

# St Albans: Traffic Data Summary Analysis

**Topline Statement:** On multifunction roads there appears to be a mixture of patterns during the assessed periods. There is no certain way to attribute any of these trends to the scheme trial in part or in full, due to the various other factors contributing to these trends. However, there is nothing significant in the data to suggest that the scheme is having an adverse impact on traffic flows, and the most likely argument is that flows are still reacting and bouncing back from the impact of Covid-19. Monitoring is ongoing and more detailed analysis is required, especially interpreting the patterns on Folly Lane/Catherine Street, residential streets and at Holywell Hill.

## 1. Survey sites

### Residential Streets:

- Waverley Road (2 locations)
- Grange Street
- Old London Road (2 locations)
- Carlisle Avenue (3 locations)
- Townsend Drive (3 locations)
- Latimore Road

### Multifunction Streets and other High Streets (A Roads):

- Folly Lane / Catherine Street (2 locations)
- Hatfield Road (3 locations)
- King Harry Lane (2 locations)
- Holywell Hill (2 locations)
- Verulam Road (2 locations)
- Batchwood Drive
- St Peters Street
- London Road
- Victoria Street
- St Stephens Hill

### Scheme Streets (High Street):

- High Street
- George Street
- Market Place

### Control Sites:

- Data still being assessed.

## 2. Background

Traffic levels have been assessed across the county over many years to understand trends and contributory factors. County level trends can be found in the Traffic & Transport Data Report (TTDR) ([www.hertfordshire.gov.uk/ttdr](http://www.hertfordshire.gov.uk/ttdr)).

The TTDR provides useful background when assessing traffic levels. For instance, county traffic levels are down between 5% and 10% based against pre-pandemic levels (pre-2019). This should be taken into consideration with the results in St Albans, as perception of congestion has changed due to a period of historically low traffic levels. Therefore, increases in flows may appear more significant, but in most cases are likely to be lower than pre pandemic flows.

### 3. Monitoring Question

Is the scheme having a direct adverse impact on traffic in and around the St Albans area?

### 4. Summary

**Table 1** summarises traffic volume data during the week (Monday to Friday) and **Table 2** summarises traffic volume data on Saturdays.

	Weekday Mon - Fri							
	Before Covid	Before scheme	Partial during scheme	During / After				
	Mon-Fri Traffic Flow Avera	Mon-Fri Traffic Flow Avera	Mon-Fri Traffic Flow Avera	Mon-Fri Traffic Flow Avera				
Waverley Rd (Near Palfrey Close)		1523.8						
Waverley Rd 2 (Near Pegasus Place)		3037.4	2497.3	3053.6			↑ 0.5%	↑ 22.3%
Waverley Rd 3 (outside hosp)			3490	4823				↑ 38.2%
Grange St				1645.8				
Old London Rd	1975.4		4617	2270	↑ 14.9%			↓ -50.8%
Old London Rd2								
Carlisle Ave		1684						
Carlisle Ave2		1597.4						
Carlisle Ave3	2764.2	1684						
Townsend Drive		1773						
Townsend Drive2		1351.4						
Lattimore Road		4069.2	4190.6					
Folly Lane / Catherine St	10566		10872.8					
Folly Lane / Catherine St 2			10936	11483.4				↑ 5.0%
Hatfield Road								
Hatfield Road 2								
Hatfield Road 3			12525.45	13124.4				↑ 4.8%
King Harry Lane	18179.4	17434.8		18346.2	↑ 0.9%	↑ 5.2%		
King Harry Lane2	15503.4		15913.2	16684.8	↑ 7.6%		↑ 4.8%	
Holywell Hill	14806			6505	↓ -56.1%			
Holywell Hill2	15052.4		17536	10687.2	↓ -29.0%			↓ -39.1%
Verulam Road			5968					
Verulam Road2	7799.4			6587.6	↓ -15.5%			
Batchwood Drive	17496	15728		16326	↓ -6.7%	↑ 3.8%		
St Peter Street (A5183)								
London Road (A1081)		8135						
Victoria Street (B691)		4424	3965	4038		↓ -8.7%	↑ 1.8%	
St Stephens Hill (A5183)		20201	22132	21275		↑ 5.3%	↓ -3.9%	
George Street			#VALUE!					
High Street			#VALUE!					
Market Place			#VALUE!					

**Table 1: Traffic Flow Data, St Albans (Monday to Friday)**

	Saturday Traffic Flow Average							
	Before Covid	Before scheme	Partial during scheme	During / After				
	Saturday Traffic Flow/ Ave	Saturday Traffic Flow/ Ave	Saturday Traffic Flow/ Ave	Saturday Traffic Flow/ Ave				
Waverley Rd (Near Palfrey Close)		1044						
Waverley Rd 2 (Near Pegasus Place)		2379	1801	2220		↓ -6.7%	↑ 23.3%	
Waverley Rd 3 (outside hosp)			3432	3173			↓ -7.5%	
Grange St				1268				
Old London Rd	1800		4498	1575		↓ -12.5%	↓ -65.0%	
Old London Rd2								
Carlisle Ave		1475						
Carlisle Ave2		1504						
Carlisle Ave3	1891	1475						
Townsend Drive		1245						
Townsend Drive2		628						
Lattimore Road		3957	4503					
Folly Lane / Catherine St	9978		10208					
Folly Lane / Catherine St 2			9822	12636			↑ 28.6%	
Hatfield Road								
Hatfield Road 2								
Hatfield Road 3			11438	12626			↑ 10.4%	
King Harry Lane	16361	16278		17594		↑ 7.5%	↑ 8.1%	
King Harry Lane2	14031		14272	16096		↑ 14.7%	↑ 12.8%	
Holywell Hill	14967			3656		↓ -75.6%		
Holywell Hill2	14967		16628	10751		↓ -28.2%	↓ -35.3%	
Verulam Road			6268					
Verulam Road2	9196			5999		↓ -34.8%		
Batchwood Drive	14508	13162		14142		↓ -2.5%	↑ 7.4%	
St Peter Street (A5183)								
London Road (A1081)		8559						
Victoria Street (B691)		4888	4495	4569		↓ -6.5%	↑ 1.6%	
St Stephens Hill (A5183)		20338	20510	23877		↑ 17.4%	↑ 16.4%	
George Street								
High Street								
Market Place								

**Table 2: Traffic Flow Data, St Albans (Saturday)**

Where possible, data was assessed across several sites in St Albans (listed above) both directly where the scheme trial has been installed, surrounding town centre streets, major internal streets (multi-function A Roads) and residential streets. Data was also compared to control\* areas in Baldock and Potters Bar.

It should be noted that there is no exact scientific way to attribute the effects of the trial scheme to any of this data presented. The data is used to see if there are consistent trends that help lead the authority to believe that there is a connection. This is due to various outside factors, which are more likely to have a significant effect on traffic flows, such as: the economy, fuel prices, Covid-19 pandemic etc.

The data was compared using 4 periods:

1. Before Covid – Pre 2019 data
2. 'Before scheme' March 2021 to March 2022
3. Partial during scheme (when High Street was open) April 2022 to September 2022
4. Full during scheme October 2022 to September 2023.

Data was also split between a 5-day (weekday) average and on a Saturday.

Full breakdown of the data at site level is available upon request.

Due to limited data availability on residential locations, data has been assessed at two locations (Waverley Road and Old London Road). Further analysis on residential streets is being organised at a further two locations (Carlisle Avenue and Townsend Drive).

Assessing the two survey locations on Waverley Road during a weekday, flows are up by 0.5% (outside Pegasus Place) when comparing (2) before scheme to (3) during scheme.

The Waverley Road Saturday / weekend data shows that flows are down 6.7% (outside Pegasus Place) when comparing (2) before scheme to (3) during scheme.

However, comparing (3) partial scheme vs (4) during scheme on Waverley Road shows a 22% increase Near Pegasus Place and a 38% increase outside the Hospital on a weekday. Comparing the same data on a Saturday, the survey at Pegasus Place has a 23% increase, whilst outside the Hospital there is an 8% reduction in traffic.

On Old London Road there seems to be an increase in flows of 15% on a weekday when comparing (3) during scheme with (1) pre Covid traffic levels in the weekday. However, on the weekend there is a decrease of 13% when comparing the same periods.

No other (2) before or (1) pre Covid data is available on residential streets in the study area.

Overall, apart from Old London Road, traffic on residential roads (subject to limited data) appears to experience relatively minor increases in traffic on a weekday when comparing to the before data and a decrease on the weekend (Saturday).

Whilst the data is inconclusive on whether scheme is having an adverse impact on traffic, the limited data does suggest that any impact is negligible and as noted previously there is no evidence to suggest the flows have reached pre pandemic levels, apart from on Old London Road, where there does appear to be a potential issue of re-routing / rat running on weekdays.

On the multifunction roads (generally A Roads) there are six locations where before scheme data is available as a comparison. These are on Batchwood Drive, Victoria Street, St Stephens Hill, King Harry Lane, Holywell Hill and Verulum Road.

Batchwood Drive is showing a 4% increase in the weekday and a 7% increase at weekends. However (1) pre Covid data is available on Batchwood Drive and shows flows are 7% less than they were before 2019 on a weekday and 3% down on weekends. Victoria Street is showing a 9% reduction on weekdays and a 7.5% reduction at the weekend. St Stephens Hill shows a 5% increase on weekdays and a 17% increase on the weekend.

King Harry Lane, Holywell Hill and Verulum Road have data from (1) pre Covid as a comparison against (4) during scheme. King Harry Lane is showing an 8% increase on weekdays and a 2% increase on weekends. There were two locations and dates where surveys were conducted Holywell Hill. At the first location there was a 56%

reduction on the weekday and a 76% reduction on the weekend. At the second location there was a 17% increase on a weekday and a 11% increase on the weekend. Verulum Road has a 16% reduction on weekdays and a 35% reduction at weekends.

Folly Lane / Catherine Street and Hatfield Road only have data for the (3) partial period to compare with the (4) during period. At these locations Folly Lane / Catherine Street show a 5% increase in traffic on weekdays and a 28% increase on weekends. Hatfield Road shows a 5% increase at weekdays and a 10% increase on weekends.

Overall, on multifunction roads there appears to be a mixture of patterns during the assessed periods.

In summary most flows on all road types (4 out of 7 sites) are still lower than pre Covid on a weekday and weekend (5 out of 7 sites). Flows have generally increased comparing before data with during data on a weekday (4 out of 5 sites) and on the weekend (3 out of 5 sites) and have increased during the partial scheme compared with during scheme on weekday (6 out of 9 sites) and weekend (6 out of 9 sites).

It still needs to be highlighted that there is no certain way to attribute any of these trends to the scheme trial in part or in full, due to the various other factors contributing to these trends. However, there is nothing significant in the data to suggest the scheme is having an adverse impact on traffic flows, and the most likely argument is that flows are still reacting and bouncing back from the impact of Covid.

\*Control areas are similar locations within Hertfordshire where minimal interventions have been implemented to provide wider context and understanding of trends.