SIDRA Guidelines evolution

Prepared by **Warren Lloyd**

for the

2007 Microscopic Traffic Simulation Conference

Rotorua

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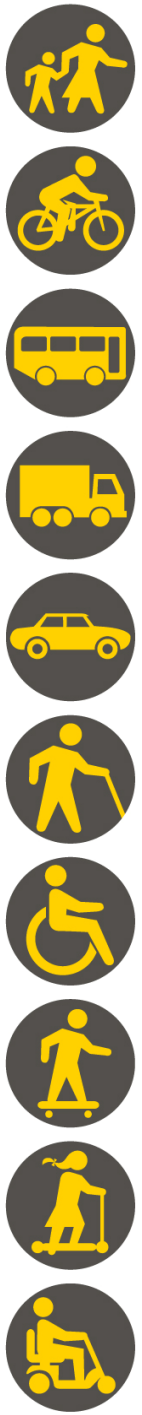
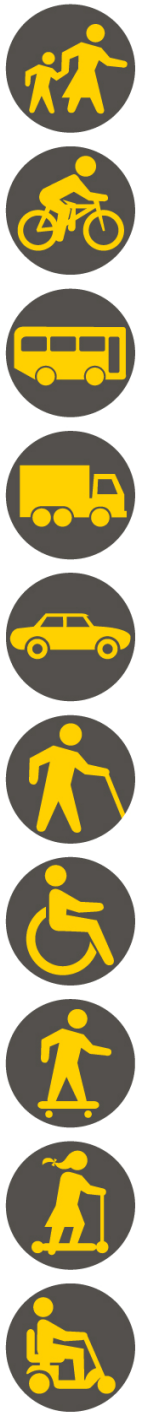


Contents



Why develop guidelines

Personal level

Professional level

Best practice

Preparing and assessing fee quotes

Corporate level

Local and Central Government

All Levels

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History of SIDRA & guideline development

This is my perspective

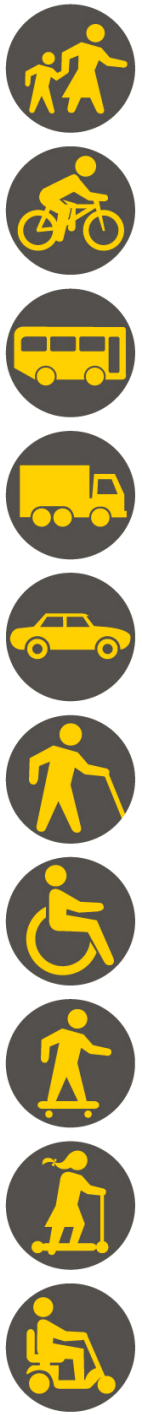
Introduced to SIDRA in 1989

Traffic Management Workshops

With reference to *Figure 3.4*, the geometric delay can be expressed as follows:

$$d_{ig} = \left[\frac{L_{ac}}{v_{ac}} + t_d(v_{ac} \rightarrow v_{an}) + \frac{L_{an}}{v_{an}} + t_{a/d}(v_{an} \rightarrow v_{en}) + \frac{L_{en}}{v_{en}} + t_a(v_{en} \rightarrow v_{ec}) + \frac{L_{ec}}{v_{ec}}\right] - \left[\frac{L_{ap}}{v_{ac}} + t_{a/d}(v_{ac} \rightarrow v_{ec}) + \frac{L'_{ex}}{v_{ec}}\right]$$

ARRB Transport research



SIDRA guidelines – how they work

SIDRA Demo – going live

SIDRA Guidelines operate on two levels

1. Online help

2. PDF User guideline

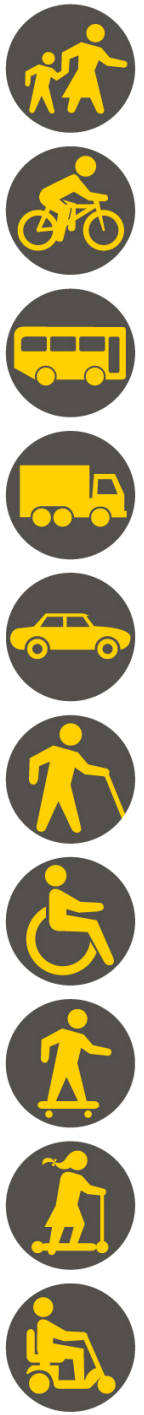
Lessons for Microsimulation

Industry terms and definitions

National acceptance

Use and promote

A living document



Where from here?

What constitutes a GOOD model ?

The question for the industry ?

The best source of input ?

The suggested group ?

The User Guideline challenge ahead ?

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