

2.4 (Continued)

Table 4.2
(RTA Guide To Traffic Generating Developments)
Level of Service criteria for intersections.

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 TO 28	Good with acceptable delays spare capacity	Acceptable delays & spare capacity
C	29 TO 42	Satisfactory	Satisfactory, but accident study required
D	43 TO 56	Operating near capacity	Near capacity & accident study required
E	57 TO 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

The results of the analysis are set out in Table 2.4

Table 2.4 Intersection Performance

	Intersection	Peak Hour	Level of Service LoS	Degree of Saturation DOS	Average Delay per Veh.	Critical Movement Delay per Veh.
S	Forest Road / PJ Road	8:00am-9:00am	A (WORST A)	0.31	2.9 Secs.	(8.0) Forest Rd RHT
		4:15pm-5:15pm	A (WORST A)	0.40	3.8 Secs.	(33.3) Forest Rd RHT
S	Treacy Street/ The Avenue	8:00am-9:00am	A (WORST A)	0.39	11.4 Secs	(18.4) Treacy Street
		5:00pm-6:00pm	B (WORST B)	.75	14.5 Secs	(23.8) Treacy Street
S	Forest Rd/Park Rd/ Alfred Street	8:00am-9:00am	C (WORST D)	.83	38.5 Secs	(50.4) Forest Road RT
		4:00pm-5:00pm	C (WORST D)	.88	37.7 Secs	(52.8) Forest Road RT
S	Forest Rd / The Avenue	8:00am-9:00am	B (WORST D)	.76	25.7 Secs	(46.8) LT From The Avenue into Forest Rd
		4:00pm-5:00pm	C (WORST D)	.821	37.0 Secs	(49.9) RT from Forest into The Avenue
S	Forest Rd / Treacy Street	8:00am-9:00am	A (WORST C)	0.62	3.8 Secs	(33.3) THRU Movement from Treacy Street
		4:00pm-5:00pm	A (WORST C)	0.79	6.6 Secs	(31.3) THRU Movement from Treacy Street

- (1) Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.
- (2) Average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.

Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.

Note: S Analysed using SIDRA