

MOVEMENT SUMMARY

Site: AM peak 7.45 am to 8.45 am
with development

Masonite Road / Camfield Drive roundabout
AM peak 7.45 am to 8.45 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	14	7.5	0.107	8.8	LOS A	0.6	4.4	0.23	0.59	57.2
2	T	119	7.5	0.107	7.9	LOS A	0.6	4.4	0.23	0.53	55.6
3	R	1	7.5	0.111	13.5	LOS A	0.6	4.4	0.23	0.83	50.6
Approach		134	7.5	0.107	8.1	LOS A	0.6	4.4	0.23	0.53	55.7
East Camfield Drive E											
4	L	3	7.5	0.021	9.8	LOS A	0.1	0.8	0.41	0.59	53.2
5	T	5	7.5	0.021	8.8	LOS A	0.1	0.8	0.41	0.54	56.4
6	R	14	7.5	0.021	14.7	LOS B	0.1	0.8	0.41	0.70	49.5
Approach		22	7.5	0.021	12.7	LOS B	0.1	0.8	0.41	0.65	51.6
North Masonite Road N											
7	L	29	7.5	0.225	8.4	LOS A	1.5	10.8	0.05	0.60	43.2
8	T	254	7.5	0.224	7.5	LOS A	1.5	10.8	0.05	0.51	45.3
9	R	85	7.5	0.224	13.4	LOS A	1.5	10.8	0.05	0.84	43.4
Approach		368	7.5	0.224	8.9	LOS A	1.5	10.8	0.05	0.59	44.5
West Camfield Drive W											
10	L	37	7.5	0.034	8.9	LOS A	0.2	1.4	0.26	0.57	49.3
11	T	1	7.5	0.034	7.7	LOS A	0.2	1.4	0.26	0.50	50.2
12	R	4	7.5	0.034	13.9	LOS A	0.2	1.4	0.26	0.74	44.7
Approach		42	7.5	0.034	9.4	LOS A	0.2	1.4	0.26	0.58	48.8
All Vehicles		566	7.5	0.225	8.9	LOS A	1.5	10.8	0.12	0.58	49.1

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.