

## **Information from SCOOT Junctions for Ealing LTNs Monitoring**

SCOOT, or Split Cycle Offset Optimisation Technique, is a method of traffic signal control where vehicles are detected as they approach the junction. This detection is fed into a central system, which models the flow of traffic in the area and is used to adapt the phasing of the traffic light signals in accordance with traffic flows.

TfL have supplied their SCOOT data from some of the traffic lights in the vicinity of the LTNs. This provides a useful record of traffic volumes on the boundary roads around LTN 21, where “boundary road traffic” is perceived as a particular issue.

*[Note: It is also acknowledged that the Popes Lane/South Ealing Road junction is also raised as a concern by many respondents, but this junction is not equipped with SCOOT].*

The first set of graphs below show the SCOOT data for **Uxbridge Road/Lower Boston Road**.

For the complete junction they show:

- Since the initial lockdown in March 2020 when traffic volumes dropped by over half at this junction, there has been a steady increase in traffic (other than a few incidents which caused daily peaks or drops traffic).
- There is an increase in traffic at the junction when the LTN was introduced, although this has now settled.
- The overall volume of traffic at the junction has surpassed the pre-COVID levels of traffic by around 1000 vehicles per day (but only by a few percent of overall traffic), except on days there have been incidents on the network.
- However, congestion at the junction has increased by around a quarter (within SCOOT congestion occurs when a SCOOT detector has been occupied continually for 4 seconds).

For the individual arms of the junction, the graphs show:

- The Uxbridge Road has experienced decreases in traffic volumes of around 1000 vehicles on each arm of the junction over the day (total approximately 2,000 vehicles) since the introduction of the LTN, other than days when there have been incidents on the network.
- However, the Boston Road arm of the junction has seen the volume of vehicles increase by 3,000 over the course of the day. This has resulted in congestion on Boston Road that wasn't particularly significant prior to COVID.

The second set of graphs are for **Uxbridge Road/Northfields Avenue/Drayton Green Road**.

For the complete junction:

- Traffic Flow has increased steadily since the March 2020 lockdown, but has not returned to pre-COVID levels
- Congestion is also generally below pre-COVID levels.
- There are a lot of spikes and troughs in the data, suggestion that there isn't significant incident resilience at this junction both before and after COVID.
- There are no significant long term increases in traffic flow or congestion when either LTN 20 or LTN 21 were introduced.

For the individual arms of the junction, the graphs show:

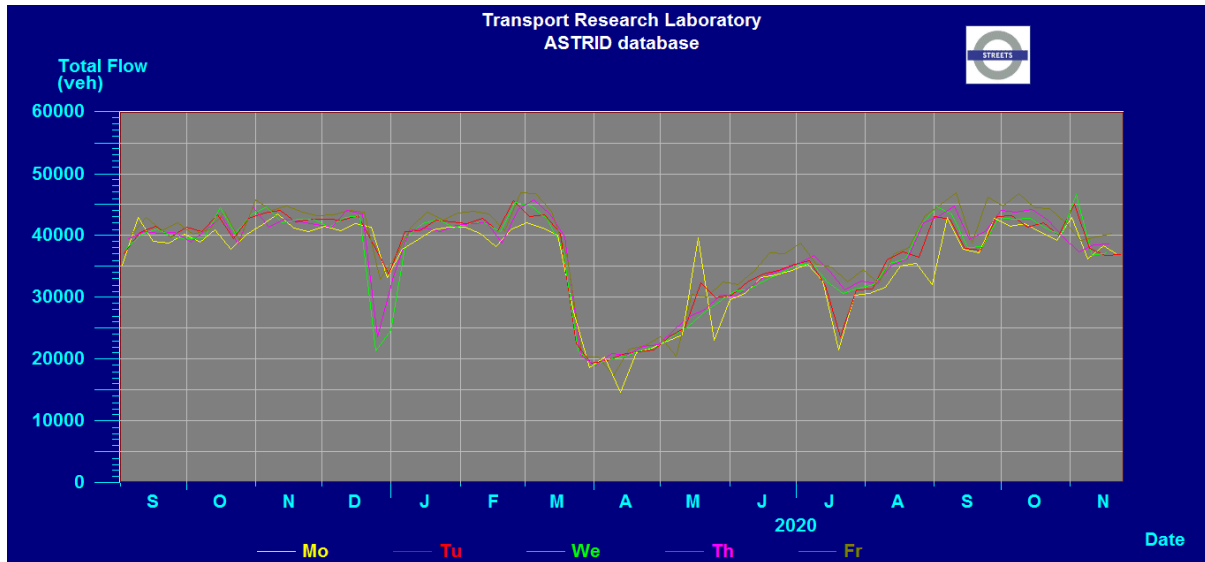
- Traffic flow and congestion on Uxbridge Road eastbound has been pretty consistent (other than when incidents occur) for several months, suggesting no impact from the LTNs.
- Traffic flow on both the Uxbridge Road westbound and Northfields Avenue has been consistent, although congestion has varied considerably. Generally, it is still a level around the same as pre-COVID however.
- On Drayton green Road, traffic volumes are still not as high as pre-COVID but show a degree of variation from one week to the next. Congestion on Drayton Green Road is also fairly erratic with peaks and troughs, which makes analysis difficult. The average is slightly down on Pre-COVID levels, but some of the peaks are higher. This suggests that it is Drayton green Road that is most susceptible to incidents.

Junction: 27/043 Uxbridge Road/Lower Boston Road

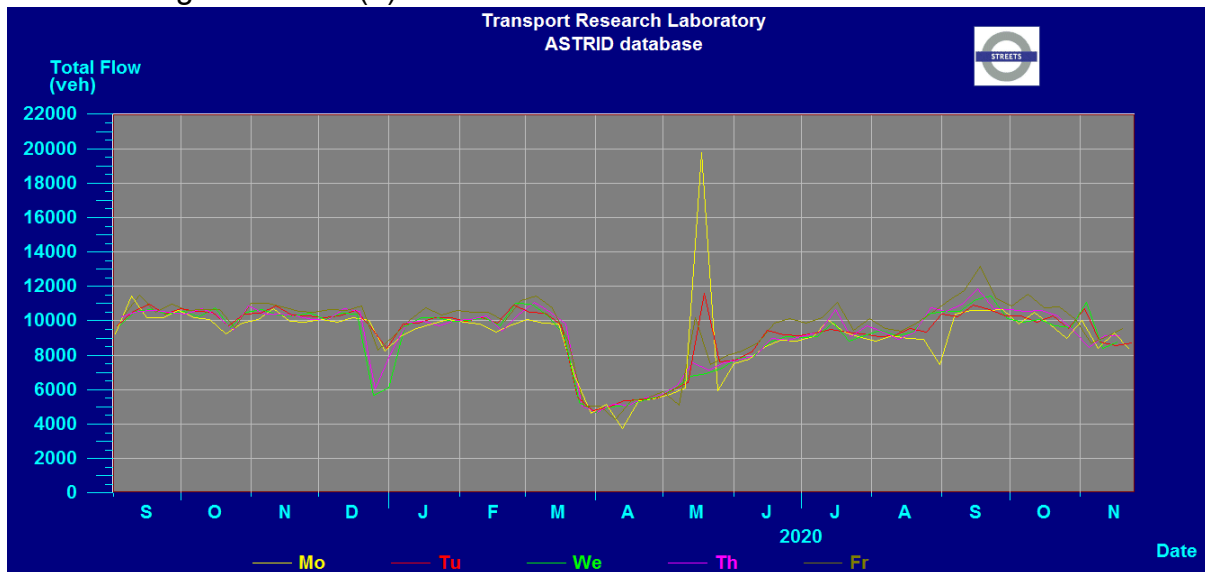
SCOOT TREND data: 01/09/19-25/11/20

**Flow:**

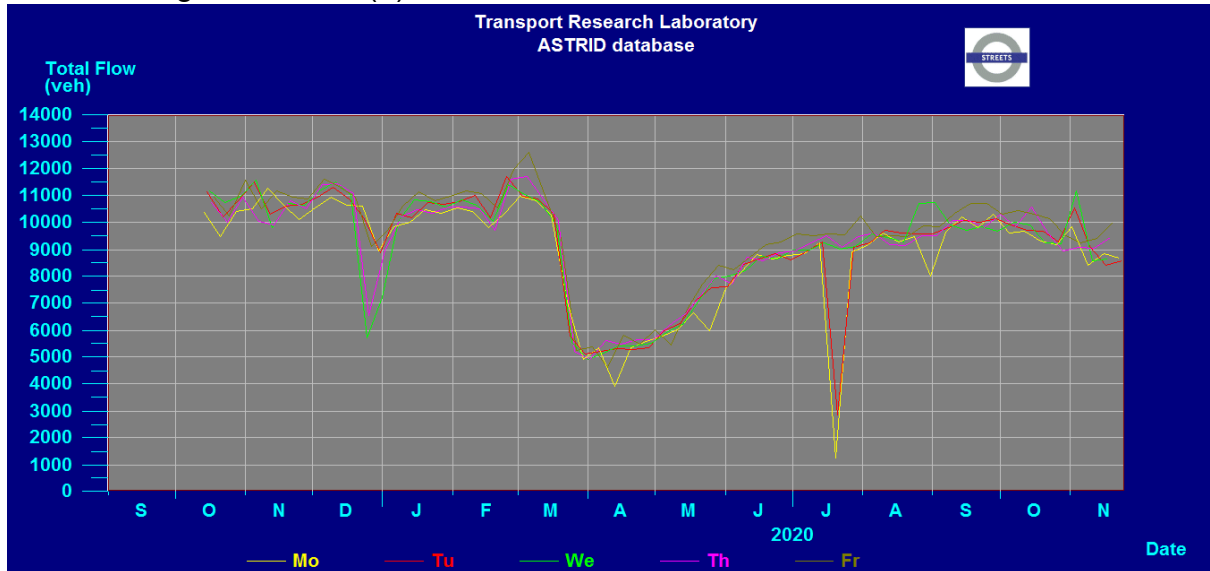
Total for all arms:



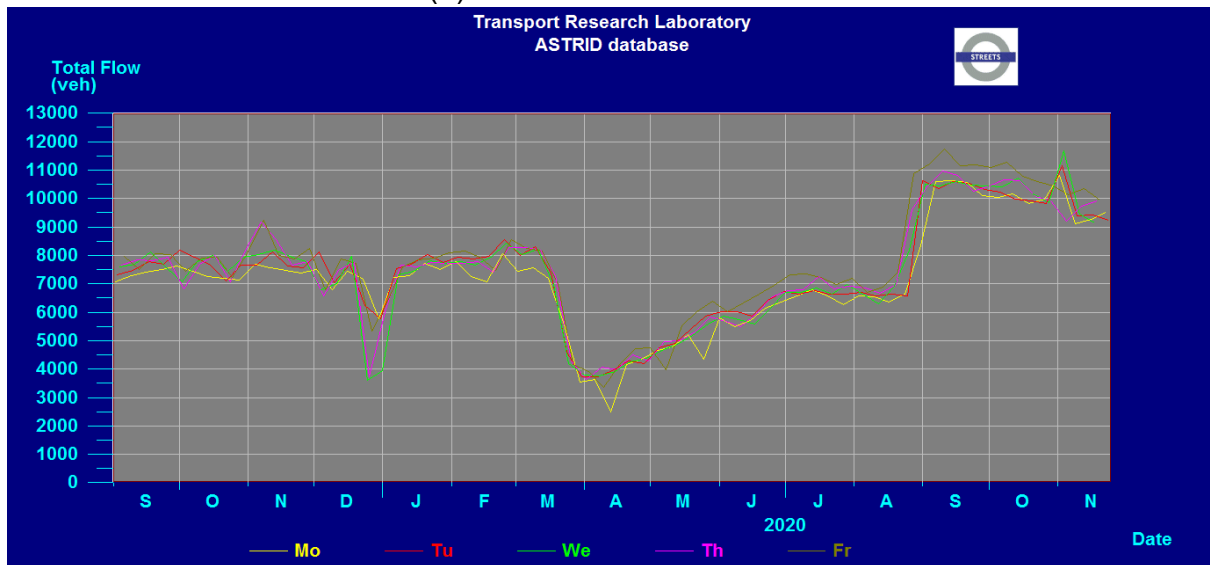
Flow Uxbridge Road EB (a)



Flow Uxbridge Road WB (d)



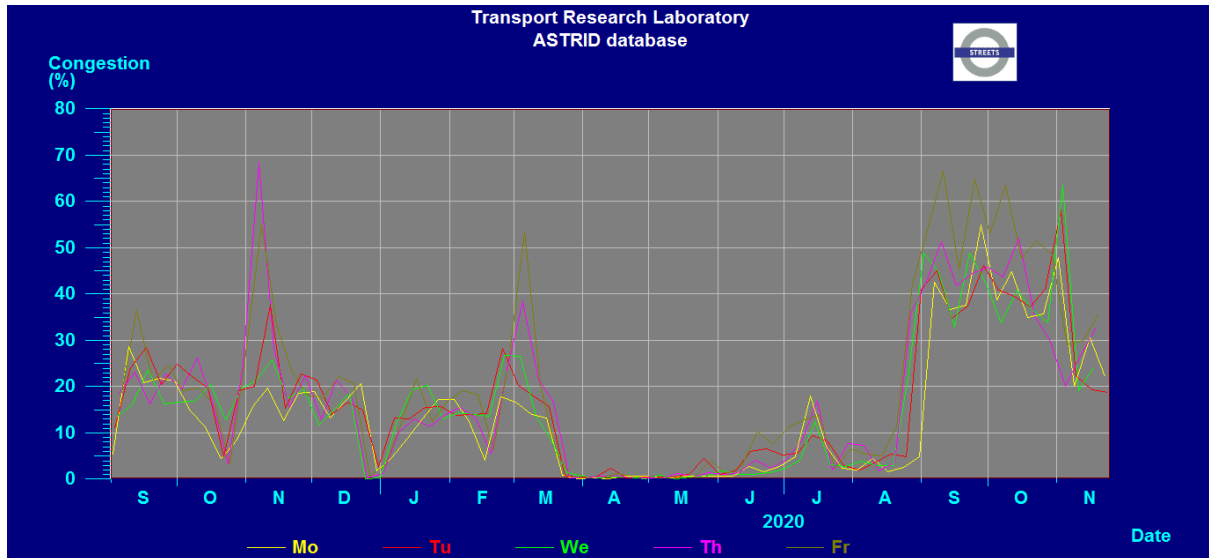
Flow Lower Boston Road NB (b)



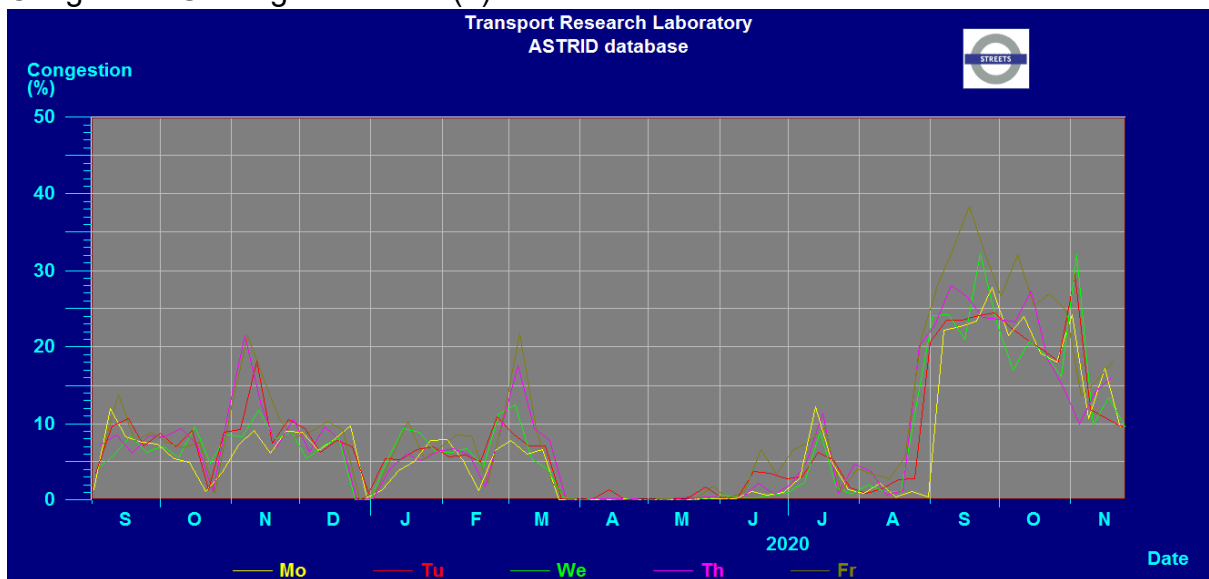
## Congestion:

(N.B. Congestion is deemed to occur when a SCOOT traffic detector has been occupied continually – i.e. by a static vehicle - for 4 seconds or more.)

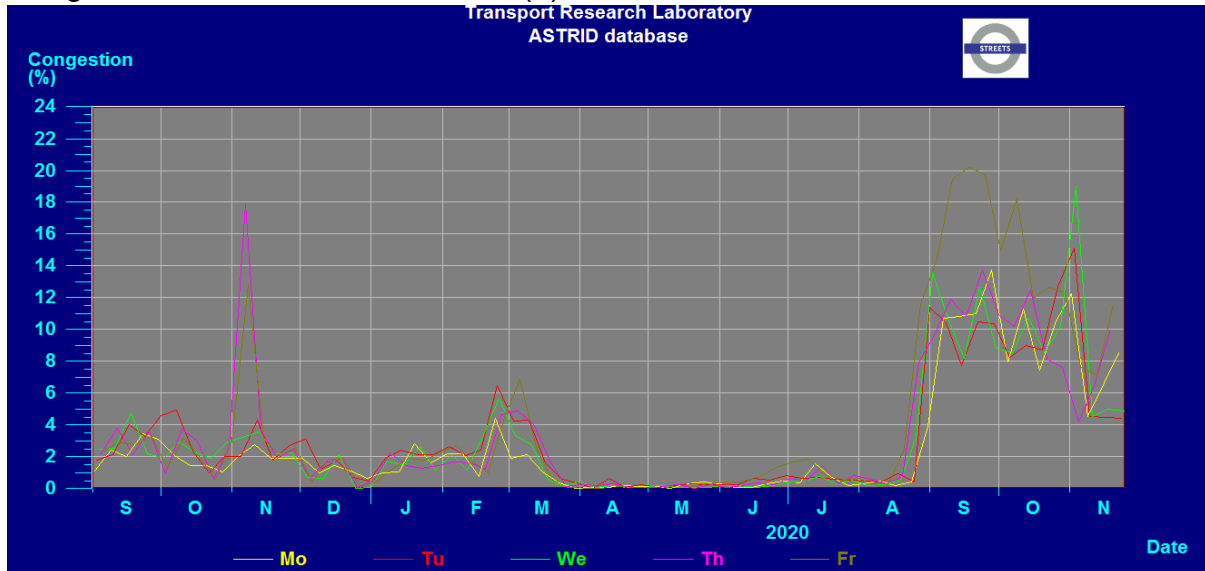
### Junction overall



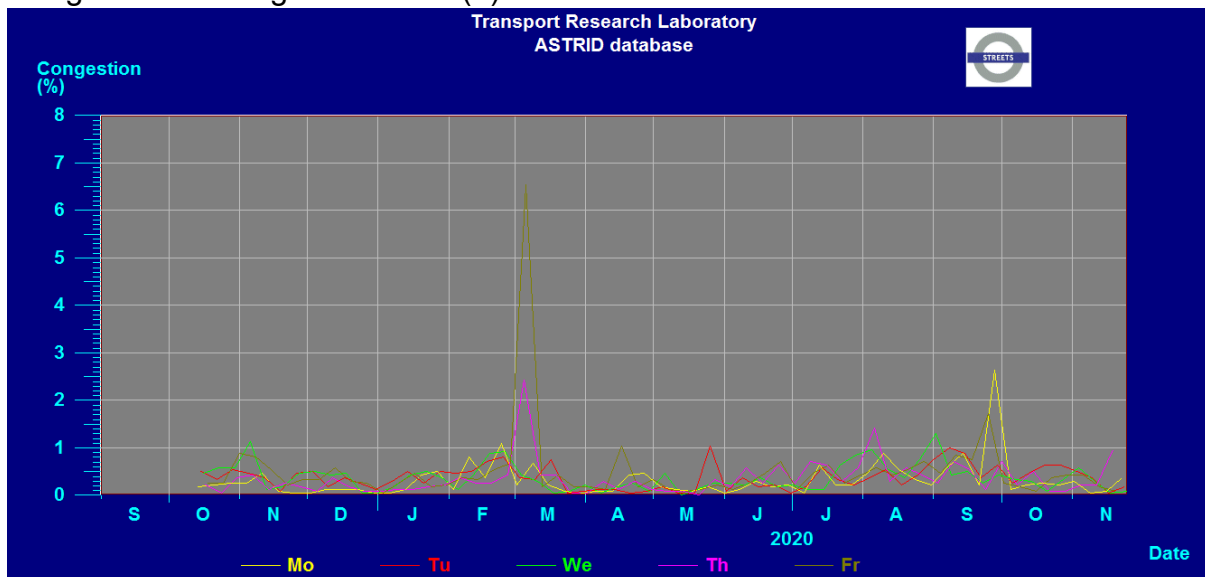
### Congestion Uxbridge Road EB (a)



Congestion Lower Boston Road NB (b)



Congestion Uxbridge Road WB (d)

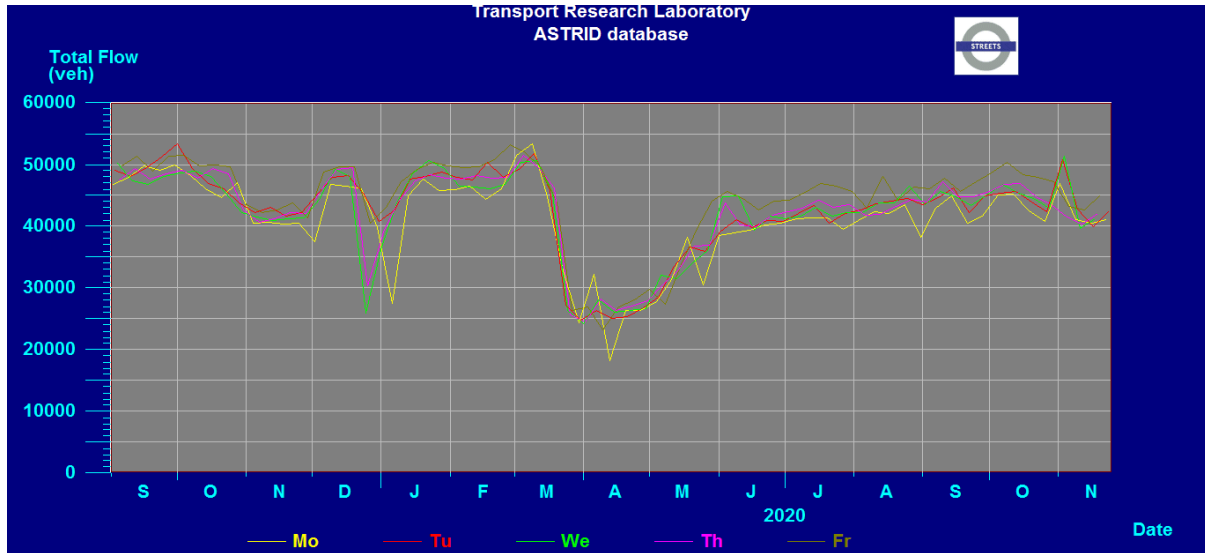


*Junction: 27/020 Uxbridge Road/Northfield Avenue/Drayton Green Road*

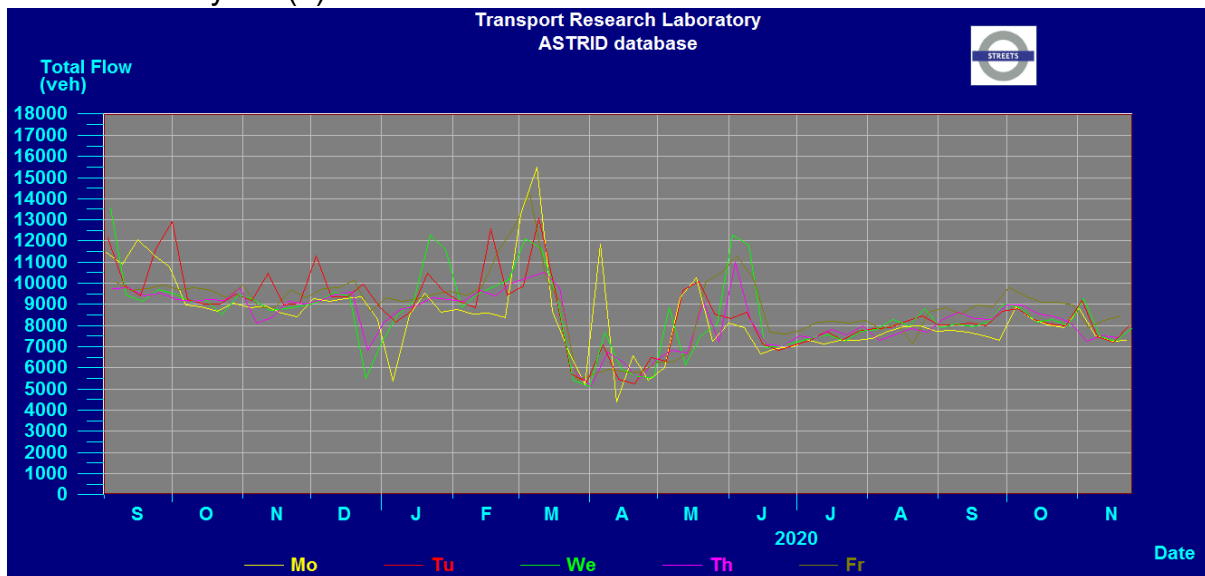
SCOOT TREND data 01/09/19-25/11/20

**Flow:**

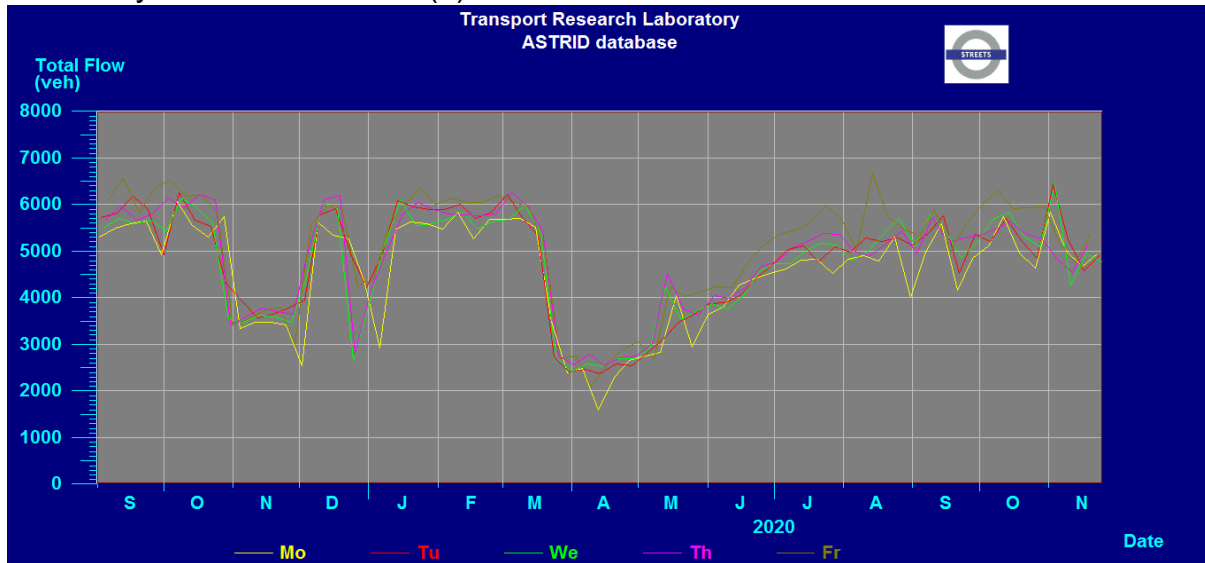
Total for all arms:



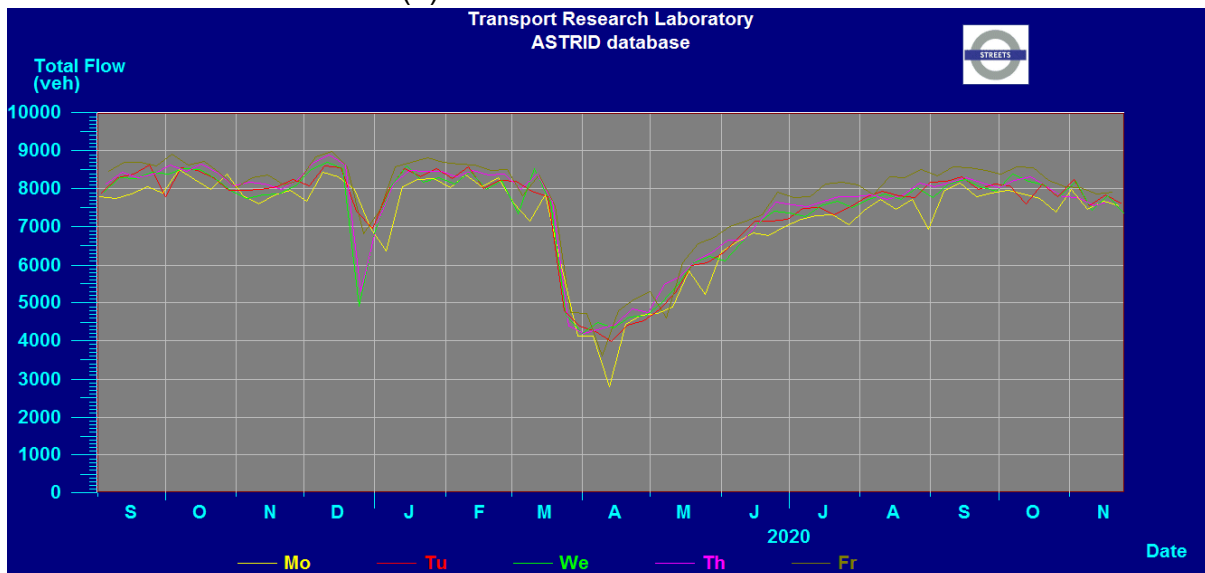
Flow Broadway EB (a)



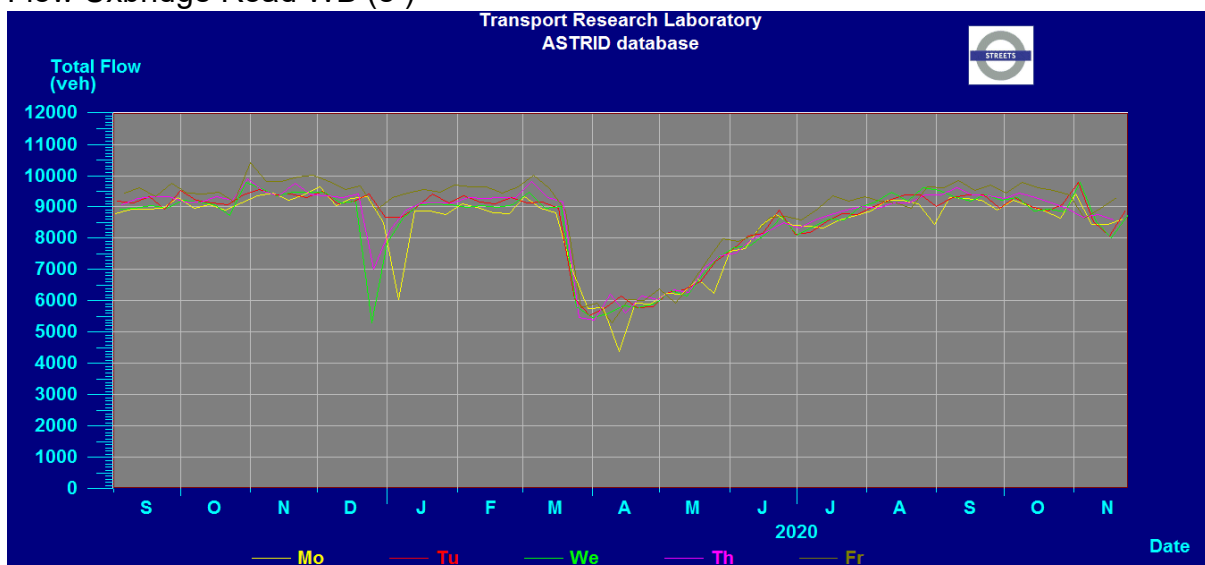
Flow Drayton Green road SB (b)



Flow Northfield Avenue NB (d)



Flow Uxbridge Road WB (e)

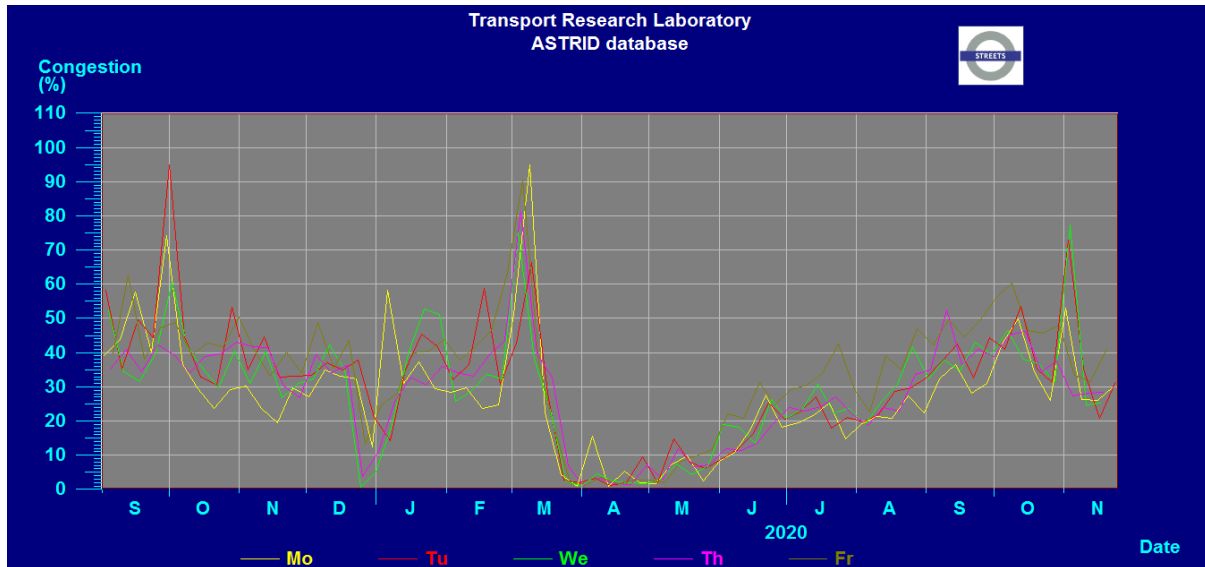




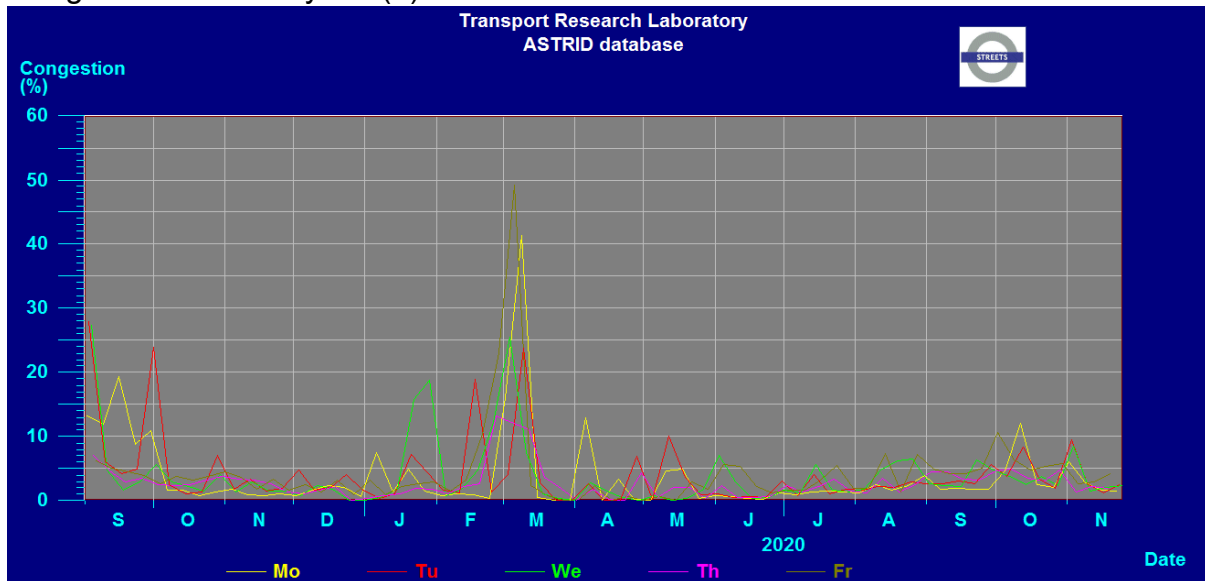
## Congestion:

(N.B. Congestion is deemed to occur when a SCOOT traffic detector has been occupied continually – i.e. by a static vehicle - for 4 seconds or more.)

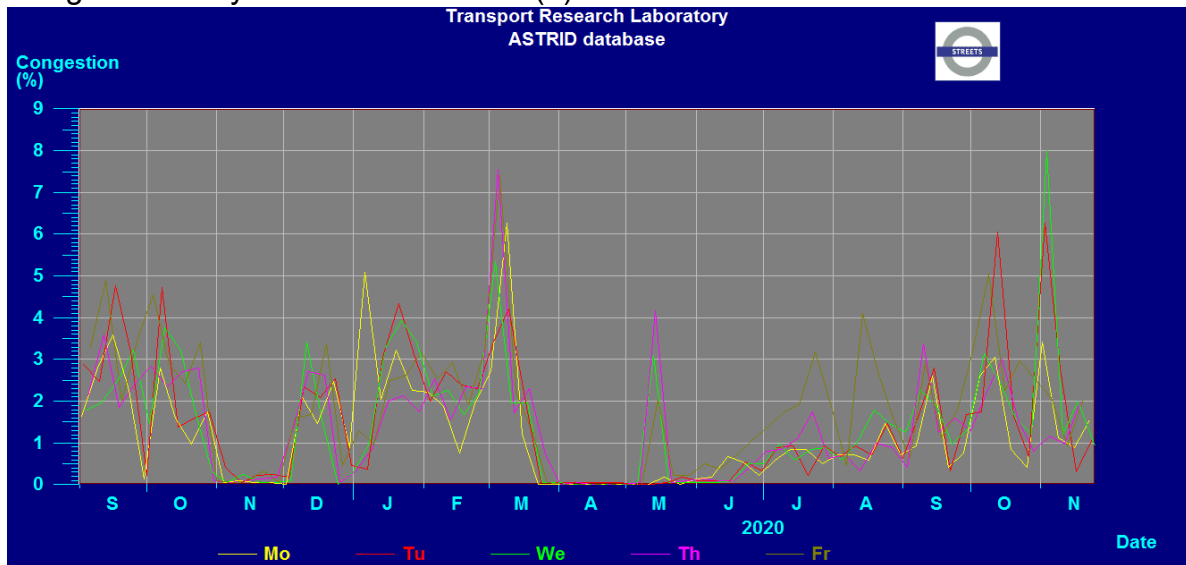
### Junction overall



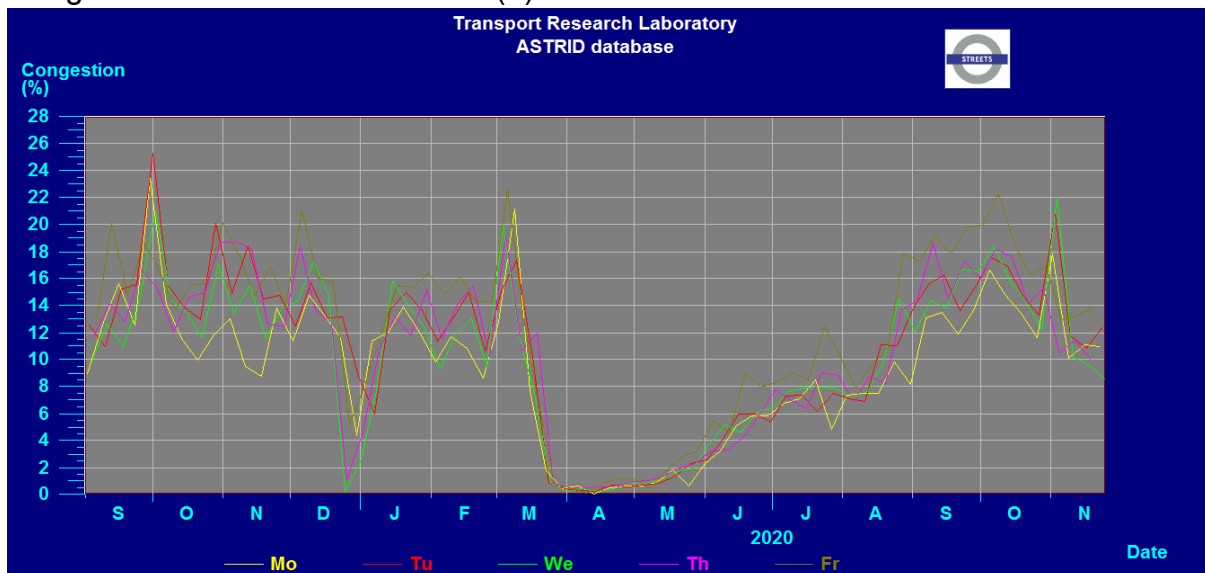
### Congestion Broadway EB (a)



### Congestion Drayton Green Road SB (b)



### Congestion Northfield Avenue NB (d)



### Congestion Uxbridge Road WB (e)

