

MOVEMENT SUMMARY

Site: AM peak 7.45 am to 8.45 am

Sandvik access
AM peak (7.45 am to 8.45 am)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South Masonite Rd S											
1	L	7	7.5	0.074	10.7	LOS A	0.0	0.0	0.00	0.88	54.4
2	T	131	7.5	0.074	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
Approach		138	7.5	0.074	0.6	LOS A	0.0	0.0	0.00	0.05	69.1
North Masonite Rd N											
8	T	124	7.5	0.067	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
9	R	151	7.5	0.135	11.6	LOS A	0.7	4.8	0.27	0.69	39.7
Approach		275	7.5	0.135	6.4	LOS A	0.7	4.8	0.15	0.38	52.3
West Sandvik access											
10	L	11	7.5	0.013	5.2	LOS A	0.1	0.4	0.26	0.49	32.1
12	R	1	7.5	0.013	5.3	LOS A	0.1	0.4	0.26	0.62	31.9
Approach		12	7.5	0.013	5.3	LOS A	0.1	0.4	0.26	0.50	32.0
All Vehicles		424	7.5	0.135	4.5	NA	0.7	4.8	0.10	0.27	59.2

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS A. LOS Method for individual vehicle movements: Delay (RTA NSW).

Approach LOS values are based on the worst delay for any vehicle movement.