

Network Performance Delivery Timing Review Technical Note

Region I18 & Region I118 Chiswick High Road

London Borough of Hounslow

Type of Review	Scheme	Network Manager	Claire Farrow
Approver	Edwin Basiime	Date completed	22/05/2023
Corridor	N/A	TLRN / SRN	N/A

Technical Categories (*tick all that apply, include new, reviewed or deleted facilities*):

Region

- SCTI
- MINC / MAXC
- SCYP

Node

- Ghosting
- MINS / MAXS
- Multi-noding
- NSAP / NOAP
- ISAT / TSAT
- Ped Advance
- Inhibits

Link

- SPWT
- Composites
- Reduced SCOOT
- SOFT
- SCOOT Gold
- CLNKs
- Inhibits / DEFI
- Biasing
- OFWT
- CGWT
- DETPD
- ELAG / SLAGs

Special Facilities

- BP
- DBP
- SASS
- Gating
- ATM

Controller Timings

- CLF plans
- VA MAX sets
- L/A links
- Other...

For all ticked categories above, please describe actions

MINC MAXC

- Reviewed but no changes made. 88s/96s in both regions

MINS MAXS

- Reviewed but no changes made

Multinoding

- Multinode at 25/002 & 25/317 bus gate, operation reviewed

Bus priority

- BESATS updated to 199 at 27/150, 27/185, 27/287. BRSATS updated where required.
- BP timetabled to run SBP in all peaks

SASS

- R I18_CHR_BUS_GATE timetabled between 06:00 and 20:00



- Once saturation or congestion detected at 25/149b (Chiswick High Rd EB at 25/149) plan 6 will be implemented at 25/002 to hold traffic back slightly longer at EB 25/002.
- Saturation level increased to 110% and congestion reduced to 5% as trigger values, timer settings changed

25/002

- Historically some enquiries here as to operation of bus gate and the NB queuing. Junction thoroughly reviewed as part of TR; faults fixed and plans (inc multinode with bus gate) checked including SASS plan and parameters to ensure junction is running as smoothly as possible.

Plans

(Please describe important changes/points of note, e.g. forced stages, MOC changes, use of contingency stages, different cycling status by time of day etc.)

New plans implemented and tested following scheme implementation. MoC changes at some junctions following scheme.

Timetable

(Please describe important changes/points of note, e.g. Time of day procedures, dropping sites to LC, running FT plans, SPAR commands, alternative peak plans, use of TRND, timetabling of DBP vs normal BP etc.)

R118:

SPRO TR118_PED_LOCAL – puts peds 25/261&262 on LC (ttbld all day)

SELF R118_CHR_BUS_GATE – timetables SASS for AM, OP & PM

BP not timetabled by time of day – SBP operates all day

Operational Constraints

(Please describe all relevant constraints on the network that the review was not able to overcome/affect e.g. Heavy queuing / congestion not resolved due to Borough request to maintain a low cycle time)

Can be busy in peaks especially through eastern part of R118 and at 11/010 in R118. Following scheme implementation EB direction from 25/149 is reduced to 1 lane with bus stops at some points meaning a stopped bus can lead to exit blocking quite quickly.

11/010 WB in the PM can exit black across WB exit ped phase, driver behaviour more the issue here than anything that can be resolved by signal timings.

