

MOVEMENT SUMMARY

Site: Development AM peak 5 am
to 6 am with development

Masonite Road / Camfield Drive roundabout
Development AM peak 5 am to 6 am with development
Roundabout

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 Road S											
1	L	7	7.5	0.024	8.6	LOS A	0.1	0.9	0.14	0.58	57.7
2	T	23	7.5	0.024	7.7	LOS A	0.1	0.9	0.14	0.50	56.3
3	R	1	7.5	0.024	13.2	LOS A	0.1	0.9	0.14	0.84	50.6
Approach		31	7.5	0.024	8.0	LOS A	0.1	0.9	0.14	0.53	56.5
East Camfield Drive E											
4	L	1	7.5	0.008	10.0	LOS A	0.0	0.4	0.48	0.58	52.5
5	T	1	7.5	0.008	9.1	LOS A	0.0	0.4	0.48	0.54	55.7
6	R	6	7.5	0.008	15.3	LOS B	0.0	0.4	0.48	0.67	48.9
Approach		8	7.5	0.008	13.9	LOS B	0.0	0.4	0.48	0.64	50.2
North Masonite Road N											
7	L	25	7.5	0.309	8.5	LOS A	2.1	15.5	0.08	0.60	42.9
8	T	426	7.5	0.307	7.5	LOS A	2.1	15.5	0.08	0.51	44.9
9	R	40	7.5	0.308	13.4	LOS A	2.1	15.5	0.08	0.84	43.4
Approach		491	7.5	0.307	8.1	LOS A	2.1	15.5	0.08	0.54	44.6
West Camfield Drive W											
10	L	21	7.5	0.026	8.5	LOS A	0.1	1.0	0.11	0.55	50.6
11	T	1	7.5	0.026	7.3	LOS A	0.1	1.0	0.11	0.48	51.9
12	R	12	7.5	0.026	13.5	LOS A	0.1	1.0	0.11	0.76	45.1
Approach		34	7.5	0.026	10.2	LOS A	0.1	1.0	0.11	0.62	48.4
All Vehicles		564	7.5	0.309	8.3	LOS A	2.1	15.5	0.09	0.55	46.2

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (RTA NSW).

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

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

Roundabout Capacity Model: SIDRA Standard.