

I wish to object to this application for the reasons set out below. Transport parking and crowd control is unacceptable and in many cases the information to support the application is not included and is unworkable. In addition it will have a significant impact on residents of Kidlington and surrounding villages

Parking and Transportation

Parking control

The proposal states that OUFC will implement on match days a Controlled Parking Zone (CPZ) up to a 2-km radius. This will extend as far as Exeter Hall in Kidlington, and include all housing in Gosford including the new PR7s, PR 6a and PR 6b, and parts of PR9. Altogether this will involve a population of circa 20K. There is no detail of how the CPZ will be implemented and who will manage the scheme. All of Cherwell District is covered by decriminalized parking so this would have to be implemented under that umbrella. I am particularly concerned about the possibility of residents having to pay for permits (just for this development) and how the level of enforcement can be guaranteed.

Crowd management

Traffic management required for safety reasons diversions on the Oxford Road will be implemented for at least 30 mins pre and post-match. This will be operated by a contractor. It is understood that OCC are demanding a bridge as a condition of the lease. There is no mention of such a proposal in this application.

I am opposed to any closure of the Oxford Road on Match days for the following reasons:

- It is the main arterial route from North Oxfordshire into the City Centre
- It is the only direct road to the Oxford Parkway transport hub which enables people to access Oxford and the rail station. This will be critical on Saturdays when people want to access Oxford for shopping and in the evenings for people returning from work by rail, or bus. There will already be a delay in getting in and out of the Parkway as there will be a concentrated level of traffic at the end and beginning of matches.
- The Oxford Transport Strategy identifies the Oxford Road as a bus Rapid Transport Corridor intended to encourage people to use the P&R and other bus and train services. Closure of the road will disrupt this.

There is a large, dedicated pedestrian access at the south end of the site abutting the Oxford Road. This is clearly the location of a much needed bridge. I understand that this is to form part of a further application, so it is only possible to assess the application on the basis of the road closure, to which I strongly object.

Park and Rides

The application assumes that of 16000 supporters 55% will travel by Park and Ride (P&R) and 17% by rail. This percentage remains almost the same for 5 years with an estimated gate of 9000 now rising to 16000 in 5 years. There is reference to the P&Rs at Thornhill, Redbridge, Pear Tree, Seacourt

Tower and the proposed one at Eynsham. Capacities are listed but there is no analysis of existing and future usage. The assumption is that over 8000 home fans will use the P&Rs which could easily amount to 4000 cars. A full analysis of existing and future use is required before this can be properly assessed. The Oxford Transport Strategy relies on people being able to access Oxford by public transport. If capacity is too heavily eroded this will require more capacity for only short periods at public expense.

The applicant states (Non Match day Interim Travel Plan 3.2.21):

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, 430 spaces will be available at the car park owned by OCC for general use.

It is not clear where these 430 spaces come from. There are 758 spaces and if 430 are used on non-match days that leaves only 328 for other uses. There needs to be clarification on what has been agreed with OCC and Chiltern Rail on the use of this car park.

Attention is drawn to the comments by OCC in relation to parking and transport:

- They are assuming that the fans would be allowed to use the Chiltern rail car park otherwise they would need to provide evidence of how the applicant can enforce parking in their car park

OCC Cabinet have requested that a number of points are addressed. In summary they are:

- P&R Capacity post 2027 after implementation of Traffic Filters and ZEZ schemes
- Does the P&R deal with the shuttle bus service for 14400 fans
- What are the current traffic concerns at Kassam given that there are 2000 car park spaces
- What are the predicted peak hour flows of traffic on the diversion if Oxford Road is closed
- A detailed response on the effect of the Oxford Road closure on the functioning of Oxford Parkway station and P&R

Public Transport

The applicant states (ES Volume 1 Chapter 4 Description of Development. 4.69 Public Transport) that it is working with bus companies, Chiltern Rail and OCC in order to integrate the cost of season tickets and match day tickets. There are no details of how this will work or if it is feasible in terms of operation and public transport capacity.

New bus stops in Oxford Road and a new layby on Frieze way are being investigated with OCC. There are no concrete proposals: stopping on Frieze way without a layby on a dual carriage which is derestricted will be dangerous. There should be laybys created on the Oxford Road, since when buses stop at present there is congestion and with more buses this will be worse.

The applicant proposes to offer a shuttle bus service between the park and rides and the stadium. There is no clarity as to where the shuttle service will drop off. There is inadequate capacity on the

Oxford Road without causing congestion. It is therefore assumed that they will be dropped off in the Parkway P&R. There is no analysis of the number of buses required or the available capacity to drop off in a very short timescale.

On the basis of the applicants figures there could be up to 8K people to use the shuttle bus. Using 56-seater buses there could be up to 142 drop-offs. Even if they could be dropped off at 5 minute intervals it would take over 11 hours to complete this operation. The applicant has failed to carry out any analysis to identify if this will work in practice

Attention is drawn to the response from Chiltern Rail to this proposal:

They estimate that 5000 fans would need to use . They currently have insufficient capacity for such a large volume of people numbers. They estimate there will be a demand of 5000fans against capacity of 1100 seats per hour. They are applying for DofT funding for additional rolling stock but there is no guarantee this will be forthcoming and without it will not be able to handle the increased numbers

They state that the station is not designed to cope with 5000 passengers and will need significant changes including a bridge directly from the A41265 to the southbound platform

They are concerned that their car park will be overcrowded on match days

Transport modelling

The applicant states (Transport Assessment Volume 3 Pt 2)

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.

It is impossible to consider the impact of traffic as there is no modelling data available. The application should not be considered until this critical work is undertaken in conjunction with all the other development planned in the immediate area.

The application does not make sufficient allowance for the significant increase in local vehicular traffic and Park and Ride (P&R) use resulting from the planned housing developments in Oxford North, Begbroke, Yarnton, Kidlington and Gosford & Water Eaton. This will be compounded by the effects of the current Oxford Transport Strategy and in particular by the introduction of bus gates within the city. The effect of this will be to push traffic onto the already over-congested Ring Road and increase demand for Oxford Parkway station and the associated P&Rs.

The proposal deletes part of the vital bus lane from Kidlington to Oxford Parkway. It seems that the bus lane has been sacrificed to allow more pedestrian capacity. This is unacceptable as it will affect

everybody using the Oxford Road at peak times on the public transport and accessing the P&R and the station. This will not just be on match days but every day peak hours.