

MOVEMENT SUMMARY

Site: 2020 AM peak 7.45 am to 8.45 am with development

Masonite Road / Camfield Drive roundabout
2020 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	18	7.5	0.142	9.0	LOS A	0.8	6.1	0.28	0.60	57.0
2	T	155	7.5	0.142	8.1	LOS A	0.8	6.1	0.28	0.54	55.2
3	R	1	7.5	0.144	13.7	LOS A	0.8	6.1	0.28	0.82	50.5
Approach		174	7.5	0.142	8.2	LOS A	0.8	6.1	0.28	0.55	55.4
East Camfield Drive E											
4	L	4	7.5	0.029	10.3	LOS A	0.2	1.2	0.47	0.62	52.7
5	T	7	7.5	0.029	9.4	LOS A	0.2	1.2	0.47	0.58	55.9
6	R	18	7.5	0.029	15.2	LOS B	0.2	1.2	0.47	0.71	49.1
Approach		29	7.5	0.029	13.2	LOS B	0.2	1.2	0.47	0.67	51.2
North Masonite Road N											
7	L	38	7.5	0.292	8.4	LOS A	2.1	15.3	0.06	0.59	43.1
8	T	330	7.5	0.292	7.5	LOS A	2.1	15.3	0.06	0.51	45.1
9	R	111	7.5	0.292	13.4	LOS A	2.1	15.3	0.06	0.83	43.4
Approach		478	7.5	0.292	8.9	LOS A	2.1	15.3	0.06	0.59	44.4
West Camfield Drive W											
10	L	48	7.5	0.046	9.1	LOS A	0.3	1.9	0.30	0.58	48.9
11	T	1	7.5	0.046	7.9	LOS A	0.3	1.9	0.30	0.51	49.7
12	R	5	7.5	0.046	14.0	LOS A	0.3	1.9	0.30	0.74	44.6
Approach		55	7.5	0.046	9.5	LOS A	0.3	1.9	0.30	0.59	48.5
All Vehicles		736	7.5	0.292	9.0	LOS A	2.1	15.3	0.14	0.58	48.8

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.