

Network Performance Delivery Timing Review Objectives

Region 118 & Region 118 Chiswick High Road
London Borough of Hounslow

Type of Review	Scheme	Network Manager	Claire Farrow
Approving Manager	Edwin Basiime	Date Agreed	April 2023

	Pre-Review Observations & Issues (To be agreed with your Approver in Start-Up)	Post-Review Outcomes (To be reviewed with your Approver in Close-Out)
1	Implement/review UTC SCOOT in R118 following C9 East scheme implementation at critical nodes 25/5, 25/245, 25/58 & 11/10, reviewing entirety of both regions SCOOT parameters and overall operation.	SCOOT tested and parameters implemented at all new/updated sites considering any new layout/design set up (and SCOOT plans updated/created). Offsets between sites considered to ensure optimum progression through region. SCOOT revalidated at existing sites where required and updated parameters where required.
2	Look at 25/2 NB Chiswick Lane north following numerous customer enquiries regarding queueing on this arm and operation of the bus gate 25/317 to ensure junction is operating as efficiently as possible.	Following customer enquiry complaining of long NB queues and queries on the operation of bus gate this junction was very thoroughly reviewed. All SCOOT parameters were reviewed, CGIF's were updated, faulty detection was fixed, checked that SASS wasn't causing any issues when it triggered (& implements plan 6 at this junction), plans thoroughly checked especially in regards to offset (multimode) with the bus gate. In reality NB only suffered queues 08:00-09:00 and did occasionally run some lower green times than traffic demanded. Following the review and changes the junction operates well and we have received no further enquiries.
3	Review SASS R118_CHR_BUS_GATE at 25/149 & 25/2 to ensure still operates as desired or if any adjustments need to be made especially in light of customer enquiries at 25/2 and SCOOT	Some adjustments to saturation/congestion trigger thresholds and timers made following review. SASS was inhibited temporarily while trying to resolve issues with detection at



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	detector issues at 25/149.	25/149b (trigger link) as while recurringly faulty was causing SASS to trigger more then necessary. Link 25/149b has been fixed and SASS now timetabled again.
4	Review BP across whole network	Updated bus target saturations at all sites with BP to 199. Standard BP operates all day.
5	Look into issue of demand dependent stage 3 (SB RT) not being called despite demand at 25/2, and how best to get fixed.	An issue that took time to get resolved as when reported would be cleared due to no actual issue with IR detection. On discussion with Faults team some settings were changed and detection now registers the demand/queue correctly ensuring the at times long queue on SB RT is greatly reduced as stage 3 is called in when needed.
6	Investigate issues with link 25/149b and recurring faults.	An issue which took time to get resolved as repeatedly reported as faulty but cleared after faults team investigation. Detector was eventually recut and now works. This also means the SASS can work as intended due to this link being its trigger link.

