

## **OUFC stadium plans: proposed road closures**

Council is invited to consider whether to adopt the following as the statement of its position on this aspect of OUFC's current stadium plans. The substance can be adapted for different contexts: web site, press release, letters to newspapers, etc.

The current new stadium plans for the Triangle site from Oxford United and their design consultants include the radical proposal to close the main road between Kidlington and Oxford before and after matches. The relevant paragraph is as follows:

- Oxford Road will be closed to traffic for an hour before a match and up to two hours afterwards. This will improve pedestrian safety and access. A full vehicle closure is proposed for the first 20 minutes before and after a match to enable the crowds to arrive and make their way home via walk, cycle, the buses waiting on Oxford Road and at Parkway and rail.

For more details, see <https://oufcstadium.co.uk/wp-content/uploads/2023/10/Creating-a-new-home-for-Oxford-United-3.pdf>.

This proposal is wholly unacceptable to Kidlington Parish Council. The combined population of the four adjacent parishes immediately North of the planned stadium is currently 20,000, soon to rise to 30,000 or more with new housing developments currently in train. Oxford is their main shopping centre.

Travel into Oxford is already difficult by any type of vehicle, and will inevitably become more so with these new developments and the further new development at Oxford North. Closing the Kidlington-Oxford road regularly on Saturdays and other match days will create enormous congestion on the only feasible alternative route, via Pear Tree roundabout. It will make it extremely difficult for residents of Kidlington to get to Oxford at the times in question, as well as creating significant knock-on congestion in the Village.

The County Council cabinet has required OUFC, before the lease of the Triangle site is finally agreed, to produce detailed plans that include the following:

- e) Develop new pedestrian and cycle entrances and routes to improve accessibility, including a new pedestrian route across the Oxford Road, such as a footbridge, that improves pedestrian and cyclist access to the site from Oxford Parkway railway station and the Park & Ride without disrupting vehicle movements on the Oxford Road.

If Oxford United's plans cannot avoid drastically disrupting vehicle movements on the Oxford Road, the inevitable conclusion is that the County Council should not allow the plans to go ahead in their current form.

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29/10/23