

Traffic:

I could not easily understand from the documentation provided how the estimates for additional traffic flow were calculated as information on methodology did not appear to be clearly laid out in the report. If we were to take the assumptions made in their model as being accurate, it should be considered that the additional eg 400 vehicles going northbound via the Oxford Road on match days are not going to be spread out over 24 hours but likely concentrated into arriving/departing in the space of ~1-2 hours, so the percentage difference displayed expressed as 'per day' provides a completely misleading picture of the anticipated degree of gridlock at those times. Meanwhile table 10.7 which appears to estimate changes in traffic flow at peak hours (but not explained transparently enough in the report for me to understand their methodology) does not consider impact on the Oxford Road or other key local roads at all. It does not appear therefore that the application gives consideration to how they will accommodate a 'worst case' scenario as recommended by the LPA.

Access to amenities:

Public transport links are described as being available but there appears to be no assessment of the capacity of existing services to accommodate the additional demand of essentially doubling the size of the population in Kidlington on match days (according to the estimates provided within the report). My experience of taking public transport on Saturdays and Sundays into Oxford is that the buses from Kidlington into the city centre get very crowded with standing room only by the time you reach Cutteslowe – therefore the 'spare' capacity available within this service appears to be minimal.

The stadium say their proposal is based on inadequate availability of public transport links to the Kassam site, if they were not able to negotiate an increase in provision of public transport to the stadium with the bus companies previously, it seems unlikely they would be able to do so for the new site which could lead to more people driving than modelled, and people not being able to get onto buses during busy periods (not limited to match days, as this could also include conference and other high footfall days). Those who are likely to be the worst affected by reduced accessibility of public transport are those who are already the most economically disadvantaged.

This also has a clear potential to have knock on effects for footfall to businesses in Oxford city centre.

Addressing Health and wellbeing needs of local residents:

I do not understand why a health equity impact assessment has not been conducted for such a large scale planning development (relative to the size of Kidlington, Yarnton and other local settlements) to make sure it does not worsen health inequalities for the local areas.

The application does not appear to consider what the needs of the local community are with respect to the types of facilities (sports or non competitive) they will provide to the community. We have lots of information about the inequalities that exist in access to physical activity by deprivation, ethnicity, gender amongst other characteristics at a national level and some at a local level. We already have a couple of local football clubs for children and adults in Kidlington so this does not appear to be an area of need compared to much poorer provision for other types of activities and sports eg dance classes for adults, rollerskating, racket sports are some examples. The statement under 15.97 that "The Proposed Development will increase the amount of publicly accessible open space thereby helping to improve the living environment and health of those residing in the local area" does not appear to be based on consideration of what the needs of local residents are with respect to what they would need in order to have better access to opportunities to be physically active eg activities

that match their preferences and other needs with respect to cost for example. Providing a generic offer (when we already have two gyms, including one sited much more centrally in Kidlington) seems unlikely to reduce barriers to being more active for those groups who are currently the most sedentary and would stand to benefit the most from being able to increase their activity levels, and could increase health inequalities relating to physical activity rather than reducing them.

Considering the issues raised re transport above, the risk that the siting of the stadium will increase rural isolation appears high. Many who live Kidlington and beyond more rurally eg in Bletchington, Tackley rely on the Oxford Road to reach the amenities in the city centre (either by vehicle or to reach the park and ride at Oxford Parkway via the route with the lowest environmental sustainability related impact). I cannot see any ways in which this risk will be mitigated within the traffic and transport plan.

In addition, public transport is not accessible to some of the groups with the greatest needs in society (due to physical health and disability and neurodiversity for example). How will the traffic issues affecting Oxford Road and other key local thoroughfares affect access to amenities for these vulnerable individuals? I have not seen how this has been considered within the application.