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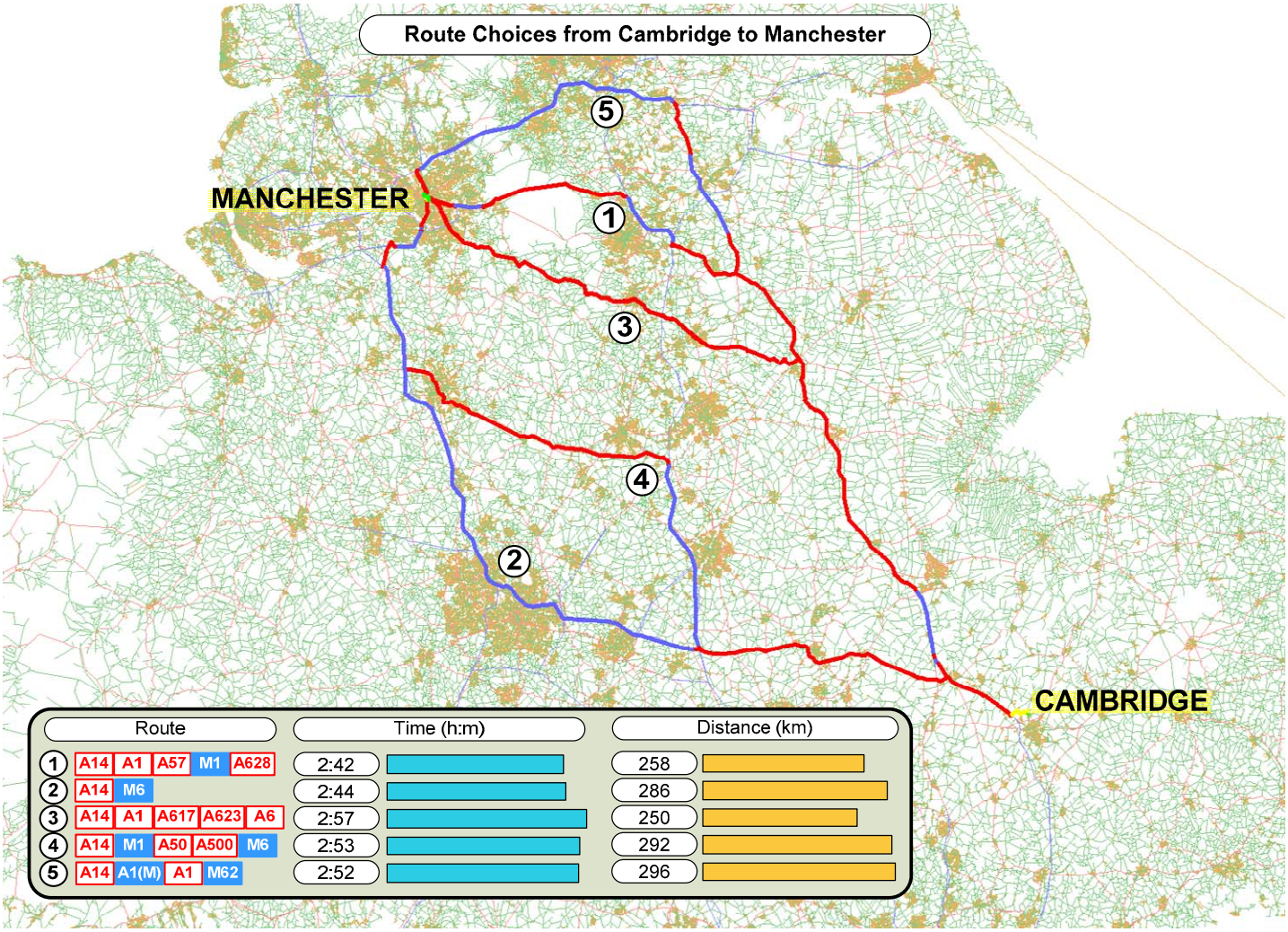
Cambridge Vehicle Information Technology Ltd.

Choice Routing Examples

Cambridge to Manchester



	Route	Time (h:m)	Distance (km)
1	A14 A1 A57 M1 A628	2:42	258
2	A14 M6	2:44	286
3	A14 A1 A617 A623 A6	2:57	250
4	A14 M1 A50 A500 M6	2:53	292
5	A14 A1(M) A1 M62	2:52	296

In this example, choice routing has generated five good alternative routes from Cambridge to Manchester. They are all fairly similar in time and distance, but vary widely in the types of road used

Rather than the user having to assess routes one at a time by varying the trade-off between the components of the cost function, they can directly see where the widest variations occur, and choose a route which is good for them. They can also see how their own known routes compare to the other recommended ones. Indeed, they may just choose one route because it goes past a good place to stop for lunch!

The roads database used pre-dates the M6 Toll.

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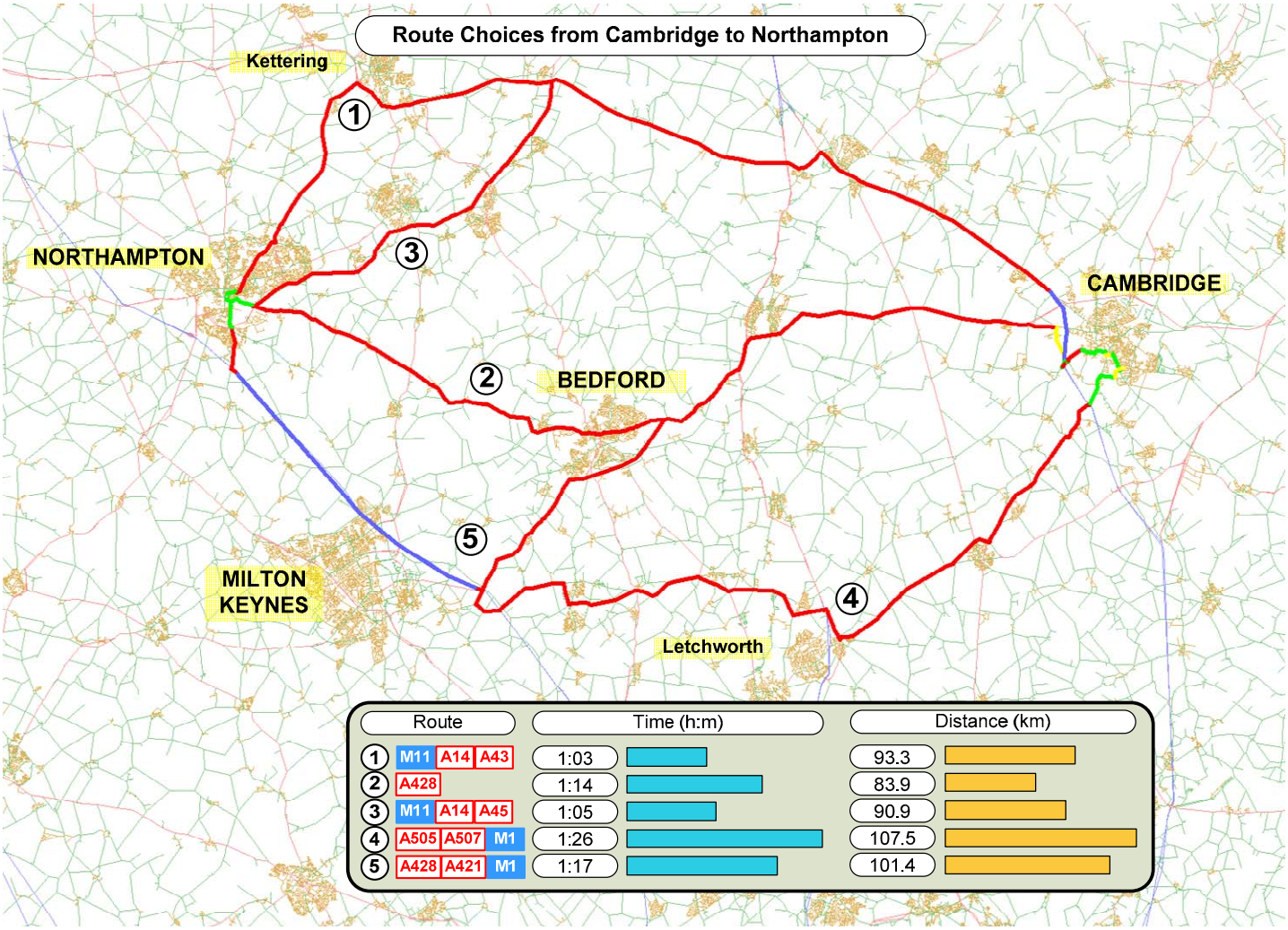
Cambridge to Northampton



This illustration is on a more local scale and has generated a very diverse set of routes, each with its own pros and cons.

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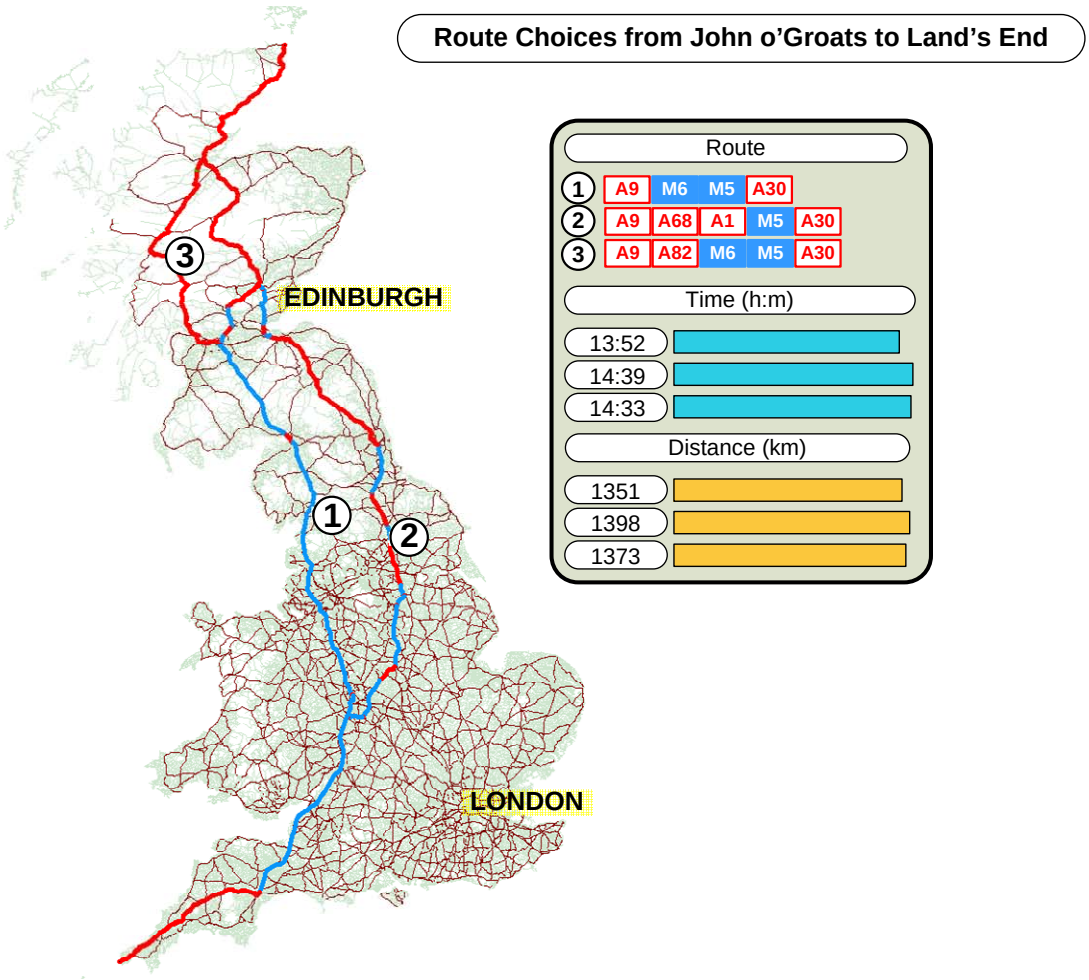
John o'Groats to Land's End



Over long distances in a thin country there are few good routes. Even so Choice Routing has found some diverse East and West alternatives.

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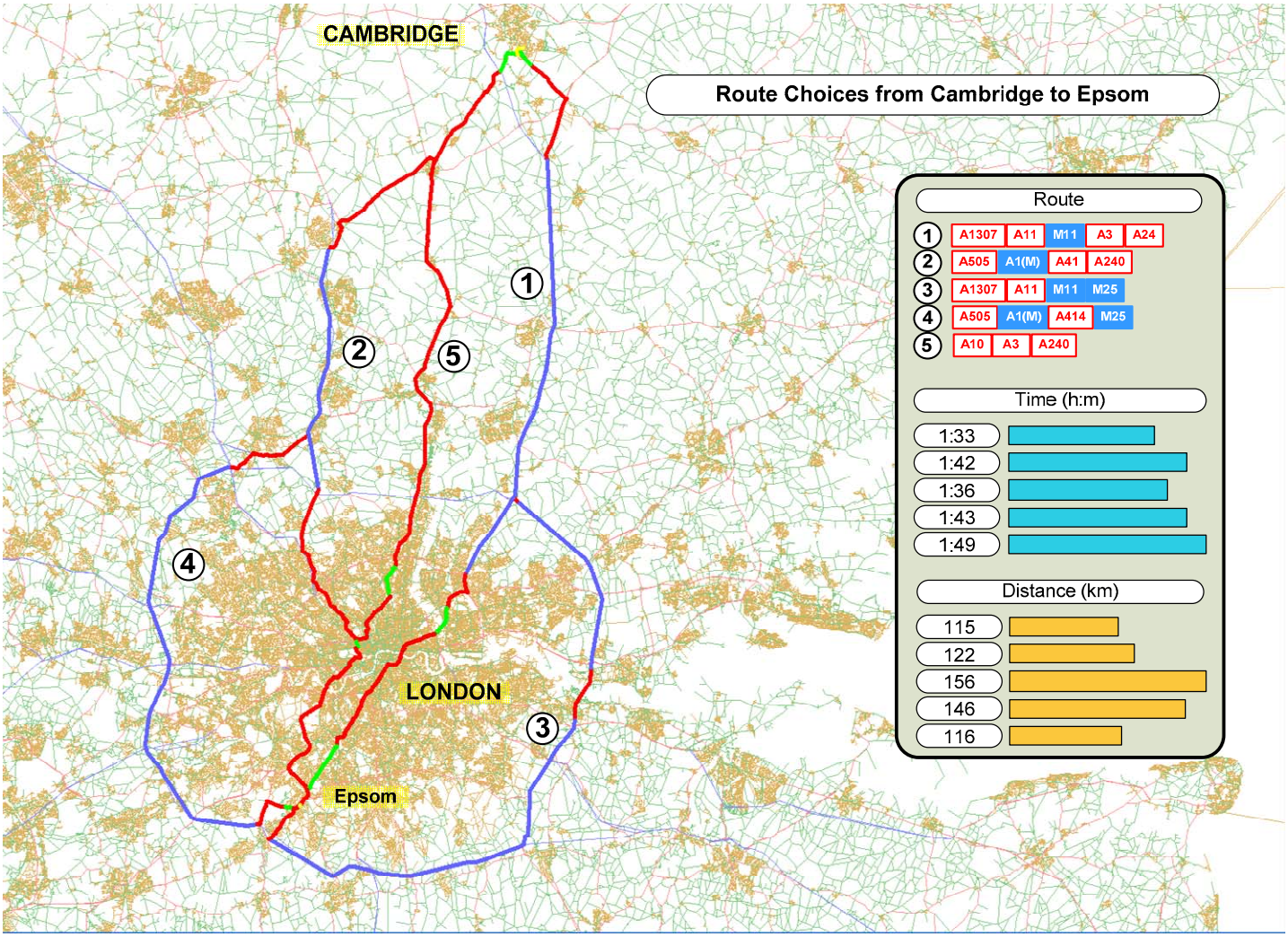
Cambridge to Epsom



This example is interesting because it generates good alternative routes on both clockwise and anticlockwise directions of the M25. It also shows alternative routes via central London, they would only be viable at times of low congestion. Were historical traffic information to be included in the cost function for Choice Routing different sets of routes would be selected at different times of day.

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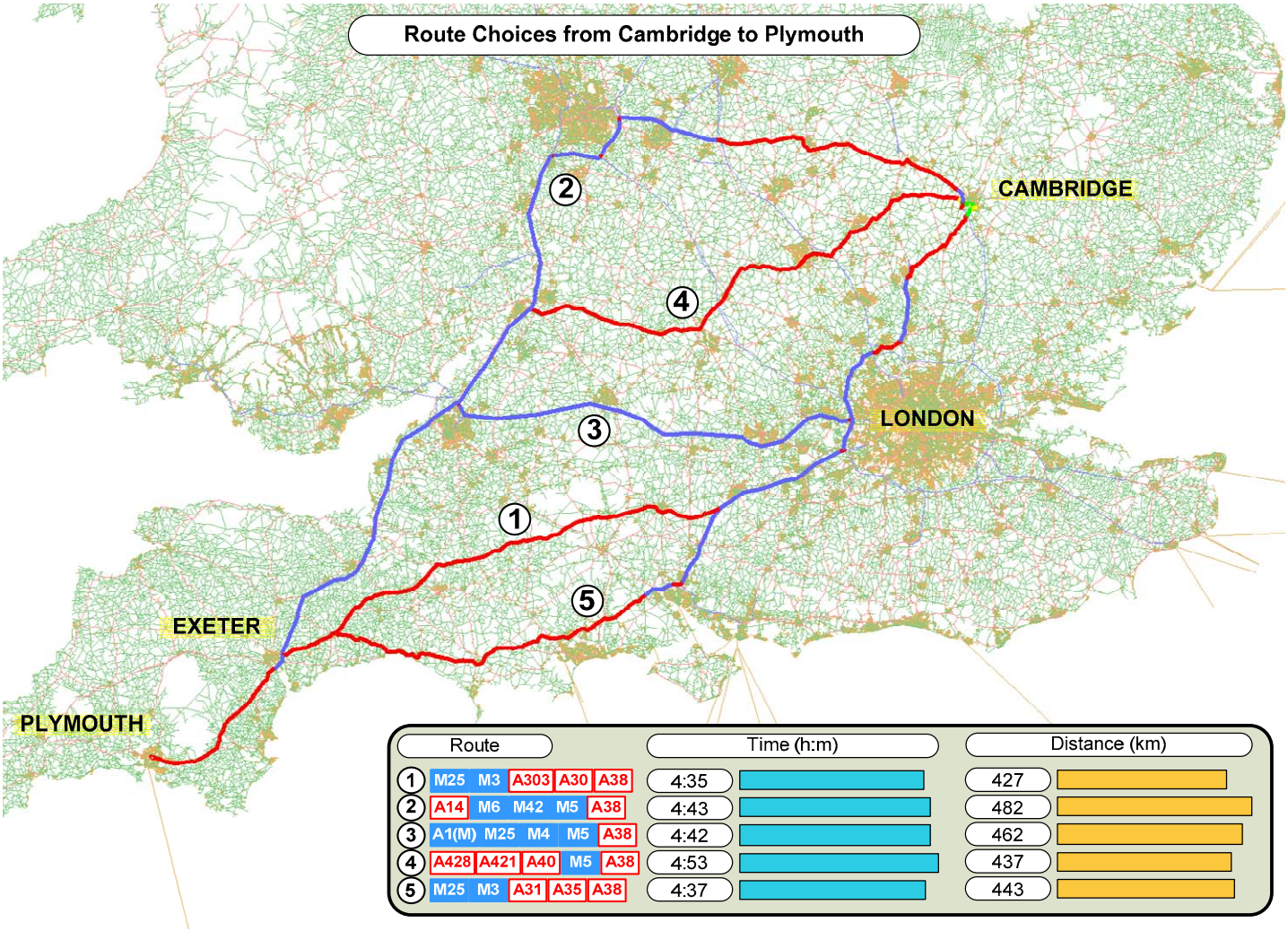
Cambridge to Plymouth



	Route	Time (h:m)	Distance (km)
1	M25 M3 A303 A30 A38	4:35	427
2	A14 M6 M42 M5 A38	4:43	482
3	A1(M) M25 M4 M5 A38	4:42	462
4	A428 A421 A40 M5 A38	4:53	437
5	M25 M3 A31 A35 A38	4:37	443

While route (1) is the obvious choice the usefulness of route (2) will surprise some drivers. Since route (1) can be subject to very bad congestion in holiday periods the other good choices would be very welcome.