proposed road closure will be a deterrent. There is no alternative route for people cycling whereas car drivers can be routed via the A44. Even if the road is closed to private cars it should be open to cycle riders.

Cycle parking

6. We note that only 150 cycle parking spaces are being proposed. This is totally inadequate. You say you want to increase the number of people cycling and if there is insufficient cycling parking then match goers will avoid cycling. We recommend that you must supply 1,000 cycle parking spaces. These need to meet the cycle parking standards specified by Oxfordshire County Council.

In summary

We object to:

The lack of plans for a connected safe cycling routes along the A4165 and Frieze Way.

The proposed road closure if it prevents cycle riders accessing the stadium by cycle.

The 2km radius match day controlled parking zone and want to see 3km

The inadequate number of cycle parking spaces: there should be nearer 1000 spaces available.

April 2024

Received Date

22/04/2024 10:42:47

Attachments