

MOVEMENT SUMMARY

Site: 2020 AM peak 7.30 am to 8.30 am with development

Pacific Hwy / Masonite Road roundabout
2020 AM peak (7.30 am to 8.30 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 Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Masonite Road											
1	L	139	7.5	0.259	11.3	LOS A	2.1	15.8	0.94	0.90	38.4
2	T	113	7.5	0.259	13.4	LOS A	2.1	15.8	0.90	0.91	37.4
3	R	13	7.5	0.260	22.9	LOS B	1.7	12.9	0.89	1.00	34.0
Approach		266	7.5	0.259	12.8	LOS B	2.1	15.8	0.92	0.91	37.6
East: Pacific Highway NE											
4	L	116	7.5	0.838	17.5	LOS B	13.1	97.6	0.98	1.27	46.7
5	T	1179	7.5	0.838	19.0	LOS B	13.1	97.6	0.98	1.27	45.3
6	R	14	7.5	0.833	30.1	LOS C	11.2	83.2	0.97	1.28	41.0
Approach		1309	7.5	0.838	19.0	LOS C	13.1	97.6	0.98	1.27	45.4
North: Adelaide Street											
7	L	14	7.5	0.443	7.3	LOS A	3.3	24.8	0.62	0.57	40.5
8	T	145	7.5	0.441	7.0	LOS A	3.3	24.8	0.62	0.53	40.8
9	R	835	7.5	0.442	16.2	LOS B	3.3	24.8	0.64	0.84	37.5
Approach		995	7.5	0.442	14.8	LOS B	3.3	24.8	0.64	0.79	37.9
West: Pacific Highway SW											
10	L	201	7.5	0.257	5.9	LOS A	2.1	15.9	0.36	0.46	56.9
11	T	350	7.5	0.257	5.7	LOS A	2.1	15.9	0.37	0.43	56.6
12	R	172	7.5	0.257	14.6	LOS B	2.0	15.2	0.38	0.74	50.8
Approach		723	7.5	0.257	7.9	LOS B	2.1	15.9	0.37	0.51	55.0
All Vehicles		3292	7.5	0.838	14.8	LOS B	13.1	97.6	0.74	0.93	45.3

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

Level of Service (Worst Movement): LOS C. 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.

Design Life Analysis Objective: Practical Capacity (v/c ratio = xp). (Results for 9 years)