

**By email to: [planning@cherwell-dc.gov.uk](mailto:planning@cherwell-dc.gov.uk)**

**Cherwell District Council Planning Application Ref 24/00539/F: consultation ending 10 October 2024**

Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station Oxford Road Kidlington.

Erection of a stadium (Use Class F2) with flexible commercial and community facilities and uses including for conferences, exhibitions, education, and other events, club shop, public restaurant, bar, health and wellbeing facility/clinic, and gym (Use Class E/Sui Generis), hotel (Use Class C1), external concourse/fan-zone, car and cycle parking, access and highway works, utilities, public realm, landscaping and all associated and ancillary works and structures

August 2024 North Oxford VISSIM Model Scoping Report

Gosford & Water Eaton Parish Council wishes to make some comments regarding the North Oxford VISSIM Model Scoping Report which has been prepared by Oxford United Football Club's (OUFC's) advisors. Based on this parish council's informal 2024 survey and anecdotal evidence, the traffic and parking issues are key concerns for the parish's residents. Our residents know from experience that even a minor incident on the local road network can cause substantial and widespread delays. The proposed road closures are therefore a source of significant local concern and we would like the modelling output to be as accurate as possible.

Comments:

1. The traffic modelling proposal seems to be based on the use of data from 2018. There has been substantial development in the area since 2018 and it would be preferable if more recent data were used to ensure the output from the modelling is reliable.
2. The scoping report does not state the planned diversion routes. For completeness these should be included.
3. The modelling is based on 30 minute road closures which must surely be a 'best case' scenario and in our view is wholly unworkable. We see it as inevitable that road closures will last for significantly longer. The modelling must incorporate varying and longer closure periods in order to reflect the reality of moving up to 16,000 people, arriving via different means (road, train, coach, bus etc), into an area with restricted space.
4. OUFC will be seeking to improve its income by selling food and beverages before and after games. This will lead to fans arriving and leaving over a more protracted period of time thus making the 30 minute road closures entirely impractical.
5. OUFC originally proposed road closures of up to one hour before matches and up to two hours after matches. What has changed to make 30 minute closures a realistic proposal?
6. Kick off time for Saturday can vary from 3pm but this does not appear to be considered in the scoping report. Saturday 12.30 kick offs are less common but they do exist and there is nothing to guarantee that more matches won't move to this time in future. Different kick off times should be incorporated into the modelling as, without this, it is useless in practice. Saturday mornings in an around our parish and Kidlington are busy periods.

7. We question why the traffic modelling scoping report is only based around the men's games when the reality is that there will undoubtedly be other large events requiring road closures.
8. The conference modelling is being based on the existing model without 'revalidation'. We disagree with this approach because: the conference facilities will cater for up to 1,000 people; will happen with increasing regularity; and will have a significant impact on local traffic. They should therefore be modelled as accurately as possible and this will require revalidation of the model.
9. Two large Park & Ride sites are located close by at Oxford Parkway and Peartree and they will inevitably attract large numbers of fans arriving by car. It is unclear to what extent fans will be permitted to park in the Park & Rides, or even if it will be possible for their use to be managed/controlled. However, on the assumption that they will be used, a large number of fans leaving these sites within a narrow window, can be expected to have a significant impact on the local road network, including the diversion route. We are unclear if, or how, this has been taken into account in the scoping report but feel that it should be.
10. The sites in Norfolk that have been selected from the TRICS database for use in the modelling are a questionable choice because they have little in common with this area. It would be more appropriate to select areas which are more densely populated and have higher levels of car use.

Please contact us if you require clarification on any of the above.

Clerk

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