

MOVEMENT SUMMARY

Site: 2020 AM peak 7.45 am to 8.45 am

Sandvik access
2020 AM peak (7.45 am to 8.45 am)
Giveway / 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	10	7.5	0.097	10.7	LOS A	0.0	0.0	0.00	0.88	54.4
2	T	170	7.5	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
Approach		179	7.5	0.097	0.6	LOS A	0.0	0.0	0.00	0.05	69.1
North Masonite Rd N											
8	T	161	7.5	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
9	R	196	7.5	0.177	11.9	LOS A	0.9	6.7	0.32	0.71	39.4
Approach		357	7.5	0.177	6.5	LOS A	0.9	6.7	0.18	0.39	52.0
West Sandvik access											
10	L	14	7.5	0.018	5.7	LOS A	0.1	0.6	0.31	0.51	31.6
12	R	1	7.5	0.018	5.9	LOS A	0.1	0.6	0.31	0.66	31.4
Approach		15	7.5	0.018	5.7	LOS A	0.1	0.6	0.31	0.52	31.6
All Vehicles		551	7.5	0.177	4.6	NA	0.9	6.7	0.12	0.28	59.0

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.

Design Life Analysis Objective: Practical Capacity (v/c ratio = xp). (Results for 10 years)

The specified Design Life Target was not reached by the final year in the Design Life Analysis. Results are reported for the final year.