

Level of Service F: Is it as bad as it gets?

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Levels of Service

- ◆ A is good
- ◆ F is poor



Definitions of Level of Service F for Urban Streets

Typical free flow speed (km/hr)	Range of free flow speeds (km/hr)	Average speed for Level of Service F (km/hr)
80	90 to 70	< 26
65	70 to 55	< 21
55	55 to 50	< 17
45	50 to 40	< 14



Definitions of Level of Service F for Intersections

Level of Service Criteria	Intersection Type	Level of Service F
Delay per Vehicle	Signal Controlled intersections	> 80 seconds
	Roundabouts	> 80 seconds
	Stop and Give Way intersections	> 50 seconds
	All intersection types	> 70 seconds
Degree of Saturation	All intersection types	> 1.00



Issues (1)

- ◆ Level of service today?
- ◆ Level of service in 10 years time, without development?
- ◆ Level of service in 10 years time, with development?
- ◆ F, F and F

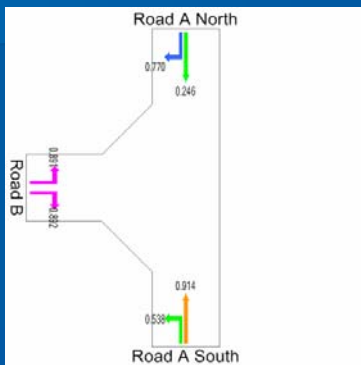


Issues (2)

- ◆ Prioritising projects
- ◆ Timing of infrastructure
- ◆ The impression given to lay people
 - ◆ "F is as bad as it gets"

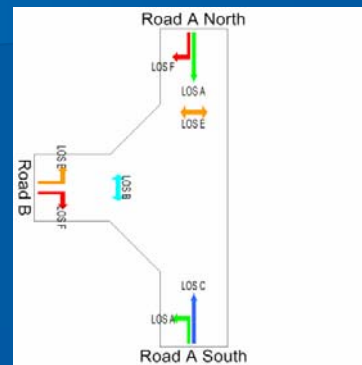


Degrees of Saturation



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Levels of Service



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Interim Conclusion

- ◆ Current level of service definitions are inadequate

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Level of Service Targets in Canterbury

Road Type	Peak Times	Other Times
Strategic urban road network outside and including the Christchurch ring road	D	C
Remaining classified road network (except as stated below)	C	B
Christchurch CBD (inside the four avenues)	Though not desirable, LoS F is accepted	E
Remainder of the Christchurch classified road network	E	D

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Level of service targets

- Targets need to consider
- ◆ Level of service expectations for that area
 - ◆ Can strategic network fulfil intended role
 - ◆ Are priority users still achieving satisfactory level of service

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Development Impacts

- Adverse development impact (in terms of level of service) **may** be acceptable:
- ◆ If development is consistent with approved growth strategy
 - ◆ If development is well sited for non car modes
 - ◆ If resolving traffic effects has adverse consequences (eg urban design)
 - ◆ If development is consistent with aim to reduce demand for travel

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Conclusions

- ◆ Current definitions of level of service F are too narrowly defined
- ◆ New category (F+) could be considered.
 - ◆ Delays of > 3 minutes
 - ◆ Degree of saturation of >110%
- ◆ Will this imply greater acceptability of level of service F?
- ◆ Level of service targets? Local conditions may be too specific

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Questions?

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