

Redbridge versus Seacourt P&R

Introduction

The Planning Statement addendum (November 2017) from Turley for the Applicant says:

3.52 There is more available capacity at the Redbridge P&R site than at Seacourt P&R but many users are already bypassing Redbridge P&R so for various reasons Seacourt P&R is preferred. Analysis of the interview survey results from areas to the south of the city (i.e. OX12 Wantage and OX14 Abingdon) show that the users choose Seacourt P&R mainly because of its convenience for their journey. Therefore, it can be assumed that they perceive Redbridge P&R and the other travel options to be less convenient.

3.53 An assessment of the typical traffic conditions in Google Maps gives an indication why some users may prefer Seacourt P&R to Redbridge P&R, even if they are travelling from the south and south-west. It shows that in the week-day morning peak period there is heavy congestion on the route from the A34 to Redbridge P&R, including the A34 off slip roads and the A423 Southern Bypass. No priority is given to P&R vehicles on these links. Access along the A34 towards Seacourt is shown to be much easier with no delay on the A34 slip roads and where congestion is shown on the A420 approach to the West Way junction there is a priority lane for P&R users to bypass the traffic queue.

We believe this interpretation seriously underestimates the potential usefulness of Redbridge. We have looked at a range of scenarios, in morning rush hour, which are shown below. We conclude that Redbridge is generally reached more quickly from the south than is Seacourt, and that were Seacourt to be extended, that would be even more the case.

Thus Redbridge, where there is existing excess capacity (see below), is a good option for traffic from the south. Real-time signage on the northbound A34, showing available spaces at Redbridge (and Seacourt) would allow drivers to make a rational choice. (Signs placed after leaving the A34 /ring road miss the point.)

Analysis

Table 1: Times from A34 at Hinksey Hill to entry to Seacourt and Redbridge P&Rs, traffic from south

P&R	distance* metres	distance miles	time minutes	time minutes	time minutes	time minutes	time minutes	time minutes
			3mph	5mph	10mph	15mph	30mph	40mph
Hinksey to Botley roundabout on A34	4100	2.5	-	-	-	-	5	4
Botley roundabout to Seacourt	635	0.4	8	5	2	2		
Total A34 at Hinksey to Seacourt P&R; 30mph on A34	4735	2.9	13	10	7	7		

Total A34 at Hinksey to Seacourt P&R; 40mph on A34	4735	2.9	12	9	6	5		
Hinksey Hill roundabout to Redbridge	825	0.5	10	6	3	2		
Extra time to reach Seacourt c.f. Redbridge if 30mph on A34	190	0.1	3	4	4	5		
Extra time to reach Seacourt c.f. Redbridge if 30mph on A34	190	0.1	1	2	-3	-3		

Table 2 presents the same information in a different way.

Table 2

Speeds over short distances (Hinksey to Redbridge and Botley to Seacourt) mph	Short section + A34 section between Hinksey and Botley roundabouts @ 30mph, time <u>difference</u> in minutes	Short section + A34 section between Hinksey and Botley roundabouts @ 40mph, time <u>difference</u> in minutes
3	3	1
5	4	2
10	4	-3
15	5	-3
average	4	-0.75

Table 2: Positive numbers in second and third columns mean it's quicker to reach Redbridge from the south; negative numbers mean that it's quicker to reach Seacourt.

The speeds chosen cover a range appropriate to the morning rush hour. On some days the A34 will be slower than the slowest speed used here (30mph).

* Distances from Google Maps (see maps document).

3-15 mph times refer to the short, smaller road, stretches.
30 and 40 mph times are on the A34.

If more traffic goes to Seacourt following an extension, journey times will increase because of the extra vehicles on the congested Botley roundabout to Seacourt P&R section.

Conclusion

For traffic from the south it is already quicker in 6 of the 8 scenarios examined to reach Redbridge. If Seacourt were extended it would take longer to reach it than it does now because of the extra cars on the congested Botley roundabout to Seacourt P&R section. If the A34 is slow moving the advantage of Redbridge increases still further.

At present there is spare capacity at Redbridge *even allowing for the new Westgate*.

See <http://mycouncil.oxford.gov.uk/ieDecisionDetails.aspx?Id=1223>, Click link to 'Appendix 3 Parking Space Analysis' (file is actually named and titled Appendix 5).

Using all Redbridge's existing capacity, even increasing it, would make much more sense, in every way, than building in the city's floodplain at Seacourt. Improved real-time signage on the north-bound A34, showing available spaces at Redbridge and Seacourt, would encourage use. Our analysis clearly indicates that it would be an excellent option for traffic from the south.

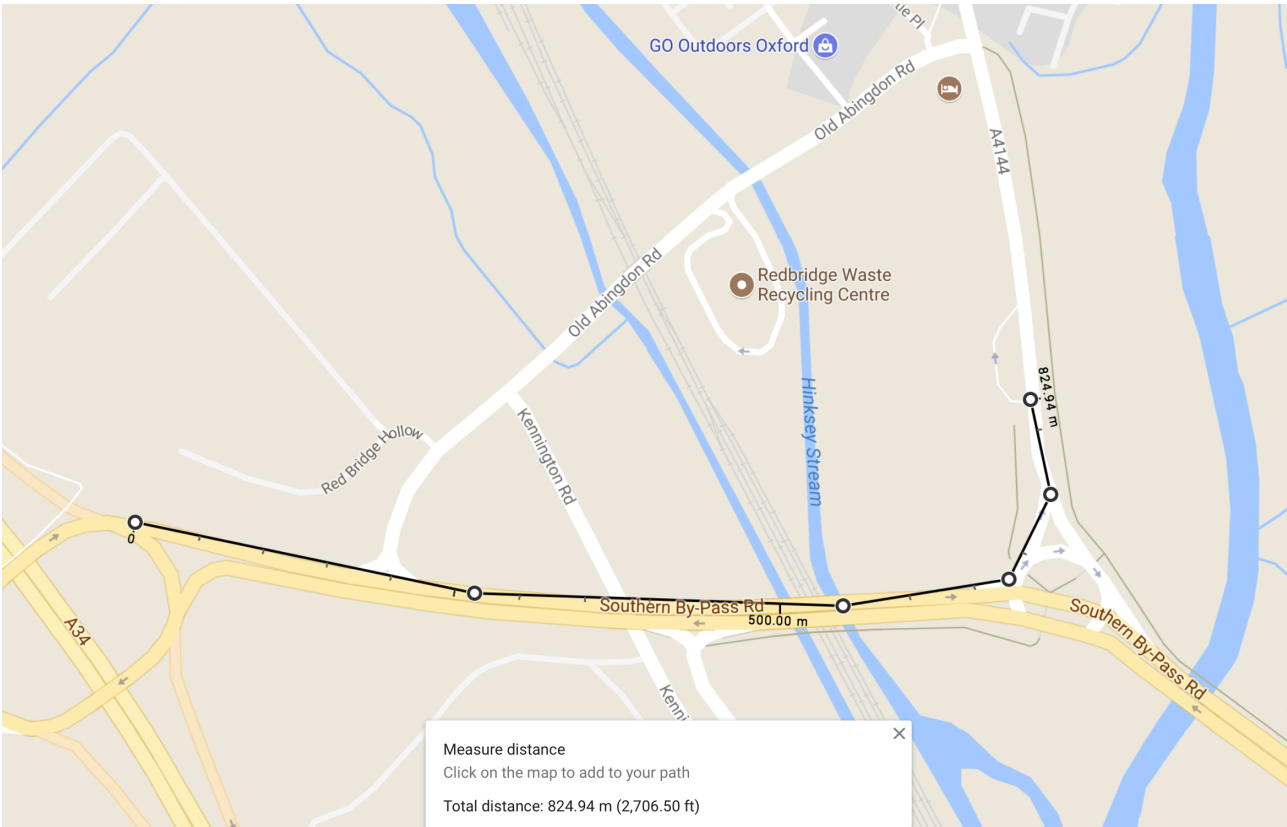
Oxford Flood Alliance, 30 November 2017

Maps

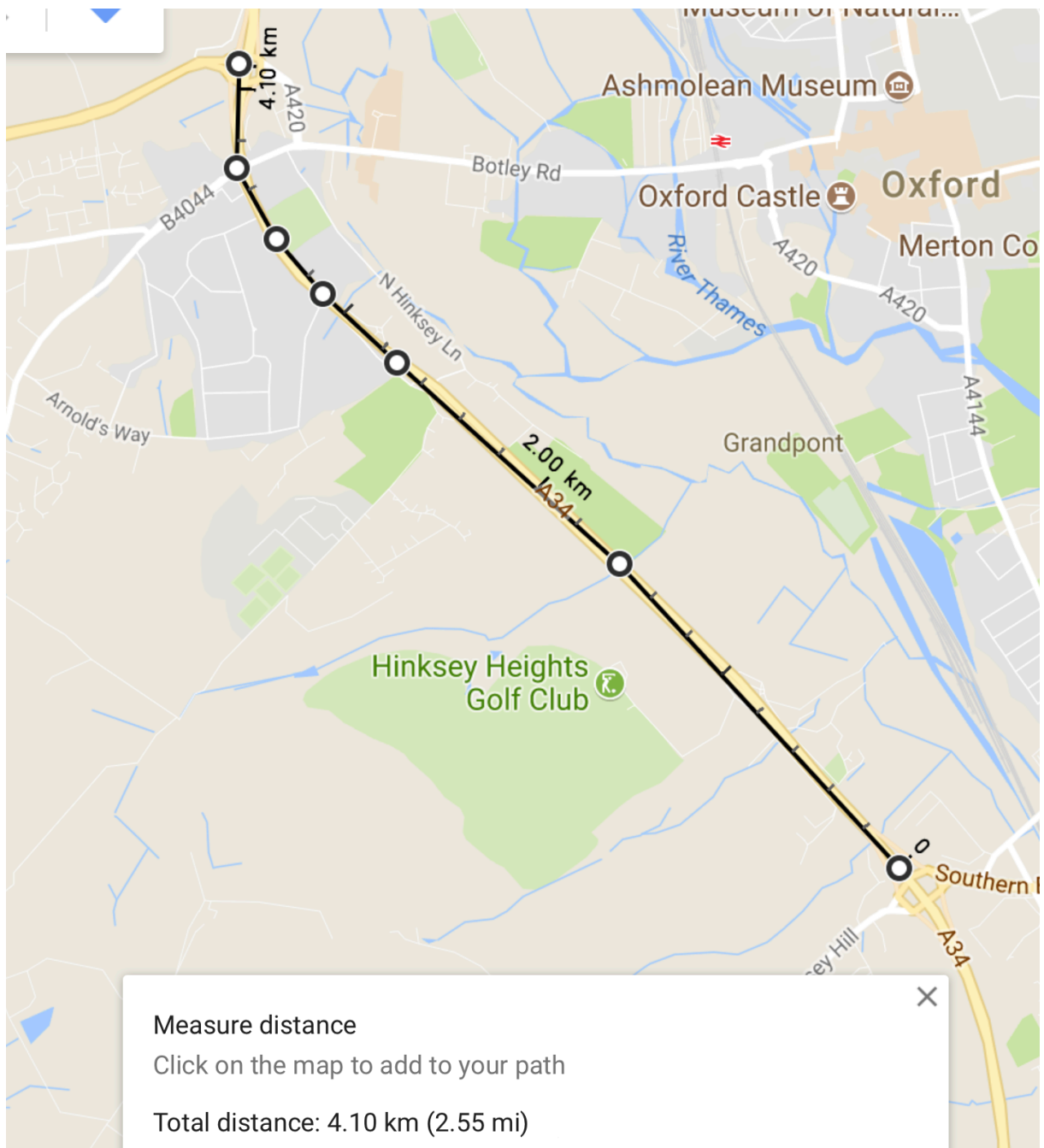
Distances from A34 at Hinksey Hill to entry to Seacourt and Redbridge P&Rs, traffic from south



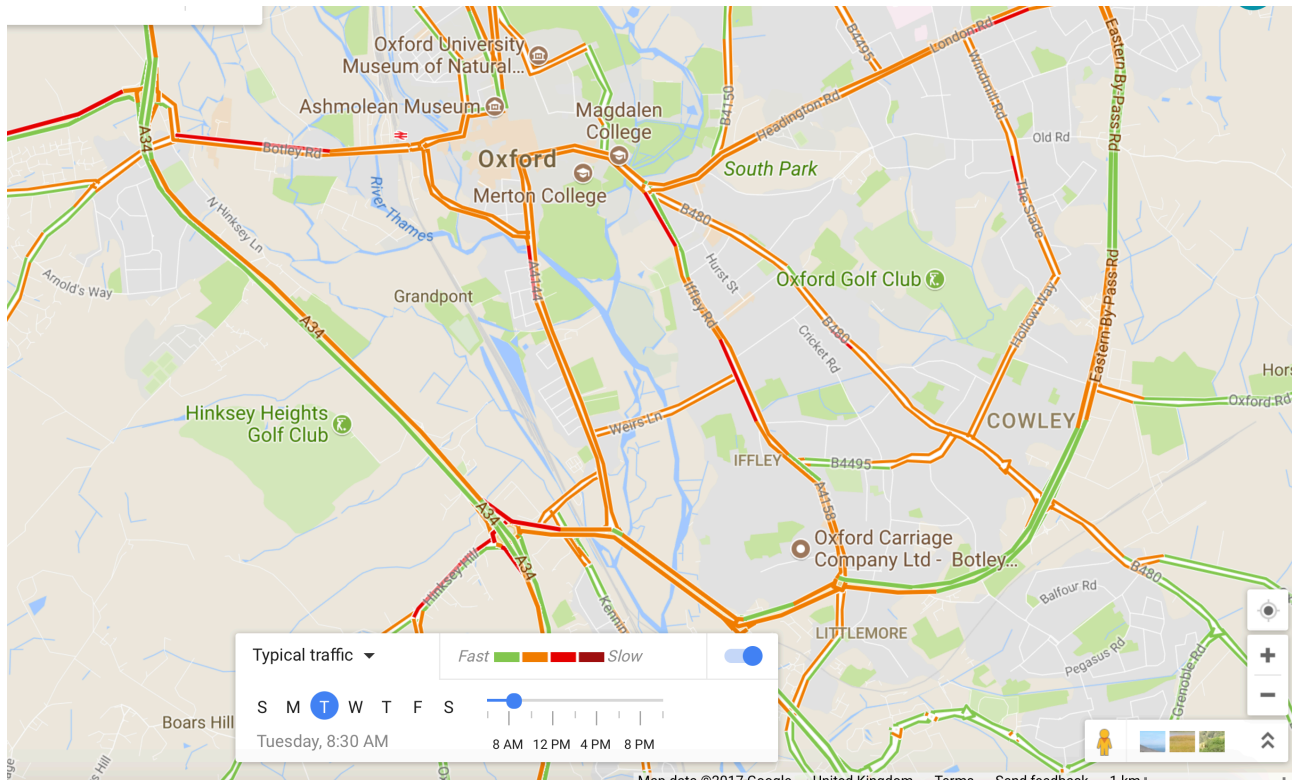
Seacourt



Redbridge



A34, Hinksey to Botley roundabouts



**Typical traffic (Google Maps) P&R approaches,
Tuesdays 8.30am**