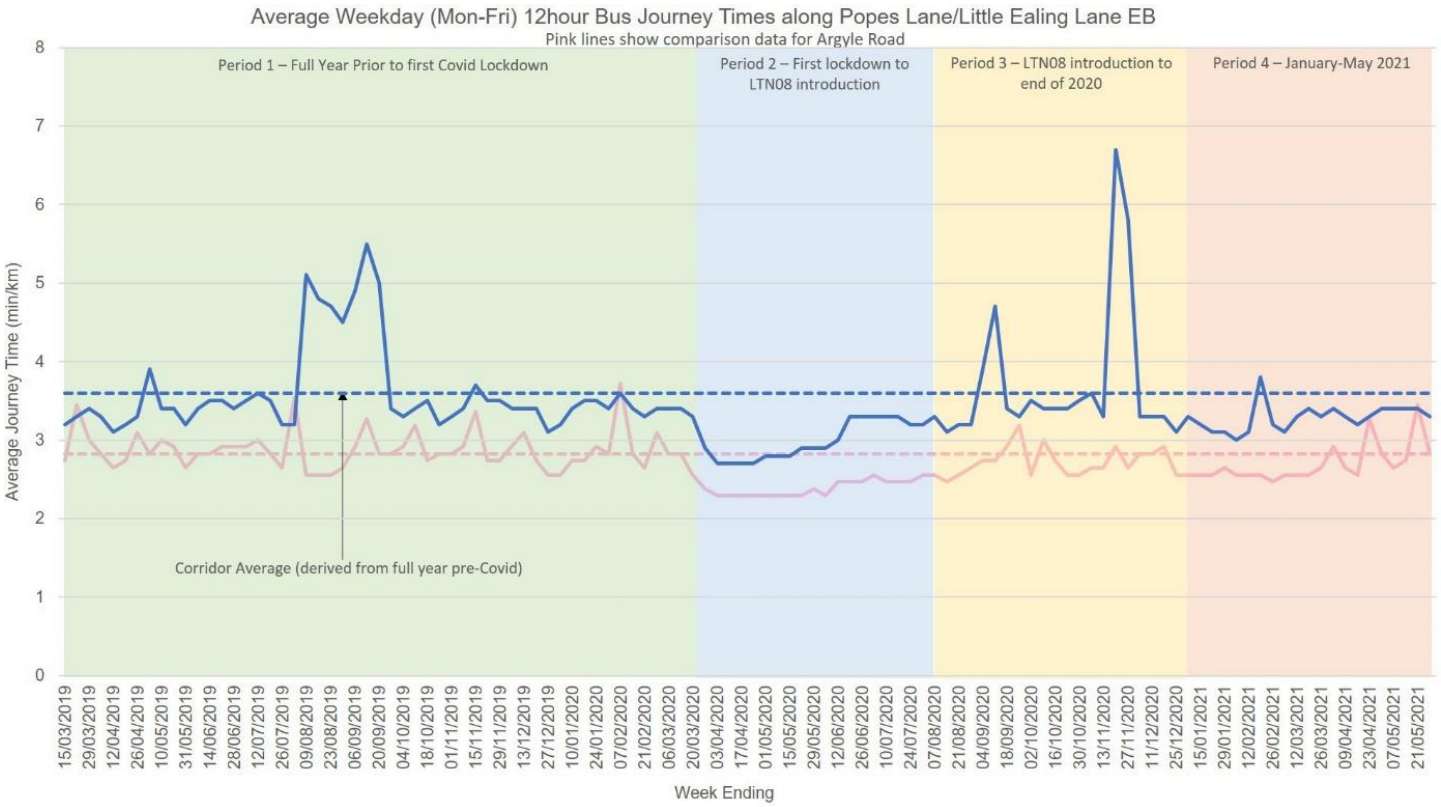
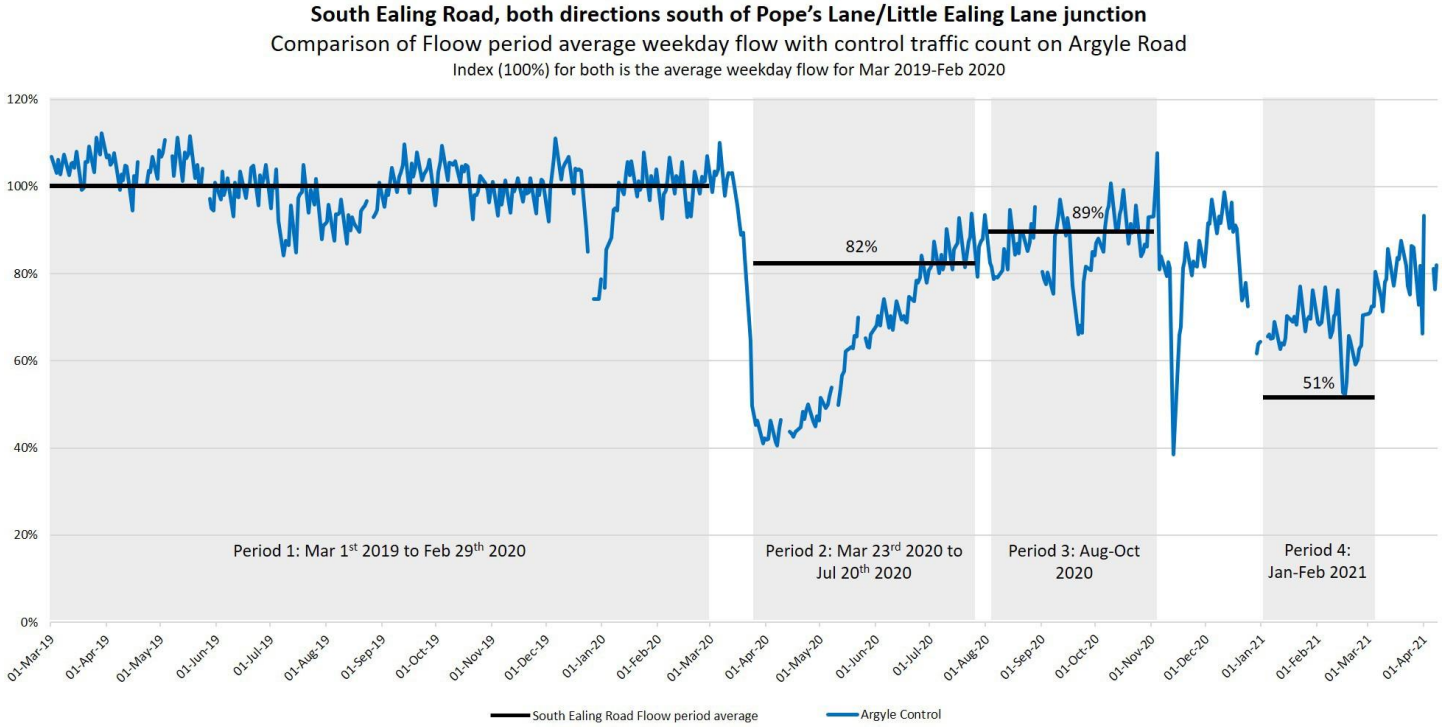
Traffic and congestion data for Low Traffic Neighbourhood 32: Junction Road Boundary Roads to April 2021

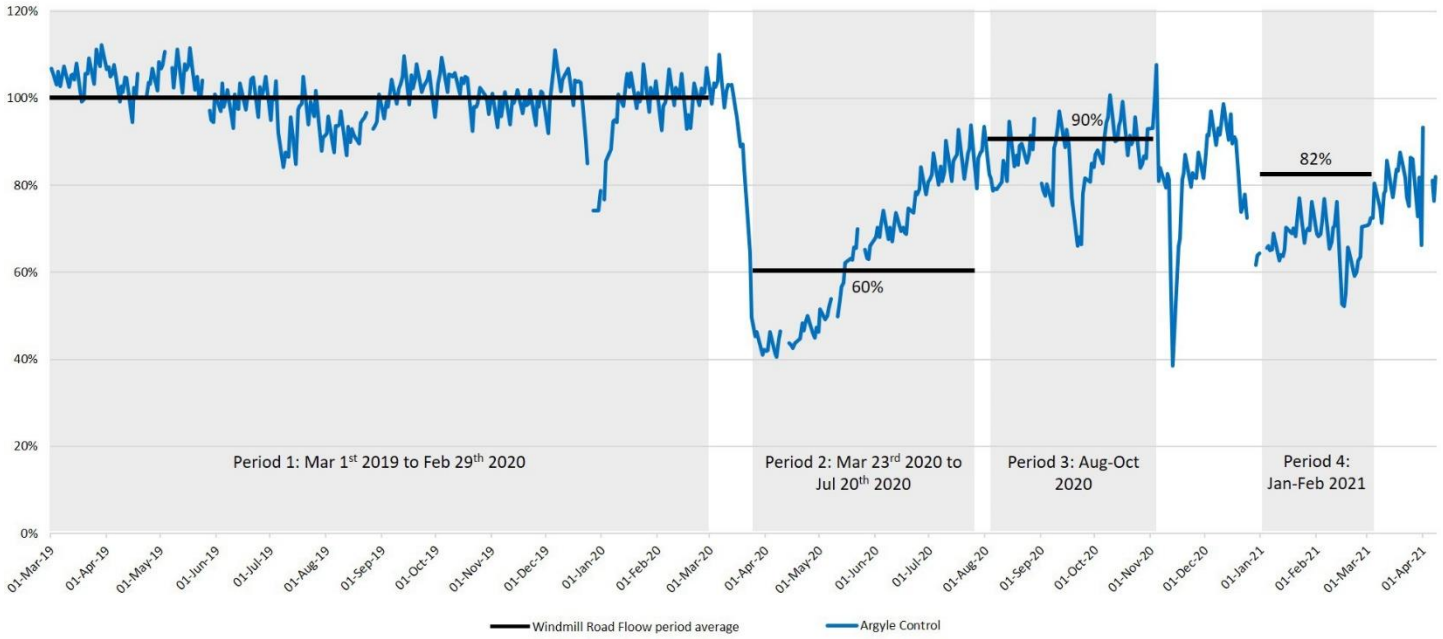




Windmill Road, both directions south of Swyncombe Avenue junction

Comparison of Floow period average weekday flow with control traffic count on Argyle Road

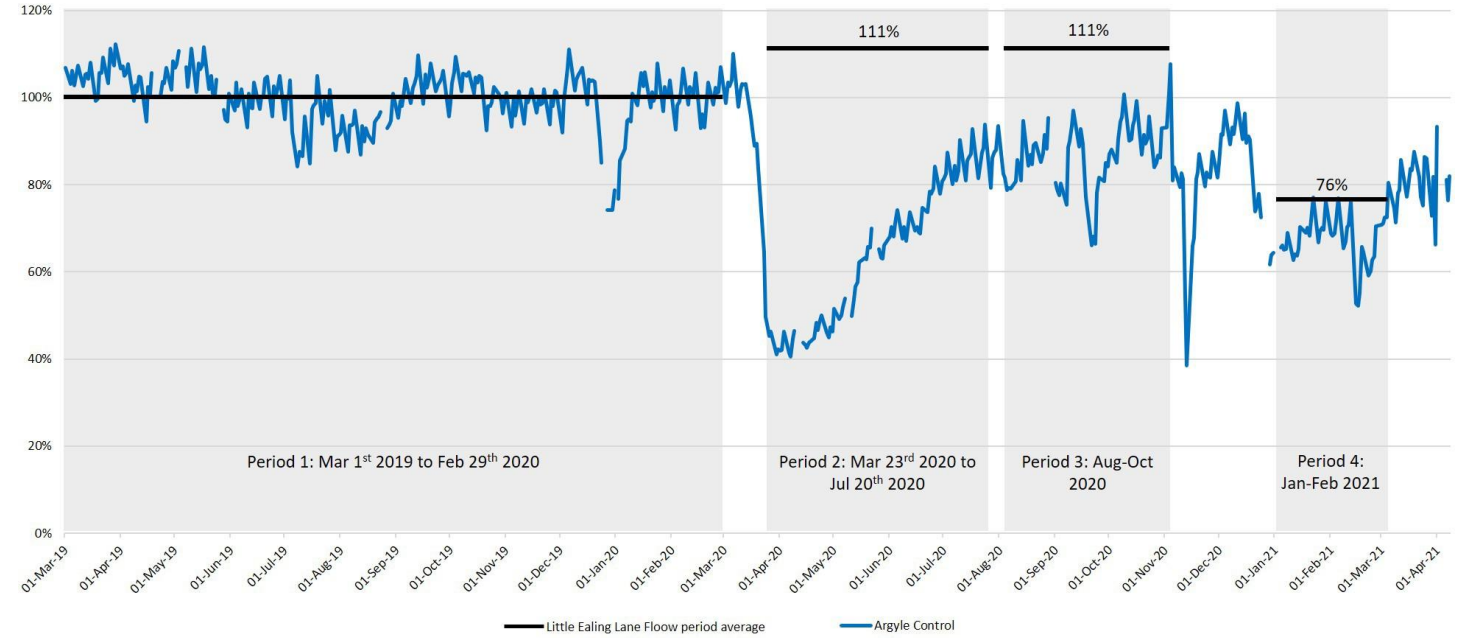
Index (100%) for both is the average weekday flow for Mar 2019-Feb 2020



Little Ealing Lane, both directions west of South Ealing Road junction

Comparison of Floow 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 32 was designed to prevent through traffic from using residential streets when travelling between South Ealing Road and Windmill Road, and using Junction Road as a cut through to the A4. 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 of South Ealing Road, Windmill Road and Little Ealing Lane.

The iBus data for Little Ealing Lane indicates no particular cause for concern, the spike in mid-late November 2020 being associated with gasworks for which there were temporary traffic lights at the Pope's Lane/South Ealing Road junction. The Floow traffic flow data for both South Ealing Road and Windmill Road similarly indicate no particular cause for concern. The Floow traffic data for Little Ealing Lane indicates that traffic levels increased during the first lockdown, that the introduction of the LTN did not cause traffic levels to worsen, and that traffic levels have since reduced to a point where they are not a cause for concern.