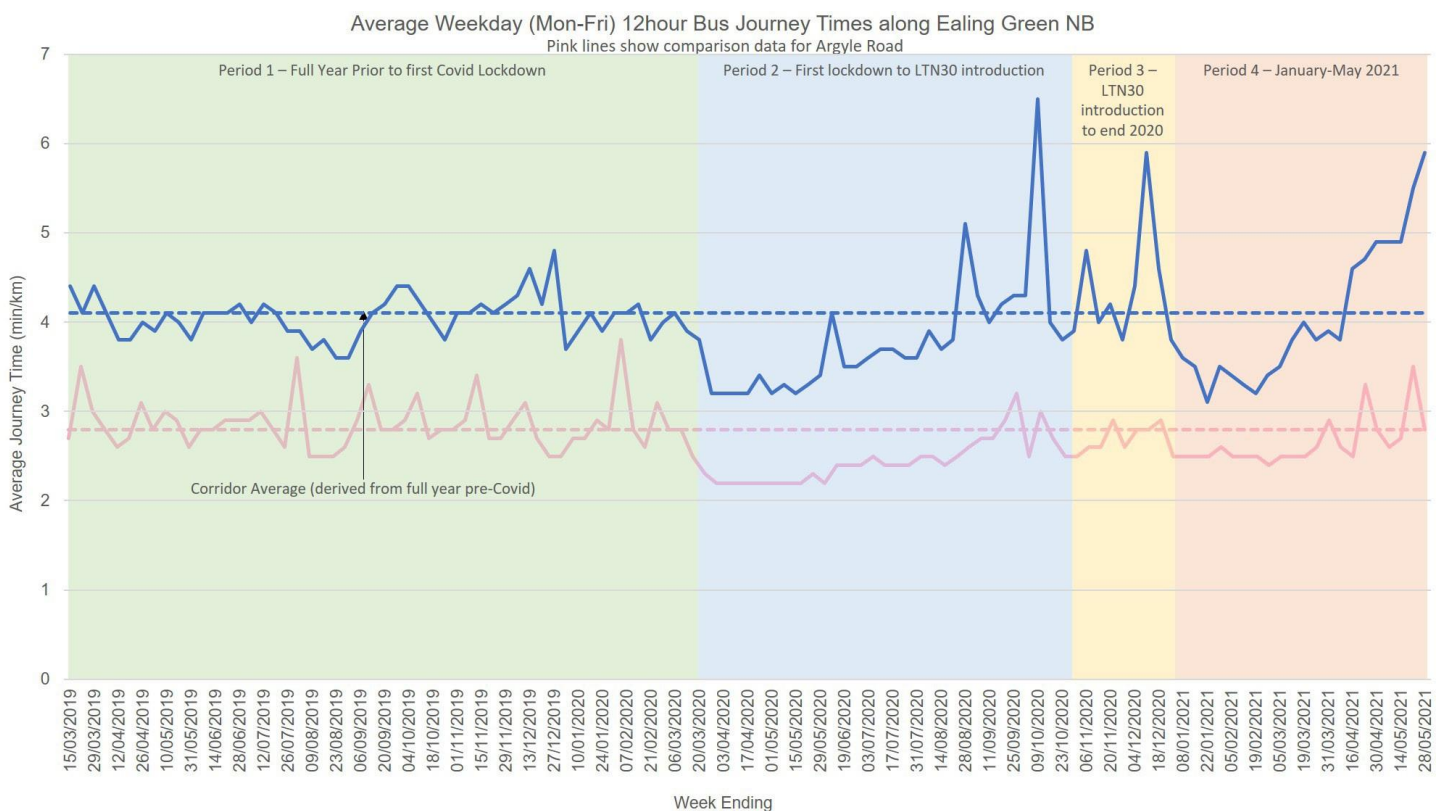
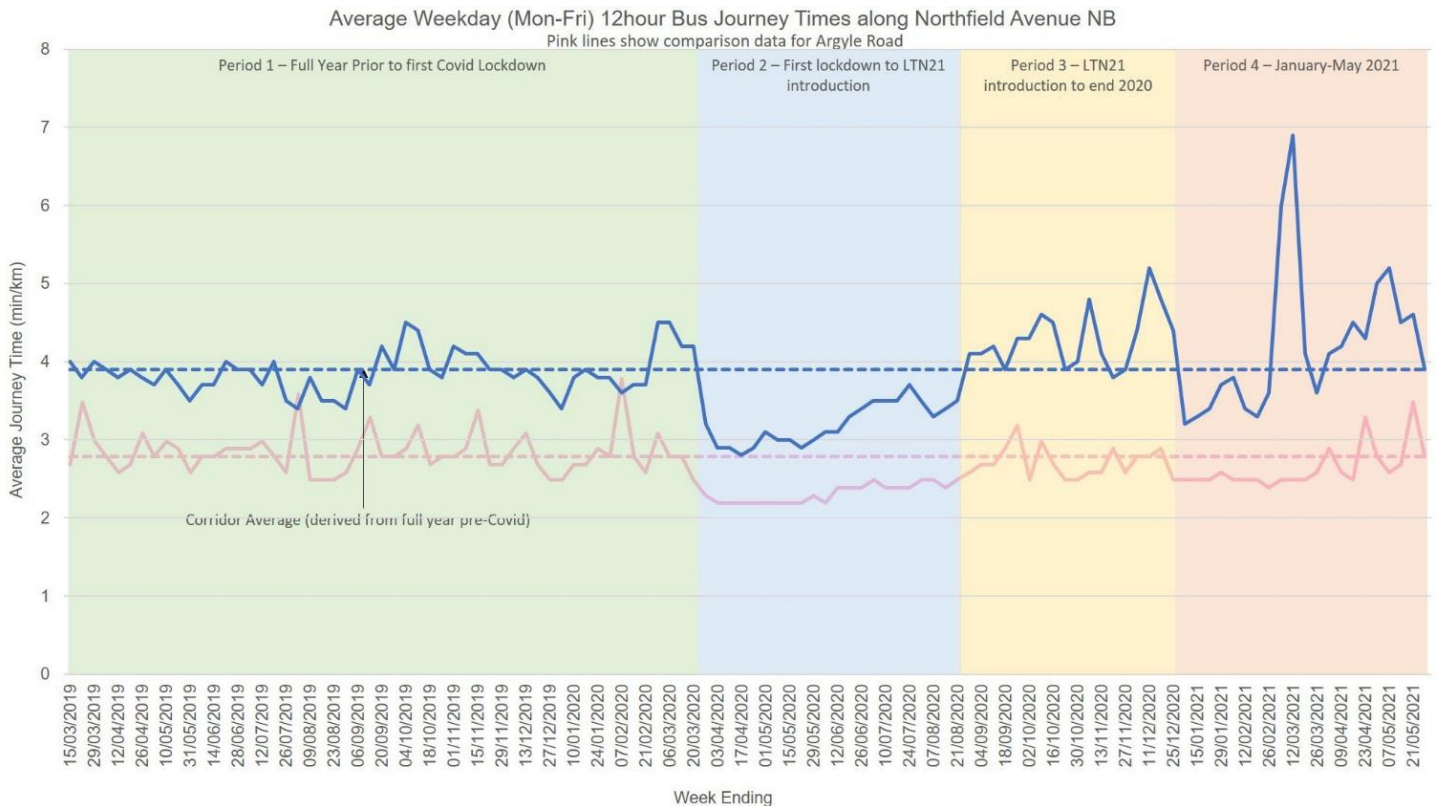
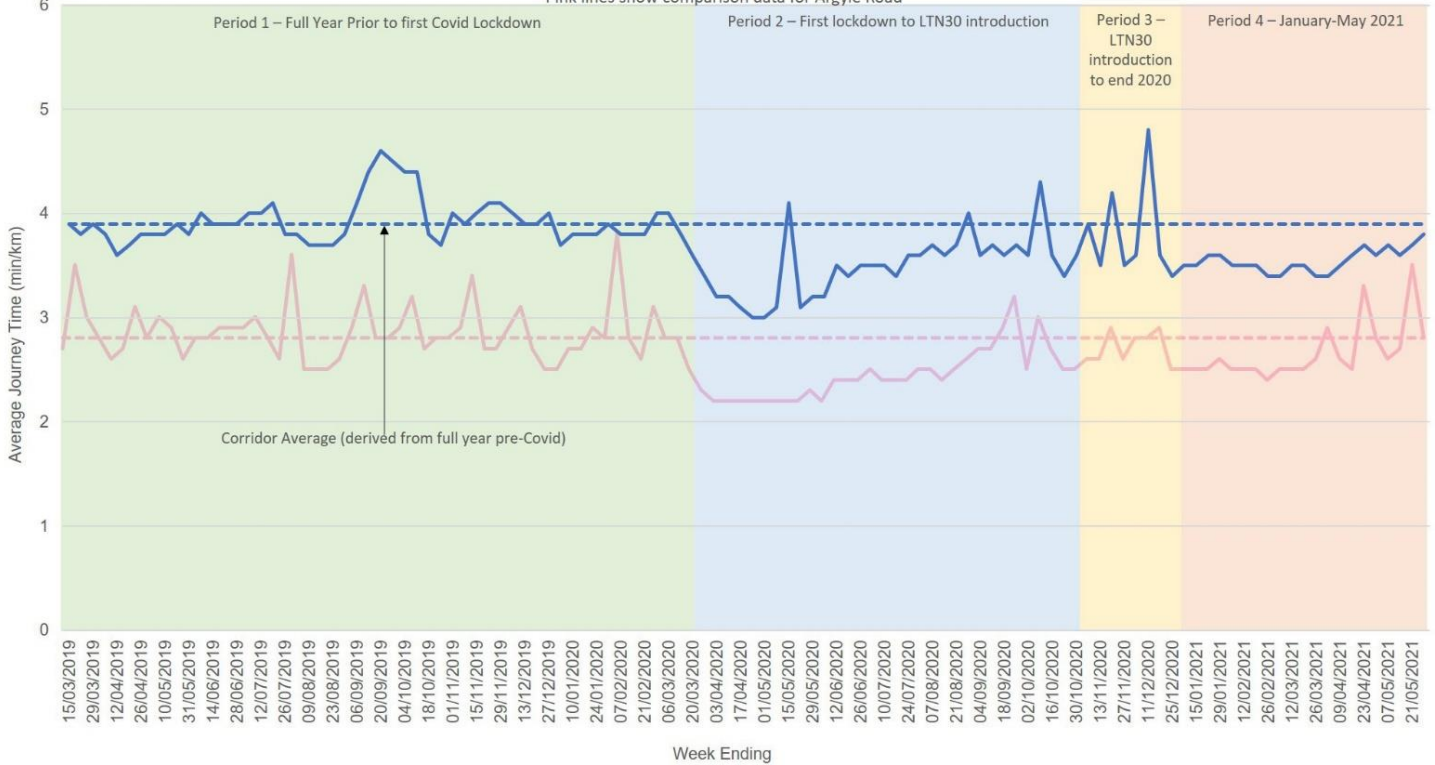


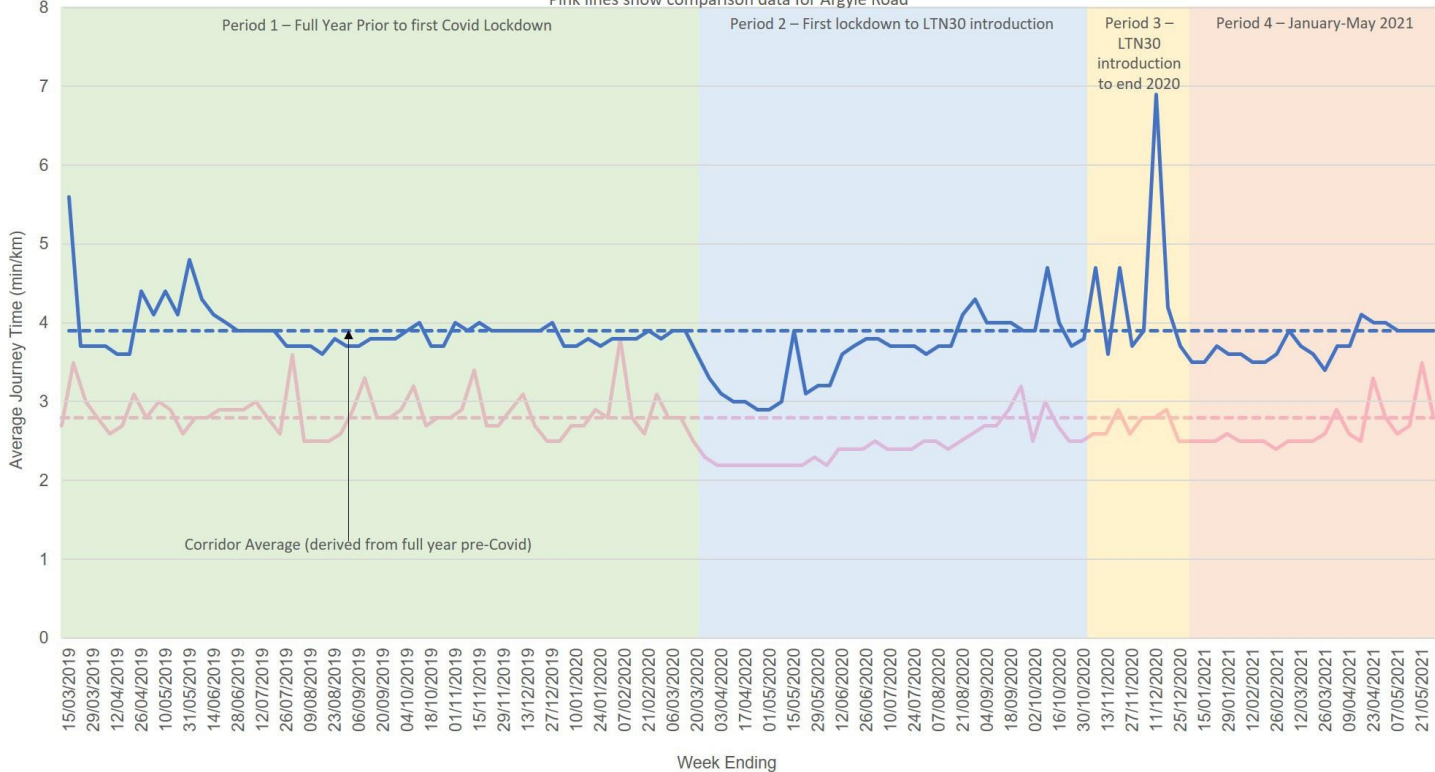
Traffic and congestion data for Low Traffic Neighbourhood 30: Loveday Road and Low Traffic Neighbourhood 35: Mattock Lane Boundary Roads to April 2021



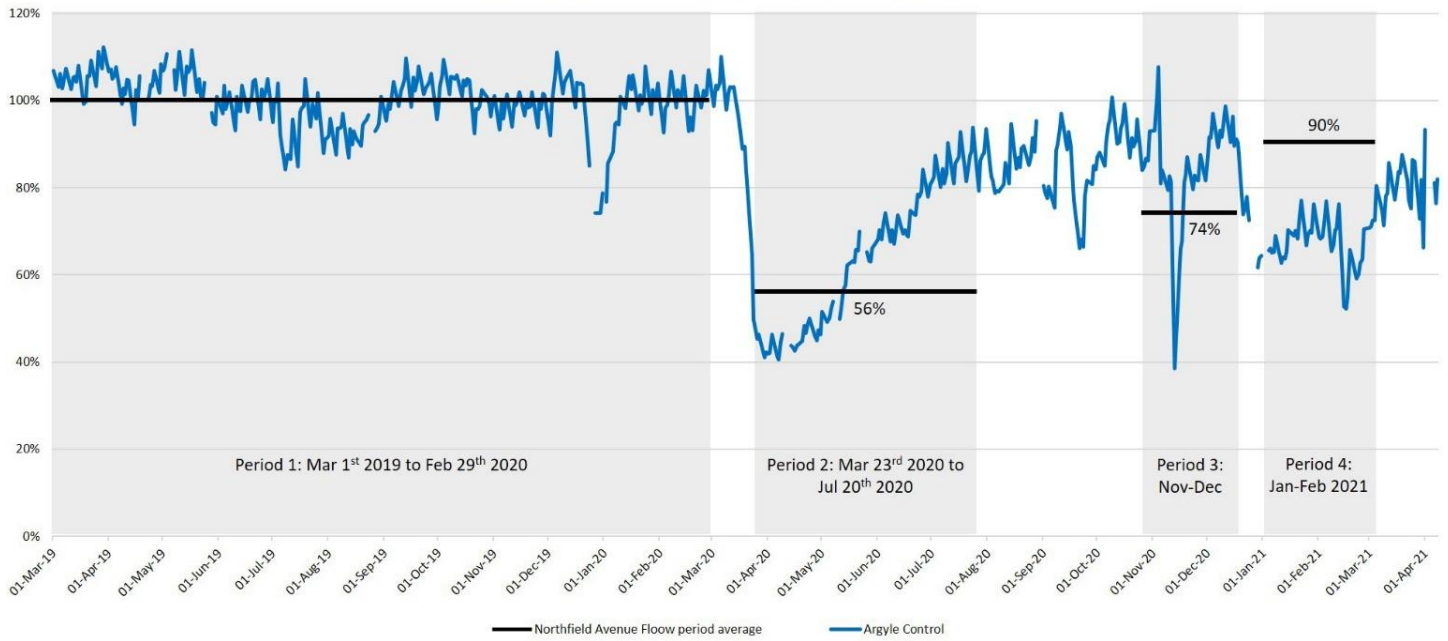
Average Weekday (Mon-Fri) 12hour Bus Journey Times along Uxbridge Road (Northfield Ave - High Street) EB
Pink lines show comparison data for Argyle Road



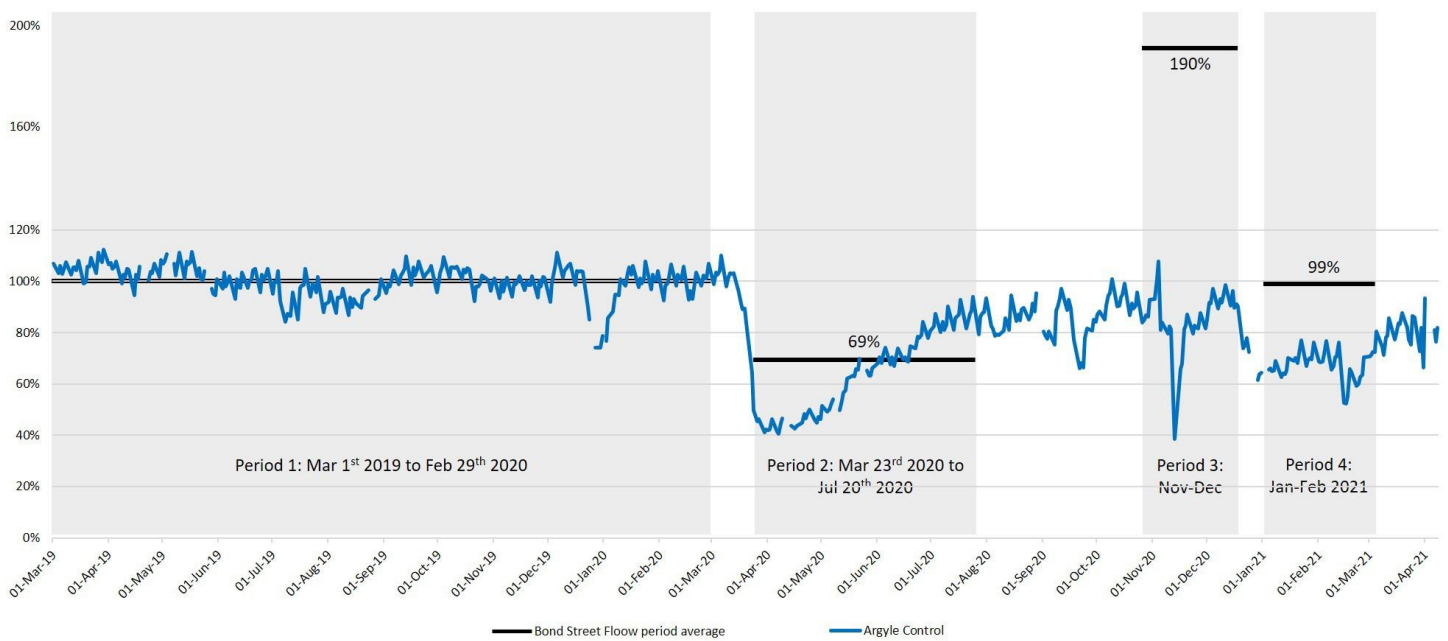
Average Weekday (Mon-Fri) 12hour Bus Journey Times along Uxbridge Road (Northfield Ave - High Street) WB
Pink lines show comparison data for Argyle Road



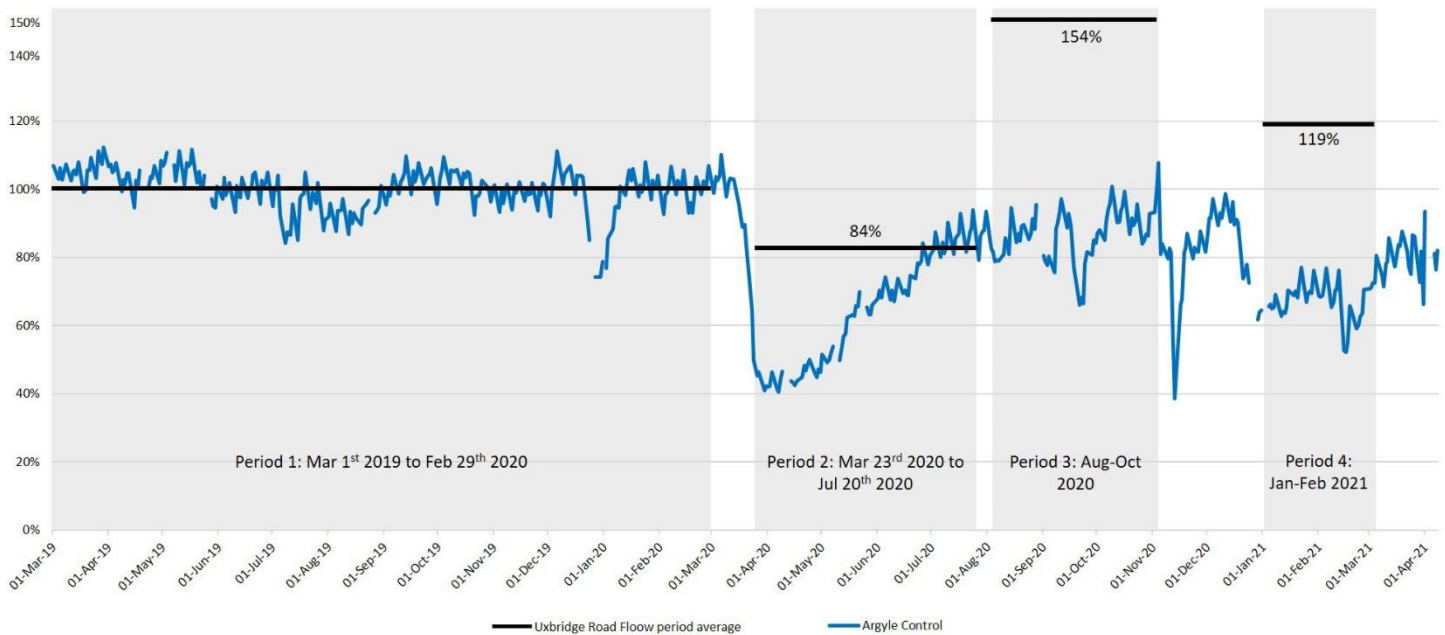
Northfield Avenue, northbound to Lido (Uxbridge Road) junction
Comparison of Flood period average weekday flow with control traffic count on Argyle Road
Index (100%) for both is the average weekday flow for Mar 2019-Feb 2020



Bond Street, northbound to Uxbridge Road junction
Comparison of Flood period average weekday flow with control traffic count on Argyle Road
Index (100%) for both is the average weekday flow for Mar 2019-Feb 2020



Uxbridge Road, both directions between Longfield Avenue and Bond Street
 Comparison of Flow period average weekday flow with control traffic count on Argyle Road
 Index (100%) for both is the average weekday flow for Mar 2019-Feb 2020



Results and summary

LTN 30 and LTN 35 were, together, designed to prevent through traffic from using residential streets to travel between the boundary roads of Northfield Avenue, Uxbridge Road and St Mary's Road/Ealing Green/Bond Street/High Street. By reducing traffic levels within a relatively large neighbourhood, and thereby creating better conditions for walking and cycling, it was also designed to reduce the number of short car trips. The introduction of the LTN might have been expected to have an effect on traffic levels and congestion on the boundary roads.

For Northfield Avenue, the iBus data indicates that congestion approaching the Lido junction has not generally been a cause for concern, although there was an unexplained spike in bus journey times in mid-March 2021. The [Flow](#) traffic flow data indicates that traffic levels approaching the Lido junction are not a cause for concern.

For St Mary's Road/Ealing Green/Bond Street/High Street, the northbound iBus data, approaching the Uxbridge Road, is difficult to draw conclusions from. The biggest spike in bus journey times was during the first lockdown, prior to the introduction of the LTNs; there were smaller spikes during the period following their introduction, but not a sustained increase; and journey times since the turn of the year have varied considerably, although the trend from April was upwards. The [Flow](#) traffic flow data indicates that traffic levels on Bond Street, approaching Uxbridge Road, increased noticeably in the period following introduction of the LTN, but have since declined to pre-pandemic levels.

For Uxbridge Road, between the Lido and High Street (M&S) junctions, the iBus data indicates no particular cause for concern, although there was an unexplained spike in mid-December (coinciding with one on Ealing Green). The [Flow](#) traffic flow data suggests a significant rise

in the period following the introduction of the LTN, followed by a decline back to nearer pre-pandemic levels early in the New Year.