Figure 10.6: Model Output 21:55

Figure 10.7: Model Output 22:00

Figure 10.8: Model Output 10:05

Figure 10.9: Model Output 10:10

Figure 10.10: Model Output 10:15

At 10.15 pedestrians walking on the Oxford Road over the railway line would be marshalled on to the wide footways, so that general traffic can use the road again. The model does not show this, as it is not possible to alter the pedestrian area mid-way through a model run.

Figure 10.11: Model Output 10:20

Note: The Oxford Road is expected to be open at this time, see 10.12.5.

Figure 10.12: Model Output 10:25

Note: The Oxford Road is expected to be open at this time, see 10.12.5.

Figure 10.13: Model Output 10:30

Note: The Oxford Road is expected to be open at this time, see 10.12.5.

Figure 10.14: Model Output 10:35

Note: The Oxford Road is expected to be open at this time, see 10.12.5.

Figure 10.14: Model Output 10:40

Note: The Oxford Road is expected to be open at this time, see 10.12.5.

Figure 10.14: Model Output 10:45

Note: The Oxford Road is expected to be open at this time, see 10.12.5.

10.3.15 The modelling demonstrates the need for:

- Traffic management for at least 30 minute pre and post-match to accommodate the pedestrians walking to/from the Parkway station and Oxford Parkway Park and Ride.
- Key bus services and coaches marshalled through Oxford Road during periods of lighter pedestrian flows.
- Peartree and Eynsham Park and Ride Shuttles to use the stadium car park.
- Other Park and Ride Shuttles to use two of the bus stands at Oxford Parkway Park and Ride (with third stand to be used by existing local services).
- Segregated routes to Oxford Parkway station (for rail users) and local buses, then for Park and Ride Shuttles to improve the efficiency of queuing.
- Queue management at Oxford Parkway station.
- Queue management to the bus stands at Oxford Parkway Park and Ride.

Model Limitations

10.3.16 The nature of PTV VISSIM VisWalk models is that they assess specific scenarios and cannot model changes in traffic management, such as the reopening of a road during a simulation run. Thus the scenario modelled provides an indication of what could occur if the road was closed for the modelled period.

10.3.17 It is, however, possible to understand that the levels of pedestrian movements are sufficiently low enough to allow a reopening of the carriageway at a set time.

10.3.18 The review of the modelling indicates that the levels of pedestrians post 30 minutes reach such a level that the road could be opened with restrictions such as a temporary speed restriction which would be shown on the provided variable message signage.

10.4 Summary

10.4.1 The following assessments have been carried out to understand the transport impact of the Stadium and this has informed the Transport Strategy outlined in **Chapter 6**:

- Link Impact Assessment
- Pedestrian Modelling (on Oxford Road)
- Transport Modelling

Link Impact Assessment

10.4.2 A percentage impact assessment has been undertaken to inform the selection of time periods for junction testing, including:

- Major Event Weekday event – up to 700 attendees.
  - 08:00 – 09:00 (network peak hour).
  - 17:00 - 18:00 (network peak hour).
- Weekday Match Day.
  - 19:00 - 20:00 (hour before match – Oxford Road Under Traffic Management).
  - 21:30 – 22:30 (hour after match – Oxford Road Under Traffic Management).
- Saturday Match Day*.
  - 14:00- 15:00 (network peak hour and hour before match – Oxford Road Under Traffic Management).
  - 17:00 – 18:00 (hour after match – Oxford Road Under Traffic Management).

*It is expected that the operation of the junctions in this scenario will be generally better than a 'Major Weekday Event' however as traffic patterns may be different on a Saturday, an assessment of the Saturday Match Day 14:00 – 15:00 will follow when the survey data is available.

Pedestrian Modelling

10.4.3 Pedestrian modelling has been undertaken to understand the busiest period of pedestrian flows outside the Stadium and within the Oxford Road area for the hour following the final whistle. This is based upon a worst-case scenario with a full stadium and a weekday departure profile.

10.4.4 This modelling demonstrates the need for:

- Traffic management for at least 30 minute pre and post-match to accommodate the pedestrians walking to/from the Parkway station and Oxford Parkway Park and Ride Park and Ride.

- Key bus services and coaches marshalled through Oxford Road during periods of lighter pedestrian flows.
- Peartree and Eynsham Park and Ride Shuttles to use the stadium car park.
- Other Park and Ride Shuttles to use two of the bus stands at Oxford Parkway Park and Ride (with third stand to be used by existing local services).
- Segregated routes to Parkway station (for rail users) and local buses, then for Park and Ride Shuttles to improve the efficiency of queuing.
- Queue management at Parkway station.
- Queue management to the bus stands at Oxford Parkway Park and Ride.

Transport Modelling

10.4.5 Transport modelling will be undertaken and will be submitted via an Addendum Report. OCC has advised via pre application discussions that the North Oxford VISSIM Model is required to be used to assess the impact of the stadium during operation, rather than junction modelling that had initially been carried out.

10.4.6 Access to the model was approved on 7th February 2024 by the six parties who have funded the 2031 model. Once access is granted, model development and scenario testing will be agreed with OCC with results submitted via addendum to this document.

11 SUMMARY AND CONCLUSIONS

11.1 Background

11.1.1 Ridge and Partners LLP has been appointed by OUFC to provide transport advice in support of their proposal to develop a new stadium development at 'Land to the east of Stratfield Brake and west of Oxford Parkway Station, known as 'The Triangle' ('the Site'). The capacity of the stadium on match days is 16,000 people and will also include flexible commercial and community facilities for conferences, exhibitions, education and other events. In addition, ancillary community facilities are proposed to support the stadium including a club shop, public restaurant, café/bar, health and wellbeing facility/clinic, gym, and a 180-bed hotel.

11.2 Policy, Strategies and Plans

11.2.1 **Chapter 2** of this Transport Assessment sets out the relevant national, regional and local transport policy, strategies and plans that needs to be complied with. There is significant commitment nationally, regionally, and locally to encourage and prioritise sustainable to improve health and wellbeing, air pollution, congestion and climate change. This proposed development complies with the relevant transport policy and will provide sustainable development.

11.3 Development Proposals

11.3.1 **Chapter 3** sets out OUFC's vision for the new stadium encompasses the following foundational pillars:

- Visitor experience at the heart - Construct a new landmark for Oxford which instils community pride, is accessible, welcoming and puts the visitor experience at the heart, not just for supporters of the game, but for all who visit.
- United with the community - Be an active and positive part of the community, creating a sporting legacy and generating new employment, education opportunities and having a positive impact on the health and wellbeing of the communities we serve.
- Sustainability at the core - Ensure that environmental and commercial sustainability is at the core, to protect the long-term future of our club and our planet.
- Improving connectivity & access - Ensure the site and all facilities are a safe and inclusive place for all, with improved connectivity and access to the site, creating a hive of activity and an atmosphere of community, removing barriers to the site barriers to the site.
- Promoting innovation - Utilise technology to improve the way things are done, nurturing a culture of collaboration and new ideas.

11.3.2 The development will incorporate a total of 184 car parking spaces, split between accessible parking (78), standard parking allocation (104), coach bays (2) and motorcycle spaces. The site will also include capacity to secure 150 bikes. The remaining requirement (max. 495) will be available for use at Oxford Parkway Park and Ride.

11.3.3 The Stadium is likely to hold 28 first team football matches per annum, including home league games, and pre-season and cup games. In addition to this, Women's league and cup fixtures are proposed to be held at the Stadium of which it is anticipated that there will be 13 home league games and cup fixtures per annum. It is also projected that there will be 2 Stadium hire

events per year, for sporting events such as junior international matches, or community or university sport events.

11.3.4 In terms of other events, it is not proposed that the Stadium will host concerts. However, it will be utilised for a wide range of activities including conferences, meetings, trade shows, corporate events, and dinners. Over the course of a year, it is anticipated that around 580 events will be hosted. These will be of differing scales, with the majority being smaller events with an average attendance of 10 or 30 people. The Stadium has capacity to host events for up to 1,000 attendees and initial projections anticipate that there will be approximately 85 events with an average of 150 people, and 68 large events with an average number of 700 people, including Christmas parties.

11.4 Site Accessibility

11.4.1 **Chapter 4** of this report explains the site location and existing accessibility. The Site is bound by Kidlington Roundabout to the north, Oxford Road to the north-east, Frieze Way A4260 to the west and a block of woodland to the south, with further agricultural land beyond. The Site is also bound by six site allocations within the adopted Local Plan.

11.4.2 The Site is in a highly accessible location, adjacent to the strategic highway network which is an important public transport route and benefits from existing and proposed cycle connections. As well as being well connected to public transport through Oxford Parkway Railway Station and Oxford Parkway Park and Ride. It is therefore accessible by a range of transport modes.

11.5 Traffic Surveys

11.5.1 **Chapter 5** provided an overview of available traffic surveys, including those undertaken for this development in 2023 and a summary of the differences between 2018 data and 2023 data to understand how traffic trends have changed pre-pandemic.

11.6 Transport Strategy

11.6.1 **Chapter 6** provides a summary of the Transport Strategy for The Site, including outlining the walking, cycling, public transport, traffic management, crowd management, measures to reduce car travel to the site on matchdays and other measures for staff.

Walking and Cycling Proposals

- Oxford Road will be closed to traffic for 30 minutes before and after a match. This will improve pedestrian access, safety, and experience of arrival/departure to a game.
- New and Improved pedestrian and cycle routes to/from the Stadium from/to Oxford Parkway. Wayfinding elements such as lighting bollards, street furniture and signage will be placed at strategic locations to create a unified spaces which will assist supporters' route to the stadium.
- A new stepped access to Oxford Parkway from Oxford Road.
- New pedestrian crossings on Oxford Road and Freize Way.
- Provision of 150 Sheffield stands onsite with access to a further max. 495 spaces at Oxford Parkway, including electric bike charging. The Travel Plan will monitor cycle parking demand and will investigate locations for further cycle parking, if necessary.

Public Transport Proposals

- Club Website and Match Day programme: Travel information regarding bus and train travel including location of bus stops and access routes on match day will be readily available online and in the matchday programme.
- Integrated Public Transport ticket: we are working with Oxford Bus Company, Stagecoach, Chiltern Railways and Oxfordshire County Council to include a return public transport journey in the cost of a season ticket and match day tickets to the stadium for bus and rail services including Park and Ride
- New bus stops for the existing bus services passing the stadium (bus service 700 and S5)
- Increased frequency and longer operating hours of public bus services to the Stadium on match days if demand/ticket sales require.
- Supporter match day shuttle buses from Park & Ride sites to intercept supporter vehicle trips.
- Work with supporters' associations and clubs to organise away supporter coaches and provide coach parking through agreement with OCC at Oxford Parkway.
- Supporter coach services will be provided a dedicated drop off at Oxford Parkway Park and Ride.
- Promotion of the integrated public transport ticket when purchasing tickets for a game.
- Investigate installation of a Public Transport Information System in a publicly accessible area to inform supporters of any live travel news or delays that may impact travel from the stadium after a match.

Match Day Traffic Management Proposals

- The use of the stadium will vary depending upon the event, the profile and importance of the football game, and the day of the week.
- On match days which generate a high level of ticket sales, Oxford Road will be open for pedestrian use to improve safety and access and therefore general traffic will be diverted for at least 30 mins before and after a match.
- Key bus services and coaches marshalled through Oxford Road during periods of lighter pedestrian flows.

Match Day Crowd Management

- Match Day stewards will be strategically located at the Stadium, Plaza, bus stops on Oxford Road and at Oxford Parkway to manage and facilitate the safe movement of supporters between the Stadium and services at Oxford Parkway.
- The VMS signage will divert traffic via the A4260, A44 and A40 whilst any match day traffic management is in operation. The Variable Message Signage (VMS) strategy will be developed with OCC to determine the optimal locations for the installation of VMS. The

VMS will operate in advance of a football match to provide warning of traffic management and time periods of road closures in the week ahead.

- The club will publish a list of the planned traffic management each season and this will be available to local residents either by paper copy or electronically on the club's website. OUFC will investigate an electronic alert system via text message to update local residents, if the demand/ticket sales required this level of advance warning.

- Signage for the Park and Ride sites will be enhanced, if necessary, to intercept supporters at the first Park and Ride site they pass on the routes into Oxford. This may include replacement signage with additional information and/or new signage on radial routes into Oxford to direct supporters.

- The ticket will be issued with travel information regarding cycling routes and parking, bus services and their nearest Park and Ride location based on their origin to reduce the impact of private vehicles within the vicinity of 'The Triangle'.

- Match Day Controlled Parking Zones (CPZs) will be implemented up to 2km from the Stadium in Kidlington, North Oxford and Yarnton. These will operate during matches (Saturday and evenings) and will discourage supporters travelling to stadium by car and parking on nearby residential streets on match days. These Match Day CPZs will dovetail with the parking management strategy emerging for the PR Sites around Kidlington and Oxford Parkway.

Vehicle

- Supporters will be advised that no car parking is available at the Stadium (aside from accessible and operational spaces) when purchasing a ticket.

- On site parking up to 184 spaces will be reserved on match days for accessible users, match officials/operational staff/OUFC staff and outside broadcast (25 spaces) on match days.

- EV charging for 25% of the car parking spaces across the Site, equating to 46 of the 184 spaces. Passive provision (ducting/base infrastructure) will be installed for all spaces to allow further EV capacity to be rolled out in future as required.

- Parking, including accessible parking will be accommodated on site through a booking system. This will be managed through ANPR, signage and active enforcement.

- Non match day taxi drop off is provided in the Plaza to the north of the Stadium.

- Match day taxi drop off and pick up will be accommodated within the stadium car park and at Oxford Parkway. No taxi parking will be provided on Site.

Other Measures for Staff

- Promotion of the Travel Plan at initial staff induction.

- Opportunity to purchase a public transport season ticket or discounted public transport ticket for travel to and from the Stadium.

- Staff showers, changing and drying facilities within the Stadium for those who walk / cycle to work to use.

- Promotion of the Cycle to Work Scheme to all staff who work at the Stadium.

11.7 Assessment - Overview

11.7.1 **Chapter 7** of the Transport Assessment sets out the Decide & Provide methodology and assessment of the trip generation, distribution, and mode share of the development proposals,

11.7.2 Decide & Provide (D&P) Transport Assessment Guidance ('Implementing Decide & Provide', Oxfordshire County Council, 2022), states the need for new developments to create a clear vision and abandons the traditional 'Predict & Provide' approach based around the idea of predicting what highway capacity improvements are required to accommodate current or past travel needs. The guidance suggests the following staged approach:

- Stage 1: Identifying accessibility characteristics.
- Stage 2: Scenario testing, including a scenario where proposed connectivity improvements are identified.
- Stage 3: Monitoring and Managing outcomes

11.7.3 The following scenarios, as prescribed in Oxfordshire Decide & Provide Transport Assessment Guidance, will be considered:

- D&P Scenario 1: Reference Case – background traffic growthed to 2026
- D&P Scenario 2: Do Minimum – Reference Case + Development Traffic Flow - assumes that the spare capacity at Oxford Parkway is fully taken by match day supporters. s.
- D&P Scenario 3: With Connectivity Improvements - assumes that incentives and management will discourage the use of Oxford Parkway car parking for supporters. Season ticket and match tickets will include free park and bus at other Park and Rides and signage and marshals will show "No Match Day Parking" at Oxford Parkway. The public transport strategy is based upon this scenario.
- D&P Scenario 4: Requirement and phasing of further improvements
- D&P Scenario 5: Extrapolated trends

11.7.4 D&P Scenarios 1, 2 and 3 are discussed in the Transport Assessment. Further D&P Scenarios (e.g. 4 and 5) are expected to be identified with OCC. It is expected that these additional scenarios would test the effect of reduce the car driver mode share to/from the ancillary use with travel planning and the promotion of sustainable travel options, as also VMS.

11.7.5 The assessment considers a number of time periods:

- Standard Weekday – supporting uses are open and small events
  - 08:00 – 09:00 (network peak hour)
  - 17:00- 18:00 (network peak hour)
- Major Event Weekday event – up to 700 attendees
  - 08:00 – 09:00 (network peak hour)

- 17:00- 18:00 (network peak hour)

- Match Day
  - 08:00 – 09:00 (network peak hour)
  - 17:00 - 18:00 (network peak hour)
  - 19:00 - 20:00 (hour before match – Oxford Road Under Traffic Management)
  - 21:30 - 22:30 (hour after match – Oxford Road Under Traffic Management)
- Standard Saturday – supporting uses are open
  - 11:00 – 12:00 (network peak hour)
  - 14:00- 15:00 (network peak hour)
- Match Day
  - 14:00- 15:00 (network peak hour and hour before match – Oxford Road Under Traffic Management)
  - 17:00- 18:00 (hour after match – Oxford Road Under Traffic Management)

11.7.6 This considers the stadium staff and ancillary uses staff and visitors, non-supporter match day trips, supporter trips (home and away) and major event trips.

11.8 Assessment – Non Supporter Trip Generation and Mode Share

11.8.1 **Chapter 8** of the Transport Assessment sets out the assessment of the trip generation, distribution, and mode share of the development proposals related to non-supporters.

11.8.2 The output of this data has been used to inform the development transport strategy and will inform the Transport Modelling.

11.9 Assessment - Supporter Travel Trip Generation and Mode Share

11.9.1 **Chapter 9** summarises the calculations of home and away supporter trip generation and mode share, outlining how these were developed using anonymised supporter postcodes within GIS to understand where supporters might travel from and their possible mode choice for their journey to the Stadium.

11.9.2 The output of this data has been used to inform the development transport strategy as well as informing the pedestrian model and future transport modelling.

11.10 Assessment – Multi-Modal Assignment

11.10.1 **Chapter 10** summarises the following assessments carried out to understand the transport impact of the Stadium and this has informed the Transport Strategy:

- Pedestrian Modelling (on Oxford Road)
- Link Impact Assessment

- Transport Modelling

Pedestrian Modelling

11.10.2 Pedestrian modelling has been undertaken to understand the busiest period of pedestrian flows outside the Stadium and within the Oxford Road area for the hour following the final whistle. This is based upon a worst-case scenario with a full stadium and a weekday departure profile.

11.10.3 This modelling demonstrates the need for:

- Traffic management for at least 30 minute pre and post-match to accommodate the pedestrians walking to/from the Parkway station and Oxford Parkway Park and Ride Park and Ride.
- Key bus services and coaches marshalled through Oxford Road during periods of lighter pedestrian flows.
- Peartree and Eynsham Park and Ride Shuttles to use the stadium car park.
- Other Park and Ride Shuttles to use two of the bus stands at Oxford Parkway Park and Ride (with third stand to be used by existing local services).
- Segregated routes to Parkway station (for rail users) and local buses, then for Park and Ride Shuttles to improve the efficiency of queuing.
- Queue management at Parkway station.
- Queue management to the bus stands at Oxford Parkway Park and Ride.

Link Impact Assessment

11.10.4 A percentage impact assessment has been undertaken to inform the selection of time periods for junction testing, including:

- Major Event Weekday event – up to 1000 attendees
  - 08:00 – 09:00 (network peak hour)
  - 17:00 - 18:00 (network peak hour)
- Weekday Match Day
  - 19:00 - 20:00 (hour before match – Oxford Road Under Traffic Management)
  - 21:30 – 22:30 (hour after match – Oxford Road Under Traffic Management)
- Saturday Match Day*
  - 14:00- 15:00 (network peak hour and hour before match – Oxford Road Under Traffic Management)
  - 17:00 – 18:00 (hour after match – Oxford Road Under Traffic Management)

*It is expected that the operation of the junctions in this scenario will be generally better than a 'Major Weekday Event' however as traffic patterns may be different on a Saturday, an assessment of the Saturday Match Day 14:00 – 15:00 will follow when the survey data is available.

Transport Modelling

11.10.5 Transport modelling will be undertaken and will be submitted via an Addendum Report. Pre-application discussions with OCC has advised that the North Oxford VISSIM Model is required to be used to assess the impact of the stadium during operation, rather than junction modelling that had initially been carried out.

11.10.6 Access to the model was approved on 7th February 2024 by the six parties who have funded the 2031 model. Once access is granted, the model developments and scenario testing will be agreed with OCC with results submitted via addendum to this document.

11.11 Conclusions

11.11.1 OUFC history spans 130 years, this is an opportunity to celebrate that history by creating a world class, sustainable stadium fit for the next generation of OUFC fans, players and the local community to enjoy. Protecting and enhancing the surrounding environment and improving access to nature, but opening up green spaces to the public and enhancing the landscape the stadium sits.

11.11.2 Not forgetting the economic benefits that the stadium will deliver, with almost 1,000 jobs created and 20 apprenticeships, whilst generating circa £32 million for the local economy per year.

11.11.3 In summary, the proposed transport strategy will provide a wide range of non-car travel options and supporting measures for employees, supporters and visitors travelling to/from the stadium on non-match days for ancillary uses on The Site, as well on match days. The proposals seek to minimise car use and maximise travel on foot, cycle and public transport in line with national and local policy.

11.11.4 Traffic management (at least 30 minutes before and after the match) will only be implemented on match days with high ticket sales and will:

- Significantly improve safety for pedestrians and other street users.
- Prioritise walking, cycling, bus, rail and coach travel to/from the stadium.
- Meet local, regional and national policy to prioritise more sustainable travel.
- Help to achieve the district and county council's commitment for net-zero.

11.11.5 This Transport Assessment provides detail on the proposals, evidence and transport strategy to support the planning application for a new stadium.

APPENDIX A TA SCOPING REPORT

RIDGE

OXFORD UNITED FOOTBALL CLUB

Transport Assessment Scoping Note

30/01/2024

TRANSPORT ASSESSMENT SCOPING NOTE
OXFORD UNITED FOOTBALL CLUB

30/01/2024

Prepared for

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Date: **06/01/2024**

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P01	06/01/24	Working Draft	DC	SM

Figures

Tables

1. INTRODUCTION

1.1. Overview

1.1.1. Ridge and Partners LLP is appointed by Oxford United Football Club (hereafter 'OUFC') to provide transport advice in support of their proposal to develop a new stadium at 'Land to the east of Stratfield Brake and west of Oxford Parkway Station, known as 'The Triangle' ('the Site'). The capacity of the stadium on match days is 16,000 people and will also include flexible commercial and community facilities for conferences, exhibitions, education and other events. These community facilities to support the stadium include a club shop, public restaurant, café/bar, health and wellbeing facility/clinic, gym, and a 180-bed hotel.

1.1.2. OUFC is a professional football club currently based at Kassam Stadium in the Littlemore area of Oxford, which currently competes in League One of the English Football League. With the current agreement to use the Kassam Stadium coming to an end in 2026 and with no option to renew this, there is an urgent need to develop a new stadium, in order to protect the future existence of one of the oldest football clubs in the UK.

1.1.3. The Club has aspirations for a new stadium to be a community landmark which contributes meaningfully to the economy and society of Oxfordshire. This is a once in a generation opportunity to provide a new home for sport, entertainment, business, education and tourism for the whole of Oxfordshire to be proud of.

1.1.4. The Local Planning Authority (LPA) is Cherwell District Council (hereafter referred to as CDC) and the Local Highways Authority (LHA) is Oxfordshire County Council (hereafter referred to as OCC).

1.2. The Site

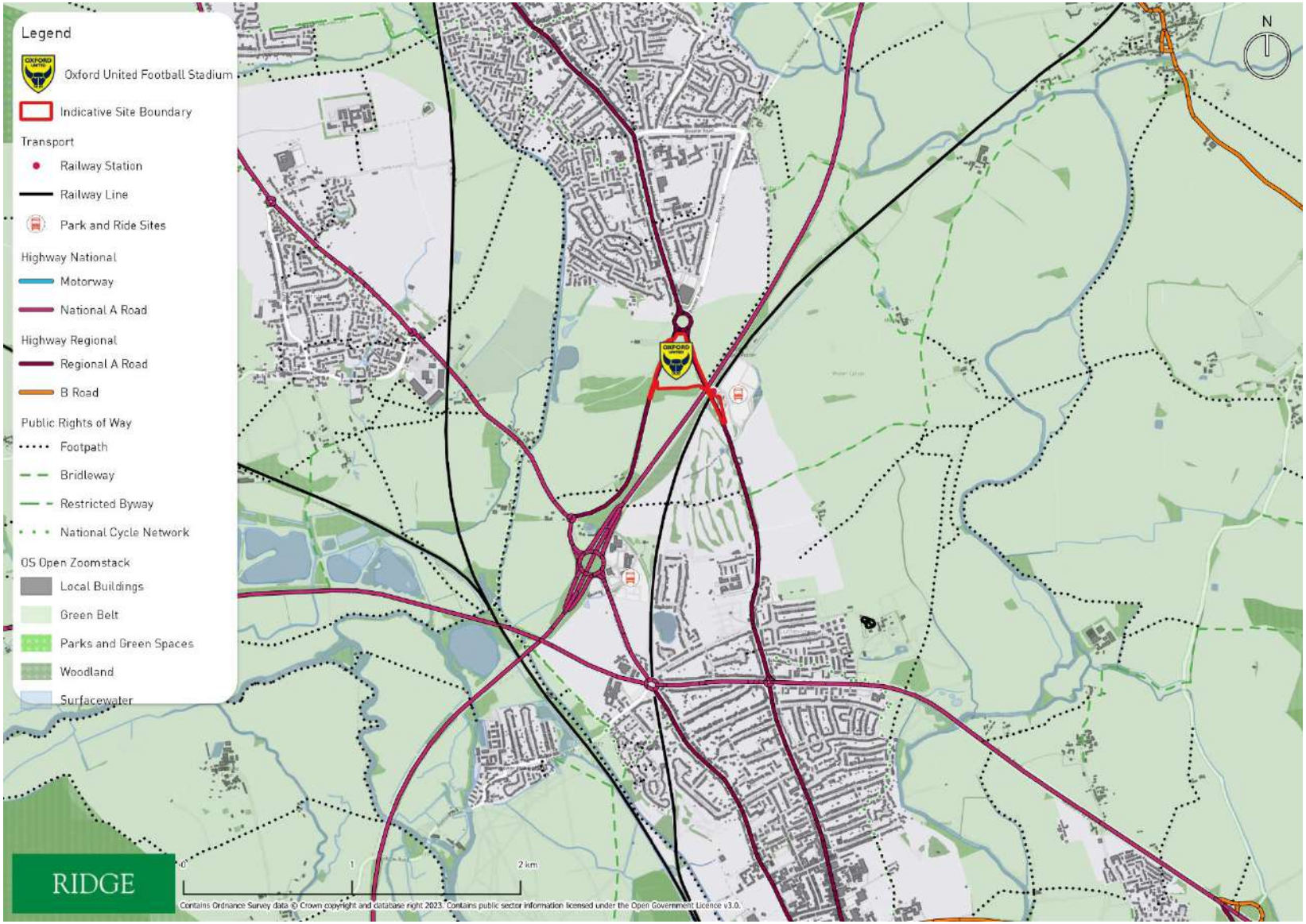
1.2.1. The site comprises of inaccessible scrub and commercial willow plantation situated at 'Land to the east of Stratfield Brake and west of Oxford Parkway Station, known as 'The Triangle' (hereafter referred to as the 'site').

1.2.2. The site location is shown on **Figure 1-1** overleaf.

1.3. Scoping

1.3.1. This scoping report has been prepared to following OCC's Transport Assessment Scoping Template at: https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/TATPGuidance.pdf

Figure 1-1: Site Location



2. OXFORD UNITED FOOTBALL CLUB

2.1. Club History

2.1.1. OUFC has been located at Kassam Stadium since 2001. Kassam Stadium is located in Littlemore approximately 6km south of Oxford City Centre with a capacity to accommodate 12,500 spectators. With the current licence agreement for the Kassam Stadium coming to an end in 2026 and no option to renew this, there is an urgent need to develop a new stadium in order to protect the future existence of one of the oldest football clubs in the UK.

2.1.2. The Club has aspirations for a new stadium to be a community landmark which contributes meaningfully to the economy and society of Oxfordshire. This is a once in a generation opportunity to provide a new home for sport, entertainment, business, education and tourism for the whole of Oxfordshire to be proud of.

2.1.3. OUFC vision for the new stadium encompasses the following foundational pillars:

- Visitor experience at the heart - construct a new landmark for Oxford which instils community pride, is accessible, welcoming and puts the visitor experience at the heart, not just for supporters of the game, but for all who visit.
- United with the community - be an active and positive part of the community, creating a sporting legacy and generating new employment, education opportunities and having a positive impact on the health and wellbeing of the communities we serve.
- Sustainability at the core - ensure that environmental and commercial sustainability is at the core, to protect the long term future of our club and our planet.
- Improving connectivity & access - ensure the site and all facilities are a safe and inclusive place for all, with improved connectivity and access to the site, creating a hive of activity and an atmosphere of community, removing barriers to the site barriers to the site.
- Promoting innovation - utilise technology to improve the way things are done, nurturing a culture of collaboration and new ideas.

2.2. Proposals

2.2.1. The planning application is for the development of a 16,000-capacity football stadium with additional ancillary uses as outlined within **Table 2-1**.

Table 2-1: Proposed Ancillary Uses (Non-Match Days)

Land use	Quantum
Club Shop & Ticket Office	315 sqm
Sports Bar	197 sqm
Restaurant	276 sqm
Hotel	180 rooms
Gym	698 sqm
Health and wellbeing centre	827 sqm
Conferencing Facilities	Capacity for 1,000 attendees

2.2.2. In addition to the uses above, the Stadium is likely to hold 28 first team football matches per annum, including home league games, and pre-season and cup games. Women's league and cup fixtures are also proposed to be held at the Stadium of which it is anticipated that there will be 13 home league games and cup fixtures per annum. It is also projected that there will be 2 Stadium hire events per year, for sporting events such as junior international matches, community or university sport events.

2.2.3. Outside of football matches, it is proposed the stadium will be utilised for a wide range of activities including conferences, meetings, trade shows, corporate events and dinners. Over the course of a year, it is anticipated that around 580 events will be hosted. These will be of differing scales, with the majority being smaller events with an average attendance of 10 or 30 people. The Stadium has capacity to host events for up to 1,000 attendees and initial projections anticipate that there will be approximately 85 events with an average of 150 people, and 68 large events with an average number of 700 people, including Christmas parties.

2.2.4. The development will incorporate a total of 184 car parking spaces, split between accessible parking (78), standard parking allocation (104), coach bays (2) and motorcycle spaces. The site will also include capacity to secure 150 bikes. An additional 350 cycle parking spaces will be available for use at Oxford Parkway Park and Ride.

2.3. Car Parking Provision

2.3.1. Car and cycle parking requirements and proposed provision are illustrated in **Table 2-2** below. The development proposals will provide a total of 184 car parking spaces, split between 78 accessible parking spaces and 106 standard parking spaces. Of these 106 spaces, 25 are overflow spaces provided in Grasscrete or similar and expected only to be used on match days.

Table 2-2 Parking Requirements and Provisions

Landuse	Car Parking		Cycle Parking	
	OCC Standard	Proposed Provision	OCC Standard	Proposed Provision
Hotel	180	90	36	-
Gym	22.9	18	15.14	-
Restaurant and Sports Bar	48.1	18	25.24	-
Health and Wellbeing	6.5	18	28.62	-
Stadium	n/a	15	540	-
Grasscrete area	n/a	25	n/a	-
Total	n/a	184	Max. 645 (reduce for shared demands)	150 at Stadium 350 at Oxford Parkway*

**Cycle parking demand will be monitored through the Travel Plan and if necessary, locations for further cycle parking will be investigated.*

3. EXISTING CONDITIONS

3.1. Description of Existing Land Use

3.1.1. The site is currently allocated as part of the Oxford Green Belt and used as a willow plantation.

3.2. Development Proposals and Site Access

3.2.1. The proposed Site for new stadium is at 'Land to the east of Stratfield Brake and west of Oxford Parkway Station, known as 'The Triangle' ('the Site'). The Site is situated 6 km to the north of Oxford between Oxford Parkway railway station and Park and Ride site and Kidlington. The Site location is shown previously n **Figure 1-1.**

3.2.2. The Site is bound by Kidlington Roundabout to the north, Oxford Road to the north-east, Frieze Way A4260 to the west and a block of woodland to the south, with further agricultural land beyond. The Site is also bound by a number of site allocations within the adopted Local Plan, namely Allocated Site PR6b (residential development of 690 dwellings) to the south-east, Allocated Site PR6c (for the potential construction of a golf course should this be required as a result of site PR6b) to the south-east, and Site Allocation PR7a (for 430 dwellings, an extension to Kidlington Cemetery and 11 hectares of land to provide formal sports/green infrastructure for the development and for the wider community) to the north-east. PR7b (for 670 net dwellings) to the north west of the site on 32 hectares of land.

3.2.3. The Site is located in a highly accessible location, adjacent to the strategic highway network as well as Oxford Parkway Railway Station and Park and Ride. It is therefore accessible by a range of transport modes. This is discussed in chapter 3.

3.3. Planning History

3.3.1. There is no planning history on the site.

3.3.2. There are, however, a number of allocated sites of relevance within the immediate area of the development, as presented in **Table 3-1** and illustrated within **Figure 3-1**.

3.3.3. The Cherwell Local Plan 2011-2031 (Part 1) Partial Review (LPPR), which provides for Cherwell's share of Oxford City's unmet housing needs, identifies six strategic housing sites. In total, these sites will deliver 4,400 new homes to meet Oxford City's needs together with supporting infrastructure. The sites are summarised below in Table 3.1 and shown in Figure 3.2.

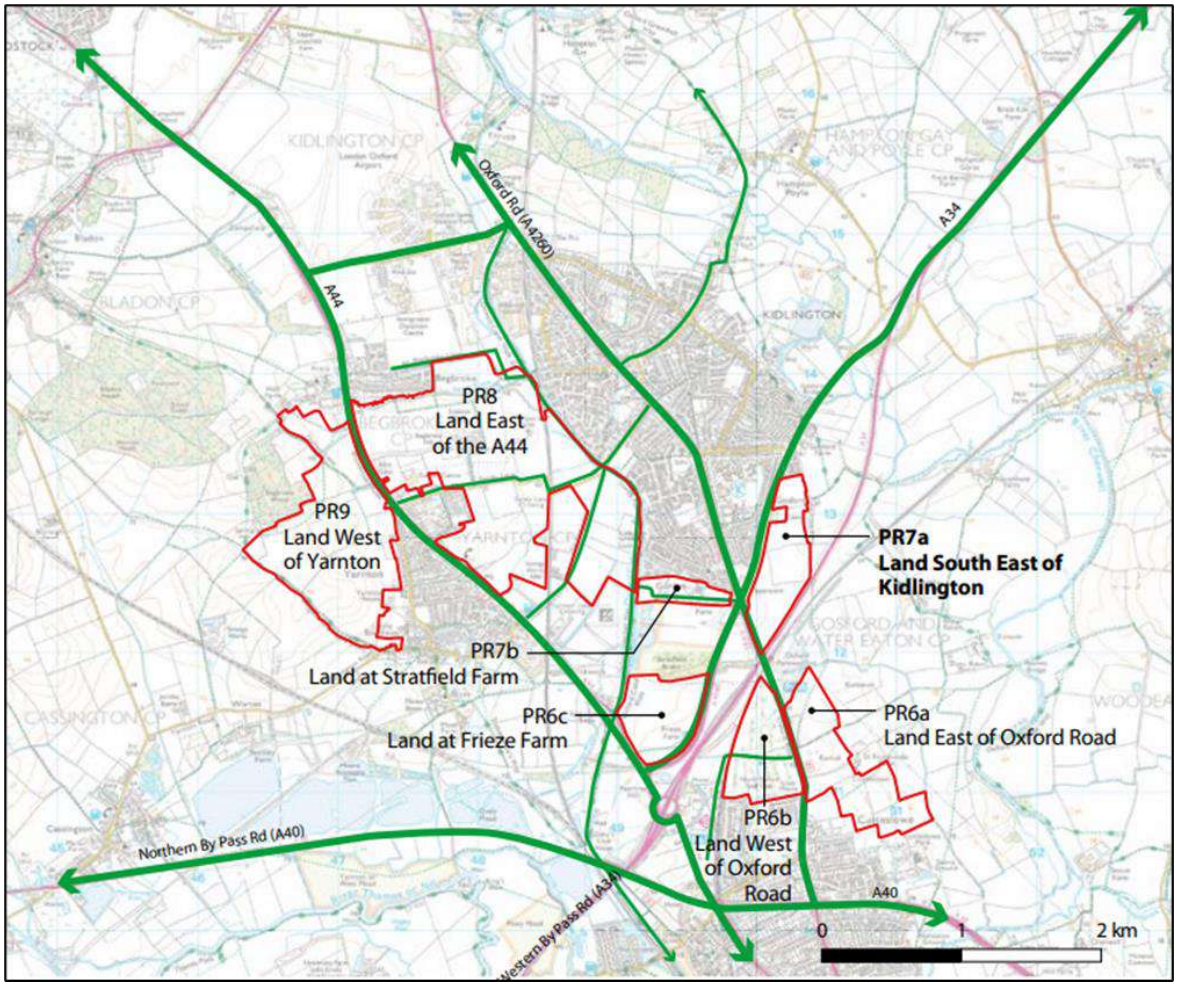
3.3.4. There are also other development in the area, such as Northern Gatway/Oxford North Allocation, SP24 Fridewide farm, SP52 University, SP25 – Hill View Farm, SP26 – Land West of Mill Lane, SP23 – Marston Paddock, STRAT13 – Land North of Bayswater Brook and Land West of Cuckoo Lane.

Table 3-1: PR Sites, from Cherwell Local Plan 2011-2031 (Part 1) Partial Review

Site	Housing Allocation
PR6a: Land East of Oxford Road	690
PR6b: Land West of Oxford Road	670
PR7a: Land South East of Kidlington	430
PR7b: Land at Stratfield Farm	120
PR8: Land East of the A44	1,950
PR9: Land West of Yarnton	540
Total	4,400

**Note site PR6c: Land at Frieze Farm as shown in Figure 3.2 is reserved for the potential construction of a golf course should this be required as a result of the development of Land West of Oxford Road under Policy PR6b*

Figure 3-1: Location of PR Sites, from Cherwell Local Plan 2011-2031 (Part 1) Partial Review



PR6a: Land East of Oxford Road

3.3.5. The Local Plan requirements for this site include 690 dwellings, primary school, sports facilities, extension to Cutteslowe Park and local centre including retail, business and community uses.

3.3.6. Bellway Homes acquired the PR6a site in September 2022 from Christ Church and is bringing the site forward for development (now known as Water Eaton), with Christ Church maintaining a leading role in the site's stewardship. In May 2023, Bellway Homes and Christ Church submitted an outline planning application for Water Eaton to Cherwell District Council.

3.3.7. A planning application has been submitted for 800 dwellings Reference 23/01233/OUT and at the time of writing, the application is pending determination.

PR6b: Land West of Oxford Road.

3.3.8. A development brief for PR6b was produced by Cherwell District Council in August 2022. The site is allocated for:

- Residential development – 670 net dwellings on 32 hectares of land – 50% affordable housing;
- Formal sports area; and
- Improvements to existing footbridge over the railway on the western boundary of the site.

3.3.9. No planning application has been submitted.

PR6c: Land at Frieze Farm.

3.3.10. Land at Frieze Farm (30 hectares) will be reserved for the potential construction of a golf course should this be required as a result of the development of Land to the West of Oxford Road under Policy PR6b.

PR7a: Land South East of Kidlington.

3.3.11. A development brief for PR7a was produced by Cherwell District Council in June 2022. The site is allocated for:

- Residential development – 430 net dwellings on 21 hectares of land – 50% affordable housing;
- An extension to Kidlington Cemetery on 0.7 hectares of land within the developable area;
- 11 hectares of land to provide formal sports facilities for the development and for the wider community and green infrastructure within the Green Belt; and
- Play areas and allotments within the developable area.

3.3.12. Two planning applications have been submitted on this site. The southern parcel (Reference application 22/00747/OUT) for 370 dwellings and public open space and has a resolution to grant subject to a S106 Agreement. The northern parcel (Reference 22/03883/F) for 96 dwellings is pending decision.

PR7b: Land at Stratfield Farm

3.3.13. A development brief for PR7b was produced by Cherwell District Council in June 2022. The site is allocated for:

- Residential development – 120 net dwellings on 5hectares of land – 50% affordable housing;
- Play areas and allotments;
- Nature Conservation Area; and
- New public bridleway/green link and provision of a new foot/cycle bridge over the Oxford Canal.

3.3.14. An application has been submitted (Reference 22/01611/OUT) for 118 dwellings and has resolution to grant subject to S106 Agreement.

PR8: Land East of the A44

3.3.15. PR8 is a new urban neighbourhood with the following key delivery requirements:

- Residential development – 1950 net dwellings on 66 hectares of land – 50% affordable housing;
- Primary and Secondary School;
- Local centre including retail, business and community uses;
- Formal sports and play areas; and
- Local nature reserve.

3.3.16. Currently there are two developers looking at this site:

- The Oxford University Development (a joint venture between University of Oxford and Legal and General Capital) is creating a £1billion, 190-hectare mixed-use Innovation District; and
- Hallam Land Management development of 300 dwellings to the south of the Shell garage.

3.3.17. The largest proportion of the site (reference 23/02098/OUT) is the subject of an outline application, with all matters reserved, for a multi-phased (severable), comprehensive residential-led mixed use development comprising: 1,800 homes and social infrastructure. Up to 155,000 net additional square metres (gross external area) of flexible employment uses. This application is pending determination.

3.3.18. The smaller part of the south (southern) (Reference 21/00758/SCOP) has submitted a scoping request for 300 dwellings.

PR9: Land West of Yarnton

3.3.19. A development brief for PR9 was produced by Cherwell District Council in November 2021. The site is allocated for:

- Residential development – 540 net dwellings on 25 hectares of land – 50% affordable housing;

- School expansion;
- Formal sports, play areas and allotments;
- Informal parkland; and
- New local nature reserve.

3.3.20. The landowner, Merton College, has submitted an outline planning application (Reference 21/03522/OUT) for up to 540 dwellings, up to 9,000sqm and GEA of elderly/extra care residential floorspace with associated landuses. This application has been appealed for non-determination (APP/C3105/W/23/3329587).

4. LEVEL OF ASSESSMENT

4.1. Decide & Provide

4.1.1. Decide & Provide (D&P) Transport Assessment Guidance ('Implementing Decide & Provide', Oxfordshire County Council, 2022), states the need for new developments to create a clear vision and abandons the traditional 'Predict & Provide' approach based around the idea of predicting what highway capacity improvements are required to accommodate current or past travel needs. The guidance suggests the following staged approach:

- Stage 1: Identifying accessibility characteristics.
- Stage 2: Scenario testing, including a scenario where proposed connectivity improvements are identified.
- Stage 3: Monitoring and Managing outcomes

4.1.2. Potential highway impact is discussed in this section, but it has been agreed with County Council that mitigation should focus on travel planning and active travel improvements. This mitigation would potentially help both staff and people within the wider area to use non-car modes and free up highway capacity for the essential but managed HGV movements.

4.1.3. The following scenarios, as prescribed in Oxfordshire Decide & Provide Transport Assessment Guidance, will be considered:

- Scenario 1: Reference Case – background traffic growthed to 2026
- Scenario 2: Do Minimum – Reference Case + Development Traffic Flows.
- Scenario 3: With Connectivity Improvements
- Scenario 4: Requirement and phasing of further improvements
- Scenario 5: Extrapolated trends

4.2. 2018 Traffic Surveys

4.2.1. OCC has provided traffic surveys collected in 2018, these include:

- Manual classified turning counts (MCTC) at:
  - A4260 Kidlington Roundabout - 07:00 - to 18:00 on 10/05/2018
  - A40 Cutteslowe Roundabout - 07:00 - to 18:00 on 10/05/2018
  - A44 Wolvercote Roundabout - 07:00 - to 18:00 on 10/05/2018
  - A34 Peartree Intersection - 07:00 - to 18:00 on 10/05/2018
  - A44 Woodstock Road/Frieze Way (Loop Farm) - 07:00 - to 18:00 on 10/05/2018
  - A4165 Oxford Parkway Park and Ride -07:00 - to 18:00 on 10/05/2018

- A44 Woodstock Road/Peartree Park and Ride - 07:00 - to 18:00 on 10/05/2018

- Automatic Traffic Counts (ATC) at:
  - A4165, near Oxford Parkway Park and Ride - 2 weeks from 08/05/2018
  - A44 Woodstock Road/Frieze Way (Loop Farm) - 2 weeks from 08/05/2018
  - A44 Woodstock Road, Wolvercote Roundabout – 1 week from 12/03/2018
  - A40, Oxford - 2 weeks from 08/03/2018
  - A4165 Banbury Road, Oxford ATC – 2 weeks from 08/03/2018
- Queue Length Surveys at:
  - A4260 Kidlington Roundabout - 07:00 - to 18:00 on 10/05/2018
  - A40 Cutteslowe Roundabout - 07:00 - to 18:00 on 10/05/2018
  - A44 Wolvercote Roundabout - 07:00 - to 18:00 on 10/05/2018
  - A34 Peartree Intersection - 07:00 - to 18:00 on 10/05/2018
  - A44 Woodstock Road/Frieze Way (Loop Farm) - 07:00 - to 18:00 on 10/05/2018

4.2.2. Note these are weekday only and extend only 18:00.

4.2.3. OCC has also provided link count data, where permanent counters are installed. Note: These are not always in operation.

4.3. 2023 Traffic Surveys

4.3.1. More recent traffic surveys have been undertaken (delayed due to roadworks and summer period) at the locations show in **Figure 4-1** in order to obtain up-to-date traffic data at links at the area that is likely to be most impacted from the proposal.

4.3.2. The traffic surveys were carried out by ATR and were undertaken between 25th November 2023 to 6th December 2023, avoiding as much as possible local road works, as agreed with OCC. The traffic surveys are summarised in **Table 4-1**.

Figure 4-1: Traffic Survey Locations

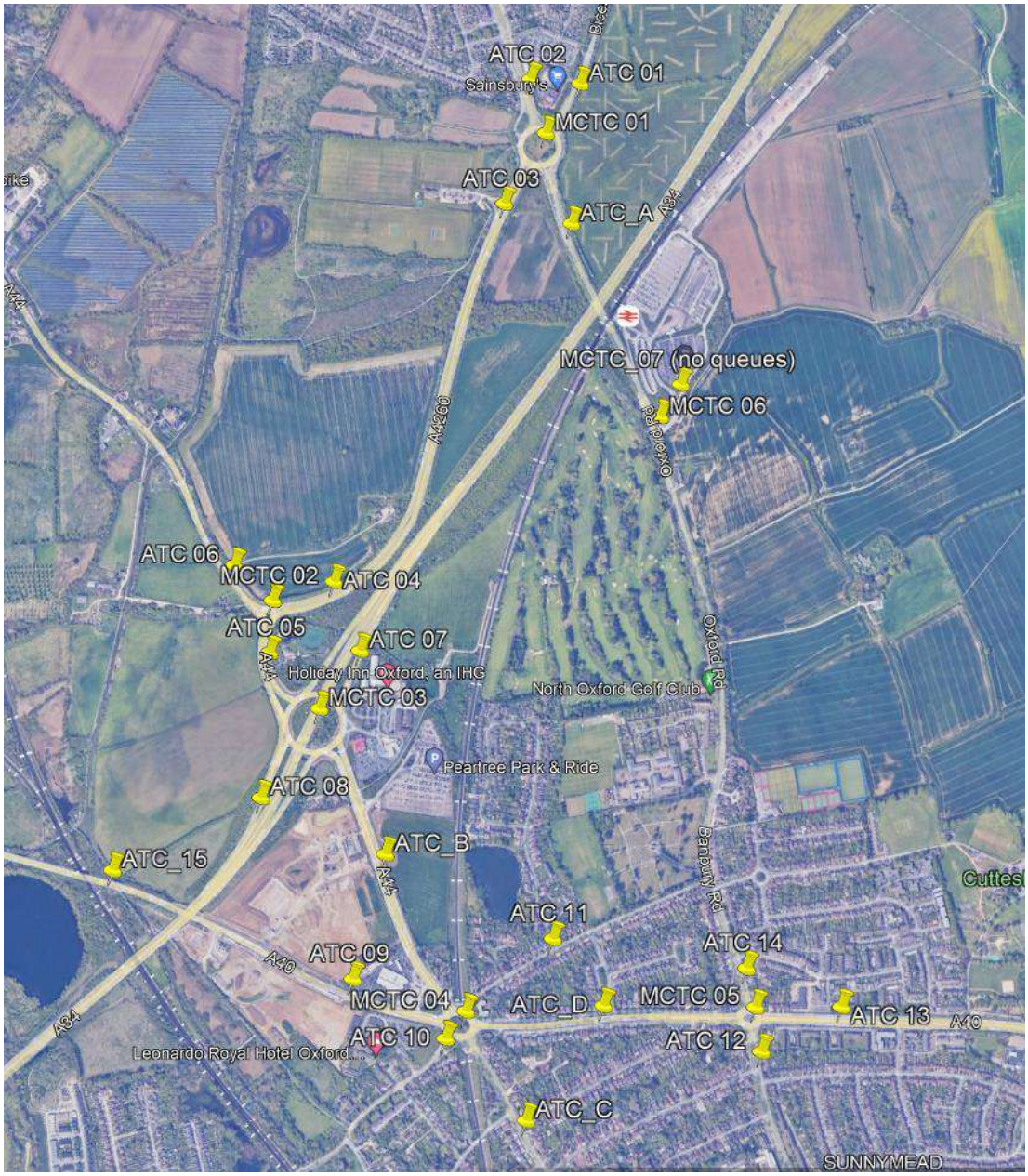


Table 4-1: Commissioned Traffic Surveys in November 2023

Survey Type	Location	Period	Day
Manual Classified Count (MCC) & Queues	MCC & Queue Lengths (5-minute intervals) at 7 x Locations as Per Client Plan	24 Hours	Thursday 9th November 2023
		1000-1900	Saturday 11th November 2023
Additional Queues	Additional Queues (2 Cameras on Each Arm) at Sites 4 + 5	24 Hours	Thursday 9th November 2023
		1000-1900	Saturday 11th November 2023
Saturation Flows	Saturation Flows at 4 x Locations: Site 3, 4, 5 & Site 6	0800-0900 1700-1800 1900-2000 2130-2230	Thursday 9th November 2023
		1100-1200 1400-1500 1700-1800	Saturday 11th November 2023
Link Counts	Classified Volume Link Count x 7	16 Day period to cover the above surveys. Must include: Saturday 11th September 2023 Saturday 18th November 2023 Saturday 25th November 2023	
ATC	12 x ATC's as Per Client Plan: 2 x Counters Required at: Site 1 Site 2 Site 9		
	4 x ATC's Additional Sites A to D		
Queue Length Surveys (undertaken by drone)	At MCC locations	0700-1900	Thursday 9th November 2023
		1000-1900	Saturday 11th November 2023

4.3.3. During the survey period it was identified that five locations were damaged during the survey period, these are listed below, however new counters were installed for a further week post 6th December 2023.

- **37427-001B Bicester Road** – the counter was damaged between Saturday 25th November and Thursday 30th November, and again from Wednesday 6th December 2023.
- **37427-003 A4165 Oxford Road** – the counter was damaged from Wednesday 6th December 2023.
- **37427-007B A40 Northern By Pass Road (E)** – the counter was damaged on site, and we are missing data from Sunday 3rd December 08:45 until Monday 4th December 12:30.
- **37427-011 Five Mile Drive** – the counter was damaged, and we are missing data from Saturday 2nd December 11:00 until 13:00 Monday 4th December 2023.
- **37427-013 Banbury Road (S)** – the counter was damaged, and we are missing data from Monday 27th November 14:00 until 14:00 Wednesday 29th November, and again between 07:00 Monday 4th December and Sunday 10th December 2023.

4.4. 2023 Survey Data analysis

4.4.1. The following analysis has been undertaken:

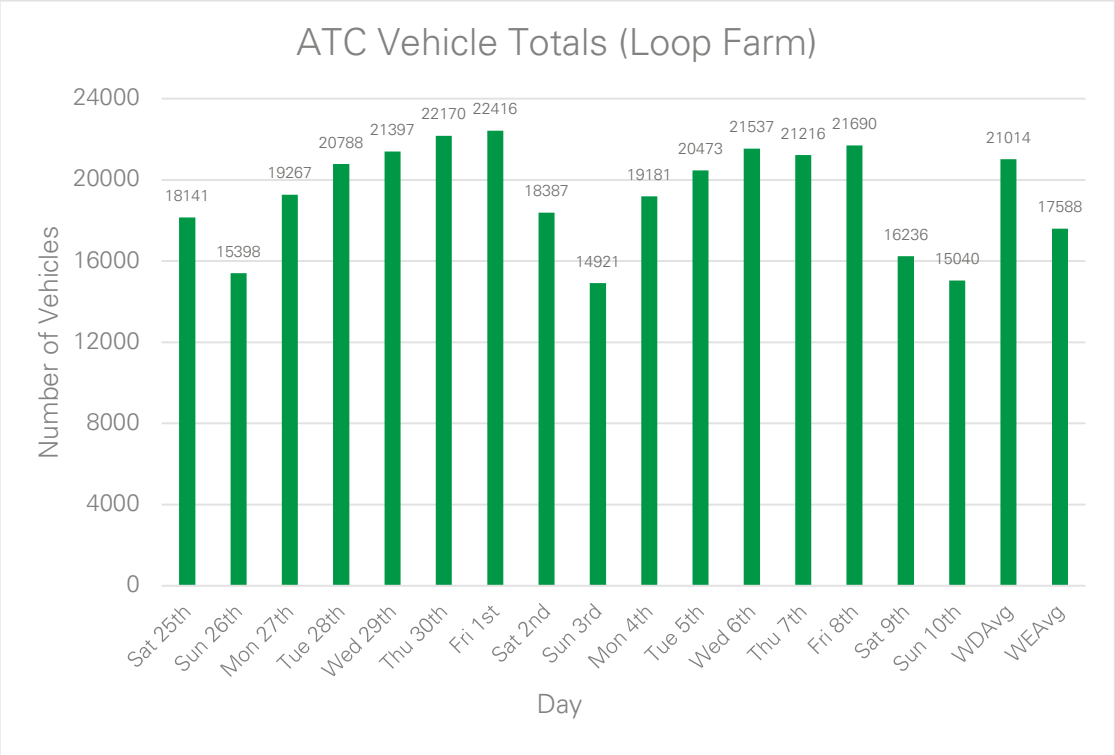
- **Typical Daily Flow** - The surveyed ATC data was analysed to establish whether the MCC data collated on 28th November Tuesday and 25th November Saturday were typical days in terms of daily traffic.
- **Peak Period Flows at Approaches to Junctions** –
    - The peak total flow over the 24hr period for Tuesday 28th November was compared with data on other weekdays and an average weekday for the five junctions
    - The peak total flow over the 24hr period for Saturday 25th November was compared with data on the other Saturdays and the average Saturday for the five junctions.
    - The data was also compared with the 2018 survey data provided by OCC.
- **Daily Flow Profiles** – The ATC flow for approaches to junctions were combined to illustrate the daily flow profile over the network for Tuesday 28th November and Saturday 25th November.

Typical Daily Flow

Loop Farm Roundabout

4.4.2. The following graph (**Figure 4-2**) compares the total ATC flow for Tuesday 28th November and Saturday 25th November flow (the days MCC survey was conducted) at the junction with average weekday (WD Avg) and average Saturday flow (WEAvg). The Tuesday 28th flow when MCC data was collated was 1.1% lower than a weekday average. The Saturday 25th flow when MCC data was collated was 3.14% higher than the Saturday average (over 3 weeks).

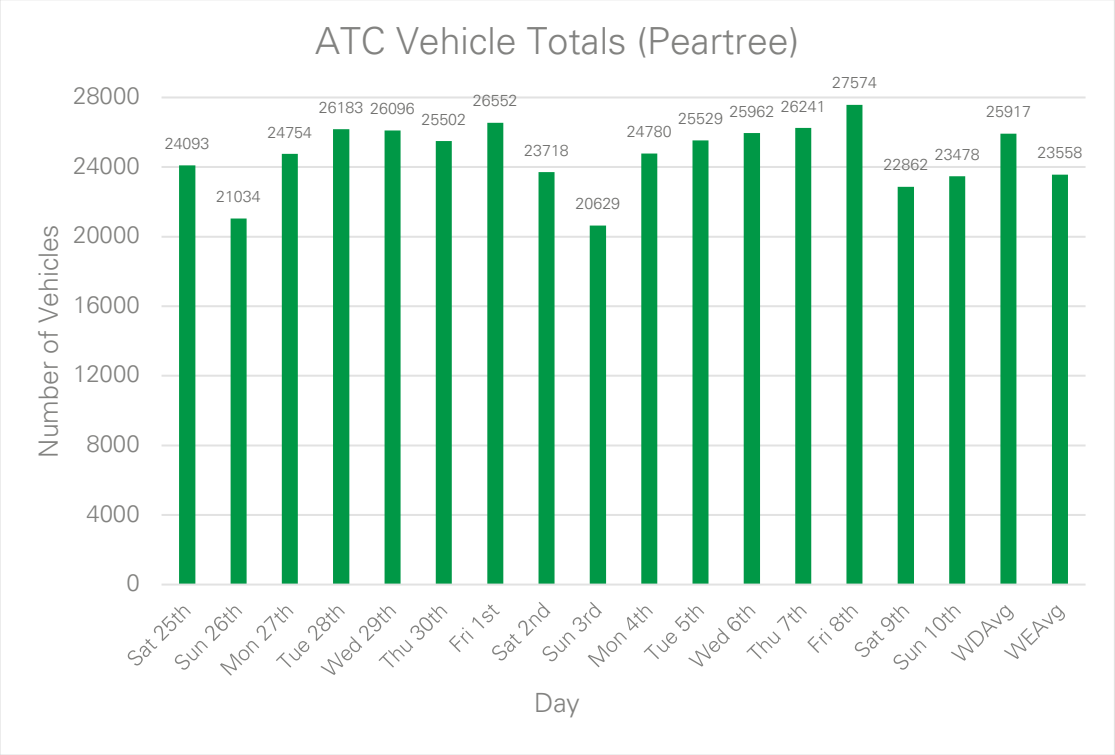
Figure **Error! No text of specified style in document.**-2: Loop Farm ATC Vehicle Totals



Peartree Roundabout

4.4.3. The following graphs (**Figure 4-3**) compares the total ATC flow for Tuesday 28th November and Saturday 25th November flow (the days MCC survey was conducted) at the junction with average weekday (WD Avg) and average Saturday flow (WEAvg). The Tuesday 28th flow when MCC data was collated is 1.02% higher than a weekday average. The Saturday 25th flow when MCC data was taken is 2.27% higher than the Saturday average (over 3 weeks).

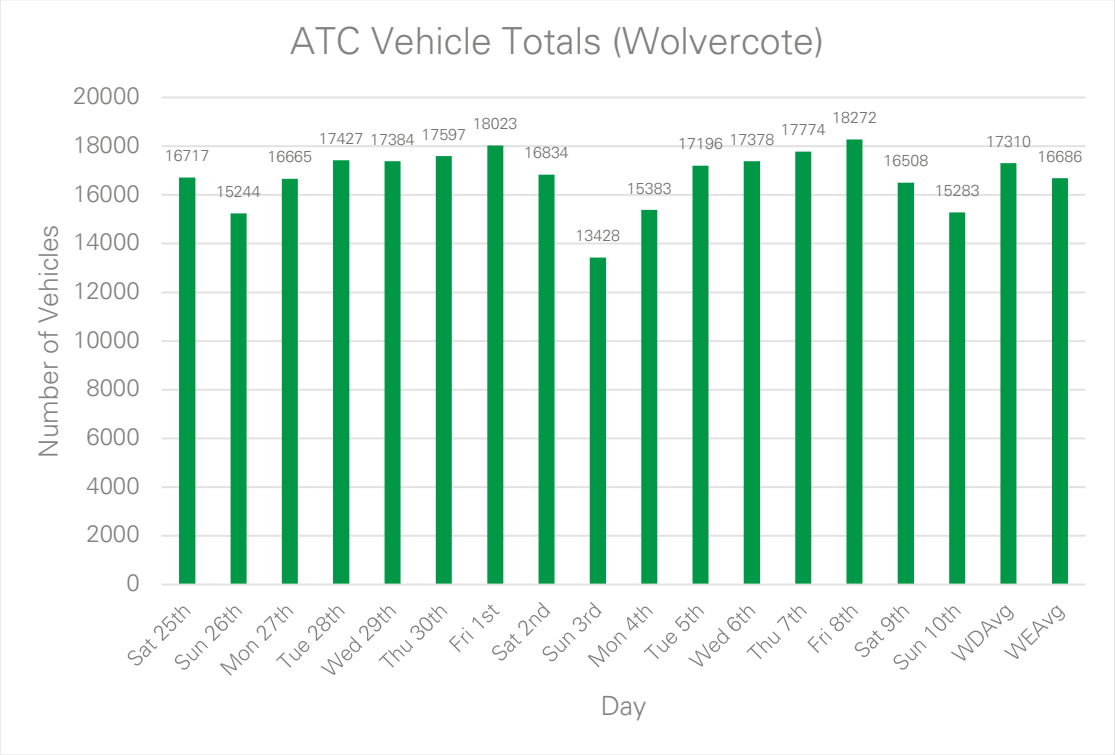
Figure 4-3: Peartree Roundabout ATC Vehicle Totals



Wolvercote Roundabout

4.4.4. The following graphs (**Figure 4-4**) compares the total ATC flow for Tuesday 28th November and Saturday 25th November flow (the days MCC survey was conducted) at the junction with average weekday (WD Avg) and average Saturday flow (WEAvg). The Tuesday 28th flow when MCC data was collated is 0.68% higher than a weekday average. The Saturday flow when MCC data was taken is 0.18% higher than the Saturday average (over 3 weeks).

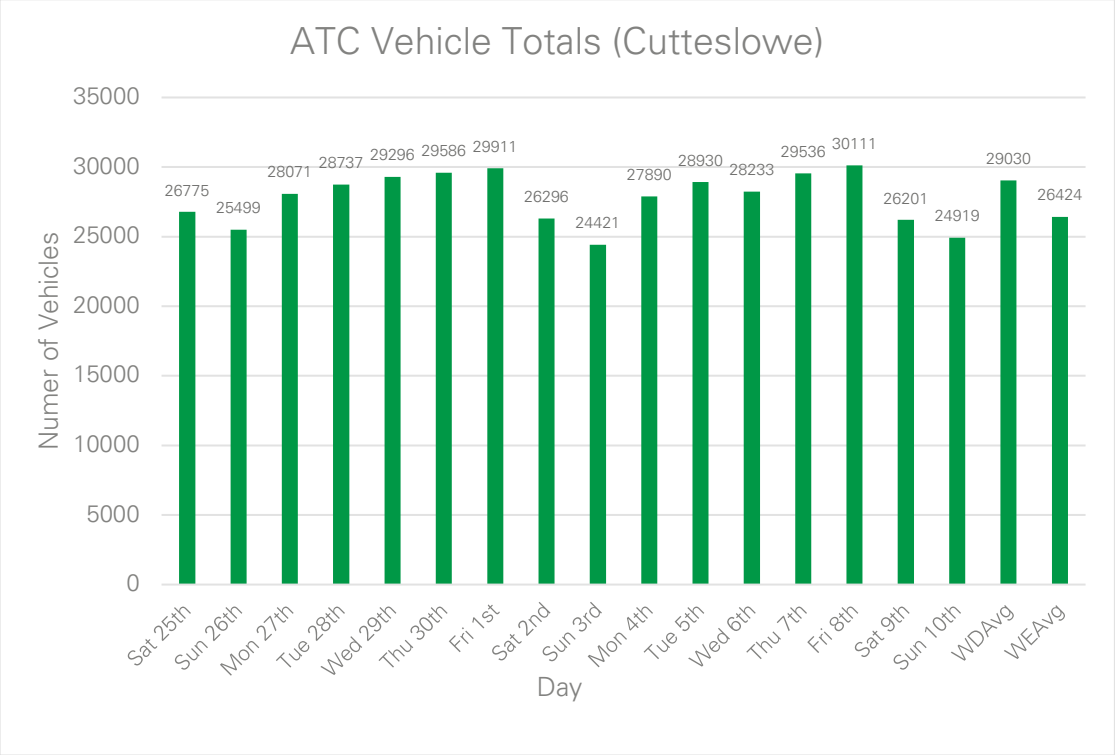
Figure 4-4: Wolvercote Roundabout ATC Vehicle Totals



Cutteslowe Roundabout

4.4.5. The following graphs (**Figure 4-5**) compares the total ATC flow for 28th November Tuesday and 25th November Saturday flow (the days MCC survey was conducted) at the junction with average weekday (WD Avg) and average Saturday flow (WEAvg). The 28th Tuesday flow when MCC data was collated is 1.01% lower than a weekday average. The Saturday flow when MCC data was taken is 1.33% higher than the Saturday average (over 3 weeks).

Figure 4-5: Cutteslowe Roundabout ATC Vehicle Totals

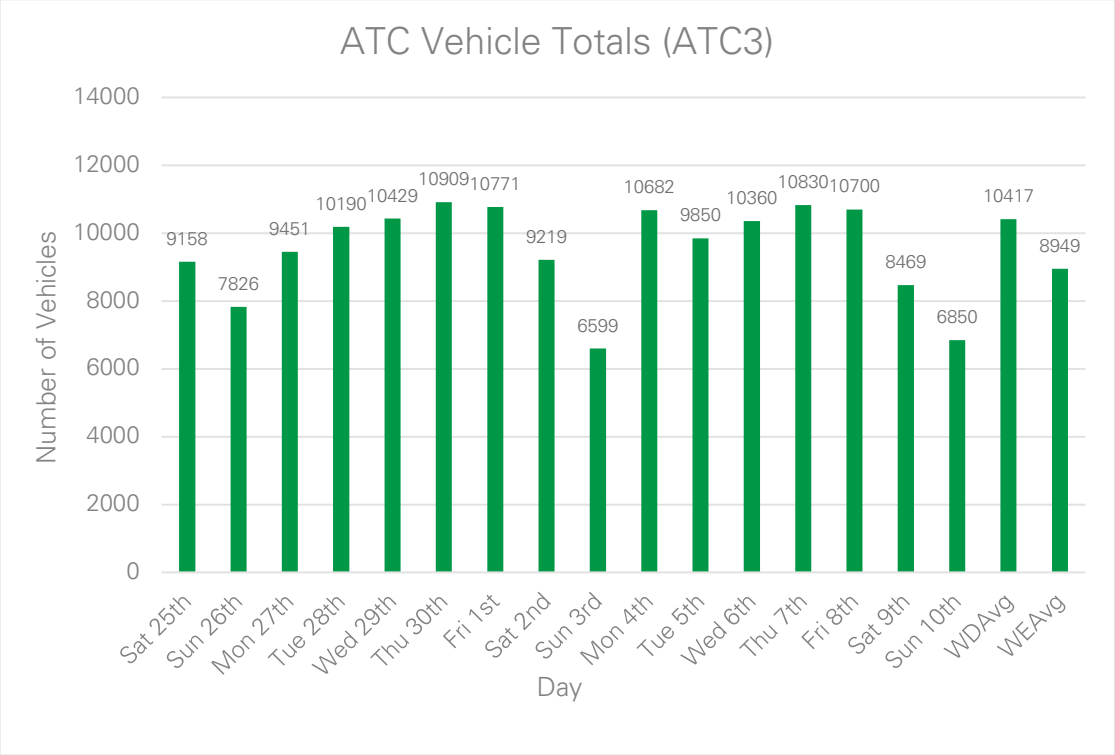


Kidlington Roundabout

4.4.6. The ATC data for the MCC survey date for this roundabout was not available. However, flow on two of the main approach ATC 3 (Frieze Way) and ATC A NB (Oxford Road) was analysed.

4.4.7. **Figure 4-6** shows that the flow on ATC A NB (Oxford Road) the Tuesday 28th when the MCC data was collated was 2.18% lower compared to the weekday average and the flow on the Saturday 25th when MCC data was collated was 2.34% lower compared to the Saturday average.

Figure 4-6: Frieze Way ATC Vehicle Total



4.4.8. **Figure 4-6** shows that the flow on ATC3 (Frieze Way) the Tuesday 28th when the MCC data was collated was 4.27% lower compared to the weekday average and the flow on the Saturday 25th when MCC data was collated was 1.82% lower compared to the Saturday average.

Summary

4.4.9. The data shows that the Tuesday and Saturday flow when MCC data was taken was close to the weekday average and the difference is not significant.

Peak Period Flows at Approaches to Junctions

4.4.10. The following graphs compares the flow at major approaches to the junctions over a two-week period for various peak periods. The figure also shows 2018 data used. The flows are for following time periods.

Weekdays:

- 08:00 – 09:00 (AM) labelled as (WD8)
- 17:00 – 18:00 (PM) labelled as (WD17)
- 19:00 – 2000 labelled as (WD19) and
- 21:30 – 22:30 labelled as (WD21)

Weekend:

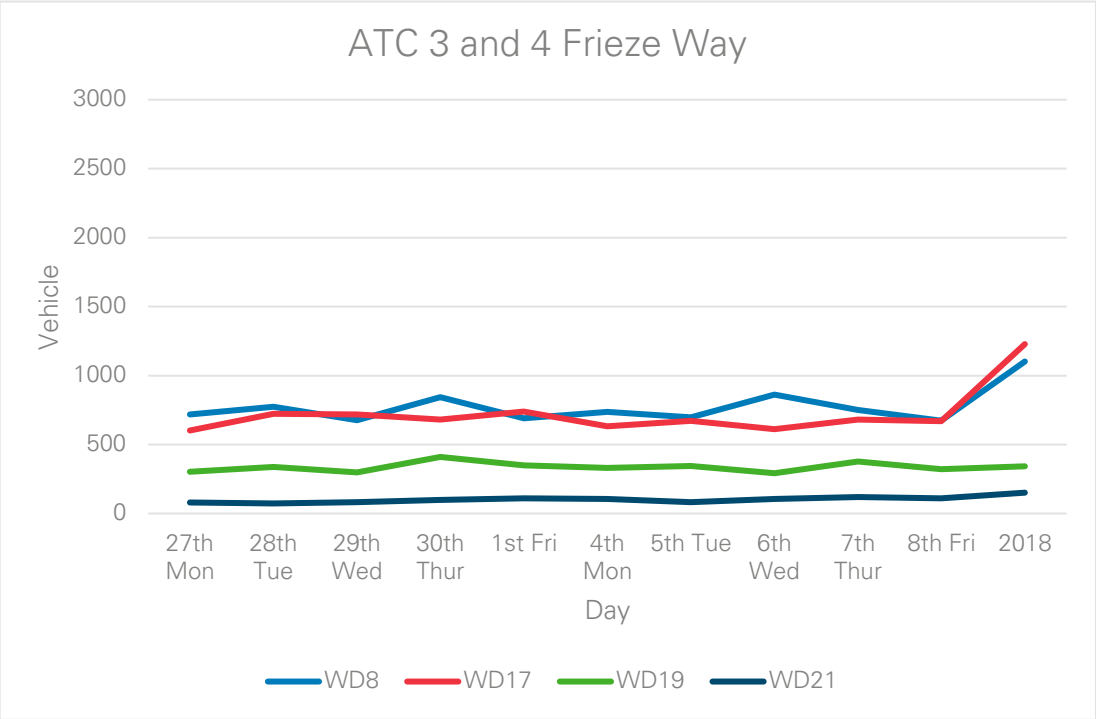
- 14:00 – 15:00 (IP) labelled as (WE14) and
- 17:00 – 18:00 (PM) labelled as (WE17)

4.4.11. The 2018 surveys were collected from 07:00 to 18:00 only, therefore the OCC's permanent ATCs have been used to factor up the 2018 17:00-18:00 traffic levels to 19:00-20:00 and 21:30 and 22.30.

Weekday Comparisons

4.4.12. ATC 3 and 4 Frieze Way: **Figure 4-7** compares the ATC flow on Tuesday 28th November at this approach for various time periods with flows on other weekdays over a two-week period.

Figure 4-7: Peak Period ATC Flow (ATC 3 and 4 – Frieze Way)



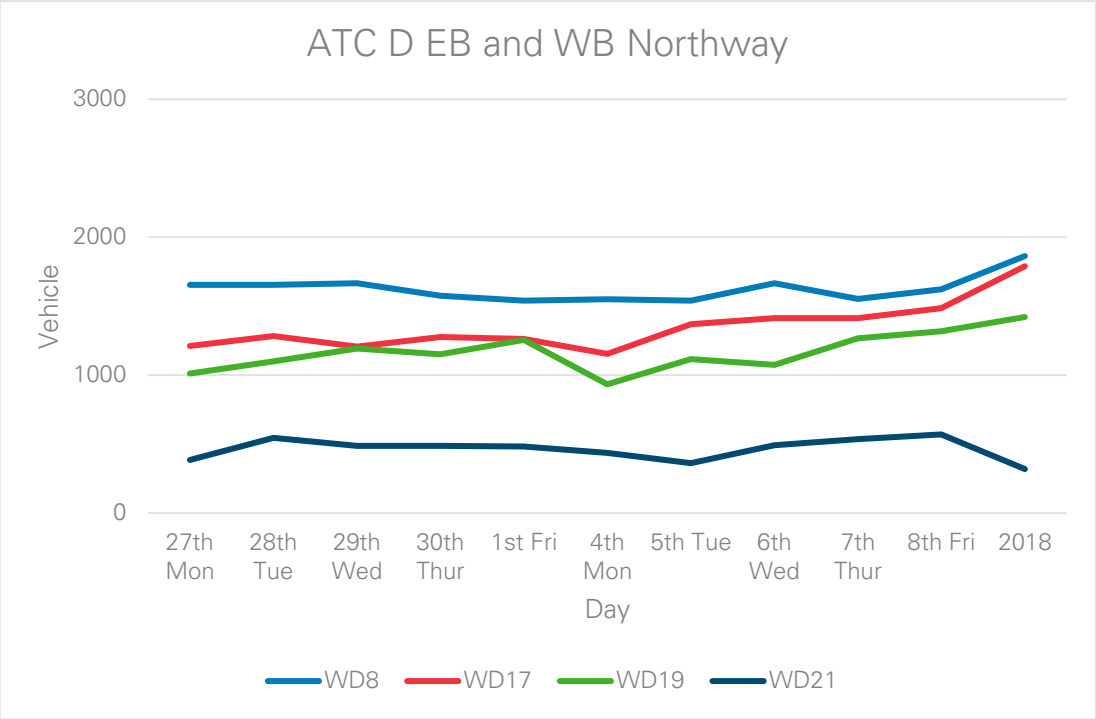
4.4.13. The Tuesday 28th flow compared to weekday average at various time period is as shown below:

- AM – 1.7% higher
- PM – 10.59% higher
- 1900 – 4.02%lower
- 2100 – 4.46% lower

4.4.14. The 2018 peak flows and the factored period flows (see 4.4.11) were significantly higher than the 2023 Tuesday, the day MCC data was taken.

4.4.15. ATC D, EB and WB, Northway: **Figure 4-8** compares the ATC flow on Tuesday 28th November at this approach for various time periods with flows on other weekdays over a two-week period.

Figure 4-8: ATC D EB and WB, Northway



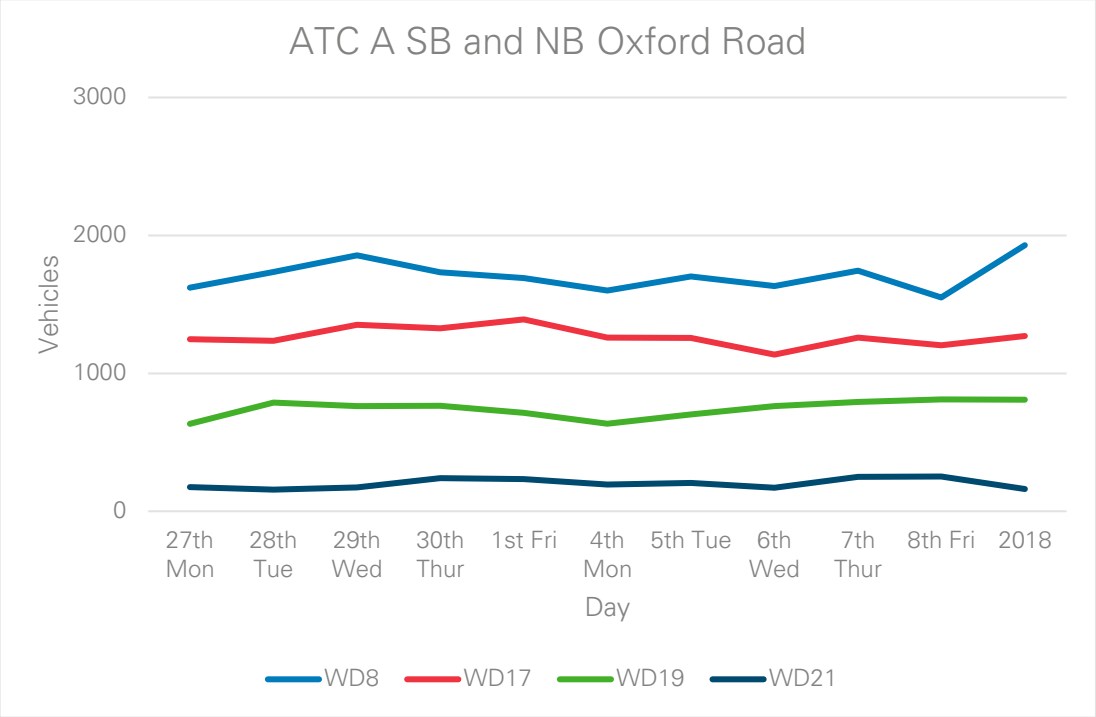
4.4.16. The Tuesday flow when MCC data was taken compared to weekday average at various time period is as shown below:

- AM – 3.25% higher
- PM – 1.87 % lower
- 1900 – 3.77% lower
- 2100 – 14.18% higher

4.4.17. The 2018 peak flows and the factored period flows (see 4.4.11) were significantly higher than the 2023 Tuesday 28th flow except for 2100 flows.

4.4.18. ATC A SB and NB, Oxford Road North of Parkway: **Figure 4-9** compares the ATC flow on Tuesday 28th November at this approach for various time periods with flows on other weekdays over a two-week period.

Figure 4-9: ATC A, SB and NB, Oxford Road



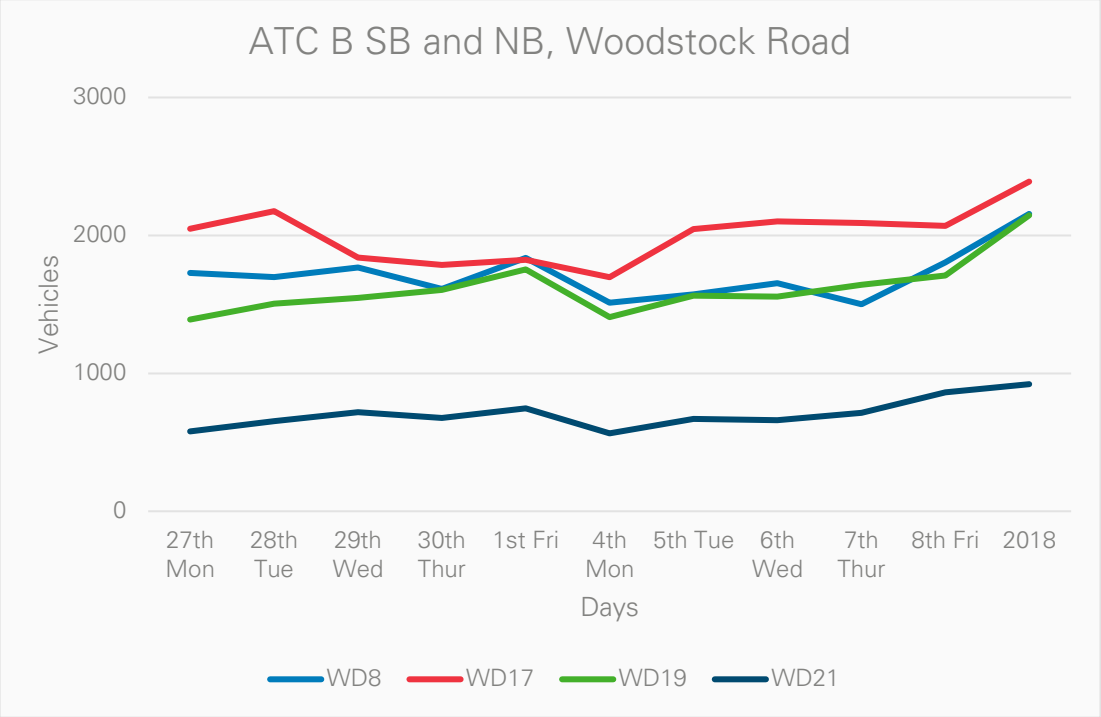
4.4.19. The Tuesday 28th flow when MCC data was taken compared to weekday average at various time period is as shown below:

- AM – 2.88% higher
- PM – 2.33% lower
- 1900 – 6.86% higher
- 2100 – 23.41% lower

4.4.20. The 2018 peak flows and the factored period flows (see 4.4.11) were higher than the 2023 Tuesday, the day MCC data was taken.

4.4.21. ATC B SB and NB, Woodstock Road: **Figure 4-10** compares the ATC flow on Tuesday 28th November at this approach for various time periods with flows on other weekdays over a two-week period.

Figure 4-10 ATC B, SB and NB, Woodstock Road



4.4.22. The 28th Tuesday flow compared to weekday average at various time period is as shown below:

- AM – 1.7% higher
- PM – 10.59% higher
- 1900 – 4.02% lower
- 2100 – 4.46% lower

4.4.23. The 2018 peak flows and the factored period flows (see 4.4.11) were significantly higher than Tuesday 28th in 2023, the day MCC data was taken flow.

Summary of Weekday Comparisons

4.4.24. The data shows that the Tuesday 28th traffic flows (when MCC data was undertaken) is similar to the weekday average during the AM, PM and 1900 time period. Where the difference was larger, the Tuesday 28th (when the MCC data was taken) traffic flow is higher than the average and therefore would lead to a conservative assessment.

4.4.25. The percentage difference between the Tuesday 28th and weekday average for the 2130 time period is high. However, there is no consistent difference with some approaches showing higher and others showing lower values. It should be noted that the traffic flow during 21.30 is significantly lower than other time periods. Although the percentage difference is generally higher in the 21:30 period compared to other periods, the difference in the absolute number of vehicles is similar or lower than the other time periods. The variation can be attributed to daily variation and the Tuesday 28th flows can therefore be assumed to be robust or typical daily flow.

Saturday Comparisons

4.4.26. Data for Saturday 25th November was also compared to average Saturday flow over two to three weeks. The data shows that the 25th Saturday flow (when MCC data was taken) is generally similar, but there were periods where it was significantly higher or lower than the average Saturday surveyed. It should be noted that this was compared against to other Saturdays, so it is difficult to draw a conclusion.

Comparison of 2023 to 2018 Data

4.4.27. The percentage difference in flow between Tuesday 28th November 2023 and the 2018 data (which is used in the North Oxford VISSIM model and factored up to 19:00 and 21:30 - (see 4.4.11) for the five junctions for various time periods is illustrated in **Table 4-2** below. Overall, the 2023 is significantly lower than the 2018 data.

Table 4-2: 2023 and 2018 data and Percentage Difference

Junction		CHANGE in FLOW (Percentage Difference in Flow) AM	PM	1900*	2130*
Kidlington	2018*	2372	3197	2842	1276
	2023	2134	2819	1687	802
	% Diff	-10%	-12%	-41%	-37%
Loop Farm	2018*	3063	3576	1901	871
	2023	2174	2625	1153	622
	% Diff	-29%	-27%	-39%	-29%
Peartree	2018*	4284	4574	3918	1459
	2023	3032	3645	2116	1256
	% Diff	-29%	-20%	-46%	-14%
Wolvercote	2018*	3501	3535	3502	1415
	2023	2914	3269	2543	1549
	% Diff	-17%	-8%	-27%	9%
Cutteslowe	2018*	3419	3785	3104	1769
	2023	3264	3529	2622	1561
	% Diff	-5%	-7%	-16%	-12%

**2018 19:00 and 21:30 were factored from the 17:00 (PM) 2018 survey data using OCC permanent counts.*

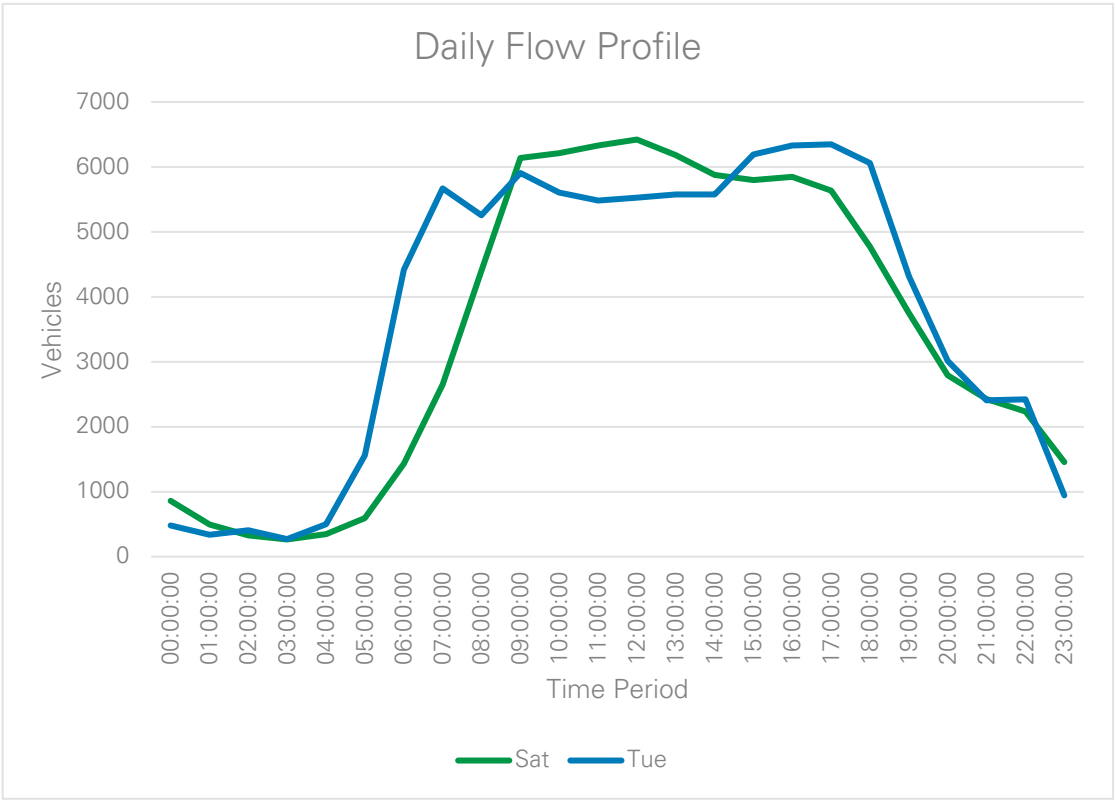
Daily Flow Profiles

4.4.28. The following ATC flows were combined to illustrate the daily flow profile over the network for Tuesday 28th November and Saturday 25th November.

- ATC4 NB, Frieze Way
- ATC3 SB, Frieze Way
- ATC A SB Oxford Way (north of Parkway)
- ATC A NB Oxford Way (north of Parkway)
- ATC B NB A44 Woodstock Road
- ATC B SB A44 Woodstock Road
- ATC D WB A40 North Way
- ATC D EB A40 North Way

4.4.29. **Figure 4-11** shows the flow profile over the network on a weekday and weekend.

Figure 4.11 Daily Flow Profile



4.4.30. The data shows that the weekday AM peak varied between 07:00 to 10:00, but it is generally between 08:00 to 09:00. Similarly, the PM peak is between 16:00 to 19:00, but it is generally between 17:00 to 18:00. The data also shows that the flow remains similar between the peaks.

4.4.31. The data shows that the weekend AM peak is between 09:00 to 10:00. The traffic flow level between 10:00 to 17:00 is generally similar with IP between 11:00 and 12:00.

4.5. Assessment Periods

4.5.1. The following scenarios will be assessed:

- 2026 Standard Weekday – supporting uses are open and small events.
    - 08:00 – 09:00 (network peak hour)
    - 17:00 - 18:00 (network peak hour)
- 2026 Major Event Weekday event – up to 700 attendees
    - 08:00 – 09:00 (network peak hour)
    - 17:00 - 18:00 (network peak hour)
- 2026 Weekday Match Day
    - 08:00 – 09:00 (network peak hour)
    - 17:00 – 18:00 (network peak hour)
    - 19:00 – 20:00 (hour before match – Oxford Road Traffic Management)
    - 21:30 – 22:30 (hour after match – Oxford Road Traffic Management)
- 2026 Standard Saturday – supporting uses are open.
    - 11:00 – 12:00 (network peak hour)
    - 14:00 - 15:00 (network peak hour)
- 2026 Saturday Match Day
    - 14:00 - 15:00 (network peak hour and hour before match – Oxford Road Traffic Management)
    - 17:00 - 18:00 (hour after match – Oxford Road Traffic Management)

4.6. Trip Rates

4.6.1. The TRICs database has been interrogated to establish trip rates for the supporting land uses at the Stadium. Similar sites surveyed by the TRICS team have been identified to obtain trip rates that can be applied to the proposed development. The following site criteria have been selected for various land uses:

Table 4-3: Selection Criteria for Ancillary Uses

Land Use	Sub Land use	Regions	Units	Age of Survey	Survey Period	No of sites
Hotel, Food and Drink	Pub/Restaurant	England excluding London	Floor area 200 to 760 sqm	2015 – 2022	Weekdays	6
Hotel, Food and Drink	Pub/Restaurant	England excluding London	Floor area 400 to 694 sqm	2015 – 2022	Weekends	2
Hotel, Food and Drink	Hotel with Conferencing	England excluding London	227 to 227 beds	2015 – 2021	Weekdays	1
Hotel, Food and Drink	Hotel Standard	England excluding London	100 – 157 beds	2015 – 2021	Weekdays	2
Hotel, Food and Drink	Hotel Standard	England excluding London	99 – 99 beds	2015 – 2021	Weekend	1
Leisure	Fitness club	England excluding London	1380 – 1600 sqm	2015 – 2022	Weekdays	2
Leisure	Fitness club	England excluding London	1400 sqm	2015 – 2022	Weekend	1
Health	GP Surgeries	England excluding London	416 to 2900 sqm	2015 – 2012	Weekdays	8

4.6.2. Hotels with conferencing has been applied on a standard weekday. Hotels without conferencing has been applied on weekends and match days.

4.6.3. The TRICs output reports are provided in **Appendix A** and summarised in **Tables 4-4** to **4-7**.

Table 4-4: Weekday People TRICS Trip Rates for Ancillary Uses

Land Use	Units	Daily		AM (08:00 – 09:00)		PM (17:00 – 18:00)	
		Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Hotel (standard)	/bed	4.471	4.309	0.489	0.401	0.296	0.242
Hotel (Major event and Match Day)	/bed	2.529	2.381	1.529	1.439	2.529	2.381
Merch Store		No Primary Trips					
Gym	/100sqm	33.785	34.130	1.644	1.275	0.994	0.771
Health and wellbeing Space	/100sqm	41.442	42.249	3.708	1.731	2.242	1.047
Restaurant	/100sqm	4.220	3.943	0.251	0.366	0.152	0.221
Sports Bar	/100sqm	4.220	3.943	0.251	0.366	0.152	0.221
Conferencing and Events (Major Event)	/700 attendees	731	731	439	439	731	731
Conferencing and Events (Match Day)	/700 attendees	31	31	0	0	0	0

Table 4-5: Weekday Match Day People TRICS Trip Rates for Ancillary Uses

Land Use	Units	19:00-20:00		21:00-22:00	
		Arrivals	Departures	Arrivals	Departures
Hotel	/bed	0.198	0.054	0.027	0.008
Merch Store					
Gym	/100sqm	1.6440	3.3890	0.1680	0.6040
Health and wellbeing Space	/100sqm	0.690	1.103	0.000	0.000
Restaurant	/100sqm	0.1410	0.2290	0.1590	0.1060
Sports Bar	/100sqm	0.1410	0.2290	0.1590	0.1060
Conferencing and Events	/700 attendees	0	0	0	0

Table 4-6: Standard Saturday People TRICS Trip Rates for Ancillary Uses

Land Use	Units	Daily		11:00-12:00		14:00-15:00	
		Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Hotel (standard)	/bed	6.194	6.194	0.1301	0.2043	0.2120	0.3330
Merch Store							
Gym	/100sqm	32.285	32.001	1.7140	1.2860	1.0362	0.7775
Health and wellbeing Space	/100sqm	13.814	14.083	1.4463	1.5477	0.8744	0.9357
Restaurant	/100sqm	97.258	96.569	4.4790	1.7370	2.7079	1.0501
Sports Bar	/100sqm	97.258	96.569	4.4790	1.7370	2.7079	1.0501
Conferencing and Events	/700 attendees	0	0	0	0	0	0

Table 4-7: Saturday Match Day People TRICS Trip Rates for Ancillary Uses

Land Use	Units	Daily		14:00-15:00		17:00-18:00	
		Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Hotel (standard)	/bed	5.780	6.194	0.264	0.445	0.162	0.273
Merch Store							
Gym	/100sqm	32.285	32.001	2.500	1.429	1.511	0.864
Health and wellbeing Space	/100sqm	13.814	14.083	1.135	1.228	0.686	0.742
Restaurant	/100sqm	97.258	96.569	7.495	15.174	4.531	9.174
Sports Bar	/100sqm	97.258	96.569	7.495	15.174	4.531	9.174
Conferencing and Events)	/700 attendees	31	31	0	0	0	0

4.7. Potential People Generation for Ancillary Uses

4.7.1. **Tables 4-8** to **4-11** outline the expected trip generation from the ancillary uses of the stadium, which include the following assumptions.

- On a match day 85% of hotel visitors are supporters; and
- On a match day 85% of restaurant and sports bar visitors are supporters.

Table 4-8: Weekday People Trips for Ancillary Uses

Land Use	Daily		AM (08:00 – 09:00)		PM (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Hotel (standard)	805	776	88	72	53	86
Hotel (major event)*	455	429	28	53	56	25
Merch Store	Non-primary trips – linked to other uses					
Gym	236	238	11	9	32	23
Health and wellbeing Space	155	160	31	14	15	27
Restaurant	205	209	0	0	23	12
Sports Bar	107	109	0	0	12	6
Conferencing and Events (major event)**	731	731	700	0	0	700
TOTAL	2694	2652	858	148	191	879

**The trips associated with a hotel on a major event day would occur instead of those associated standard day.*

***The Conferencing and Events will only occur on major event day.*

Table 4-9: Weekday Match Day People Trips for Ancillary Uses

Land Use	Daily		AM (08:00 – 09:00)		PM (17:00 – 18:00)		PM (19:00-20:00)		PM (21:30-22:30)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Hotel	805	776	88	72	53	86	0	0	0	0
Merch Store	Non-primary trips – linked to other uses									
Gym	198	165	11	9	32	23	0	0	0	0
Health and wellbeing Space	222	244	36	38	Match – No appointments					
Restaurant	174	177	0	0	21	21	36	41	10	17
Sports Bar	109	111	0	0	2	1	19	22	5	9
Conferencing and Events	31	31	0	0	0	0	0	0	0	0
TOTAL	1539	1504	135	119	108	131	55	63	15	26

Table 4-10: Standard Saturday People Trips

Land Use	Daily		11:00-12:00		14:00-15:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Hotel (standard)	969	1033	49	85	46	79
Merch Store	Non-primary trips – linked to other uses					
Gym	225	223	12	9	17	10
Health and wellbeing Space	155	160	36	38	28	30
Restaurant	366	363	17	7	28	57
Sports Bar	192	190	9	3	15	30
Conferencing and Events	NA	NA	NA	NA	NA	NA
Total	1907	1969	123	142	134	206

Table 4-11: Weekend Match Day People Trips

Land Use	Daily		14:00-15:00		17:00-18:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Hotel	969	1033	46	79	67	36
Merch Store	Non-primary trips – linked to other uses					
Gym	94	85	Match – No appointments			
Health and wellbeing	107	110	Match – No appointments			
Restaurant	311	309	14	6	24	48
Sports Bar	163	162	8	3	13	25
Conferencing and Events)	31	31	0	0	0	0
Total	1675	1730	68	88	104	109

4.8. Potential People Generation for Stadium Staff

4.8.1. First principles assumptions have been applied to determining the stadium staff, based upon the workforce predictions outlined in the Socio-Economic Assessment.

Table 4-12: Stadium Staff

Land Use	Full Time Equivalent	Estimated Workforce	Standard Weekday / Major Event Day	Standard Saturday	Weekday Match Day	Saturday Match Day
Retained Oxford United Staff	133	245	208	122	208	122
Retained matchday Staff	18	33	0	0	33	33
Projected Additional Matchday staff	3.5	7	0	0	7	7
New Stadium Operation Staff	30	55	46	28	46	55
TOTAL	184.5	340	254	150	294	217

4.8.2. In order to test a worst case, it is assumed that 85% of the general and operational staff work each day and 100% of the match day staff work on match days.

4.8.3. It is assumed that general and operational staff arrive 08:00-09:00 and leave 17:00-18:00, as a worst case. Match Day staff will arrive prior to the supporters arriving and after they leave. This is set out in **Tables 4-13** to **4-16**.

Table 4-13: Standard Weekday Stadium Staff People Trips

	DAILY		08:00-09:00		17:00- 18:00	
	Arriving	Departing	Arriving	Departing	Arriving	Departing
Retained Oxford United Staff	208	208	208	0	0	208
Projected New Stadium Operation Staff	47	47	47	0	0	47

Table 4-14: Weekday Match Day Stadium Staff People Trips

	DAILY		19:00-20:00		21:30- 22:30	
	Arriving	Departing	Arriving	Departing	Arriving	Departing
Retained Oxford United Staff	208	208	0	0	0	0
Retained Matchday Staff	33	33	0	0	0	0
Projected Additional Matchday Staff	6	6	0	0	0	0
Projected New Stadium Operation Staff	47	47	0	0	0	0

Table 4-15: Standard Saturday Stadium Staff People Trips

	DAILY		11:00-12:00		14:00- 15:00	
	Arriving	Departing	Arriving	Departing	Arriving	Departing
Retained Oxford United Staff	122	122	0	0	0	0
Projected New Stadium Operation Staff	28	28	0	0	0	0

Table 4-16: Weekend Match Day Stadium Staff People Trips

	DAILY		14:00-15:00		17:00-18:00	
	Arriving	Departing	Arriving	Departing	Arriving	Departing
Retained Oxford United Staff	122	122	0	0	0	122
Retained Matchday Staff	33	33	0	0	0	0
Projected Additional Matchday Staff	6	6	0	0	0	0
Projected New Stadium Operation Staff	28	28	0	0	0	28

4.9. Person Trip Generation for Supporters

4.9.1. For match days, the assessment has assumed a full capacity to represent the worst-case trip generation, this is not expected for some years after opening of the stadium for the 2026/27 season and will also depend on the success of the team and what team is playing on any given day. Of the 16,000 seats, it has been assumed that 14,400 of them will be available for home supports, whilst the remining 1,600 allocated for away supporters.

4.10. Estimated Modal Share for Ancillary Uses and Stadium Staff (Scenario 2: Do Minimum – Reference Case + Development Traffic Flows)

4.10.1. **Table 4-17** provides a summary of the mode share applied to the ancillary uses and stadium staff.

Table 4-17: Ancillary Uses and Stadium Staff Mode Share

Method of Travel to Work	Mode Share %	Adjusted Mode Share %
Driving a car or van	55	61
Passenger in Car or Van	6	6
Bus, Minibus or Coach	9	9
Work mainly at home	0	0
On foot	21	9
Bicycle	8	9
Motorcycle /Scooter	1	2
Train	0	4
Taxi	0	0
Total	100	100

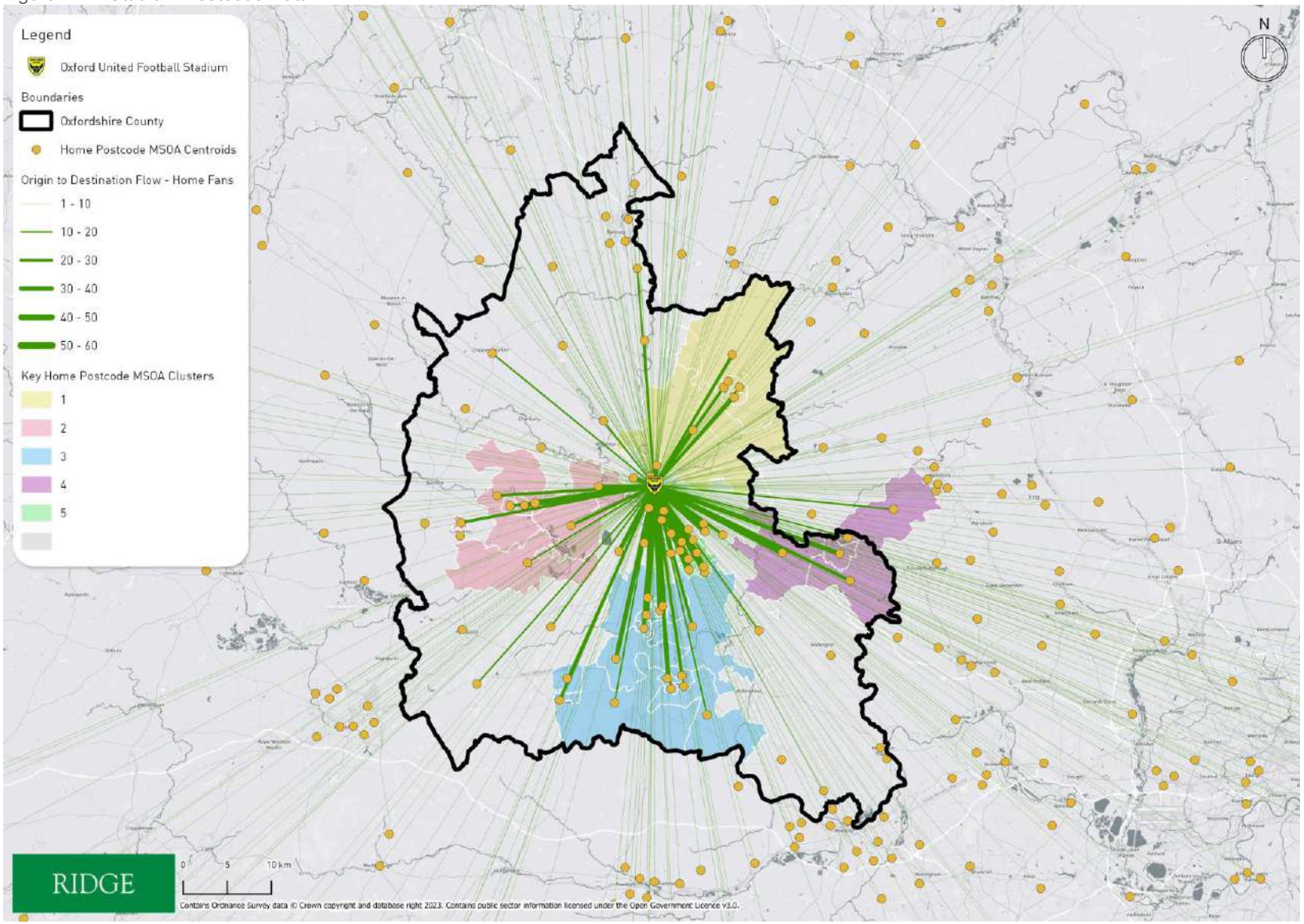
4.11. Home Supporter Distribution and Modeshare

4.11.1. OUFC provided Ridge LLP with supporter's postcodes for Season Ticket Holder and non-Season Ticket Holders who have purchased a ticket in the last two football seasons (2021-2022 and 2022-2023). This provides accurate and stadium specific data to base the assessment. Using the postcode data provided, the ticket holders (supporters) have been aggregated into common Middle Layer Super Output Areas (MSOA); areas that comprise of between 2,000 and 6,000 households and usually have a resident population of between 5,000 and 15,000 people. This is shown in **Figure 4-12** has been used to understand potential supporter distribution and mode share of home supporter.

4.11.2. The data indicated five major areas which supporters travel from:

1. Bicester Corridor
2. The Thame area
3. Abingdon and Didcot
4. Witney and
5. Southeast Oxford

Figure 4-12: Stadium Postcode Data



4.11.3. The anonymised supporter postcodes were analysed within GIS to understand where supporters might travel from and their possible mode choice for their journey to the Stadium.

4.11.4. OS Postcodes Data was used to plot the postcode locations of the home supporters within GIS.

4.11.5. GIS analysis was then undertaken to calculate the number of supporter postcodes that are within selected distances from transport services and routes, to understand the potential for the supporters to travel by each mode. The associated travel catchments (or GIS buffers/distances) for each mode are summarised within **Table 4-18** overleaf.

4.11.6. It was assumed that supporters living further than a 2-hour drive from the Stadium would be unlikely to travel on the day of the match. TravelTime API (a GIS plug in allowing isochrones to be generated using live travel time data) has been used to determine a 2 hour drive time from the site. **Figure 4-13** shows the area which has been used to calculate the mode share presented in the following section.

Figure 4-13: 2 hour Drive Isochrone

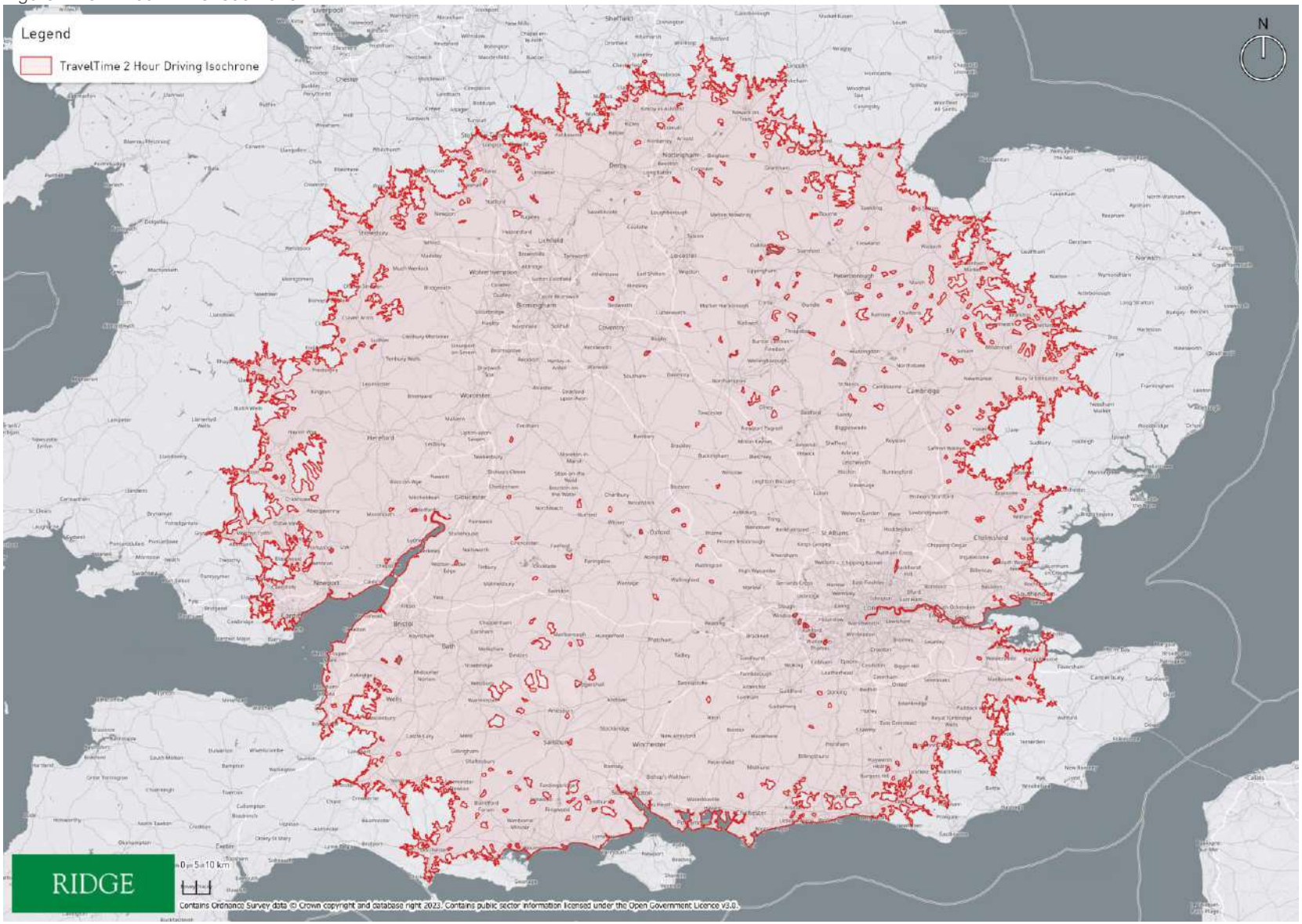


Table 4-18: Travel Catchments by Mode

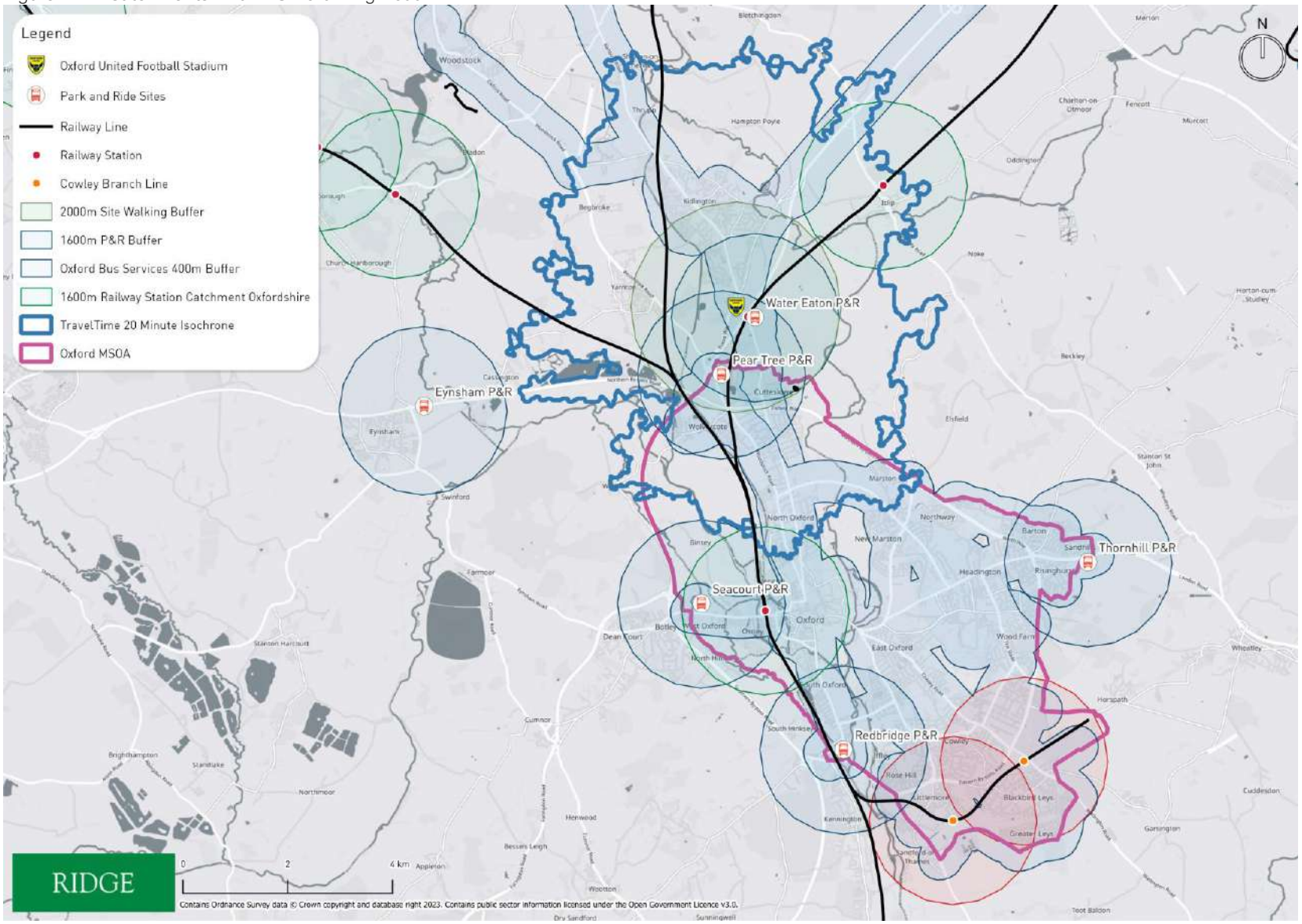
Location/Mode	Distance
Drive From Site	2 hour drive from the site using TravelTime API
UK Railway Stations	2 hour rail travel from the site using TravelTime API
Oxfordshire Railway Stations	1600m catchment
Cowley Branch Line	1600m catchment
Oxford Bus Routes	400m catchment
Park and Ride Site Local Walking Catchment	1600m
Private Coaches	Based on MSOAs Vale of White Hourse 004, 005, 006 and 008, West Oxfordshire 008, 009 and 010, covering the urban conurbations of Witney and Abingdon.
Cycling Isochrone	20 minute cycle from the site using TravelTime API
Site Walking Catchment	2000m

4.11.7. The number of supporters within the catchment of each mode has been counted. Where the supporters are within more than one mode catchment the following hierarchy of choice has been applied, based upon judgement and preferred mode at each trip distance:

4.11.8. For postcodes within Oxford Ring Road (Oxford 001 to Oxford 018) see **Figure 4-14**:

1. 2000m walking distance from Stadium
2. 1600m walking catchment of Park and Ride Sites
3. 400m oxford bus routes
4. 1600m from Oxfordshire Railway Stations
5. 20 minute cycle from Stadium
6. Any not falling within the above catchments are assumed to travel:
    - 50% local buses (i.e. will walk greater than 400m)
    - 50% taxi or lift

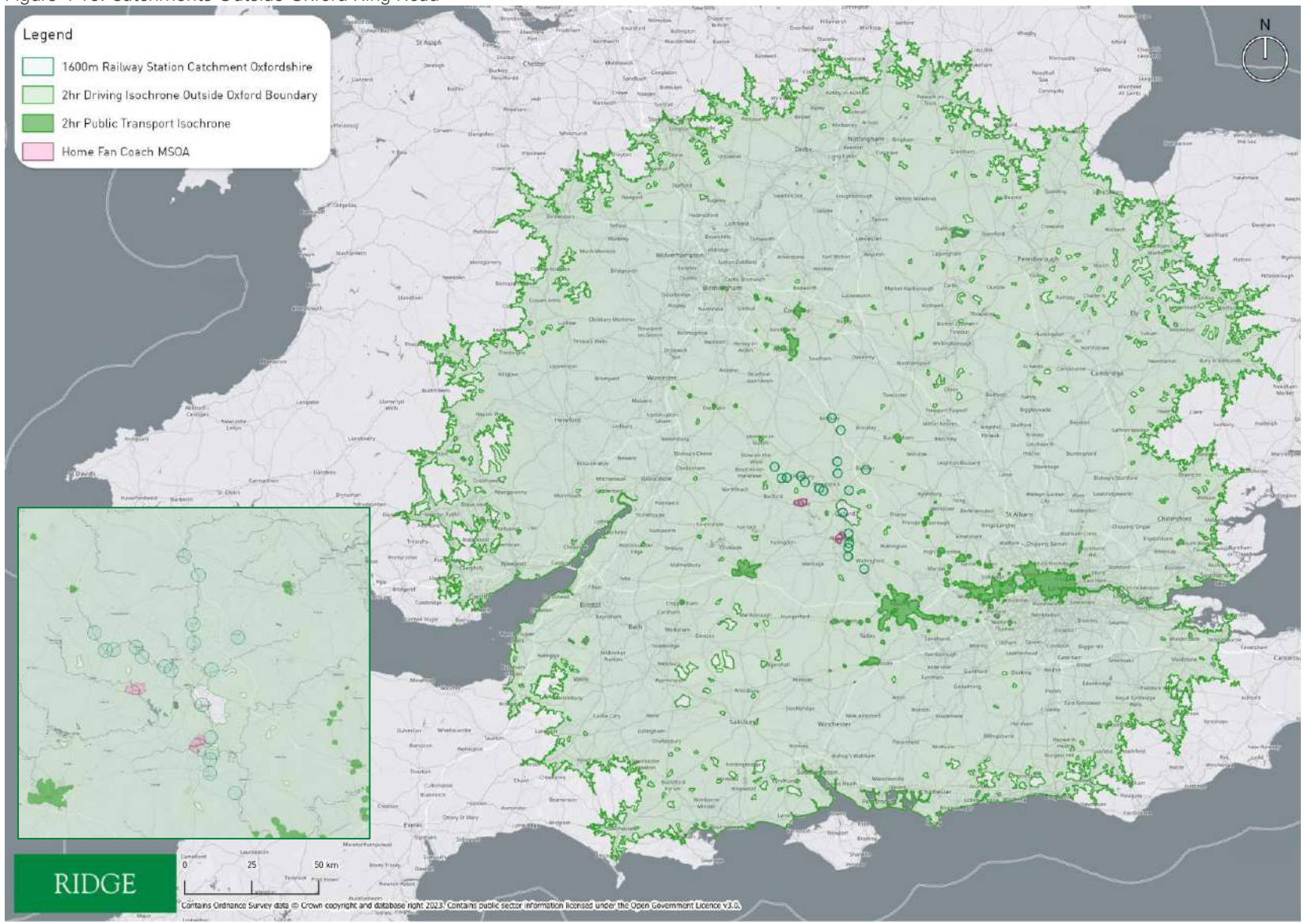
Figure 4-14: Catchments Within Oxford Ring Road



4.11.9. For postcodes within 2 hour drive time, but outside of Oxford, the following hierarchy of choice has been applied, see **Figure 4-15**:

1. 6 private coaches, 3 from Witney, and 3 from Abingdon.
2. 1600m from Oxfordshire Railway Stations
3. 2 hour rail catchment to the stadium
4. Any not falling within the above catchments are assumed to travel by Park and Ride based upon home origin.

Figure 4-15: Catchments Outside Oxford Ring Road



4.11.10. The analysis described above has resulted in the following mode share forecasts as shown in **Table 4-19**. This is based on shuttle buses being operated from the Park & Ride sites to the Oxford Parkway interchange on match days, excluding Peartree shuttle buses which would pick up/drop off at the Stadium Car Park, see **Figure 4-16**.

Table 4-19: Home supporter Trip Generation and Mode Share Forecast for Travel to the Stadium (Stadium at Full Capacity)

Mode	Mode Share %	Home Supporter Proportions (people)	Number of Vehicles
Total Walk	2%	234	-
Total Walk plus Park and Ride Shuttle	5%	737	7 Park and Ride Shuttle Buses
Peartree	1%	94	1
Eynsham	1%	102	1
Thornhill	1%	374	3 (enhancement of existing service)
Redbridge	1%	154	1 (enhanced and extended services S5, S4, S7, 2/2a)
Seacourt	1%	111	1
Total Cycle	2%	334	-
Total Drive/Park and Ride (including OUFC Car Parking and Park and Ride)	59%	8,494	74 Park and Ride Shuttle Buses
Stadium Car Park	3%	432	-
Peartree	14%	1,976	18
Eynsham	6%	876	8

Mode	Mode Share %	Home Supporter Proportions (people)	Number of Vehicles
Thornhill	19%	2,766	25 (enhancement of existing service)
Redbridge	11%	1,653	15 (enhanced and extended services S5, S4, S7, 2/2a)
Seacourt	5%	791	7
Taxi	1%	106	-
Total Public Bus	5%	781	10 Public Buses (enhancement of existing services)
Total Supporter Coach	4%	559	6 Supporter Coaches
Total Rail (inc. Cowley Branch)	22%	3,155	8 Trains (existing and proposed services)
Total	100%	14,400	-

4.11.11. The mode share forecasts have been applied to the total capacity for home supporters in the stadium (14,400). **Table 4-19** includes these forecast trips by mode.

4.11.12. **Table 4-20** summarises the assumed vehicle capacity assumptions for vehicle capacity, which have been applied to determine the number of vehicles outlined in **Table 4-19**.

Figure 4-16: Proposed Match Day Park and Ride Shuttle Bus Services

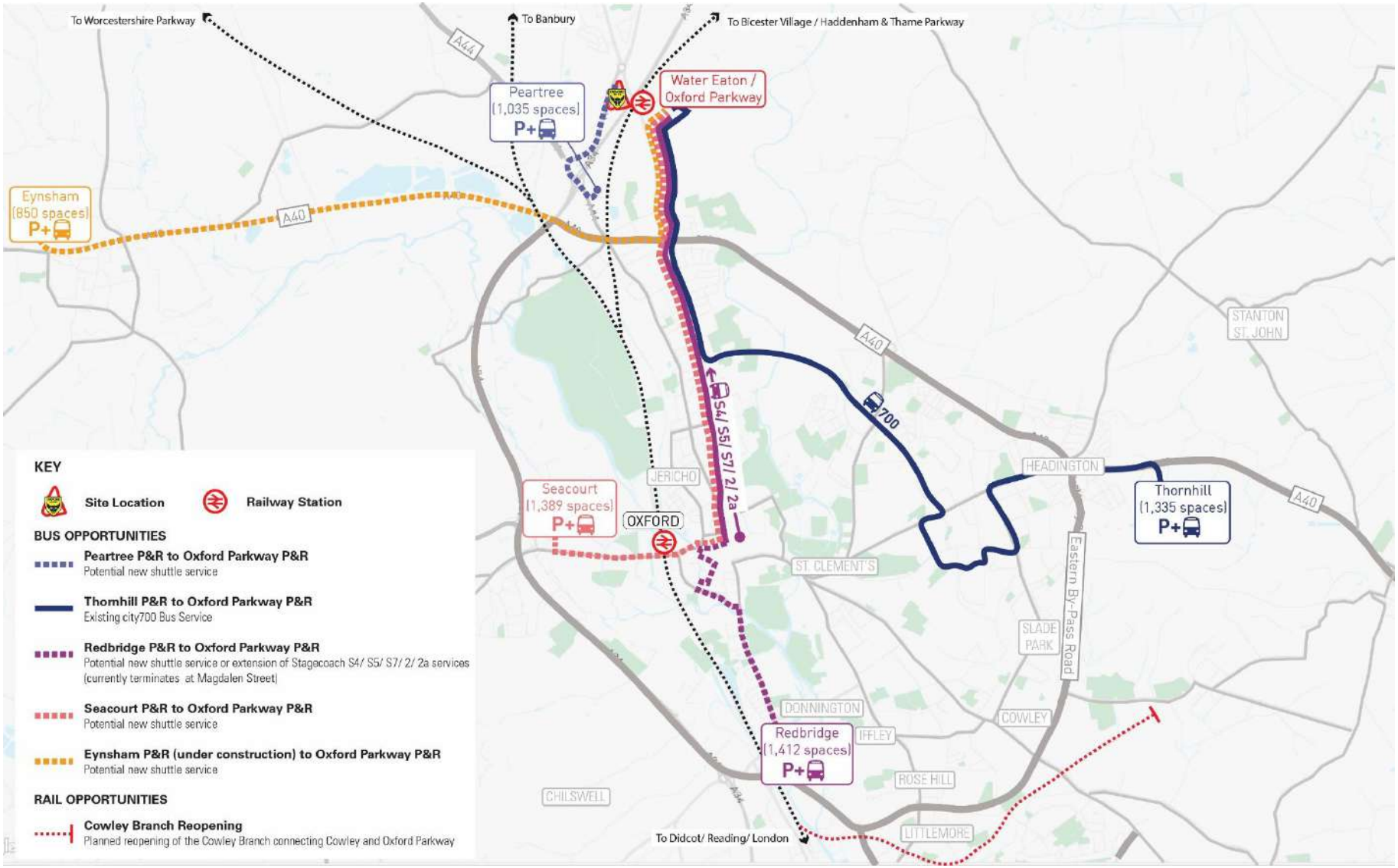


Table 4-20: Vehicle Capacities

Mode Type	Seating	Standing	Total
Double Decker Bus Capacity	69	10	79
Supporters Coach Capacity	100	0	100
4 Car BR Class 168 – Chiltern Railways	279	115	394
2 Car BR Class 166 – GWR	227	94	321

4.12. Away Supporter Travel

4.12.1. The maximum capacity of the stadium will provide up to 1,600 allocated seats for away supporters when/if the stadium is operating at full capacity.

4.12.2. Away supporter travel will vary each match, depending upon the away team, which is playing. Mode share has therefore been applied to the away supporters as outlined within the Campaign for Better Transport – Door to turnstile Improving travel choices for football supporters, 2013 research note

4.12.3. The proportion of away supporters using the various Park and Ride sites have been assumed similar to home supporters. The proportions and numbers of away supporters are provided in **Table 4-21**.

Table 4-21: Away Supporter Trips and Mode Share and Vehicles

Mode	mode share %	Away supporter proportions (People)	Number of Vehicles
Total Walk	2%	34	-
Total Cycle	1%	11	-
Total Park and Ride	31%	499	-
Peartree	25%	122	1 Bus
Eynsham	11%	54	1 Bus
Thornhill	34%	171	2 Buses (existing service)
Redbridge	21%	102	1 Bus (possible extension of services S5, S4, S7, 2/2a)
Seacourt	10%	49	1 Bus
Total Public Bus	4%	68	1 Bus (existing services)
Total Supporter Coach	15%	238	2 Coaches
Total Rail	47%	749	2 Trains (existing service)
Total	100%	1,600	-

4.13. Home and Away Park and Ride Use

4.13.1. The forecast Park and Ride use by Home and Away supporters is set out in **Tables 4-22** and **4-23**.

4.13.2. The current Park and Ride overall capacity and available capacity for weekdays was provided with the average maximum over the time periods preceding and post-match were extracted, the data was available between April 2022 and June 2023 and Saturdays in June 2023 and are summarised in **Table 4-22** and **Table 4-23**.

Table 4-22: Forecast Park and Ride Use at Full Stadium Capacity and Available Capacity – Weekday 17:00 to 23:00

Park and Ride Site	Total Capacity	Observed Capacity / Assumed Capacity	Remaining Spaces	Home Supporter Demand	Away Supporter Demand	Remaining Spaces (Weekday)
Oxford Parkway OCC Owned*	**430**	16	**414**	0	0	**0**
Peartree	**1,035**	62	**973**	732	38	**203**
Seacourt	**794**	48	**746**	293	17	**437**
Redbridge	**1,374**	82	**1,292**	612	29	**651**
Thornhill	**1,335**	108	**1,227**	1,024	38	**164**
**Eynsham	**850**	51	**799**	325	18	**457**

**The only considers OCC's owned car park, not the Network Rail car park or the car park leased to OCC for Park and Ride.*

***Where capacity data is not available, the average capacity of the other sites has been applied.*

Table 4-23: Forecast Park and Ride Use at Full Stadium Capacity and Available Capacity – Saturday 14:00 to 20:00

Park and Ride Site	Total Capacity	Observed Capacity / Assumed Capacity	Remaining Spaces	Home Supporter Demand	Away Supporter Demand	Remaining Spaces (Weekend)
Oxford Parkway OCC Owned*	**430**	6	**424**	0	0	**0**
Peartree	**1,035**	58	**977**	732	38	**207**
Seacourt	**794**	37	**757**	293	17	**439**
Redbridge	**1,374**	77	**1,297**	612	29	**656**
Thornhill	**1,335**	22	**1,313**	1,024	38	**251**
**Eynsham	**850**	40	**810**	325	18	**457**

**The only considers OCC's owned car park, not the Network Rail car park or the car park leased to OCC for Park and Ride.*

***Where capacity data is not available, the average capacity of the other sites has been applied.*

4.13.3. Due to lease and operational constraints on using Oxford Parkway Park and Ride, this car park will not be made available for supporters, instead those travelling from the north, north east or north west will be directed to parking within Peartree Park and Ride or Eynsham when open (currently under construction).

4.13.4. The analysis indicates that the use of the Park and Ride would have insignificant impact, as the matches are at off peak for Park and Ride use.

4.13.5. **Table 4-24** shows the proportion of rail passenger patronage estimated for a home game combining both home and away supporters.

Table 4-24: Rail Use

Mode	Total Supporters	Approximate Vehicles Required
Rail	3,881	10
Oxford Parkway SB	2,453	6
Oxford Parkway NB	1,428	4

4.13.6. **Table 4-25** summarises the forecast number of combined home and away supporter travelling by bus and private coaches. The size of the vehicle used has been summarised within **Table 4-25.**

Table 4-25: Home and Away Supporter Coach, Bus and Park and Ride Use

Mode	Supporter Proportions	APPROXIMATE Vehicles Required
Witney Coach	251	3
Abingdon Coach	304	3
Away Supporter Coach	238	2
Public Bus	849	11 (enhanced and existing services)
Park and Ride Shuttle	8,561	79
Peartree	2,098	19
Eynsham	931	9
Thornhill	2,937	27 (enhanced and existing services)
Redbridge	1,755	16 (enhanced and extended services S5, S4, S7, 2/2a)
Seacourt	840	8

4.13.7. It is important to note that the numbers above are for a full capacity stadium and provide an indication of the total number of supporters and vehicles required to service all supporters. They do not account for available capacity on the existing services.

4.14. Arrival and Departure Profiles of Supporters

4.14.1. The profile of supporter arrivals at and departures from the stadium within the hour of a match, has been based on research carried out at other football stadiums in the UK. This is presented in **Table 4-26**.

Table 4-26: Arrival/ Departure Profile of Other UK Football Stadiums

Stadium Name	Stadium Capacity	Weekday		Weekend	
		1h pre-match arrival	1h post-match departure	1h pre-match arrival	1h post-match departure
Tottenham Hotspur	62,850	85%	85%	Similar to weekdays but earlier arrivals	
Liverpool FC	54,074	20%	-	23%	-
Luton Town Centre FC	11,500	86%	93%	73%	93%
Forest Green Rovers	5,147	-	-	67%	76%
Amex Community Stadium, Brighton	30,750	73%	80 – 100%	80%	80 – 99%
Aston Villa – Home fans	50,000	27%	86%	15%	78%
Aston Villa – Away Fans		75%	100%	0.5	100%

4.14.2. **Table 4-26** summarises the proportion of supporters arriving within the hour of a match at other stadiums, which ranges between 20% (Liverpool FC) and 86% (Luton Centre FC). The above data also suggests that a greater proportion of supporters arrive earlier on Saturday matches than weekday matches.

4.14.3. In terms of departure profile, the results show that on weekdays, between 80% (Amex Community Stadium) and 100% (Amex Community Stadium, Aston Villa – Away Fans) leave the stadium within an hour of the match ending. The data also shows that supporters stay longer after a match on Saturdays.

4.14.4. This research, as well as discussions with OUFC, has informed the arrival and departure profiles, which have been applied within this assessment. The stadium will deliver a new restaurant and sports bar. The Plaza will also accommodate mobile catering and bars, in order to attract supporters to arrive earlier and stay later after a match. The target and worst-case arrival and departure profiles which have been applied at OUFC are outlined in **Table 4-27**.

Table 4-27: Arrival and Departure Research

Mode	Weekday Hour Before Match	Weekday Hour After Match	Saturday Hour Before Match	Saturday Hour After Match
Target	75%	85%	55%	55%
Worst-Case	75%	85%	75%	85%

Note: Scenario 2: Do Minimum – Reference Case + Development Traffic Flows is based upon Worst Case

4.15. Development Traffic Generation for Scenario 2: Do Minimum – Reference Case + Development Traffic Flows

4.15.1. A worst case 60% car driver has been applied based upon Travel to Work Data for Cherwell 018 – rail is based upon 4% (rather than 1%) reflecting Oxford 009 and walking is adjusted to 9% (rather than 21% based upon Oxford 009), the adjustment has been pro-rota across the remaining modes.

4.15.2. The forecast vehicle trips for Ancillary Uses for Scenario 2 are outlined in **Tables 4-28** to **4-32**.

Table 4-28: Weekday Vehicle Trips for Ancillary Uses (Scenario 2)

LAND USE	DAILY		AM (08:00 – 09:00)		PM (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Hotel (standard)	510	510	64	49	18	49
Hotel (Major event)	264	253	18	32	29	16
Merch Store	Non-primary trips – linked to other uses					
Gym	94	98	5	2	14	10
Health and wellbeing Space	166	171	18	7	7	14
Restaurant	97	95	0	0	12	6
Sports Bar	51	50	0	0	7	3
Conferencing and Events (Major Event)	442	442	423	0	0	423
TOTAL	1624	1619	528	90	87	521

Table 4-29: Weekday Match Day Vehicle Trips for Ancillary Uses (Scenario 2)

Land Use	Daily		AM (08:00 – 09:00)		PM (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Hotel	510	510	64	49	18	49
Merch Store	Non-primary trips – linked to other uses					
Gym	78	63	5	2	14	10
Health and wellbeing Space	110	121	18	17	0	0
Restaurant	83	82	0	0	11	6
Sports Bar	42	41	0	0	6	3
Conferencing and Events	19	19	0	0	0	0
TOTAL	840	836	87	68	49	67

Table 4-30: Weekday Match Day Vehicle Trips for Ancillary Uses continued from Table 4-29 (Scenario 2)

Land Use	19:00-20:00		21:00-22:00	
	Arrivals	Departures	Arrivals	Departures
Hotel	16	31	7	7
Merch Store	Non-primary trips – linked to other uses			
Gym	Match – No Parking			
Health and wellbeing Space	Match – No appointments			
Restaurant	10	10	2	11
Sports Bar	5	5	1	6
Conferencing and Events	0	0	0	0
TOTAL	31	45	10	25

Table 4-31: Standard Saturday Vehicle Trips for Ancillary Uses (Scenario 2)

Lane Use	Daily		11:00-12:00		14:00-15:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Hotel (standard)	619	663	35	58	29	49
Merch Store	Non-primary trips – linked to other uses					
Gym	158	157	9	7	12	6
Health and wellbeing Space	166	171	18	17	12	14
Restaurant	129	130	7	4	12	20
Sports Bar	68	68	3	2	6	10
Conferencing and Events	0	0	0	0	0	0
TOTAL	1140	1189	71	89	72	99

Table 4-32: Weekend Match Day Vehicle Trips for Ancillary Uses (Scenario 2)

Land Use	Daily		14:00 -15:00		17:00 -18:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Hotel (standard)	619	663	29	49	45	25
Merch Store	Non-primary trips – linked to other uses					
Gym	58	62	Match – No Parking			
Health and wellbeing Space	121	76	Match – No appointments			
Restaurant	111	111	6	4	10	17
Sports Bar	55	56	3	2	5	9
Conferencing and Events)	19	19	0	0	0	0
TOTAL	984	987	38	54	61	51

4.15.3. The Stadium staff traffic generation for Scenario 2 is outlined in **Tables 4-31** to **4-34**.

Table 4-31: Standard Weekday Stadium Staff Vehicle Trips (Scenario 2)

	Daily		08:00-09:00		17:00- 18:00	
	Arriving	Departing	Arriving	Departing	Arriving	Departing
Retained Oxford United Staff	126	126	126	0	0	126
Projected New Stadium Operation Staff	28	28	28	0	0	28

Table 4-32: Weekday Match Day Stadium Staff Vehicle Trips (Scenario 2)

	Daily		19:00-20:00		21:30- 22:30	
	Arriving	Departing	Arriving	Departing	Arriving	Departing
Retained Oxford United Staff	126	126	0	0	0	0
Retained Matchday Staff	20	20	0	0	0	0
Projected Additional Matchday Staff	4	4	0	0	0	0
Projected New Stadium Operation Staff	28	28	0	0	0	0

Table 4-33: Standard Saturday Stadium Staff Vehicle Trips (Scenario 2)

	Daily		11:00-12:00		14:00- 15:00	
	Arriving	Departing	Arriving	Departing	Arriving	Departing
Retained Oxford United Staff	74	74	0	0	0	0
Projected New Stadium Operation Staff	17	17	0	0	0	0

Table 4-34: Weekend Match Day Stadium Staff Vehicle Trips (Scenario 2)

	Daily		14:00-15:00		17:00-18:00	
	Arriving	Departing	Arriving	Departing	Arriving	Departing
Retained Oxford United Staff	74	74	0	0	0	74
Retained Matchday Staff	20	20	0	0	0	0
Projected Additional Matchday Staff	4	4	0	0	0	0
Projected New Stadium Operation Staff	17	17	0	0	0	17

4.16. Major Event Trip Generation

4.16.1. The following assumptions have been made regarding development trip generation for travel to/from the Stadium:

- An event includes 700 attendees, and 468 staff* (total of 1,168 people).
- Assumed c. 60% (see section 6.2.10) of attendees and staff will be car driver (accounting for those using other modes and car sharing) which equates to a total of 683 vehicle

- 423 vehicles by attendees
- 260 vehicles by staff

- Assumed that all attendees and staff arrive within AM Peak, and depart within PM Peak hours
- Breakdown of car parking is as follows:
  - 184 vehicles in OUFC car park
  - 430 vehicles in Oxford Parkway Park & Ride
  - 69 vehicles in alternative parking location **

**Note the majority of staff on-site during an event day are not associated with event and rather employee's hotel, restaurant, gym, sports bar etc.*

***It is assumed that as there is a maximum parking capacity on-site at OUFC (184), and at Oxford Parkway (430), remaining attendees will either park within an alternative parking site around Oxford (inc. Thornhill Park & Ride) or will be travel by public transport instead.*

4.17. Location of New Access of Development onto the Existing Highway

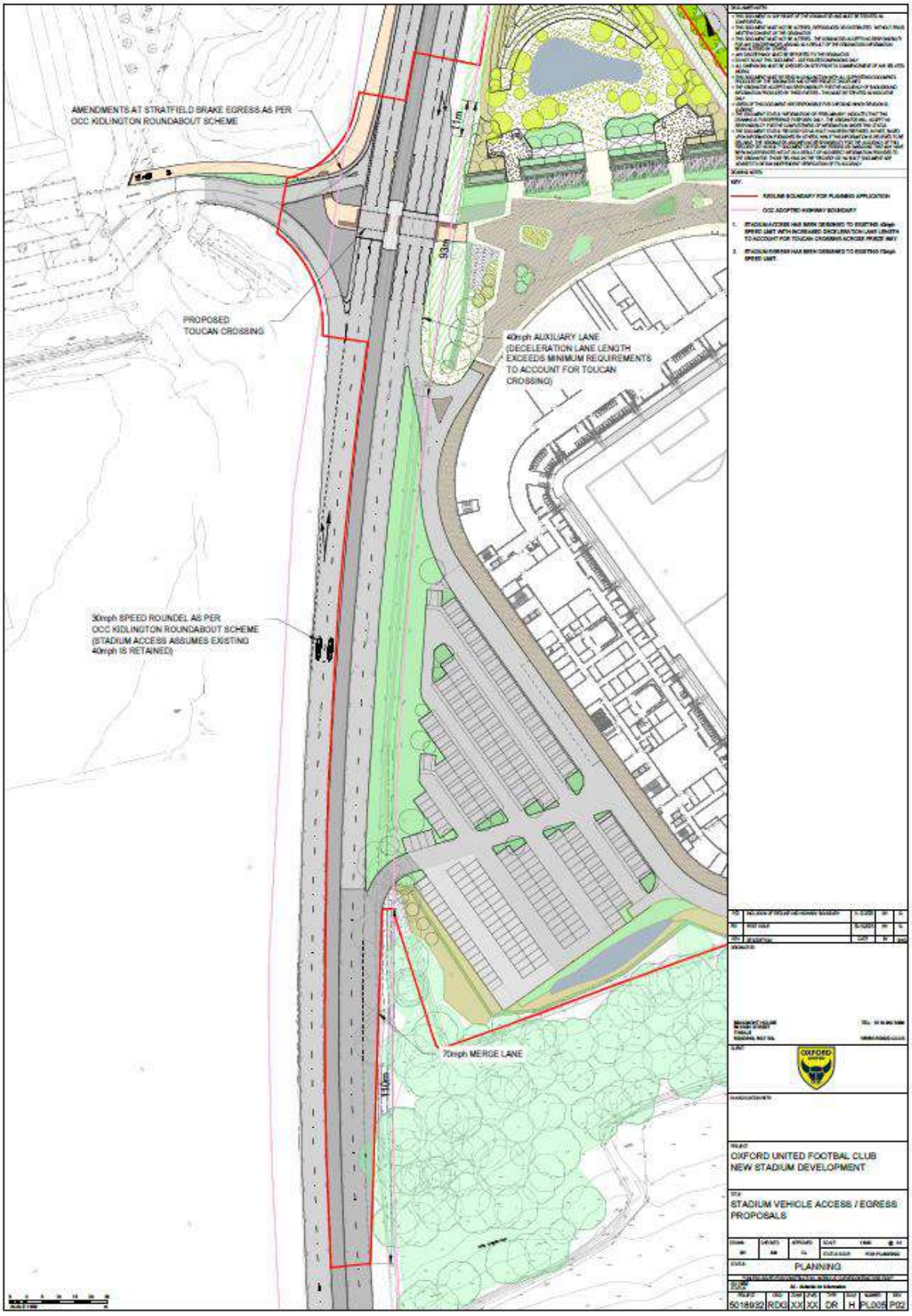
4.17.1. **Figure 4-17** provides an illustration of the masterplan. **Figure 4-18** shows the proposed vehicle access design via a left in left out arrangement from Frieze Way, with emergency and large delivery access from Oxford Road into the north part of the site.

4.17.2. The Kidlington roundabout scheme indicates a possible reduction of this speed limit to 30mph (both north and south bound). We seek advice on whether the diverge lane at the access could be removed.

Figure 4-17: Masterplan

Source: Fabrik

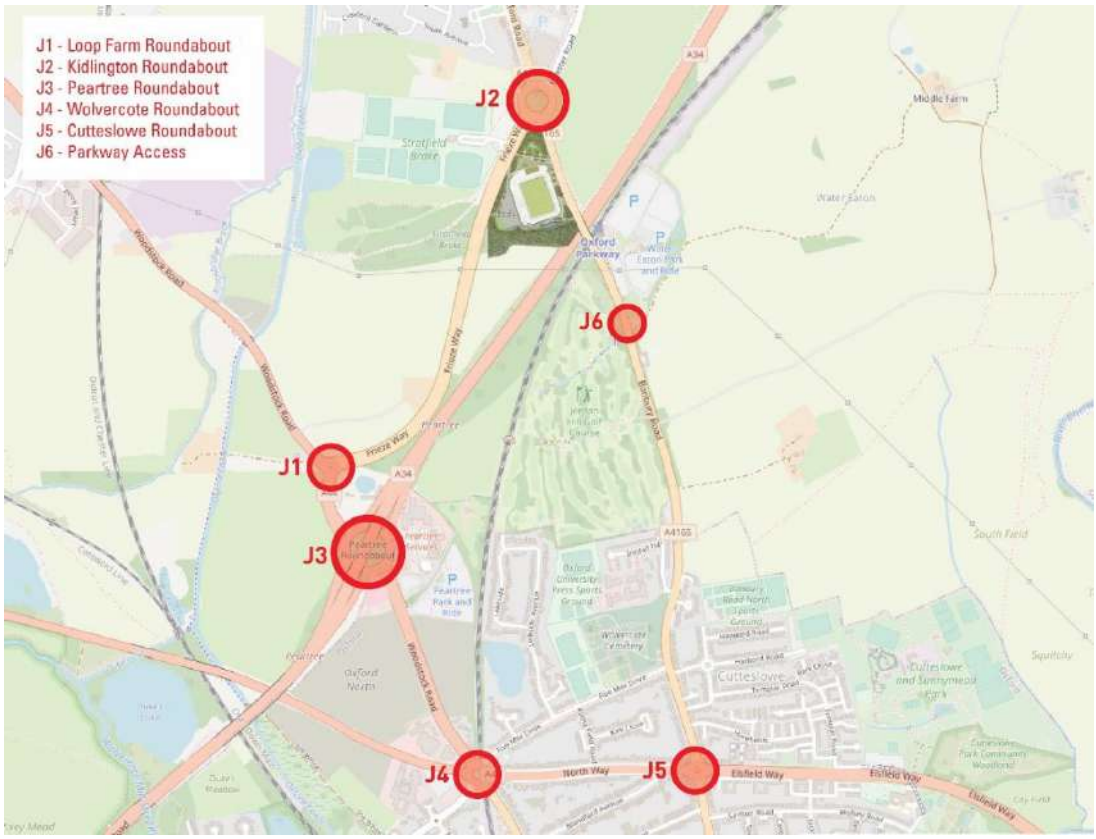
Figure 4-18: Access Design Option



4.18. Area of Impact

4.18.1. Through a review of the highway network and understanding the trip distribution the area shown in **Figure 4-19** has been identified as the study area.

Figure 4-19: Study Area



4.19. Development Opening Year

4.19.1. It is expected that the opening year will be for the 2026 football season.

4.19.2. Background growth factors have been determined using Trip End Model Presentation Program TEMPro 8.1 (which allows National Trip End Model (NTEM) model forecasts in the growth in trip origin-destinations to be viewed).

4.19.3. The PR sites outlined in **Table 3-1** swill be input manually based upon the available Transport Assessment reports.

4.19.4. In terms of background growth, TEMPro growth has been applied with adjustments for the committed development outlined in **Table 3-1**.

4.19.5. **Table 4-35** sets out the growth factors applied to the 2018 surveys and **Table 4-36** sets out the growth factors applied to the 2023 surveys

Table 4.35: TEMPro 8.1 Growth Factors (2018 to 2026)

2018 - 2026 Growth Factors	Weekday AM	Weekday PM	Saturday	Average weekday	Average day
Cherwell	1.0534	1.0518	1.0546	1.0585	1.0586
Oxford	1.0449	1.0416	1.039	1.0475	1.0467

Table 4.36: TEMPro 8.1 Growth Factors (2023 to 2026)

2023 - 2026 Growth Factors	Weekday AM	Weekday PM	Saturday	Average weekday	Average day
Cherwell	1.022	1.0211	1.0218	1.0219	1.0218
Oxford	1.0171	1.0157	1.0145	1.016	1.0157

4.19.6. In line with the development of the 2031 North Oxford VISSIM model, we will also analysis and interpolation of the trends observed within the historic traffic data for the study area for the stadium peak periods to determine possible growth. If this methodology determines lower growth, this will be applied rather than TEMPro.

4.20. Construction Traffic

4.20.1. Details on construction traffic are being developed.

4.21. Assessment Years

4.21.1. The assessment year will be 2026.

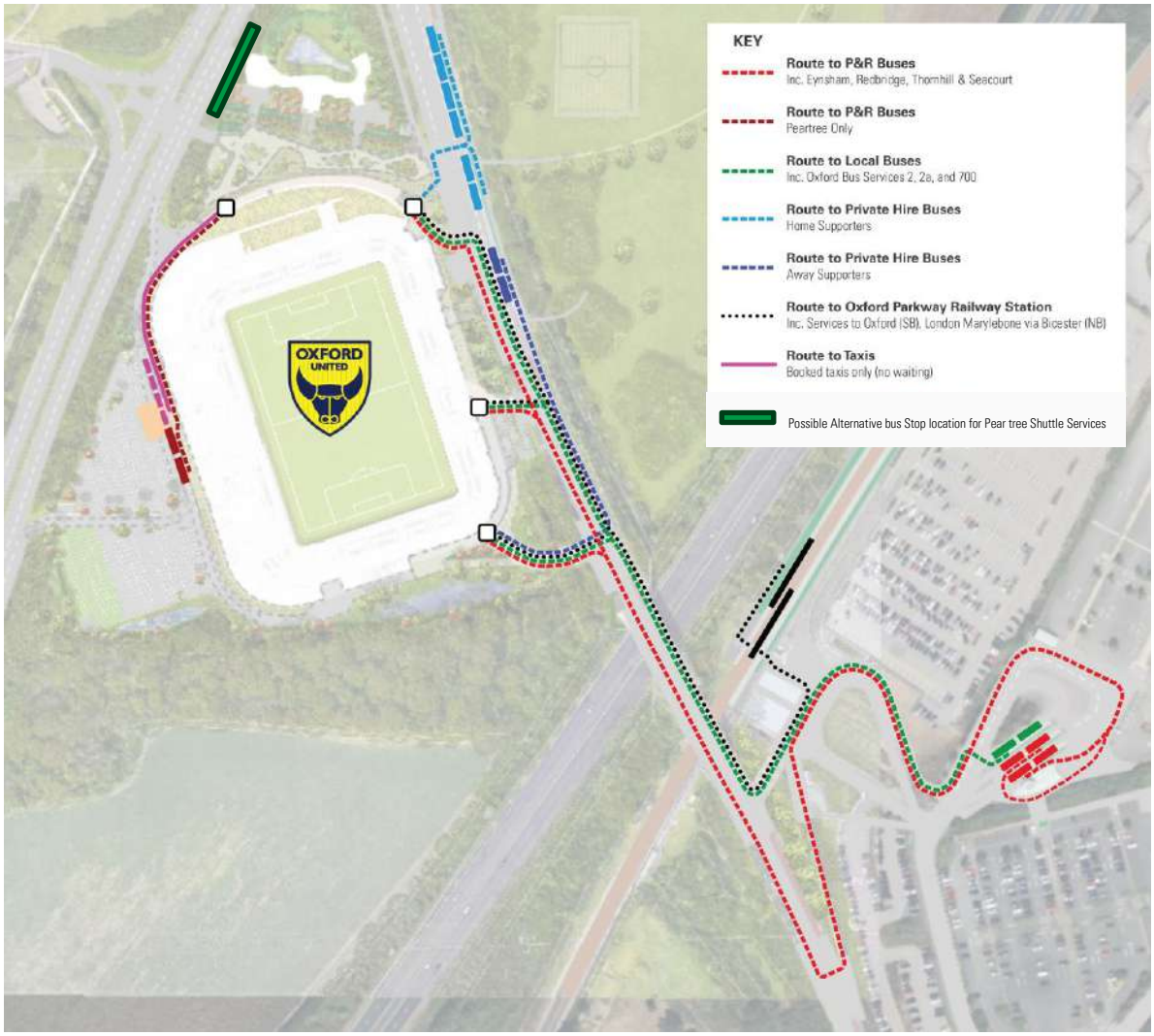
4.22. Assessment Tools

4.22.1. We would welcome advice from OCC on the tools to assess the transport movements.

- A pedestrian VISSIM model has been created for the study area shown in **Figure 4-20** to test the pedestrian movements:
    - First test – Match Day after the whistle
    - Second test – Match Day before kick off

Note: Options to locate the bus stops on Freize Way (within laybys and with the removal of the diverge lane to the access, if 30mph design agreed). See potential location in **Figure 4-20**. This would help with vehicle/pedestrian conflicts within the car park and reduce delays to the bus services. This would also provide new bus stops for other public services.

Figure 4-20: Pedestrian VISSIM Model Study Area – showing Match Day Pedestrian Routes to Park and Ride Shuttle Buses, Local Buses, Coaches, Railway Station and Taxi



- Highway modelling (study area **Figure 4-18**) – there are a number of options:
  - LinSig Modelling of the junctions in the study area.
  - Update and revalidation of the North Oxford VISSIM Model for weekday evening and Saturday – access to the 2031 North VISSIM model (with VisVAP coded junctions) would be necessary to benefit from demand responsive traffic signals (which LinSig does not allow for). This has not been possible to date and therefore OCC's help will be necessary. The model would expect to be created to cover the study area.
  - A combination of LinSig and Updated North Oxford VISSIM model – LinSig could inform the worst-case peak hour(s) to test within a New North Oxford VISSIM model.

4.22.2. It would be expected to test the scenarios agreed with OCC, as outlined in **Section 4.1**. Scenario 1 and Scenario 2 will form the first tests.

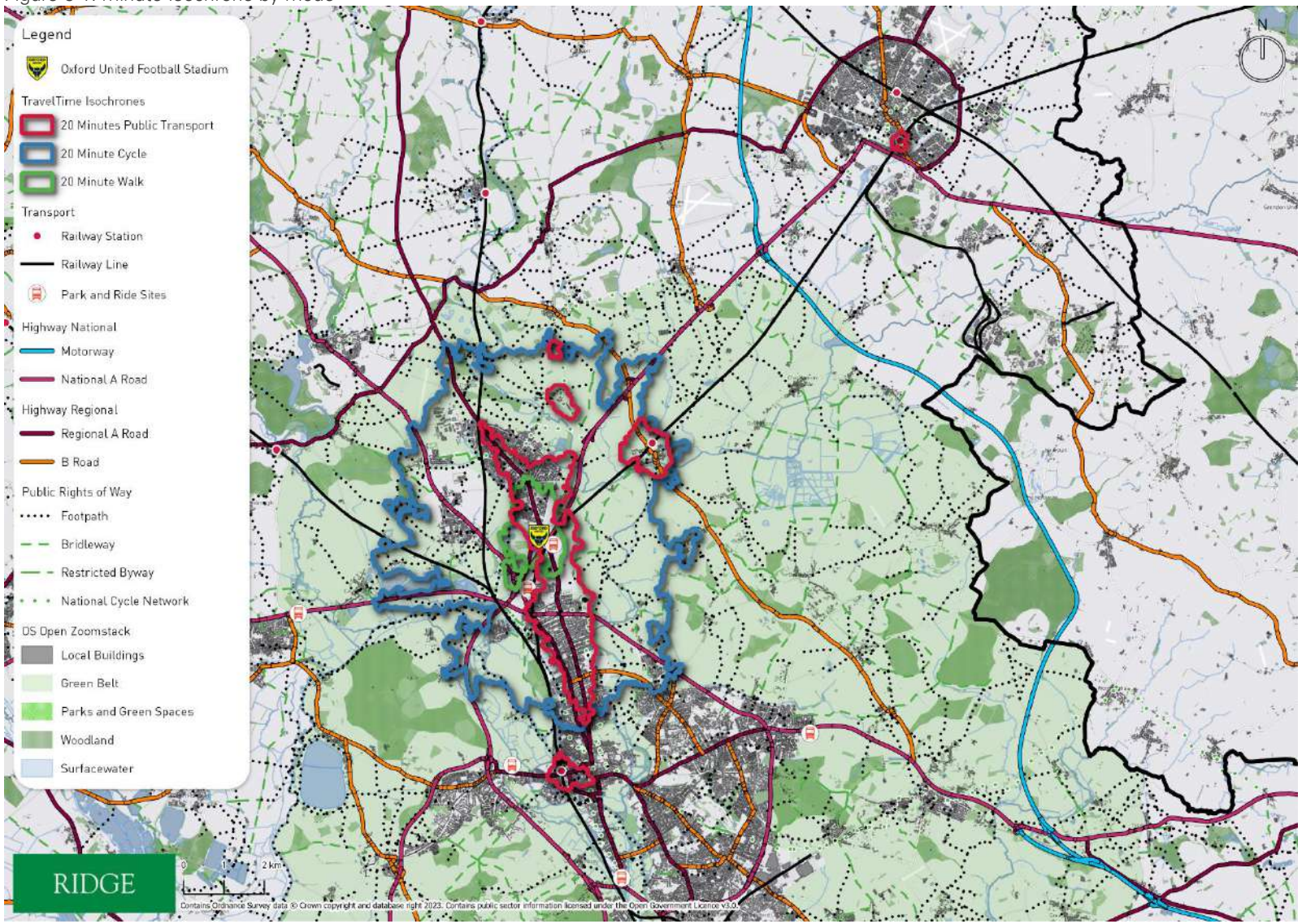
4.23. Active Travel England

4.23.1. An active travel audit is proposed, reviewing the existing active travel network, those that are currently being brought forward, those proposed by the PR sites in the vicinity and additional enhancements as proposed by this application.

5. SITE ACCESSIBILITY

5.1.1. **Figure 5-1** illustrates 20-minute isochrones for public transport, cycling and walking from the site, showing the area than can be reached by mode within this time period.

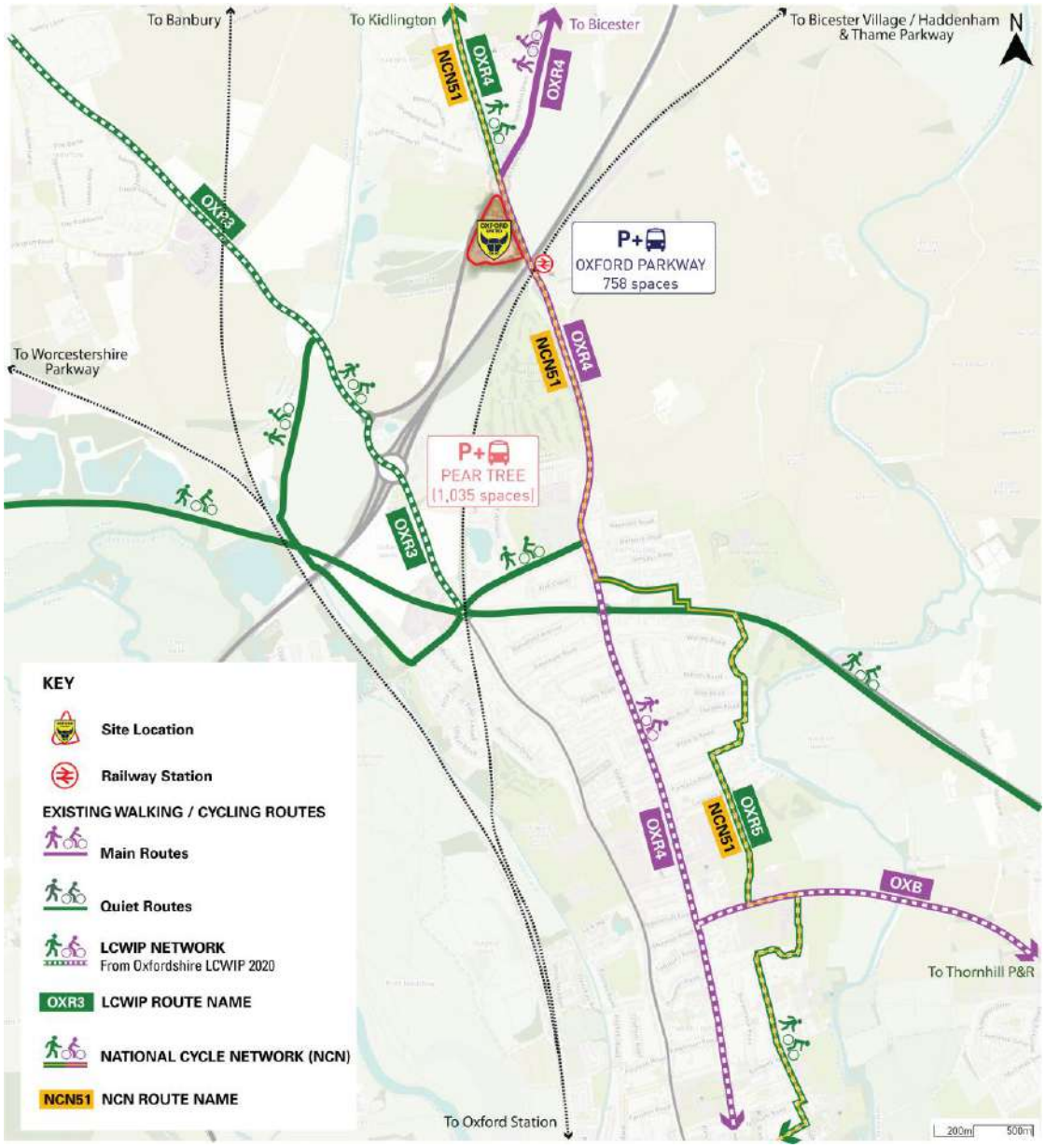
Figure 5-1: minute Isochrone by mode



5.2. Walking

5.2.1. The existing footway and wider connections are shown in **Figure 5-2**. The walking infrastructure in the area is of an average standard, with a narrow shared footpath on both sides of Oxford Road with street lighting on the full length. The site is accessible to bus stops on Oxford Road as well as those within Kidlington, additionally Oxford Parkway Station and Park and Ride is in close proximity of the site, again accessed via Oxford Road.

Figure 5-2: Existing Active Travel Routes



5.2.2. **Figure 5-3** illustrates the public rights of way at the vicinity of the site.

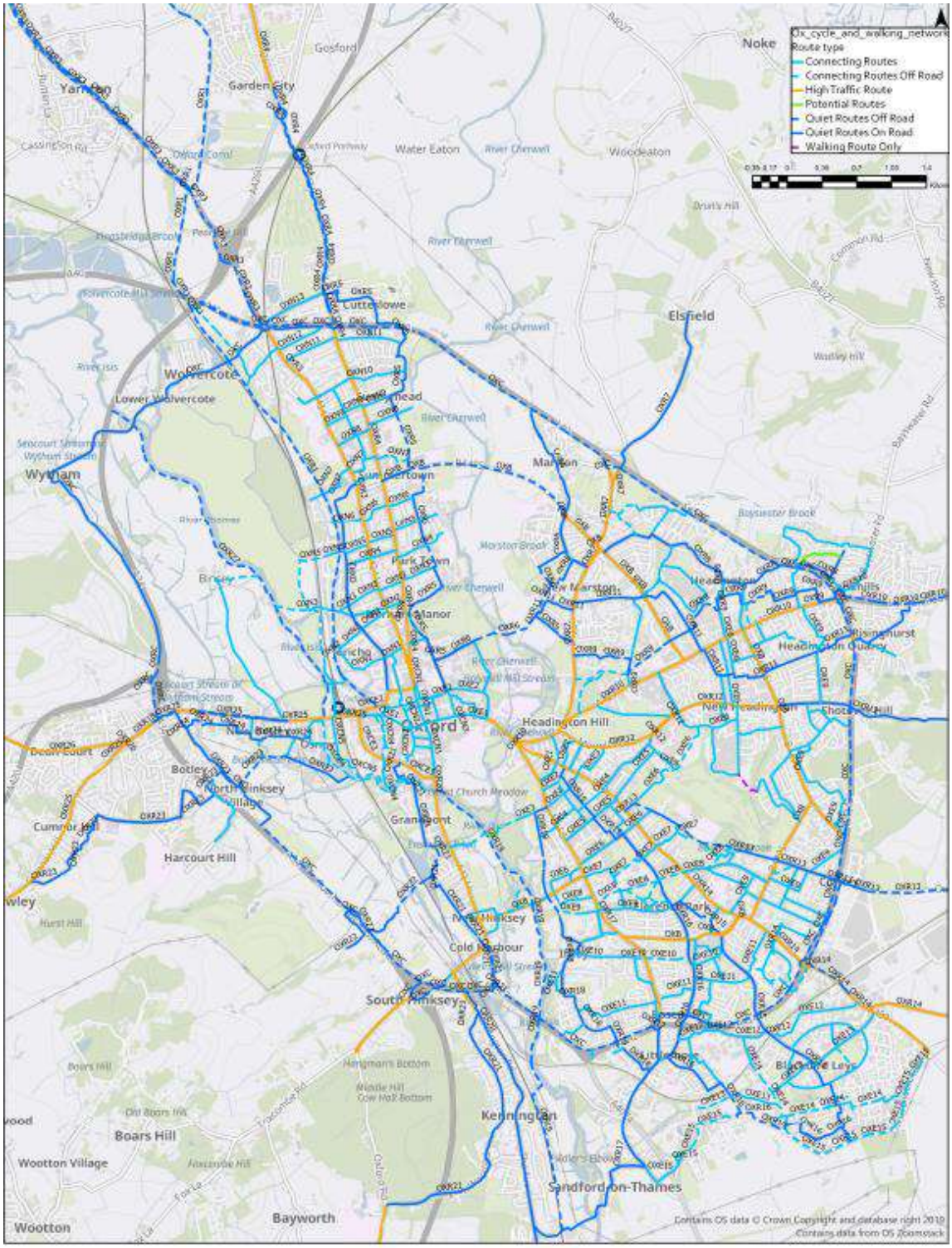
Figure 5-3: Public Rights of Way

Source: OCC

5.3. Cycling

5.3.1. The OXR4 cycle route runs along Oxford Road adjacent to the Site. The OXR3 cycle route runs along the A44 approximately 1km south of the site, accessed from Freize Way. These two routes connect to the wider network of cycle routes across Oxford and are identified within the Walking and Cycling network for the LCWIP (**Figure 5-4**). The whole of Kidlington and parts of Northern Oxford including Summertown can also be accessed within a 20 minute cycle (approximately 5.3 km based on a cycling speed of 16kph). Oxford City Centre is approximately 6km south of the Site and so approximately 25-minute cycle ride.

Figure 5.4: Oxford Cycle and Walking for LCWIP



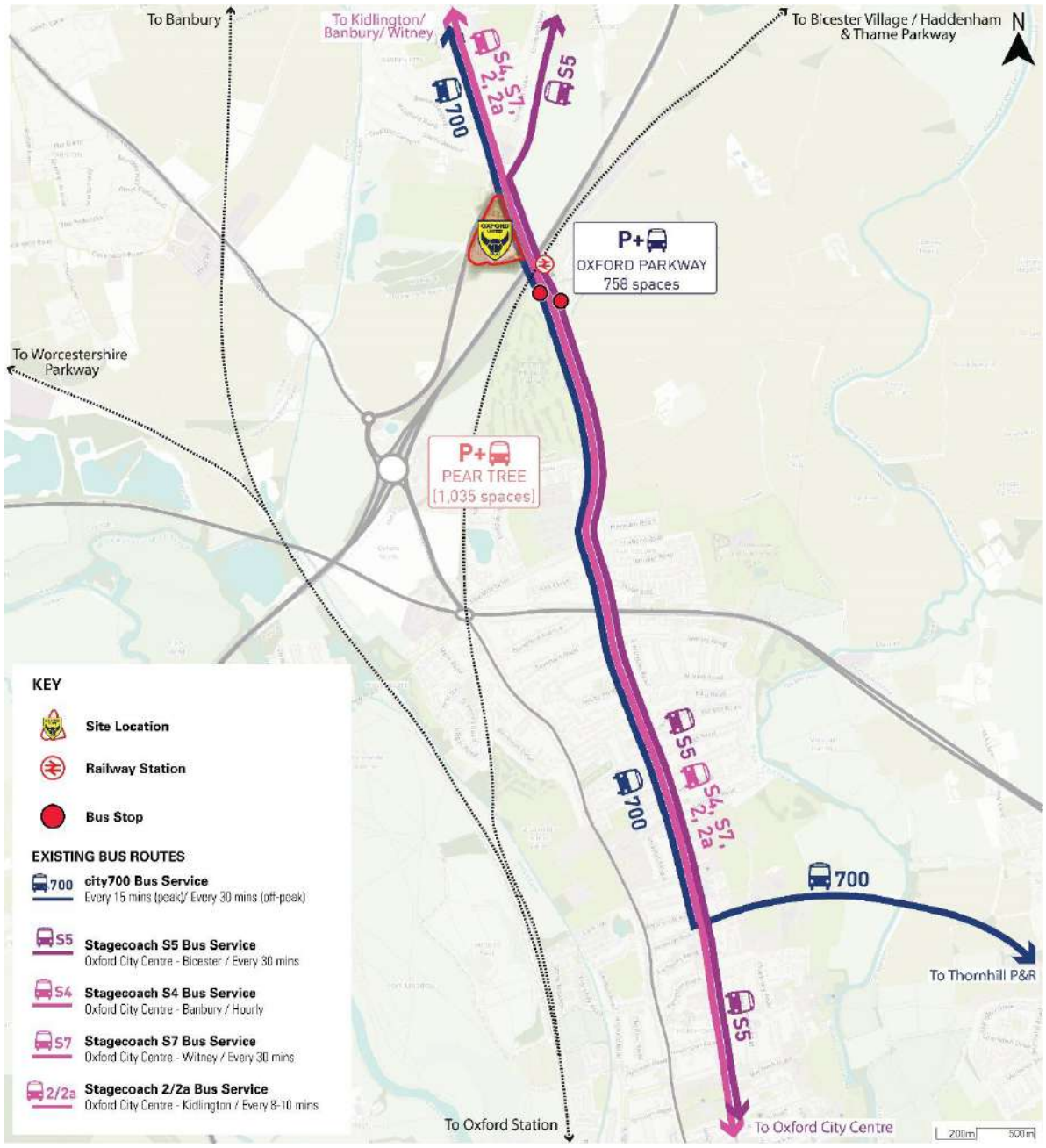
OXFORDSHIRE COUNTY COUNCIL

Source: OCC LCWIP

5.4. Public Transport – Public Bus Services

5.4.1. There are bus stops on Oxford Road (Oxford Parkway Stop E (NB) and Oxford Parkway Stop D (SB) and Bicester Road (NB and SB) within 500 m or a 6 minutes' walk (1.4m/s) of the Site. These stops provide access to number of regular services connecting the Site to Oxford, Bicester and Kidlington as detailed in **Figure 5-5** and **Table 5-1.**

Figure 5-5: Existing Public Transport Routes



5.4.2. A summary for these services is shown in **Table 5-1**.

Table 5-1: Bus Services in Proximity to the Stadium

Bus Stop	Service	Route	Approximate Frequency	Bus Operator
Oxford Road	2/2A/N2	Kidlington - Oxford	15 minute Weekdays and Sat, 30 minute on Sunday and Night	Stagecoach
	S5	Oxford -Bicester	Every 20 minute Weekdays, 30 minute on Sunday and hourly weekday Night	Stagecoach
	S7	Witney – Oxford	Every 30 minute weekdays	
	City 700	Kidlington – Thornhill Park and Ride	30 minute Weekdays	Oxford Bus Company
	7 Gold	Woodstock- Oxford	30 minute weekdays and weekends	Stagecoach
	S4/H4	Oxford - Banbury	Hourly Weekdays	Stagecoach
Bicester Road	24	Bicester – Oxford	Every two hours weekdays and Sat	Grayline Coaches
	S5/NS5	Oxford - Bicester	20 minute Weekdays and Sat, 30 minute on Sunday and hourly weekday Night	Stagecoach

Note: Timetables correct as of September 2023.

5.5. Public Transport - Park and Ride

5.5.1. There are five Park and Ride sites within Oxford, the closest of which is Oxford Parkway Park and Ride which lies adjacent to Oxford Parkway Station, providing a total of 758 spaces for the Park and Ride part of the car park and an additional 830 spaces associated with the railway.

5.5.2. Park and Bus tickets are available which includes parking for up to 16 hours and bus travel towards Oxford City Centre. The tickets are available for one return journey to and from the Oxford Parkway and cost £4 for parking for a single driver or £5 for a driver and a passenger. Children under the age of 16 travel for free when accompanied by a fare paying adult.

5.5.3. The next closest park and ride site is Peartree, located next to the Peartree roundabout and A34 and A44 approximately 2.4km from the site. This offers 1,035 spaces and park and bus tickets are available as per Oxford Parkway, or separate parking only tickets for up to 72 hours.

5.5.4. Seacourt Park and Ride (1,389 spaces) is located 7.8km south west of the proposed stadium off the Botley interchange roundabout. Again, combined park and bus tickets are available.

5.5.5. Bus service 700 which operates past the site provide connection to Thornhill Park and Ride (1,335 spaces) to the east of Oxford on the A40.

5.5.6. Redbridge Park and Ride to the south of Oxford has 1,412 spaces and Eynsham Park and Ride is under construction to the west of Oxford along the A40 will have 850 spaces.

5.6. Public Transport - Rail Services

5.6.1. Oxford Parkway Station is located approximately 300m south-east of the Site, offering two services an hour to/from London Marylebone and Oxford, serving stations such as Bicester Village, Haddenham & Thame Parkway and High Wycombe. These trains on the Oxford-Bicester Line are operated by Chiltern Railways. The station has step free access to all platforms and accessible ticket machines and toilets.

5.6.2. Oxford Parkway (Rail) has a car parking facility with 830 spaces (18 of which are accessible) and 150 secured cycle parking spaces on the station forecourt. The station has step free access to all platforms and accessible ticket machines and toilets.

5.6.3. Oxford station is served by Great Western Railway, Chiltern Railway and Cross Country services providing train services to/from stations such as: Radley, Culham, Appleford, Didcot Parkway towards Reading and Tackley, Heyford, Banbury and Leamington Spa towards Coventry and Hanborough, Combe, Finstock, Charlbury towards Worcester. A summary for these services is shown in **Table 5-2**.

Table 5-2: Rail Services

Station	Route	Approximate Frequency	Operator
Oxford Parkway	London Marylebone to Oxford	30 minute	Chiltern Railways
	Oxford to London Marylebone	30 minute	Chiltern Railways
Oxford	London Marylebone to Oxford	30 minute	Chiltern Railways
	Oxford to London Marylebone	30 minute	Chiltern Railways
	Manchester Piccadilly to Bournemouth	30 minute	Cross Country
	Bournemouth to Manchester Piccadilly	30 minute	Cross country
	Oxford to London Paddington via Didcot Parkway	30 minute	GWR
	London Paddington to Oxford	30 minute	GWR

5.6.4. From Oxford connections to Stratford Upon Avon, Birmingham and Stourbridge Junction can be made by changing services at Haddenham and Thame Parkway (Chiltern Railways). Connections to Taunton and Exeter St Davids and Guildford can be made by changing at Reading (GWR).

5.7. Road Safety – Accident Records (5 Years)

5.7.1. An initial accident review has been undertaken for the immediate highway network within the vicinity of the proposed development site covering the latest available 5-year period between 2018 and 2022, obtained through OCC. **Figure 5.6** displays the location and severity of traffic injury accidents in relation to the development Site.

5.7.2. A summary of the accidents by severity (slight, serious, fatal) is provided in **Table 5.4**.

Table 5.4: Recorded Accidents and Severity

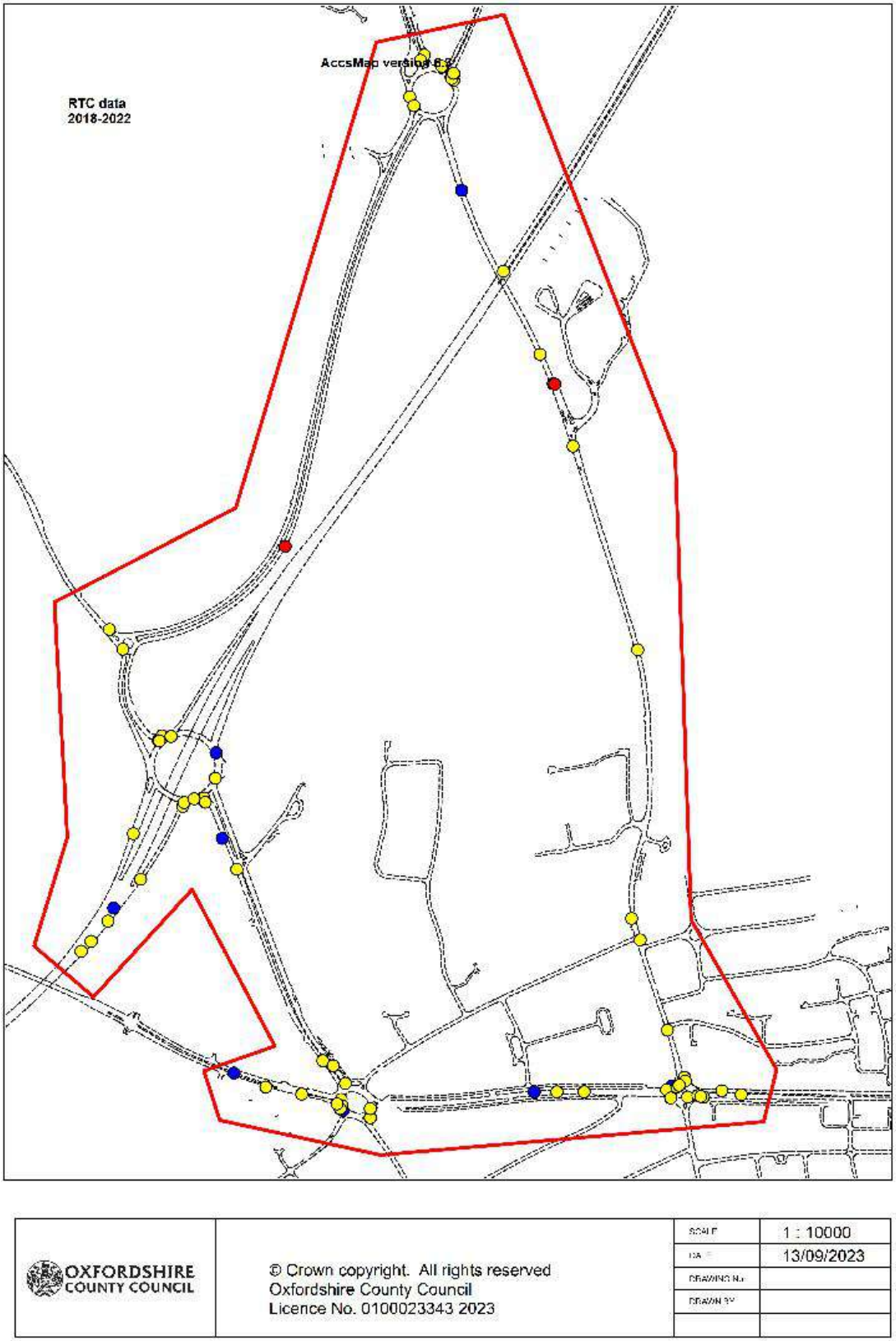
Severity	2018	2019	2020	2021	2022	Total
Fatal	0	0	0	0	2	2
Serious	2	4	2	0	2	10
Slight	9	16	17	12	12	66
Total	11	20	19	12	16	78

5.7.3. The accident data from OCC shows that there were two fatal incidents both in 2022, one of these was located on Oxford Road outside Oxford Parkway, involved an HGV and a cyclist, whilst the second on Frieze way involved a motorcycle.

5.7.4. There are clusters of accidents at key junctions surrounding the site including Cutteslowe Roundabout, Wolvercote Roundabout, Kidlington Roundabout, Peartree and Loop Farm Roundabout.

5.7.5. There are ongoing construction work improving operation at Peartree, with pedestrian crossing improvements being proposed at Kidlington Roundabout, and segregated cycle/ footway being proposed the length of Oxford Road, from Cutteslowe Roundabout to Kidlington Roundabout.

Figure 5.6: Traffic Collision Study Area



Source: Oxfordshire County Council

5.8. Description of how facilities for people with mobility problems will be considered

5.8.1. As part of the proposals accessible parking facilities will be provided on site. In addition, the stadium will have step free access around the circumference of the building as well as from Oxford Road.

6. PLANNING POLICY

6.1. Policy

6.1.1. The TA will be prepared in accordance with the following policy and guidance:

- National Planning Policy Framework (September 2023)
- DfT's Decide and Provide Policy (December 2022)
- Cycling and Walking Investment Strategy (2017)
- Transport Decarbonisation Plan – Decarbonising Transport: a better, greener Britain (July 2021)
- OCC Decide and Provide: Requirements for Transport Assessments (September 2022)
- Local Transport and Connectivity Plan (July 2022)
- Active Travel Strategy (2022)
- Oxford Local Cycling and Walking Infrastructure Plan (March 2020)
- The Cherwell Local Plan 2011-2031 (
- Kidlington Local Cycling and Walking Infrastructure Plan (January 2022)
- Oxford Local Plan 2036 (June 2020)
- OCC Parking Standards for New Development (2023)
- BREEAM Gudience (BREEAM 2018, TRa01, TRa02)

6.2. Other Considerations

6.2.1. Public transport connections are an important focus for the new stadium.

6.3. Proposed Rail Improvements

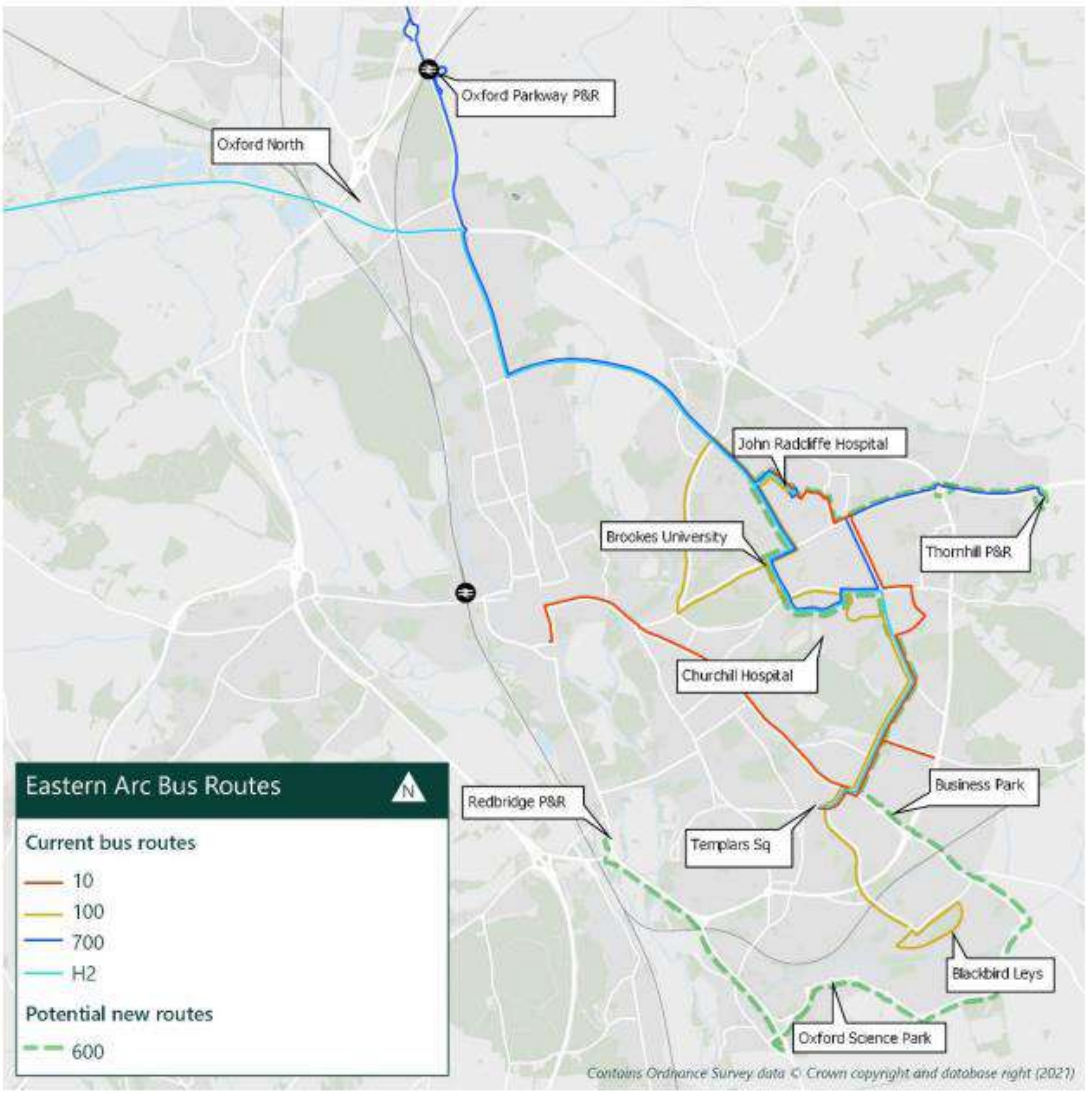
6.3.1. The key new railway services that connect to the nearest railway station (Oxford Parkway), includes the construction of East West Rail (EWR), connecting the Cambridge with Oxford Via Bicester, Milton Keynes and Bedford.

6.3.2. As well as more local railway reopening including the Cowley Branch where proposals to reopen to passengers, which include two new stations, supporting the Oxford Business Park and Science Park, with the ultimate aim of a regular half hourly service. The strategic proposal also identifies the opportunity to extend the Chiltern Railways' London Marylebone to Oxford service. The proposals are at outline business case stage.

6.4. Proposed Bus Service Improvements

6.4.1. The Eastern Arc Bus Route also planned to operate along the route shown in **Figure 6-1**. 'Connecting Oxford' identified a high frequency bus service connecting the arc linking north, east and southern parts of Oxford outside the city centre.

Figure 6-1 – Eastern Arc Bus Route



6.4.2. In addition, improvements at the bus interchange at Oxford Parkway are also seen to be an important element of the overall sustainable transport strategy, to achieve a target of 90% of fans to travel to the stadium via sustainable modes.

7. SUMMARY

7.1. Request

7.1.1. Ridge and Partners LLP seek advice on the level of assessment required by OCC to support this planning application.

7.1.2. Please could you confirm whether the following are required/necessary:

- Transport Assessment, scope as outlined;
- Construction Management Plan;
- Travel Plan;
- Delivery and Service Management Plan; and
- Consultation with Active Travel England.

1.1.6 Questions:

1. Please could OCC advise whether the access design can be downgraded to 30mph design (based upon the Kidlington Roundabout scheme) and whether the removal of the proposed diverge lane would be supported?
2. Please could you advise on locating bus stops on Freize Way?
3. Please could you advise on scenario tests?
4. Please could you advise on use of the North Oxford VISSIM model?

APPENDIX B OCC EIA SCOPING RESPONSE

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell
Application no: 23/02276/SCOP
Proposal: EIA scoping opinion - new stadium
Location: The Triangle, Frieze Way and Oxford Road, Kidlington

Response Date: 27/09/2023

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application No: 23/02276/SCOP
Proposal: EIA scoping opinion - new stadium
Location: The Triangle, Frieze Way and Oxford Road, Kidlington

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Strategic Planning

Please find attached Transport, LLFA, Archaeology, Public Health and Minerals & Waste officer comments on this request for an EIA scoping opinion, along with Local Member's comments.

Most of the attachments were written in advance of Oxfordshire County Council's Cabinet decision on 19 September 2023 to lease land at the Triangle to the football club. The County Council's press release states that the leasehold will come with a number of conditions:

- The club must be given planning permission by Cherwell District Council.
- The club must produce a net-zero plan that is fully costed and comes with clear timescales and outcomes from design, construction and full operation of the stadium.
- The club must provide detail of how it will meet the commitments made in its submissions to the county council so far.
- Restrictive covenants will be put in place that will set aside the use of the land for football/community sports and leisure/sports stadia for the term of the lease, with limited commercial activities permitted only within the stadium footprint.

There is a lot of information contained in the papers which went to Cabinet https://mycouncil.oxfordshire.gov.uk/ieListDocuments.aspx?CId=115&MId=7100 (and previous papers) which we recommend that Cherwell District Council officers consider.

The County's officer comments are those reflecting that this Council is the Highways Authority, the Lead Local Flood Authority and the Minerals & Waste Planning Authority. The County Council has a particular role in Public Health and therefore provides comments on significant proposals such as this. Archaeology comments are provided by the County Council to all the District Councils, but not the City Council which has its own archaeologists.

Oxfordshire's Fire Service comments were provided separately and are available online.

It is not our intention to provide Landscape, Ecology or other specialist comments as we understand that Cherwell District Council has its own officers dealing with those matters.

Officers' Names: Lynette Hughes and David Flavin
Officers' Titles: Principal Planners
Date: 25 September 2023

Application No: 23/02276/SCOP
Proposal: EIA scoping opinion - new stadium
Location: The Triangle, Frieze Way and Oxford Road, Kidlington

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Transport Schedule

Detailed comments:

It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless, the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

The site is located south of Kidlington and north of Oxford, situated between the A4165 Oxford Road to the east and A4260 Frieze Way to the west. The site is well located for public transport with a number of frequent bus services on Oxford Road (with more coming forward in the future) and is within close proximity to Oxford Parkway train station and Park & Ride. The site is surrounded by land allocated within the Cherwell Local Plan for housing (PR sites), once these come forward there will be a large catchment of residents within walking and cycling distance. The PR sites are bringing forward a package of active and sustainable travel improvements which will also benefit the proposed stadium, these include:

- New 2.5m cycle route and 2m footway either side of Oxford Road between Kidlington and Cutteslowe Roundabouts.
- Active Travel Improvements to Cutteslowe Roundabout.
- New mobility hub at Oxford Airport.
- A44 bus and cycle lane improvements.
- New pedestrian/cycle bridge from PR6b over railway line.
- Multiple at-grade crossings along Oxford Road.

Should the proposed stadium come forward, the county council would expect further active travel improvements, including further contributions to the above infrastructure if required. A new crossing will be required across the A4260 Frieze Way, this can be at-grade but the speed limit should be reduced which will also help in the design of the primary vehicle access which will be in the form of a left-in/left-out. In order for the stadium to succeed in its travel targets and minimise impact on the highway network it is important that active travel is prioritised.

The stadium is coming forward with little on-site car parking which is welcomed, however, it needs to be acknowledged that Oxford Parkway is a short walk from the proposed stadium where there is approximately 1,800 parking bays. The walking/cycling route from here needs to be appropriately planned and deemed safe for the large number of fans expected

to be using the route. A bridge would be preferable but may not be possible due to land constraints or necessary due to the approved speed limit reduction on Oxford Road and the planned crossings. Due to the number of fans and the width of the footways, it may be necessary to close part of Oxford Road between the stadium and Oxford Parkway before/after matches to allow more space for pedestrians. This may be required but will depend on the pedestrian and traffic modelling and will need to be agreed by the county councils Network Management team. Should this come forward it will only be a single lane closure allowing for buses and cyclists to still use the corridor.

Peartree P&R is also within close proximity to the site although slightly further away than Oxford Parkway. Walking and cycling routes should still be improved as it is likely to be an area fans choose to use, especially if Oxford Road is closed. Buses/shuttles from all of the Park & Rides should be planned for, these will be an important element of capturing fans from around the county who are not served by regular bus services and away fans. Along with these, further information should be submitted about bus services to the ground with financial contributions provided if necessary, match day services are currently provided at the existing stadium which should be carried forward and enhanced.

Parking surveys will be needed at Peartree P&R and Oxford Parkway to ensure there is sufficient capacity to accommodate fan parking if necessary. Peak demand for the stadium and commuters using the Park & Rides should be different so there is unlikely to be a significant overlap. There are plans to improve Oxford Parkway, further information will be provided in time and contributions may be requested towards this. The surrounding PR sites are all coming forward with Controlled Parking Zones (CPZs) which will restrict fan parking, this will also be needed in Kidlington and will need to be funded by the applicant. This will not need to be a full CPZ such as is coming forward for the PR sites but can be just on match days, this currently occurs in Littlemore and Blackbird Leys for the existing stadium on match days and operates successfully.

High quality cycle parking must be incorporated in the design of the stadium. Oxfordshire County Council's Parking Standards provide cycle parking standards (1 space per 50sqm or 1 space per 30 seats plus 1 space per 5 employees). The county council do not support the use of double-stacked or semi-vertical spaces – these are often difficult to use and underutilised. Covered Sheffield stands are preferable with a minimum of 1m spacing between stands. There may be some scope to provide some of these at Oxford Parkway if these cannot all be accommodated on site, this would capture fans cycling from the south but a proportion will still be needed on site.

The applicant states the aim is to transition from 90% of fans driving at the existing stadium to only 10% of fans driving to the proposed stadium. This is an ambitious target which the county council fully endorses, however, it must be acknowledged that with parking opportunities within walking distance (Oxford Parkway & Peartree P&R), fans will have the opportunity to drive which could impact the capacity of the local highway network. It is however recognised that although the proposed stadium is larger than the existing 12,000 seat stadium, the active and sustainable travel options available will likely mean overall there is less impact on the wider highway network.

There are a number of strategically important junctions within the vicinity of the site, these include:

- Cutteslowe Roundabout
- Kidlington Roundabout
- Loop Farm Roundabout
- Peartree Roundabout
- Wolvercote Roundabout
- Oxford Parkway/A4165 Oxford Road junction

All of these will need to be modelled to show the impact of the development on the highway network, preferably this would be using the VISSIM model the PR sites have built in partnership or another micro-simulation model. However, if this is not possible we may accept localised junction models for the above junctions. The model/models will need to be undertaken with a 'worst-case scenario', with fans driving to Peartree P&R and Oxford Parkway. Committed development and Tempro growth factors must also be included to show true impact on the network.

In addition to this I would also like to see bus journey time data and the impact the stadium would have on local bus services. It is crucial there is minimal impact for the bus services operating in the area, this is vital not just for the operation of the stadium but the transport network in the county. This should be undertaken not just for the junctions but for corridors such as Oxford Road, the A44 and Frieze Way.

We will also need to see the impact of construction traffic. This is a sensitive area with a large number of pedestrians and cyclists, with a recent fatality at the Oxford Parkway junction it is important that the impact of construction vehicles is fully accounted for and mitigated. A detailed Construction Traffic Management Plan (CTMP) should be submitted along with any planning application.

A full travel plan will also be required, early engagement with our travel plans team is advised. There is an opportunity for some bold measures to be included in the travel plan such as tickets for public transport being included in match day tickets. It would be beneficial to engage in this process to fully optimise active and sustainable solutions for fans travelling to games.

In summary, the site is well located to make use of frequent bus and train services along with the high-quality active travel infrastructure coming forward in the area. When compared to the existing stadium and the lack of travel options for fans it will likely result in significant modal shift from private car to active and sustainable modes. However, further work is required to show the impact of the development on the local highway network, particularly at the strategically important junctions in the vicinity of the site which are already under pressure. Furthermore, although the site is well located for active travel, the county council need to see how fans can safely enter/exit the site and travel using active travel modes to Oxford Parkway and Peartree P&R. Documents such as the Travel Plan and Construction

Traffic Management Plan will need to be provided with the Transport Assessment (TA) which should help mitigate the impact of the development.

Officer's Name: Will Madgwick
Officer's Title: Senior Transport Planner
Date: 27/09/2023

Application No: 23/02276/SCOP
Proposal: EIA scoping opinion - new stadium
Location: The Triangle, Frieze Way and Oxford Road, Kidlington

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Lead Local Flood Authority

Document reviewed
Scoping Request for New Stadium Development prepared for Oxford United Football Club, By Ridge Partners LLP Flood Risk chapter 12 by Mott Macdonald.

Detailed comments:
The Sustainable Drainage Systems (SuDS) Policy, which came into force on the 6th April 2015 requires the use of sustainable drainage systems to manage runoff on all applications relating to major development. As well as dealing with surface water runoff, they are required to provide water quality, biodiversity and amenity benefits in line with National Guidance. The Sustainable Drainage Systems (SuDS) Policy also implemented changes to the Town and Country Planning (Development Management Procedure) (England) Order 2010 to make the Lead Local Flood Authority (LLFA) a statutory Consultee for Major Applications in relation to surface water drainage. This was implemented in place of the SuDS Approval Bodies (SAB's) proposed in Schedule 3 of the Flood and Water Management Act 2010.

All full and outline planning applications for Major Development must be submitted with a Surface Water Management Strategy. A site-specific Flood Risk Assessment (FRA) is also required for developments of 1 hectare or greater in Flood Zone 1; all developments in Flood Zones 2 and 3 or in an area within Flood Zone 1 notified as having critical drainage problems; and where development or a change of use to a more vulnerable class may be subject to other sources of flooding.

Further information on flood risk in Oxfordshire, which includes access to view the existing fluvial and surface water flood maps, can be found on the Oxfordshire flood tool kit website. The site also includes specific flood risk information for developers and Planners.

The National Planning Policy Framework (NPPF), which was updated in July 2021 provides specific principles on flood risk (Section 14, from page 45). National Planning Practice Guidance (NPPG) provides further advice to ensure new development will come forward in line with the NPPF.

Paragraph 159 states; "*Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.*"

As stated in Paragraph 160 and 161 of the NPPF, we will expect a sequential approach to be used in areas known to be at risk now or in the future from any form of flooding.
The Non-statutory technical Standards for sustainable drainage systems were produced to provide initial principles to ensure developments provide SuDS in line with the NPPF and NPPG. Oxfordshire County Council have published the "Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.

The SuDS philosophy and concepts within the Oxfordshire guidance are based upon and derived from the CIRIA SuDS Manual (C753), and we expect all development to come forward in line with these principles.

In line with the above guidance, surface water management must be considered from the beginning of the development planning process and throughout – influencing site layout and design. The proposed drainage solution should not be limited by the proposed site layout and design.

Wherever possible, runoff must be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required. The proposed drainage should mimic the existing drainage regime of the site. Therefore, we will expect existing drainage features on the site to be retained and they should be utilised and enhanced wherever possible.

Although we acknowledge it will be hard to determine all the detail of source control attenuation and conveyance features at an outline stage, we will expect the Surface Water Management Strategy to set parameters for each parcel/phase to ensure these are included when these parcels/phases come forward. Space must be made for shallow conveyance features throughout the site and by also retaining existing drainage features and flood flow routes, this will ensure that the existing drainage regime is maintained, and flood risk can be managed appropriately.

Officer's Name: Shada Hasan
Officer's Title: LLFA Engineer
Date: 29 August 2023

Application No: 23/02276/SCOP
Proposal: EIA scoping opinion - new stadium
Location: The Triangle, Frieze Way and Oxford Road, Kidlington

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Archaeology

Detailed comments:

Thank you for consulting us on this scoping enquiry. If an EIA is required, an archaeological desk based assessment has been prepared by Cotswold Archaeology and approved by us, and should be submitted as part of the EIA.

Officer's Name: Victoria Green
Officer's Title: Planning Archaeologist
Date: 24th August 2023

Application No: 23/02276/SCOP
Proposal: EIA scoping opinion - new stadium
Location: The Triangle, Frieze Way and Oxford Road, Kidlington

Public Health

Key issues:

- Active travel
- Public Rights of Way
- Air quality
- Noise
- Health Impact Assessment

Detailed comments:

The Public Health team welcomes the opportunity to provide comment on the Scoping Opinion for the new stadium for Oxford United Football Club. The following comments relate to the proposal's potential impact on human health.

It is noted from the various site maps appended within the Scoping Report that the proposed location for the new stadium sits within Cherwell District, immediately south of Kidlington and to the north-west of Oxford Parkway rail station.

Active Travel
The development site is also situated in a busy intersection of strategic road and rail routes and sits close to strategic allocation of residential development. As such, it will be essential for the applicant to outline how visitors will be able to actively travel to the new stadium.

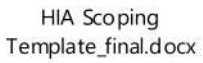
Public Rights of Way
Public footpath 229/4/30 starts at the crossing of the A4165 Water Eaton Bridge and the A34, running north-eastwards parallel to the dual carriageway. While not within the site boundary, its proximity to the construction works and subsequent operation of the site gives rise to potential impacts on the users of this PRoW. Effort must be made to ensure any impacts are minimised and that users of the PRoW are included in assessments of hazards, such as air quality and noise.

Air Quality
We acknowledge that this application is in the Scoping stage, but we'd also like to ensure that any subsequent full application is accompanied by an air quality assessment and/or dust management plan. These will identify all sensitive receptors, both by distance to the site and demographic vulnerability (areas of deprivation, schools, nursing homes etc.). The

assessment will also demonstrate the mitigations required to reduce negative impacts of pollutants such as construction dust.

Noise and vibration
We acknowledge that this application is in the Scoping stage, but we'd like to ensure that any subsequent full application is accompanied by a detailed noise and vibration assessment. This will identify all sensitive receptors, both by distance to the site and demographic vulnerability (areas of deprivation, schools, nursing homes etc.) The assessment will also demonstrate the mitigations required to reduce negative impacts of noise. We welcome the fact that the subsequent noise assessment shall be agreed in consultation with the Environmental Health team of CDC.

Health Impact Assessment
We acknowledge the inclusion of a Human Health chapter within the Scoping Report and note the statement in 16.7 which states that human health should be scoped out of the EIA. However, point 16.8 goes on to state that an HIA will be submitted in support of the planning application. This is welcomed and further information about Health Impact Assessment can be found on the Future Oxfordshire Partnership website, including a briefing note, the HIA Toolkit and HIA Checklist. The Healthy Place Shaping team have also been developing an HIA Scoping template which may assist developers/consultants with the production of a full HIA. If the below link doesn't work, please contact john.lee@oxfordshire.gov.uk for it to be shared directly:



Officer's Name: John Lee
Officer's Title: Health Improvement Practitioner
Date: 13/09/2023

Application No: 23/02276/SCOP
Proposal: EIA scoping opinion - new stadium
Location: The Triangle, Frieze Way and Oxford Road, Kidlington

Minerals & Waste

Detailed comments:

The Oxfordshire Minerals and Waste Policy team considers that the EIA should have regard to the Kidlington rail depot (Hanson's) as this is Mineral Infrastructure which is safeguarded by policy M9 of the Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy (OMWCS). Any new activity in the area should be designed so as not to adversely affect the operation of the depot.

Waste
As set out in point 15.60, I agree that the further assessment of material assets use relating to the construction of the proposed development be scoped in**.**

As set out in point 15.64, I agree that the further assessment of waste generation and management relating to the construction phase of the proposed development be scoped out. We support the production of the MMP and SWMP as mitigation measures. It is recommended that if an application was to be put in, a waste management plan is submitted which identifies the figures for how much waste is produced during both the construction and operation phase of the proposed development.

As set out in point 15.67, I agree that further assessment of use of material assets relating to the operation of the proposed development be scoped out.

As set out in point 15.72, I agree that the further assessment of waste generation and management relating to the operation of the proposed development is scoped in.

Officer's Name: Enya Dale
Officer's Title: Planning Assistant
Date: 25/09/2023

Application No: 23/02276/SCOP
Proposal: EIA scoping opinion - new stadium
Location: The Triangle, Frieze Way and Oxford Road, Kidlington

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Local Member's Comment

Cllr Ian Middleton – Kidlington South Division
Response to Scoping Application 23/02276/SCOP

The following response goes into more detail than I would ordinarily provide for an application of this type. This is primarily because the site in question is wholly owned by OCC and so I feel its disposal should be very carefully scrutinised.

I am of the opinion that a full and in depth EIA should be a requirement at the very least, especially as the LPA has insisted on this for all adjacent development sites released from green belt as part of the Local Plan Partial Review.

All these sites were primarily housing developments which were justified by the supposed unmeetable needs of the city council. As such it is arguable that those needs are of a high priority. This application in contrast is primarily an economic development by a private enterprise and so I see no reason why a similar approach should not be taken with the LPA insisting on the production of a full EIA including longitudinal studies of wildlife impacts and biodiversity baselines throughout at least one year.

My following comments should be read with the above in mind. Each section refers to paragraphs within the scoping opinion report document.

2. Site description

The title of the application refers to the site as 'Stratfield Brake Motorcycle Track'. This site has not operated as such for nearly 23 years so this sets a very poor contextual baseline for the proposal. The title is extremely misleading and I can only speculate on the reasons for taking this approach. I suspect it's because it suggests a rather different character to the site than the willow farm that it has operated as for the past several years. I understand that in the intervening period before that it was variously a woodland charcoal production site as well as unimproved wild space.

I would suggest that the applicant refrains from such misleading descriptions of the site going forwards if the LPA is to take seriously their intentions to provide a genuine picture of what is proposed.

Para 2.1 Describes the site as 'inaccessible scrub'. This is again a rather pejorative description. The site has been assessed by an environmental group and a local qualified ecologist and I can provide specific reports. The lack of accessibility to the site is actually a positive point in this case as reduced human activity on the site has enabled a degree of self rewilding to occur which provides undisturbed habitat for a variety of species.

Para 2.5 claims that the site is not adjacent to an environmentally sensitive area. This seems to exclude both the woodland boundary to the south and the Woodland Trust conservation area on the other side of Frieze Way which is likely to be affected by both the noise and light pollution emanating from the proposed development.

Para 2.6 Makes reference to the site being "washed over by the Oxfordshire Green Belt". This seems like a rather odd term to use. The site is within the green belt and was maintained as such as part of the CDC local plan and the subsequent partial review. It is thus protected from development except where exceptional circumstances can be shown. That fact alone should trigger the need for a full EIA.

It also forms part of the 'Kidlington Gap' and is contained within land purchased by OCC to maintain such a gap between the village of Kidlington and the City of Oxford. As such it is an important local feature which is also afforded protection from development.

4. General Approach

Para 4.7 makes reference to alternative sites considered by the applicant. It should be noted that these sites were not assessed until after proposals were made for developments on both the Stratfield Brake Sports ground. The report prepared by the applicant's land agents was not completed until October 2022, well after the sites in Kidlington were being proposed.

In general, though I fail to see how this has any relevance in terms of the scope of an environmental assessment.

In contrast, and as previously stated, the cumulative effects of all the surrounding development sites are relevant to the requirement for an EIA, not least because CDC insisted on such reports for each of them. It would seem inequitable and incongruous in the extreme of a similar requirement was not included for any application on this site.

5. Landscape and Visual Impact

The report states that the stadium will be between 16m at its lowest point to 25m at its highest point. Most of the nearby houses in the area are 2 storey with flats in the central part of Kidlington being 3 storeys at most (up to 14m to the ridge).

Site promoters for the adjacent development site PR6A are committed to keeping the vista over the valley from the Oxford Road. A 25m high building in this vicinity will be visible for

some distance and is like to dominate the skyline for miles. This would seem to be at odds with the vernacular being proposed for the housing sites very near by.

There should also be consideration of the impact of this development on new households that are due to be constructed in the near future, in particular sites PR7b, Pr7a, Pr6b and Pr6a.

To put all the development sites in the area into perspective the follow table details the cumulative effects of all current proposals.

PR6A	23/01233/OUT	690 homes
PR6B	-	670 homes
PR6C	Golf course site	
PR7A	22/00747/OUT	430 homes
PR7A (Hills site)	22/03883/OUT	96 homes
PR7B	22/01611/OUT	120 homes
PR8	23/02098/OUT	1950 homes
PR8 - R&D	multiple	+ 4,000 new jobs
PR8-south (Hallams site)	21/00758/SCOP	300 homes
PR9	21/03522/OUT	540 homes
Airport expansion	23/00517/F	+300 new jobs
Langford Lane Technology Park	14/02067/OUT	+2,000 new jobs
Northern Gateway (Peartree)	18/02065/OUT	+4,500 new jobs 500 homes

Para 5.8 makes the point that the site is not publicly accessible. I would regard this as a positive aspect in view of the rewilded nature of the site and the biodiversity gain that this has provided over the past 20+ years. Any disruption to that long standing situation should be carefully assessed and would need to be considered as part of an independent environmental impact assessment.

It's notable that **para 5.13** refers to the woodland on the southern boundary as being designated under the Environment and Rural Communities Act (2006) which would seem to contradict the statement made in **para 2.5.**

It's also worth noting that the site plan in Appendix 1 shows the boundary as including the woodland tree line. This is incorrect. OCC has stated that the trees are not included in the site under consideration. It's baffling as to why the applicants would not be aware of this, especially as the inclusion of this area would have a material impact on the baseline calculation for Biodiversity Net Gain (BNG) and may also be included in their claims for how BNG could be achieved.

6. Ecology and Nature Conservation

The nature of this site being established green belt means it deserves an in depth independent survey to include insects, pollinators, the brown hairstreak butterfly (which is only found in parts of Oxfordshire) along with more recently observed species such as otters. The comments from the scoping report seem somewhat dismissive of these aspects.
In general terms in respect of BNG it should be noted that in the End of Stage 0 Report prepared for OUFC in October 2022 on the main Stratfield Brake sports ground site, the conclusion of environmental consultants - Ecology Solutions Limited - was that the threshold of 10% biodiversity net gain could not be achieved.

This was of course on a much larger site but given that most of the development requirements in terms of the stadium are the same, this would have given the applicants much greater scope for providing areas that would add to BNG.

It therefore seems even more unlikely that this could be achieved on-site within an area far smaller that will be more comprehensively developed. This would indicate that far more work would need to be done to demonstrate that 10% BNG is achievable on the smaller site.

It should also be remembered that 10% BNG is the baseline in terms of what would be expected. As OCC has a commitment to exceeding current climate change mitigation measures are more ambitious target should be considered.

For reference, the conclusion that Ecology Solutions came to in Appendix 4 of the above mentioned report was as follows:

"The calculation indicates that a net gain in biodiversity cannot be achieved under the current development proposals. It is recommended that proposals target a net gain in excess of 10%, which is expected to become the minimum net gain requirement following the adoption of a regulation within the Environment Act. In order to achieve a net gain of 10%, an additional 3.68 units would need to be provided either through onsite or offsite provision, or through contributions to an offsetting scheme.

It is considered that the development proposals will deliver a net gain in biodiversity through the additional enhancement measures detailed above that are not accounted for within the calculation".

Paras 6.3 and 6.5 make reference to surveys being carried out during the month of October. This would not seem to be a particularly useful time for any active or baseline study to be carried out given that this is a time when many of these creatures will be in the process of reducing their activity with the approach of winter.

There is evidence that suggests that the data gathered from these surveys was incomplete due to activity on the site. It's also been reported to me that monitoring equipment required to gather this data was disturbed/removed by the current tenant before the study was complete. I understand that this was because they were not informed and so removed the monitoring equipment as they did not know what it was for.

To confirm this it would be worth asking the applicant's consultants for evidence of permission to access the site and any liaison with the current tenants in respect of the protection of their study areas. If this can't be produced it would suggest that these studied would need to be carried out in full again, this time with the proper site permissions and notifications in place.

Para 6.11 references liquid waste. It's unclear as to what kind of pitch would be included in the development but one important consideration would be run off from any form of artificial pitch, both in terms of the leeching of chemicals from the materials it's composed of and any chemicals or fertilizers used to maintain a 4G or a hybrid pitch.

Para 6.13 Agrees that the Stratfield Brake Woodland Trust site is a priority woodland. There will need to be a full assessment of the impact on this site and its wildlife with regard to noise and light pollution as well as an increase in foot and vehicular traffic. It is very close to the proposed site.

Para 6.16 Suggests that the hedgerows on the site are of little intrinsic value. Yet there have been 2 independent surveys carried out by BBOWT and a local qualified ecologist that have shown they are valuable habitat for insects and birds. Just recently there has been a sighting of the rare hairstreak butterfly on the site which should be the subject of more expert study.

Para 6.18 references the presence of bats which require dark spaces in wild areas for survival. Again, there is some question as to the veracity of the bat survey that was carried out on the site and this should be properly verified.

Para 6.19 references the TVERC records for the site but these do not contain up to date data having been carried out up to 13 years ago. These details should be updated if they are to be relied upon in the context of this report.

Para 6.23 mentions birds, but does not include reference to insects, including butterflies. Moths and bees which have come under increasing pressure in recent years and require untouched wild areas to survive.

Para 6.24 again makes reference to aged TVERC reports which would need to be updated given the matured condition of the site since the last study was done over 8 years ago.

Para 6.35 rightly references the potential damages to the woodland areas as a result of the discharge of water, waste and dust during any construction phase. This will need accurate quantification as well as clearly defined mitigation measures.

Para 6.36 proposes the loss of arable and semi-improved grasslands on the site. Earlier references acknowledge the importance of these areas in terms of habitat so this would seem to be a contradictory statement.

Para 6.37 adds further to this confusion by conceding that the boundary hedgerows are of important ecological value. There seems to be some intrinsic confusion throughout this section of the report about the importance or otherwise of these features. This should be independent verified.

Para 6.39 also concedes that damage will be done to bat roosts during any construction phase. This needs more careful consideration and study.

Para 6.41 references the reptile survey. Again, there are questions over the data gathered in any such study on a working willow farm. There needs to be more quantifiable data on this.

Para 6.50 mentions the possibility of pollution being discharged into watercourses during the construction phase. Given the close proximity to local canals this should be more carefully considered and quantified with mitigation measures detailed.

Para 6.57 again references ecological surveys that were carried out. I am sceptical about how carefully these could have been effectively completed given that the site is working willow farm. Were the current tenants adequately involved and notified about this, particularly with respect to longitudinal studies involving the use of monitors and traps that would have had to be left undisturbed?

The site is largely left unoccupied but is secured, so there would need to be confirmation from the current tenants that they did not interfere with the monitoring equipment in any way. We would also need to know what level of occupancy was prevalent during the study periods to be certain that on-site activity did not disturb the species under study and thereby skew any results suggesting that they were not present.

Could we ask for full details of how these surveys were completed, who was involved and if the current tenants were aware? Moreover where they given instructions on which areas should be left undisturbed during the monitoring periods, assuming that this would have been possible without compromising the tenant's activities on the site?

Para 6.58 suggests the potential for pollution impacts on the nearby Woodland Trust reserve. This should be more prominently highlighted and discussed with local stakeholders.

Para 6.59 references the importance of boundary vegetation in terms of priority habitat provision. Yet it seems likely that these will be disturbed if not destroyed during the construction phase. This needs more consideration.

8. Highways and Access

An in depth transport assessment should be undertaken and must include all the PR sites included in the CDC revised local plan.

There is to be a huge amount of housing and science park development concentrated within north Oxford/Kidlington with construction transport plans stating they will use the A40, A34 and A44 as main routes to deliver materials and staff to their sites. The A34 is especially vulnerable to incidents and can clog up very quickly, nearly every day there are reports of accidents, breakdowns, congestion and stationary traffic. This often has a far reaching impact on traffic flow around the area.

With each development, the transport plans all include active travel via safe cycling or walking. Each one also heavily relies on the Parkway Railway station, the Parkway Park and Ride and the Peartree Park and Ride. If current users and spectators were both to rely on these facilities they would reach full capacity very easily. It's likely that this would lead to extensive additional street parking which in turn is likely to mean a controlled parking zone would be required. How will this be paid for, enforced and administered?

Each PR site has deliberately been designed to have fewer car parking spaces to encourage active travel to cope with the climate emergency, making these areas less polluted and also safer for pedestrians and cyclists. Many are stating that they would have controlled parking zones through the sites.

There is already anecdotal evidence of fans actively seeking out Kidlington streets to use for car parking. People arriving by car would then actively seek out the older parts of Kidlington to park. This could lead to congestion with people not being able to get out of their driveways, and increases in accidents, as well as making the area less safe for pedestrians especially for children, the elderly, the vulnerable.

Any additional parking provision for the proposed development should be in line with the adopted OCC policy of Decide and Provide.

The entrance to the stadium site is proposed as being from Frieze Way which is a dual carriageway. Coaches arriving from the south (Oxford) would currently have to go around the Kidlington roundabout to access the entrance. The stadium site is quite small which would seem to suggest limited capacity for coaches to offload passengers without ending up queuing on Frieze Way causing congestion along this important route.

There are also questions about how separation will be maintained between home fans and away fans which could have a significant impact on how coaches are managed. How will

this affect the safety of the roundabout, especially as this is the only entrance/exit for PR7A residents?

It is supposed that many people will come to this stadium via the railway station. The Oxford Road is now being improved by developers of the PR sites and OCC to encourage active travel with emphasis on pedestrians, cyclists and buses. However for car drivers it is still an important gateway into Oxford from Bicester.
The Oxford Road between Kidlington and Cutteslowe has a roundabout at either end. The northern section has the Kidlington Roundabout which connects to Bicester and the A34 onto the M40. The southern section is the Cutteslowe Roundabout and is extremely busy as it connects with the A40 which connects to Peartree, the new Northern Gateway development and then onto the expanding village of Eynsham along the A40.

At present site PR6A has been refused planning permission by OCC Highways until the cycling provision for the Cutteslowe Roundabout is resolved. At present it is dangerous for cyclists due to the amount of traffic whatever the time of day. The travel arrangements for the stadium would be likely to increase the load on these routes and further compromise them.

It has been suggested in other reports from the applicant that the Oxford Road could be closed for a length of time to allow people to access the stadium from the railway station. A footbridge was at one time proposed but has now been relegated to a 'potential bridge'.

This highlights one of the biggest concerns in getting up to 16,000 people across a busy road safely, regardless of how they arrive in the area, without serious disruption to the surrounding urban neighbourhood along a busy road.

The PR sites construction traffic reports have stated they will be utilising the A34, A40 and A44. There is now also an increase in movements of aggregate lorries from the Hanson site. Promoters for site PR8 are saying at peak construction they will have over 1,000 workers on site along with over 180 HGVs visiting the site per day. This would include Saturdays. How will the additional affect traffic flow at peak hours be coped with, both during the construction and the operation phases?

Para 8.4 references a review of local walking and cycling links. This has already been carried out. It would seem very unlikely that this development would further enhance active travel modes considering the site is bounded on all three sides by major roads.

Para 8.11 suggests that the parking provisions in the nearby park and ride facilities could be co-opted to act as off-site parking provision for the stadium. Given that these sites are provisioned for the use of people travelling into and out of Oxford via bus and using the train station this would seem to be a hugely questionable assumption, especially in view of the increases in population and associated increases in use of these facilities by new residents.

I would suggest it's highly irregular for a large development such as this, which will rely on a large influx of visitors and spectators on a regular basis, to assume that parking requirements could be covered using facilities they have no direct control over or permission to use.

There is also little empirical evidence to suggest that the large number of fans who currently visit the existing OUFC stadium by car (90%) could be persuaded to shift their mode of transport to other means in the short to medium term. This is likely to have a huge environmental and operational impact on the area.

Para 8.17 and 8.20 reference the impact of construction traffic for this site but fails to take into account the additional construction traffic associated with the numerous adjacent development sites allocated in the recent local plan partial review. These are likely to be competing for limited space on local roads at the same time.

Para 8.21 references traffic surveys that appear to have been desktop based. There is no clarification on when the data these studies were based on was collected. In my experience much of this data is now nearly 10 years out of date. As these areas are already hugely congested, any additional pressure on the road network needs full, site-based data to accurately assess the impact.

It's concerning that **para 8.27** references shops as a plural. My understanding was that there would only be one shop on the site selling club merchandise. This discrepancy needs further investigation/clarification.

Para 8.30 seems to exclude the Cutteslowe Roundabout which is already under immense strain and is likely to be further congested as a result of the new developments on both sides of the Oxford Road. This needs to be scoped into any EIA especially in terms of the impact on air quality.

Para 8.33 mentions concerns about traffic flow. This needs accurate assessment and quantification in view of the large number of fans who could be crossing the roads from the P&R sites, the station and generally on foot. There is a very large possibility that this will involve major disruption on the Oxford Road and Frieze Way.

Para 8.37 makes optimistic mention of capacity thresholds on local roads. It would seem likely that these thresholds will already be breached by the increase in local traffic due to the development sites on both sides of the Oxford Road as well as the Oxford North site close to the Wolvercote Roundabout. These assumptions are again based on desktop modelling and need to be more fully qualified in view of the drastic changes that are already due to be happening in this area.

Para 8.3 suggests magnitudes for driver delay. It's not clear if this includes the impact of multiple coaches in and out of the site or where these vehicles will lay over during matches and other events before collecting passengers for the return journey.

Para 8.41 Does not appear to allow for the impact of large numbers of spectators crossing busy roads en masse, especially as there is no firm commitment to building a bridge across the Oxford Road from the station.

Para 8.42 Makes important reference to the impact on cyclists and pedestrians, especially those not attending events and matches. This is already a serious issue in the area with at least one recent fatality of a cyclist. Frieze Way is also not adequately accessible to cyclists and pedestrians and would be likely to be made less so by these proposals. This should be more fully studied and quantified.

Para 8.53 suggests a frequency of major capacity events of 2 days per week. Previously this was set at 2 per month. If the figure is to be 2 per week a further serious re-assessment of the proposals should be made to take into account all operational aspects.

9. Noise and Vibration

Para 9.3 references the fact that there are numerous other local sites that are yet to be developed in the immediate area. This needs serious and detailed consideration in relation to these proposals.

Para 9.4 lists the facilities that are to be shoehorned into this rather limited space. This in itself is likely to have a significant environmental impact that needs detailed study and assessment.

Para 9.7 mentions the impact of noise generated by local traffic diversions and disruption. This is another important consideration that has previously been glossed over by the applicants and needs more in-depth analysis. Not only in terms of noise, but also in terms of air quality as there are likely to be large sections of stationary traffic.

Para 9.16 concedes the likely impact of noise on local dwellings. This is a very important factor, especially in view of the local surveys and views about this development. This should be given more prominence and study by means of a full EIA.

Para 9.26 seems to exclude noise associated with spectators. This should be considered not just in the context of noise emitted from the stadium during events and matches, but also in terms of the noise generated by fans arriving and leaving over what may be an extended period of time.

Para 9.47 is extremely worrying as it seems to suggest that some of the most significant sources of noise will be ‘scoped out’ of any environmental assessment. This includes noise from public address systems, music concerts and spectator noise during football matches. The argument is that these aspects will be mitigated by the design of the building. However this remains to be seen and would still be a significant uplift in terms of the baseline that currently exists in the area with residents close to the site experiencing the

most disruption. This also appears to ignore the impact of large crowds travelling to and from the stadium.

10. Air Quality

Para 10.27 provides the qualification *"when traffic data is available"* which is strange considering the previous section on Highways and Access seemed to suggest that this was already a known factor.

Para 10.28 further confirms that desktop modelling is to be used to assess impacts on air quality and goes on to make the case that assessments of air quality will be made in the first year of operation of the stadium. It suggests that this would provide a 'worst case scenario' for the operation but gives little basis for this broad assumption.
In any event, whilst this may be useful information, considering by that point any potential damage will have been done it seems a little pointless, especially as there appears to be no plan for mitigating whatever impacts are discovered.
The greatest impact is likely to be in terms of motorised travel to the site and as we have seen in the previous section there appears to be no solid proposals for how this will be reduced other than optimistic scenarios about modal shift.

Para 10.29 seems to be an attempt to undermine the previous proposals about air quality monitoring, suggesting that there is no recognised definition of impact.
Subsequent paragraphs make the case that "*professional judgement"* should be the main descriptor of any impact on air quality. Whilst I accept there may be an element of this required, this should be allowed for within a separate assessment and study carried out as part of an EIA.

There also needs to be some forward plan for both mitigating AQ impacts as part of the operation and provisions for mitigation should the impacts be found to be excessive.
The issue of air quality cannot be seen as separate to the previous paragraph dealing with transport arrangements. Unless those are fully defined in terms of emissions, any future assessment of air quality is going to be rather pointless since there will then be no easy way to mitigate any detrimental effects.

11. Lighting

Para 11.2 acknowledges that the development will include changes to light levels in the area and that these will be obtrusive. I agree that an ELIA should be required but this should be part of an EIA rather than just addressed through the ES.

It should be noted that **figure 11.1** shows an incorrect boundary line to the south as the land under consideration does not include the forest line. It's curious that the consultancy that has produced this study was not aware of that.

Para 11.24 confirms that the impact of lighting changes on bats and other species would not be included in an ELIA which again underlines the need for this to be done as part of a full EIA. There also needs to be careful consideration of the frequency and temperature of lighting, both of which can have detrimental effects on birds and other wildlife.

12. Flood Risk

The risk of flooding on this site and in the general area is one that has been found to be serious due to the interrelated aspects of historic flood management in the area. It should also be remembered that the significant removal of vegetation on the site that is likely to be proposed could further remove natural flood defences and have a knock-on effect to other areas, not least the railway station and the Stratfield Brake sports ground nearby which already suffers with frequent waterlogging.

Some drainage infrastructure on this site and on Stratfield Brake sports ground is also interconnected so an increase in groundwater on the triangle site could have a detrimental effect on the sports ground. This should be fully investigated before any planning permission is granted.

Para 12.18 acknowledges some of the above referencing the existing field ditches and the culvert that runs under the A4260. It's unlikely that these will be adequate if the site is significantly developed over, reducing the natural flood holding capacity of the open site.

It's concerning that at this stage there has been no consultation with the LLFA as stated in **Para 12.49.** This again highlights the need for a requirement for a full EIA which would include full consultation with OCC and a proper assessment of the flooding situation in the area. With adjacent populations in areas like Garden City subject to frequent incidents of groundwater flooding which has necessitated the need for active pumping measures we can't afford to let this situation worsen.

There should also be discussion with Thames Water with regard to their capacity for dealing with both surface water and waste from this site.

13. Socio-economics

Para 13.9 lists the completed development effects yet fails to include the impact on existing businesses. There may be net benefits in terms of additional employment opportunities but there are few details about what those opportunities might be and how likely it would be that those roles would be filled by people local to the development.
It's likely that, in the early stages at least, major roles will continue to be taken by existing employees from their current location. This is also likely to apply to many of the less senior roles. The applicants will be under an obligation to relocate existing employees which in turn could have impacts on air quality as they commute in. They will not legally be able to prioritise applicants from the local area. This should be scoped into an EIA.

The effect on deprivation levels suggests that there is a high level of unemployment in the area at the moment. This is inaccurate and many local businesses already struggle to find local staff. Additional competition for staff could make things worse again necessitating further commuting into the area, putting more strain on local transport infrastructure.

The final point about additional accessible open space seems out of place in terms of SE considerations. Even if it did have some bearing, there's little evidence as to the extent or accessibility of such space especially in the context of the already large amount of open space available in the area. This would also need to be offset against the loss of biodiversity which is likely to be large.

14. Climate change

Para 14.60 states that no climate change modelling has been done. The report relies solely on available data.

Given OCC's commitment to putting climate change at the heart of every decision we take, we should insist that a site of this significance that is wholly owned by OCC should include a detail assessment of the likely impact on climate change that this development would have on our targets. This should take into account the embedded carbon in the building itself as well as the carbon cost of the demolition of the club's existing stadium which will be less than 25 years old when/if they vacate it.

Para 14.62 seeks to scope out the construction phase of the development. The county council should resist this and insist on this being a key element of any environmental assessment. The carbon footprint of the construction phase should be scoped into an EIA and allow for the additional load that this will put on the area in respect of the other adjacent development sites.

16.Signiifcant effects

Para 16.5 makes claims for the development to provide improvements to public transport connections and support for active travel. There are no details of these enhancements being a direct result of the development itself. There are already plans for improvements in these transport modes that have no connection to the development being proposed.

Appendix 1 – Site Location plan

As previously mentioned above. The southern boundary line on the site drawing is incorrect. The site under consideration by OCC does not include the tree line on the southern border. There are suggestions within the scoping opinion application that the applicant will landscape this area. This would not be possible as there are no proposals to include this area in any disposal of the land under consideration. This should also be excluded from any claims as to BNG.

Conclusion

I see no reason why this site should not be subject to a full EIA along with the other reports, assessments and studied referenced in the report.

With special reference to wildlife and biodiversity concerns on the site I am aware of at least 2 detailed studies carried out by local wildlife groups as well as a local expert ecologist. These have revealed habitats and species that are unique to Oxfordshire and so deserve proper protection.

I include below summary details from a local ecologist Dr Judy Webb giving some examples of finds she has made on the site. I have also forwarded copies of two detailed reports complied by Dr Webb after some extensive surveys of the site.
As the site is wholly owned by OCC we should not be countenancing any disposal or development of this site without being absolutely certain that we know what the impact will be on the existing ecology. I can provide details of these additional reports if required.

With respect to the specific responsibilities of the county council such as highways and flooding I also think there are sufficient grounds for full studies of both of these aspects to properly ascertain the impact on these aspects. There is a serious lack of detail on transport and connectivity issues which will need to be fully addressed before any full application could or should be considered by either the County or the District Council.

Summary of ecological survey carried out by Dr Judy Webb

Dr. Judith A Webb BEM

I have recently completed 6 surveys and written a report on my ecological survey findings from the Triangle. I also had a couple of quick visits to the Stratfield Brake east section that is adjacent to the south of the Triangle and did a separate report on that. Of course that southern section is ancient woodland and part of the Cherwell district wildlife site 'Stratfield Brake'. My excel spreadsheet of records will be going to TVERC today.

Some headline news from my survey about the Triangle:

- It is quite rich in plant diversity (surprising) and it is proving to be very rich in insect diversity (very surprising - my surveys from end June to Aug will only scratch the surface of total diversity of insects)

- The habitats do not fit neatly into the UK habitat classification, the nearest is probably a wet version of neutral meadows for the rides and the willow coppice is a single species version of scrub, but it has 'meadow' type layer of flowers underneath as it casts only very light shade, so very unusual.

- Piecemeal rotational cutting willow and ride management by the tenant (Wonderwood business) has created ideal mosaic of habitats with constant new

sunny glade creation – giving the site the same sort of diversity one might expect from coppice with rides managed woodland anywhere – especially good for butterflies which love the sunny glades.

- **The fact that it is directly adjacent to ancient woodland is very important** – insects from the woodland deadwood are out feeding on flowers in the triangle, supporting their life cycles. Triangle used as forage area for species from the woodland like birds and the deer (and bats but no proof). Very important the habitats of Triangle stay connected to the Ancient woodland. Without Triangle habitats, ancient woodland will suffer isolation and species loss as it is a really small strip anyway.

- The considerable **winter waterlogging** of the site (heavy clay) controls all the plant community, surprisingly many wetland plants present; in particular stimulating the sheets of Common Fleabane which fill the rides and under nearly all the willow coppice (a golden flood of flowers covered in insects at the moment – never seen such abundance of this plant anywhere before in my life, millions of flowers- see attached). The pollen and nectar source it provides is exceptional and very important to all pollinating insects. But it will be probably be downgraded as it is a common plant!. **Very difficult if not impossible to recreate this strange habitat as it depends on winter waterlogged heavy clay.**

- One 'rare' insect on the fleabane (a fly) and also a 'local' moth species breeding on it. **Fleabane has probably a long history on site to accumulate rare dependent insects** - probably originally existed for 100s of years marginal to ancient woodland Stratfield Brake in the wet ditches (which have been there a long time by the look of them). Then moved into the Triangle from there. I see fleabane in lots of other sites and never found this rare fly.

- One England red list plant – the **Corn Mint**. There is a real lot of it. Good for pollinators.

- Good numbers of common insects including **declining pollinators like bumble bees**. Vast numbers of honey bee workers, but these not under threat. **16 species of butterfly and I hear purple hairstreaks have been also found.**

- Butterfly surveys needed for **rare brown hairstreaks and black hairstreaks and white letter hairstreaks.** Black hairstreaks already known from Stratfield Brake new woodland area planting. I found white letter hairstreak along Frieze way.

- Muntjac and Roe Deer use the site in conjunction with Stratfield Brake.

- I found a good number of juvenile frogs, but likely not breeding there – big enough to have hopped across Frieze Way at night from Stratfield brake wetland complex breeding area.

Stratfield brake ancient woodland (limits exactly as today except for loss due to Frieze Way and the A34, full of ancient woodland indicator plants like bluebells) can be traced back by historical references to earliest record as '**coppice**' in around **1730**. More importantly perhaps, a visit recently showed mature standard oaks **but some very old coppice stools**. You can estimate stool age roughly by basal diameter. 2m wide ash and oak coppice stools are found fairly commonly and there is one oak coppice stool with many trunks arising that is **3m diameter** – this indicates many hundreds of years old. These coppice stools are therefore far older than the standard uncut trees. One estimate puts a 3m dia oak coppice stool at possibly 1000 yrs old.

Stratfield Brake also has an **old raised bank or trackway** along the southern margin (which is actually the Kidlington parish boundary) – this is interesting and needs more research on its history.

Date: 11 September 2023

APPENDIX C MASTERPLAN

A0 File Reference D3263-FAB-00-XX-DR-L-1000-1002 P17 Site Plan.dwg Plot Date 13-Feb-24

INSET A

S278 Proposals to tie in to Kidlington Roundabout improvements put forward by OCC

Freize Way improvements and crossing to be coordinated with OCC proposals and form part of S278 application

Oxford Road improvements to be coordinated with OCC proposals and form part of S278 application

Public art Sculpture

Oxford and OX Sculpture

SS with associated parking

Oxford Road improvements to be coordinated with OCC proposals and form part of S278 application

Oxford Parkway Steps and Improvements to be coordinated with Network Rail and tie into OCC proposals forming part of the S278 application

Car Park

CONTINUED IN INSET A (ABOVE RIGHT)

Revision	Date	Reason	Drawn	Checked
P18	13.02.24	Biodiverse roof extended to achieve brig under new matrix.	afs	sg
P17	08.02.24	Additional trees added to achieve brig under new matrix.	afs	sg
P16	04.12.23	Drawing revised for planing submission.	afs	sg

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4. This drawing uses coloured lines. Please do not rely on a monochrome copy.

External References:
- OUFC Stadium Location Plan
- D3263-FAB-00-XX-M2-S-1001-C03 base
- OUFC-AR1-ZZ-XX-M3-SK-0002-Central Model_P05-Floor Plan-Level00-Pitch
- D3263-FAB-00-XX-M2-S-1002-Tree survey edit
- ITB 19065-SK-031
- X_OCC Kidlington CAD
- Ogilvie-Rofe/Cemmell/Tam_F

NOTES:

- Section 278 proposals to be delivered in coordination with OCC and Network Rail as part of a separate planning application.
- Bollards/ bollard locations and security measures to be confirmed with security consultant recommendations.
- Lighting design to be coordinated with Engineers.
- Public art strategy to be developed during the next phase to form part of the wayfinding strategy.
- No tree/ hedge planting within 3m of utilities without the use of a root protection system and to be fully coordinated to avoid clashes.

LEGEND

01	Concrete block paving
02	Planting beds (variety of typologies inc suds)
03	6no. Boulevard trees
04	Rain-gardens (exact size to be confirmed with Engineers)
05	Hoggin/ compacted gravel
06	1:22 access route/ ramp (tarmac with fairfaced concrete wall edge)
07	Entrance feature trees crown raised to create green arch
08	Attenuation basins (to be confirmed with Engineers)
09	Tarmac
10	Wildflower planting, various typologies
11	Scrub planting
12	Flowering lawn area within village plaza
13	Cycle rack (50 in total, providing 100 spaces on site)
14	Proposed tree planting (below extra heavy standard size 62 in total)
15	Proposed trees (30cm girth and above - 81 in total)
16	Stepped access (concrete, with hand rails and wall)
17	8m wide steps (as part of S278 to be confirmed with NR)
18	Existing vegetation retained
19	Biodiverse roof (location to be coordinated with Engineers Plant)
20	Double litter and recycling bins
21	The manor arch feature (to be coordinated with Architects)
22	Overflow area, with reinforced grasscrete vehicular suitable surfacing
23	Earthworks mound with look out point
24	Combined cycleway (As part of S278 in coordination with OCC)
25	Timber benches in garden
26	Biodiverse wall
27	Natural pond with terraces for increased planting opportunities (2m deep in deepest part, with safety ropes provided)
28	Natural coloured reduced carbon concrete circa (With etchings at key locations)
29	Native hedge with standard tree planting and eco-tone edge planting
30	Seating step wall (boundary edge dealing with level change)
SS	Substation location

0 2 5 10 15 20 25 35 50m
1:500

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Project: The Triangle, Oxford
Client: Oxford UTD
Drawing Title: Illustrative Landscape Masterplan

Purpose of Issue	Drawn By	Checked By	Drawn Scale	Date of First Issue
ISSUED FOR PLANNING APPROVAL	afs	sg	1:500 @ A0	Aug | 2023

Project Number	Origin	Zone	Level	File Type	Role	Number	Revision
OUFC	FAB	00	XX	DR	L	1000	P18

A0 File Reference D3263-FAB-00-XX-DR-L-1000-1002 P17 Site Plan.dwg Plot Date 13-Feb-24

Revision	Date	Reason	Drawn	Checked
P18	13.02.24	Biodiverse roof extended to achieve brig under new matrix.	afs	sg
P17	08.02.24	Additional trees added to achieve brig under new matrix.	afs	sg
P16	06.12.23	Drawing revised for planing submission.	afs	sg

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- D3263-FAB-00-XX-M2-S-1002-Tree survey edit
- ITB 16565-SK-031
- X_OCC Kidlington CAD
- Ogilvie-Rolfe-CivilmenalPlan_F

BOUNDARY

Site Boundary

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0 2 5 10 15 20 25 35 50m
1:500

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Project: The Triangle, Oxford
Client: Oxford UTD
Drawing Title: Landscape General Arrangement Plan

Purpose of Issue	Drawn By	Checked By	Drawn Scale	Date of First Issue
ISSUED FOR PLANNING APPROVAL	afs	sg	1:500 @ A0	Aug | 2023

Project Number	Origin	Zone	Level	File Type	Role	Number	Revision
OUFC	FAB	00	XX	DR	L	1001	P18

APPENDIX D PERSONAL INJURY COLLISION DATA

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Tuesday 16/01/2018 Time 0818 Slight at A44 NORTHBOUND J/W A44 PEARTREE RBT/A34 SBOUND SLIP RD GOSFORD
E: 449353 N: 210812 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motorcycle over 500cc Moving from SE to S Turning left
Vehicle Reference 2 Pedal Cycle Moving from N to SE Starting
Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 23/01/2018 Time 0745 Slight at A44 PEARTREE RBT J/W A34 NBOUND ENTRY SLIP ROAD GOSFORD
E: 449309 N: 210962 Junction Detail: 1 Control 3
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Vehicle Reference 2 Car Moving from N to SE Going ahead but held up
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 30/01/2018 Time 0830 Slight at A34 SBOUND ENTRY SLIP ROAD APPROACH TO A34 SBOUND MAIN CWAY AT A34 PEARTREE INTERCHAI
E: 449263 N: 210657 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Friday 27/04/2018 Time 2356 Slight at A40 WBOUND J/W A4165 BANBURY ROAD AT CUTTESLOWE RBT OXFORD
E: 450427 N: 210194 Junction Detail: 1 Control 2
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from E to W Going ahead other
Casualty Reference: 1 Age: 57 Male Driver/rider Severity: Slight Injured by vehicle: 1

Tuesday 26/06/2018 Time 1300 Slight at A4260 KIDLINGTON RBT J/W A4260 OXFORD ROAD & C43 BICESTER ROAD KIDLINGTON
E: 449927 N: 212365 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to SE Turning left
Vehicle Reference 2 Pedal Cycle Moving from S to SE Turning right
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 30/07/2018 Time 1129 Slight at A34 SBOUND J/W A34 SBOUND AT MP87/6B ENTRY SLIP RD AT PEARTREE INTERCHANGE GOSFO
E: 449194 N: 210568 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Stopping
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from NE to S Stopping
Vehicle Reference 3 Car Moving from NE to S Stopping
Vehicle Reference 4 Car Moving from NE to S Stopping
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 4

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Thursday 16/08/2018 Time 1714 Slight at A4165 BANBURY ROAD APPROX 10M N OF A40 CUTTESLOWE RBT OXFORD
E: 450420 N: 210236 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Pedal Cycle Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from N to SE Starting

Thursday 23/08/2018 Time 0935 Serious at A34 SBOUND EXIT SLIP RD J/W A44 PEARTREE RBT GOSFORD
E: 449424 N: 210926 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 2 Age: 77 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Motorcycle over 500cc Moving from N to S Going ahead other
Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Serious Injured by vehicle: 2

Tuesday 11/09/2018 Time 0730 Slight at A34 SBOUND CWAY APPROX 50M SW OF J/W ENTRY SLIP ROAD FROM A44 PEARTREE INTERCHANGE
E: 449137 N: 210504 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods vehicle - unknown weight Moving from NE to S Going ahead other
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 33 Male Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Monday 24/09/2018 Time 1529 Serious at A4260 BICESTER RD J/W C43 OXFORD ROAD OXFORD
E: 449924 N: 212363 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to SE Turning left
Vehicle Reference 2 Pedal Cycle Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Serious Injured by vehicle: 2

Friday 02/11/2018 Time 0729 Slight at A4260 KIDLINGTON RBT J/W C43 BICETSER ROAD KIDLINGTON
E: 449929 N: 212356 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Turning left
Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other
Casualty Reference: 1 Age: 51 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 03/01/2019 Time 1735 Slight at A44 NBOUND J/W EXIT TO BP FILLING STATION APPROX 65M NW OF WOLVERCOTE RBT OXFORD
E: 449651 N: 210271 Junction Detail: 9 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from SE to W Turning left
Vehicle Reference 2 Pedal Cycle Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Wednesday 23/01/2019 Time 0013 Slight at A40 OXFORD NORTHERN BYPASS WBOUND CWAY APPROX 20M E OF J/W A40 / A4165 CUTTESLOWE RB
E: 450461 N: 210194 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from W to E Going ahead other
Vehicle Reference 2 Car Moving from W to E Going ahead but held up
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 08/03/2019 Time 0853 Serious at A40 APPROX 220M W OF A40 / A44 WOLVERCOTE RBT OXFORD
E: 449462 N: 210245 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from W to E Going ahead other
Vehicle Reference 2 Motorcycle over 500cc Moving from W to E Overtaking stat vehicle O/S
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Serious Injured by vehicle: 2

Saturday 09/03/2019 Time 0745 Slight at A4165 BANBURY ROAD 10M S OF J/W FIVE MILE DRIVE AT J/W DRIVEWAY TO NO 526 BANBURY ROAD (
E: 450326 N: 210528 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to SE Turning right
Vehicle Reference 2 Car Moving from NE to S Reversing
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Monday 11/03/2019 Time 1000 Slight at A40 APPROX 80M W OF J/W A40 / A44 WOLVERCOTE RBT BY BP GARAGE OXFORD
E: 449606 N: 210200 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from SE to N Going ahead but held up
Casualty Reference: 1 Age: 17 Female Passenger Severity: Slight Injured by vehicle: 2

Friday 15/03/2019 Time 0715 Slight at A40 WOLVERCOTE RBT J/W A4144 WOODSTOCK ROAD OXFORD
E: 449752 N: 210150 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 90 Moving from E to SE Turning left
Vehicle Reference 2 Car Moving from N to SE Changing lane to left
Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 12/04/2019 Time 1245 Slight at A4260 OXFORD ROAD APPROX 25M N OF J/W A4260 / A4165 KIDLINGTON ROUNDABOUT KIDLINGTON
E: 449867 N: 212410 Junction Detail: 0 Control 0
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Bus or coach Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Saturday 20/04/2019 Time 1730 Slight at A40 WBOUND CWAY J/W A40/ A4165 CUTTESLOWE RBT OXFORD
E: 450449 N: 210197 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from E to W Going ahead other
Casualty Reference: 1 Age: 82 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from E to W Going ahead but held up
Casualty Reference: 2 Age: 30 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 61 Female Passenger Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from E to W Going ahead but held up

Sunday 28/04/2019 Time 0342 Serious at A40 AT CUTTESLOWE RBT J/W A4165 BANBURY RD OXFORD
E: 450392 N: 210217 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Serious Injured by vehicle: 1
Casualty Reference: 2 Age: 25 Male Passenger Severity: Serious Injured by vehicle: 1

Wednesday 15/05/2019 Time 1034 Slight at A4165 STRATFIELD BRAKE APPROX 65M N OF ACCESS TO ST FRIDEWIDES FARM GOSFORD
E: 450321 N: 211145 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Pedal Cycle Moving from N to S Going ahead other
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Bus or coach Moving from N to S Starting

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Tuesday 25/06/2019 Time 0750 Slight at A40 AT CUTTESLOWE RBT J/W A4165 BANBURY RD OXFORD
E: 450382 N: 210209 Junction Detail: 1 Control 2
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from W to E Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other
Casualty Reference: 1 Age: 13 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 10/07/2019 Time 1630 Slight at A4260 KIDLINGTON RBT J/W A4260 OXFORD ROAD & C43 BICESTER ROAD KIDLINGTON
E: 449927 N: 212368 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 01/08/2019 Time 1815 Slight at A44 LOOP FARM RBT J/W A4260 GOSFORD
E: 449226 N: 211146 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to N Turning right
Casualty Reference: 1 Age: 73 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Turning right

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Tuesday 27/08/2019 Time 0810 Serious at A34 SBOUND J/W A44 SBOUND ENTRY SLIP ROAD GOSFORD `
E: 449206 N: 210596 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Changing lane to right

Vehicle Reference 2 Motorcycle over 500cc Moving from NE to S Overtaking nearside

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Serious Injured by vehicle: 2

Tuesday 10/09/2019 Time 1635 Slight at A40 APPROX 150M W OF J/W A40 / A44 WOLVERCOTE RBT OXFORD
E: 449530 N: 210215 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Pedal Cycle Moving from SE to N Going ahead other

Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Pedal Cycle Moving from N to SE Going ahead other

Casualty Reference: 2 Age: 60 Male Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 21/09/2019 Time 1450 Serious at A4260 OXFORD RD J/W C43 BICESTER ROAD AT KIDLINGTON RBT KIDLINGTON
E: 449906 N: 212384 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to NE Turning left

Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other

Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Monday 30/09/2019 Time 1355 Slight at A40 AT CUTTESLOWE RBT J/W A4165 BANBURY RD OXFORD
E: 450404 N: 210215 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from W to E Going ahead other
Vehicle Reference 2 Car Moving from W to E Going ahead other
Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight Injured by vehicle: 2

Friday 15/11/2019 Time 0652 Slight at A4165 OXFORD RD AT PUFFIN CROSSING BY OXFORD PARKWAY STATION GOSFORD
E: 450113 N: 211773 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 17 Male Pedestrian Severity: Slight Injured by vehicle: 1

Tuesday 19/11/2019 Time 0715 Slight at A44 WOODSTOCK RD SBOUND APPROX 50M NW OF J/W A40/A4144 WOLVERCOTE ROUNDABOUT OXF(
E: 449673 N: 210260 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from S to N Changing lane to left
Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Wednesday 04/12/2019 Time 0811 Slight at A4165 OXFORD ROAD APPROX 75M N OF J/W OXFORD PARKWAY / WATER EATON PARK + RIDE GOSFO
E: 450141 N: 211711 Junction Detail: 0 Control
Fog or mist Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to E Starting
Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other
Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight Injured by vehicle: 2

Monday 20/01/2020 Time 1814 Slight at A40 SUNDERLAND AVENUE APPROX 250M W OF CUTTESLOWE RBT OXFORD
E: 450149 N: 210205 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from E to W Going ahead other
Vehicle Reference 2 Car Moving from E to W Going ahead but held up
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 24/01/2020 Time 0720 Slight at A40 WBOUND CWAY APPROX 100M E OF A40 / A4165 CUTTESLOWE RBT OXFORD
E: 450541 N: 210199 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from E to W Going ahead other
Vehicle Reference 2 Car Moving from E to W Going ahead but held up
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Tuesday 18/02/2020 Time 0728 Slight at A4260 OXFORD RD J/C AT RBT WITH BICESTER RD KIDLINGTON
E: 449904 N: 212386 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from W to NE Turning left
Vehicle Reference 2 Pedal Cycle Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 26/02/2020 Time 1453 Slight at A44 SBOUND J/W A40 WOLVERCOTE ROUNDABOUT OXFORD
E: 449699 N: 210223 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Vehicle Reference 2 Car Moving from N to SE Going ahead but held up
Casualty Reference: 1 Age: 59 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from N to SE Going ahead but held up
Casualty Reference: 2 Age: 48 Female Driver/rider Severity: Slight Injured by vehicle: 3

Friday 06/03/2020 Time 2139 Slight at A40 WOLVERCOTE RBT AT J/W A40 EBOUND ENTRY OXFORD
E: 449690 N: 210189 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from SE to N Going ahead but held up
Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Monday 16/03/2020 Time 0740 Slight at A40 WOLVERCOTE RBT J/W A4144 WOODSTOCK ROAD OXFORD
E: 449752 N: 210169 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from NE to S Turning left
Vehicle Reference 2 Car Moving from SE to N Turning left
Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Slight Injured by vehicle: 2

Monday 11/05/2020 Time 1420 Slight at A44 WOODSTOCK ROAD AT J/W PEARTREE PARK & RIDE WOLVERCOTE OXFORDSHIRE
E: 449468 N: 210678 Junction Detail: 3 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from SE to N Going ahead but held up
Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 20/05/2020 Time 1620 Slight at A4165 BANBURY RD 6 M S OF J/W HAREFIELD RD OXFORD
E: 450384 N: 210336 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from S to N Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from S to N Waiting to turn right
Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Tuesday 16/06/2020 Time 0941 Slight at A40 CUTTESLOWE RBT J/W SUNDERLAND AVE OXFORD
E: 450391 N: 210192 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from E to W Going ahead other
Casualty Reference: 1 Age: 53 Female Pedestrian Severity: Slight Injured by vehicle: 1

Friday 19/06/2020 Time 2006 Slight at A44 J/W A34 PEARTREE RBT OXFORD
E: 449301 N: 210952 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from W to E Stopping
Vehicle Reference 2 Car Moving from W to S Going ahead but held up
Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 20/06/2020 Time 1343 Slight at A4260 OXFORD ROAD J/W A4260 FRIEZE WAY KIDLINGTON
E: 449836 N: 212321 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from S to N Going ahead other
Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Sunday 12/07/2020 Time 1835 Slight at A34 NORTHBOUND AFTER A4165 OXFORD ROAD BRIDGE GOSFORD & WATER EATON
E: 450035 N: 211950 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 15/08/2020 Time 1044 Slight at A4165 BANBURY ROAD AT BUS STOP ON W SIDE OF CWAY APPROX 40M N OF J/W FIVE MILE DRIVE OX
E: 450308 N: 210574 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Bus or coach Moving from S to N Going ahead but held up
Casualty Reference: 1 Age: 83 Female Passenger Severity: Slight Injured by vehicle: 1

Thursday 17/09/2020 Time 1127 Slight at A40 ELSFIELD WAY EBOUND CWAY 70 M NE FROM CUTTESLOWE RBT OXFORD
E: 450500 N: 210207 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 2 Age: 59 Male Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Going ahead other

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Saturday 24/10/2020 Time 2049 Serious at GODSTOW RD RBT AT J/W A40 OXFORD
E: 449694 N: 210165 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to SE Going ahead other
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from NE to N Going ahead other
Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Serious Injured by vehicle: 2

Tuesday 27/10/2020 Time 0835 Slight at A44 SBOUIND CWAY FROM LOOP FARM RBT J/W A44 PEARTREE RBT OXFORD
E: 449303 N: 210951 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other
Vehicle Reference 2 Car Moving from N to S Going ahead but held up
Casualty Reference: 1 Age: 40 Female Driver/rider Severity: Slight Injured by vehicle: 2

Friday 27/11/2020 Time 1504 Serious at A44 WOODSTOCK ROAD J/W ENTRANCE TO TRAX SITE APPROX 50M N OF J/W PEARTREE P+R OXFORD
E: 449437 N: 210744 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from W to E Starting
Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Thursday 10/12/2020 Time 1145 Slight at A44 WOODSTOCK ROAD J/W AA PEARTREE RBT
E: 449398 N: 210830 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 53 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 03/03/2021 Time 0035 Slight at A4165 BANBURY RD J/W CUTTESLOWE RBT OUTSIDE HOUSE 476A OXFORD
E: 450422 N: 210228 Junction Detail: 1 Control 2
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to S Going ahead other
Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight Injured by vehicle: 1

Saturday 03/04/2021 Time 0853 Slight at A40 CUTTESLOWE RBT J/W A4165 BANBURY ROAD OXFORD
E: 450409 N: 210219 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Pedal Cycle Moving from W to S Turning right
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from W to E Changing lane to right

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Tuesday 20/04/2021 Time 1519 Slight at A44 PEARTREE RBT J/W ENTRY SLIP ROAD TO JOIN A34 SBOUND OXFORD
E: 449356 N: 210820 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 76 Female Driver/rider Severity: Slight Injured by vehicle: 1

Thursday 10/06/2021 Time 1600 Slight at A44 WOODSTOCK RD J/W PEARTREE RBT OXFORD
E: 449377 N: 210828 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to S Turning right
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from N to SE Turning left
Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 16/06/2021 Time 1800 Slight at A4260 KIDLINGTON RBT KIDLINGTON
E: 449845 N: 212302 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other
Vehicle Reference 2 Car Moving from S to N Going ahead other
Casualty Reference: 1 Age: 42 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Wednesday 21/07/2021 Time 0710 Slight at A4260 KIDLINGTON RBT J/W A C43 BICESTER ROAD KIDLINGTON
E: 449929 N: 212368 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Pedal Cycle Moving from N to S Starting
Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from E to W Going ahead other

Thursday 16/09/2021 Time 1805 Slight at A44 WOODSTOCK RD APPROX 30M NW OF RBT J/W A4260 FRIEZE WAY GOSFORD
E: 449197 N: 211188 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to SE Going ahead other

Vehicle Reference 2 Car Moving from N to SE Going ahead but held up

Vehicle Reference 3 Car Moving from N to SE Going ahead but held up
Casualty Reference: 1 Age: 71 Male Passenger Severity: Slight Injured by vehicle: 3

Friday 05/11/2021 Time 1548 Slight at A34 A T END OF SLIP RD NORTH BOUND FROM PEAR TREE RBT OXFORD
E: 449556 N: 211288 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Going ahead other

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Friday 12/11/2021 Time 0709 Slight at A40 WOLVERCOTE RBT J/W A44 WOODSTOCK ROAD OXFORD
E: 449692 N: 210175 Junction Detail: 1 Control 2
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from SE to N Going ahead other

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Moving from S to N Going ahead other

Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 16/11/2021 Time 0940 Slight at A34 SBOUND BY J/W EXIT TO A44 PEARTREE RBT PEAR TREE INTERCHANGE GOSFORD
E: 449535 N: 211223 Junction Detail: 5 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Going ahead other

Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from NE to S Going ahead other

Thursday 25/11/2021 Time 0858 Slight at A4260 KIDLINGTON RBT J/W BICESTER RD KIDLINGTON
E: 449925 N: 212360 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to SE Starting

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Moving from NE to SE Going ahead but held up

Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Tuesday 14/12/2021 Time 0745 Slight at A40 WOLVERCOTE RBT BETWEEN J/W GODSTOW ROAD & A40 TO WITNEY OXFORD
E: 449688 N: 210169 Junction Detail: 1 Control 2
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from E to N Going ahead right bend
Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight Injured by vehicle: 1

Tuesday 21/12/2021 Time 1752 Slight at A4165 38 M SOUTH OF OXFORD PARKWAY CAR PARK ENTRANCE GOSFORD
E: 450183 N: 211578 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Bus or coach Moving from S to N Stopping
Casualty Reference: 1 Age: 63 Female Passenger Severity: Slight Injured by vehicle: 1

Tuesday 08/02/2022 Time 0803 Fatal at A4165 OXFORD RD OUTSIDE OXFORD PARKWAY P&R GOSFORD
E: 450144 N: 211710 Junction Detail: 3 Control 2
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other
Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Fatal Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Sunday 13/03/2022 Time 1738 Slight at A34 SOUTHBOUND 354M NE FROM PEARTREE INTERCHANGE GOSFORD
E: 449565 N: 211265 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Vehicle Reference 2 Car Moving from NE to S Going ahead other
Vehicle Reference 3 Car Moving from NE to S Going ahead other

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 3
Casualty Reference: 2 Age: 28 Male Passenger Severity: Slight Injured by vehicle: 3

Thursday 19/05/2022 Time 0011 Serious at A4165 OXFORD ROAD APPROX 165M S OF KIDLINGTON RBT GOSFORD
E: 449946 N: 212122 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Taxi/Private hire car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Bus or coach Moving from SE to N Going ahead other
Casualty Reference: 2 Age: 44 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2018** **and** **31/12/2022** (60) months

Selection:
Selected using Manual Selection

Notes:
Oxford area RTC data 2018 - 2022 Ridge - non confidential

Thursday 26/05/2022 Time 2235 Slight at A40 J/W A4165 BANBURYRD AT CUTTESLOWE RBT OXFORD
E: 450455 N: 210195 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from E to W Going ahead other
Vehicle Reference 2 Car Moving from E to W Going ahead but held up

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: Male Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: Male Passenger Severity: Slight Injured by vehicle: 2

Monday 30/05/2022 Time 1805 Slight at A4260 KIDLINGTON RBT J/W BICESTER RD KIDLINGTON
E: 449929 N: 212371 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Stopping
Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from NE to S Starting

Wednesday 01/06/2022 Time 0745 Slight at A44 PEARTREE RBT J/W A34 OXFORD
E: 449328 N: 210961 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to N Going ahead right bend
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to N Going ahead right bend