

MOVEMENT SUMMARY

Site: 2020 Development AM peak
5 am to 6 am

Masonite Road / Camfield Drive roundabout
2020 Development AM peak 5 am to 6 am
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	9	7.5	0.031	8.6	LOS A	0.2	1.2	0.16	0.58	57.6
2	T	30	7.5	0.031	7.7	LOS A	0.2	1.2	0.16	0.50	56.1
3	R	1	7.5	0.031	13.3	LOS A	0.2	1.2	0.16	0.83	50.6
Approach		40	7.5	0.031	8.1	LOS A	0.2	1.2	0.16	0.53	56.3
East Camfield Drive E											
4	L	1	7.5	0.012	10.9	LOS A	0.1	0.5	0.56	0.61	52.0
5	T	1	7.5	0.012	10.0	LOS A	0.1	0.5	0.56	0.58	55.1
6	R	8	7.5	0.012	16.2	LOS B	0.1	0.5	0.56	0.68	48.1
Approach		10	7.5	0.012	14.7	LOS B	0.1	0.5	0.56	0.66	49.5
North Masonite Road N											
7	L	33	7.5	0.401	8.5	LOS A	3.1	22.8	0.11	0.60	42.7
8	T	554	7.5	0.400	7.6	LOS A	3.1	22.8	0.11	0.51	44.5
9	R	52	7.5	0.400	13.4	LOS A	3.1	22.8	0.11	0.82	43.3
Approach		638	7.5	0.400	8.1	LOS A	3.1	22.8	0.11	0.54	44.3
West Camfield Drive W											
10	L	27	7.5	0.034	8.6	LOS A	0.2	1.3	0.13	0.55	50.4
11	T	1	7.5	0.033	7.3	LOS A	0.2	1.3	0.13	0.48	51.6
12	R	16	7.5	0.034	13.5	LOS A	0.2	1.3	0.13	0.75	45.0
Approach		44	7.5	0.034	10.3	LOS A	0.2	1.3	0.13	0.62	48.3
All Vehicles		733	7.5	0.401	8.3	LOS A	3.1	22.8	0.12	0.54	45.9

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.

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.