St Albans: Journey Time & Routing

1. Routes assessed:

- Route 1 St Albans Town Centre Eastbound
- Route 2 St Albans Town Centre Westbound
- Route 3 Spicer Street Southbound
- Route 4 Spicer Street Northbound
- Route 5 Hatfield Road Eastbound
- Route 6 Hatfield Road Westbound
- Route 7 King Harry Lane
- Route 8 A1081 Southbound
- A5183 and the A1081 from Redbourn Lane to London Road eastbound
- A5183 and the A1081 from Redbourn Lane to London Road westbound

2. Scheme Streets (High Street):

- High Street
- George Street
- Market Place

3. Control Sites:

- Data still being assessed.

4. Background

Google allow the use of their Journey Time data (with a billing account) as an API (Application Programming Interface) https://en.wikipedia.org/wiki/API. Information about the Google maps API can be found here https://developers.google.com/maps/documentation/directions/overview

The Distance Matrix API provides travel distance and time for a matrix of origins and destinations, based on the recommended route between start and end points. It also is possible to show the route that was the quickest. The route counts are not actual journeys.

5. Monitoring Question

To ensure impacts of displaced traffic are understood and considered before progressing to a permanent scheme.

6. Summary

Route 1: St Albans TC Eastbound route (Folly Lane and Verulam) is quicker in both am and pm comparing after (2023) to before (2021).

Overall, throughout the day 66% of the time Verulam is quickest and 30% of the time Folly Lane is quickest equally 96% (both multi-function).

Route 2: St Albans TC Westbound route (Folly Lane and Verulam) is quicker in the am and pm comparing after (2023) to before (2021).

Overall, throughout the day 53% of the time Verulam is quickest and 45% of the time Folly Lane is quickest equally 98% (both multi-function).

Route 7: King Harry Lane journey times is quicker in the am and pm comparing after (2023) to before (2021).

Overall, throughout the day King Harry Lane is quickest and 94% of the time, however St Stephens Ave is quickest 6%

Route 8: A1081 (Holywell Hill and Chequer Street) southbound is the same in both am and pm comparing after (2023) to before (2021).

Overall **A1081 (Holywell Hill and Chequer Street)** is quickest and 84% of the time, however King Harry Lane is quickest 16%.

The A5183 and the A1081 from Redbourn Lane to London Road eastbound and westbound is slightly slower in the am and pm comparing after (2023) to before (2022).

Overall, the **A5183 and the A1081 from Redbourn Lane to London Road eastbound** route is quickest via King Harry Lane and the A414 50% of the time. Verulam and A1081 is quickest 25% and Folly Lane via Beaconsfield and Alma Road is 25%.

Waverley Road does feature but only 0.2% of the time.

The A5183 and the A1081 from Redbourn Lane to London Road westbound is quickest via the A1081, Upper Marlborough Road and Folly Lane 58% of the time. Verulam Road and A1081 is quickest 32%. King Harry Lane and A414 is quickest 6% of the time. Folly Lane, Watsons Walk and Old London Road is used 2% of the time.

Comparing before and after the scheme trial Google data shows that for the vast majority of time the quickest route is via the appropriate roads (e.g. Catherine Street, Folly Lane, St Stephens Hill aka A1081, A1057, A5183). In most cases the potential displacement routes (rat runs) rarely feature as quicker routes. The only exceptions are King Harry Lane, Latimore Road and St Stephens Avenue during trial closures.

When looking at the appropriate roads, in many cases journey times are quicker on these routes during the scheme, when compared to the before data.

It should be noted that Google data shows the quickest route from an origin to destination point that is of a significant length.

The data will potentially not show localised rat running within residential areas. It's therefore quite likely that if other observational data disputes the Google data, then this could be due to more localised rat running, perhaps based on perception of the main multifunction roads being slower / busier.

Overall, when assessing Google data it appears that the scheme has not unduly or significantly impacted the town centre, main roads and residential roads identified. Moreover, there are examples of journey times improving during the trial closure.

*Google routing data is based on the percentage number of times a route is presented as the quickest option to a user, based on point A to B.