Grade - calculated from any sources for proposed access or measured using Google Earth. Applicable to uphill gradient only, for flat or downhill the gradient must be left as 0 (see MOD Guidelines). GMRF doesn't consider length when MWAH's Vehicular Signals Policy does.

3.4.4

3.4.2

Advisory note for”—this illustrates the option where a user-defined gap acceptance model has been specified. This may be provided by the user and/or the consultant. Keep the decision on gap acceptance as a separate decision from that on signal timing, but clearly explain to auditors that the gap acceptance model is a part of the validation of the model output and therefore must be included.

4.3.3

Emphasise on NOT using user defined gap acceptance and follow up headways for roundabouts. Add an screenshot for Roundabout:Gap Acceptance Data dialog --> Gap Acceptance Data tab

4.3.10

More info

More info

More info

More info

4.5.2.1

Add comment that yellow OR All-red time should be rounded up in sidra (not both). The total intergreen should stay the same.

4.3.12

Fig 3-8

Suggestions

It could be a bit more clear/extensive of what is required in the validation chapter for SIDRA

In other words, rather than being a "signal" issue, it may be more appropriate to highlight this as a "roundabout" issue.

4.3.11.5

NA

More info

More info

More info

Fig 3-7

4.3.9

Emphasise on the parameters needed for modelling leading right turn with filter RT (signal group, late start, clearance overlap, give way) under a single section

4.3.12

Table 4.2

NA

General

Define MRWA template in SIDRA _ refer to email from Hannah Saunders on 16/10/2019

NA

2.11.1.8

Suggestions

General

For validation purposes of the base model, when user-given cycle time is used the split phase should be checked against observed average scats phase time.

4.3.12

Fig 3-8

Suggestions

It could be a bit more clear/extensive of what is required in the validation chapter for SIDRA

In other words, rather than being a "signal" issue, it may be more appropriate to highlight this as a "roundabout" issue.

4.3.11.5

NA

More info

More info

More info

Fig 3-7

4.3.9

Emphasise on the parameters needed for modelling leading right turn with filter RT (signal group, late start, clearance overlap, give way) under a single section

4.3.12

Table 4.2

NA

General

Define MRWA template in SIDRA _ refer to email from Hannah Saunders on 16/10/2019

NA

2.11.1.8

Suggestions

General

For validation purposes of the base model, when user-given cycle time is used the split phase should be checked against observed average scats phase time.
Operational Modelling Guidelines: Section 7 Arrive

General

The recommended Scale factor is defined to be the "Average travel time in minutes / 60". This appears to be a text error as it should be "60 / Average travel time in minutes".

Average cycle/phase time calculations: two different methods: pure average X frequency = actual average. This needs to be calculated based on maximum number of cycles for coordinated intersections.

Suggestions

Explain walk for green and how to find it in SCATS timing table (i.e. clearance 1=0).

Acceleration and deceleration profiles to be updated.

Provide more examples of nearside / offside in different situations such as bus lanes or downstream intersections.

Table 6-11 the recommended Scale factor is different to be the "Average travel time in minutes / 60", this appears to be a text error as it should be "60 / Average travel time in minutes".

Operational Modelling Guidelines: Appendix A Signal Data Information

Operational Modelling Guidelines: Section 8 Arrive

General

NA

Suggestions

Explain what PS=0,0! means. This may select high or low offset, therefore, it is not easy to predict the offset. One way is to use history file to calculate the average offset.

Consistency with strategic modelling.

Include Main Roads RTE processes for adjusting volumes in relation to ROM data (Intersection and Freeways).

Example of a phase sequence chart in an appendix.

Table 5-2

Table 5-12

Main Roads preference
1. measured on site;
2. RR67 factored from the same intersection;
3. RR67 factored from a neighbouring intersection;
4. RR67 with no adjustments.

Explain phasing overlap (green during intergreen).

How to calculate minimum green for each phase - talk with SCTAS team or Electrical services.

Operational Modelling Guidelines: Appendix B Saturation Flow

Suggestions

NA

Consistency with strategic modelling.

Include Multi-Phase RT/IT processes for adjusting volumes in relation to ROM data (intersection and Freeways).

Provision of attenuation. Calibration methodology that may be considered and accepted.

Project 5.29 (Fig. 5.29) to minimise confusion. Figures like 5.29 should "read" in accordance with drawing convention which shows north at the top of a page. In this instance Fig. 5.29 needs "upside down".