

## MOVEMENT SUMMARY

### Site: Eastern Valley Way / Cameron Avenue PM Peak

2024 With development - Taller option

Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
South: Eastern Valley Way											
1	L2	135	2.0	0.775	41.3	LOS C	10.7	77.1	1.00	0.99	23.3
2	T1	399	5.0	0.775	36.0	LOS C	10.7	77.1	1.00	0.99	21.5
3	R2	201	5.0	0.747	50.0	LOS D	4.3	31.6	1.00	0.87	20.7
Approach		735	4.4	0.775	40.8	LOS C	10.7	77.1	1.00	0.96	21.6
East: Aikman Drive											
4	L2	191	5.0	0.173	8.2	LOS A	1.9	13.6	0.35	0.65	44.5
5	T1	374	2.0	0.854	37.0	LOS C	9.3	67.0	0.97	0.89	26.6
6	R2	8	50.0	0.854	43.5	LOS D	9.3	67.0	1.00	0.92	22.0
Approach		573	3.7	0.854	27.5	LOS B	9.3	67.0	0.77	0.81	30.5
North: Eastern Valley Way											
7	L2	13	5.0	0.381	32.9	LOS C	5.9	43.2	0.87	0.72	26.8
8	T1	346	5.0	0.381	27.3	LOS B	5.9	43.3	0.87	0.72	25.8
9	R2	46	2.0	0.335	46.3	LOS D	1.8	13.1	0.98	0.74	19.1
Approach		405	4.7	0.381	29.6	LOS C	5.9	43.3	0.89	0.72	24.7
West: Cameron Avenue											
10	L2	37	2.0	0.032	7.6	LOS A	0.3	2.1	0.29	0.61	43.4
11	T1	623	2.0	0.859	38.0	LOS C	16.2	115.4	0.98	0.97	26.0
12	R2	128	2.0	0.859	43.8	LOS D	16.2	115.4	1.00	0.99	23.1
Approach		788	2.0	0.859	37.5	LOS C	16.2	115.4	0.95	0.96	25.9
All Vehicles		2501	3.5	0.859	34.9	LOS C	16.2	115.4	0.91	0.89	25.4

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate	
		ped/h	sec		Pedestrian ped	Distance m		per ped	per ped
P11	South Stage 1	20	17.6	LOS B	0.0	0.0	0.66	0.66	
P12	South Stage 2	20	33.3	LOS D	0.0	0.0	0.91	0.91	
P2	East Full Crossing	20	34.3	LOS D	0.0	0.0	0.93	0.93	
P31	North Stage 1	20	16.3	LOS B	0.0	0.0	0.64	0.64	
P32	North Stage 2	20	26.4	LOS C	0.0	0.0	0.81	0.81	
P4	West Full Crossing	20	34.3	LOS D	0.0	0.0	0.93	0.93	
All Pedestrians		120	27.0	LOS C			0.81	0.81	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

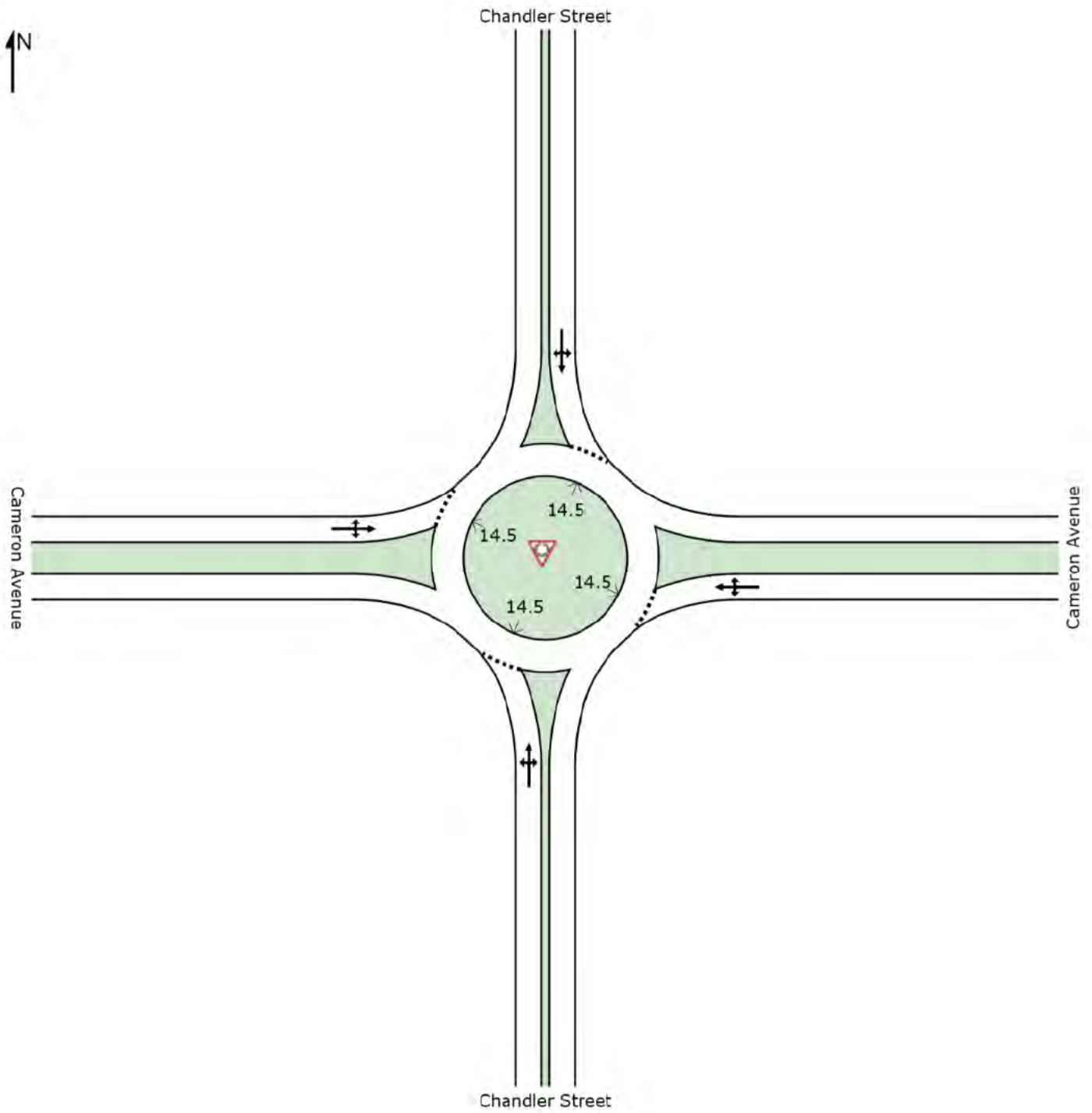
Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# SITE LAYOUT

Site: Cameron Avenue / Chandler Street

Roundabout



## MOVEMENT SUMMARY

 **Site: Cameron Avenue / Chandler Street AM Peak**

2024 Without development  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m	per veh	km/h	
South: Chandler Street											
1	L2	51	2.0	0.451	11.0	LOS A	3.4	24.5	0.88	0.95	49.4
2	T1	193	2.0	0.451	11.2	LOS A	3.4	24.5	0.88	0.95	50.3
3	R2	37	2.0	0.451	15.1	LOS B	3.4	24.5	0.88	0.95	50.1
Approach		281	2.0	0.451	11.6	LOS A	3.4	24.5	0.88	0.95	50.1
East: Cameron Avenue											
4	L2	58	2.0	0.654	6.2	LOS A	6.1	43.7	0.66	0.64	51.7
5	T1	528	2.0	0.654	6.4	LOS A	6.1	43.7	0.66	0.64	52.7
6	R2	168	2.0	0.654	10.3	LOS A	6.1	43.7	0.66	0.64	52.5
Approach		754	2.0	0.654	7.2	LOS A	6.1	43.7	0.66	0.64	52.6
North: Chandler Street											
7	L2	96	2.0	0.243	5.1	LOS A	1.5	10.4	0.39	0.54	53.0
8	T1	150	2.0	0.243	5.3	LOS A	1.5	10.4	0.39	0.54	54.1
9	R2	32	2.0	0.243	9.2	LOS A	1.5	10.4	0.39	0.54	53.8
Approach		278	2.0	0.243	5.7	LOS A	1.5	10.4	0.39	0.54	53.7
West: Cameron Avenue											
10	L2	20	2.0	0.156	6.5	LOS A	0.9	6.2	0.57	0.65	52.1
11	T1	99	2.0	0.156	6.7	LOS A	0.9	6.2	0.57	0.65	53.2
12	R2	20	2.0	0.156	10.6	LOS A	0.9	6.2	0.57	0.65	52.9
Approach		139	2.0	0.156	7.2	LOS A	0.9	6.2	0.57	0.65	53.0
All Vehicles		1452	2.0	0.654	7.8	LOS A	6.1	43.7	0.64	0.68	52.3

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.


Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

## MOVEMENT SUMMARY

 **Site: Cameron Avenue / Chandler Street PM Peak**

2024 Without development  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m	per veh	km/h	
South: Chandler Street											
1	L2	57	2.0	0.314	6.2	LOS A	2.0	14.2	0.57	0.67	51.9
2	T1	153	2.0	0.314	6.4	LOS A	2.0	14.2	0.57	0.67	52.9
3	R2	93	2.0	0.314	10.3	LOS A	2.0	14.2	0.57	0.67	52.6
Approach		303	2.0	0.314	7.6	LOS A	2.0	14.2	0.57	0.67	52.6
East: Cameron Avenue											
4	L2	59	2.0	0.355	6.5	LOS A	2.4	17.2	0.64	0.70	51.6
5	T1	165	2.0	0.355	6.7	LOS A	2.4	17.2	0.64	0.70	52.6
6	R2	101	2.0	0.355	10.6	LOS A	2.4	17.2	0.64	0.70	52.4
Approach		325	2.0	0.355	7.9	LOS A	2.4	17.2	0.64	0.70	52.4
North: Chandler Street											
7	L2	315	2.0	0.762	15.2	LOS B	10.2	72.4	0.97	1.13	46.9
8	T1	242	2.0	0.762	15.4	LOS B	10.2	72.4	0.97	1.13	47.7
9	R2	40	2.0	0.762	19.4	LOS B	10.2	72.4	0.97	1.13	47.5
Approach		597	2.0	0.762	15.6	LOS B	10.2	72.4	0.97	1.13	47.2
West: Cameron Avenue											
10	L2	22	2.0	0.486	6.9	LOS A	3.5	24.6	0.67	0.71	51.7
11	T1	382	2.0	0.486	7.1	LOS A	3.5	24.6	0.67	0.71	52.7
12	R2	58	2.0	0.486	11.0	LOS A	3.5	24.6	0.67	0.71	52.5
Approach		462	2.0	0.486	7.6	LOS A	3.5	24.6	0.67	0.71	52.7
All Vehicles		1687	2.0	0.762	10.5	LOS A	10.2	72.4	0.75	0.85	50.5

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

## MOVEMENT SUMMARY

 **Site: Cameron Avenue / Chandler Street AM Peak**

2024 With development - Medium option  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
South: Chandler Street											
1	L2	51	2.0	0.513	13.3	LOS A	4.3	30.9	0.94	1.04	47.8
2	T1	193	2.0	0.513	13.6	LOS A	4.3	30.9	0.94	1.04	48.7
3	R2	42	2.0	0.513	17.5	LOS B	4.3	30.9	0.94	1.04	48.5
Approach		286	2.0	0.513	14.1	LOS A	4.3	30.9	0.94	1.04	48.5
East: Cameron Avenue											
4	L2	65	2.0	0.718	7.0	LOS A	8.2	58.5	0.73	0.68	51.3
5	T1	580	2.0	0.718	7.2	LOS A	8.2	58.5	0.73	0.68	52.4
6	R2	187	2.0	0.718	11.1	LOS A	8.2	58.5	0.73	0.68	52.1
Approach		832	2.0	0.718	8.1	LOS A	8.2	58.5	0.73	0.68	52.2
North: Chandler Street											
7	L2	107	2.0	0.258	5.2	LOS A	1.6	11.1	0.42	0.56	53.0
8	T1	150	2.0	0.258	5.4	LOS A	1.6	11.1	0.42	0.56	54.0
9	R2	32	2.0	0.258	9.4	LOS A	1.6	11.1	0.42	0.56	53.8
Approach		289	2.0	0.258	5.8	LOS A	1.6	11.1	0.42	0.56	53.6
West: Cameron Avenue											
10	L2	20	2.0	0.173	6.7	LOS A	1.0	7.1	0.59	0.66	52.0
11	T1	111	2.0	0.173	6.9	LOS A	1.0	7.1	0.59	0.66	53.1
12	R2	20	2.0	0.173	10.8	LOS A	1.0	7.1	0.59	0.66	52.8
Approach		151	2.0	0.173	7.4	LOS A	1.0	7.1	0.59	0.66	52.9
All Vehicles		1558	2.0	0.718	8.7	LOS A	8.2	58.5	0.70	0.72	51.8

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

## MOVEMENT SUMMARY

 **Site: Cameron Avenue / Chandler Street PM Peak**

2024 With development - Medium option  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
South: Chandler Street											
1	L2	57	2.0	0.331	6.4	LOS A	2.1	15.2	0.60	0.69	51.7
2	T1	153	2.0	0.331	6.6	LOS A	2.1	15.2	0.60	0.69	52.7
3	R2	102	2.0	0.331	10.5	LOS A	2.1	15.2	0.60	0.69	52.5
Approach		312	2.0	0.331	7.9	LOS A	2.1	15.2	0.60	0.69	52.5
East: Cameron Avenue											
4	L2	65	2.0	0.389	6.6	LOS A	2.7	19.4	0.66	0.71	51.5
5	T1	179	2.0	0.389	6.8	LOS A	2.7	19.4	0.66	0.71	52.6
6	R2	111	2.0	0.389	10.7	LOS A	2.7	19.4	0.66	0.71	52.3
Approach		355	2.0	0.389	8.0	LOS A	2.7	19.4	0.66	0.71	52.3
North: Chandler Street											
7	L2	344	2.0	0.840	20.8	LOS B	14.0	99.5	1.00	1.30	43.8
8	T1	242	2.0	0.840	21.0	LOS B	14.0	99.5	1.00	1.30	44.5
9	R2	40	2.0	0.840	24.9	LOS B	14.0	99.5	1.00	1.30	44.3
Approach		626	2.0	0.840	21.1	LOS B	14.0	99.5	1.00	1.30	44.1
West: Cameron Avenue											
10	L2	22	2.0	0.531	7.6	LOS A	4.2	29.8	0.72	0.75	51.5
11	T1	417	2.0	0.531	7.8	LOS A	4.2	29.8	0.72	0.75	52.5
12	R2	58	2.0	0.531	11.7	LOS A	4.2	29.8	0.72	0.75	52.3
Approach		497	2.0	0.531	8.2	LOS A	4.2	29.8	0.72	0.75	52.5
All Vehicles		1790	2.0	0.840	12.6	LOS A	14.0	99.5	0.78	0.92	49.2

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.


Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

## MOVEMENT SUMMARY

 **Site: Cameron Avenue / Chandler Street AM Peak**

2024 With development - Taller option  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m	per veh	km/h	
South: Chandler Street											
1	L2	51	2.0	0.529	14.1	LOS A	4.6	32.6	0.95	1.06	47.4
2	T1	193	2.0	0.529	14.3	LOS A	4.6	32.6	0.95	1.06	48.2
3	R2	42	2.0	0.529	18.2	LOS B	4.6	32.6	0.95	1.06	48.0
Approach		286	2.0	0.529	14.8	LOS B	4.6	32.6	0.95	1.06	48.1
East: Cameron Avenue											
4	L2	66	2.0	0.734	7.2	LOS A	8.8	62.8	0.75	0.69	51.2
5	T1	593	2.0	0.734	7.4	LOS A	8.8	62.8	0.75	0.69	52.3
6	R2	192	2.0	0.734	11.4	LOS A	8.8	62.8	0.75	0.69	52.0
Approach		851	2.0	0.734	8.3	LOS A	8.8	62.8	0.75	0.69	52.1
North: Chandler Street											
7	L2	108	2.0	0.259	5.2	LOS A	1.6	11.2	0.42	0.56	52.9
8	T1	150	2.0	0.259	5.5	LOS A	1.6	11.2	0.42	0.56	54.0
9	R2	32	2.0	0.259	9.4	LOS A	1.6	11.2	0.42	0.56	53.8
Approach		290	2.0	0.259	5.8	LOS A	1.6	11.2	0.42	0.56	53.6
West: Cameron Avenue											
10	L2	20	2.0	0.175	6.7	LOS A	1.0	7.2	0.60	0.67	52.0
11	T1	112	2.0	0.175	6.9	LOS A	1.0	7.2	0.60	0.67	53.0
12	R2	20	2.0	0.175	10.8	LOS A	1.0	7.2	0.60	0.67	52.8
Approach		152	2.0	0.175	7.4	LOS A	1.0	7.2	0.60	0.67	52.9
All Vehicles		1579	2.0	0.734	8.9	LOS A	8.8	62.8	0.71	0.73	51.7

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

## MOVEMENT SUMMARY

 **Site: Cameron Avenue / Chandler Street PM Peak**

2024 With development - Taller option  
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
South: Chandler Street											
1	L2	57	2.0	0.333	6.4	LOS A	2.2	15.3	0.61	0.69	51.7
2	T1	153	2.0	0.333	6.6	LOS A	2.2	15.3	0.61	0.69	52.7
3	R2	103	2.0	0.333	10.6	LOS A	2.2	15.3	0.61	0.69	52.5
Approach		313	2.0	0.333	7.9	LOS A	2.2	15.3	0.61	0.69	52.4
East: Cameron Avenue											
4	L2	66	2.0	0.394	6.6	LOS A	2.8	19.8	0.67	0.71	51.5
5	T1	181	2.0	0.394	6.8	LOS A	2.8	19.8	0.67	0.71	52.5
6	R2	113	2.0	0.394	10.7	LOS A	2.8	19.8	0.67	0.71	52.3
Approach		360	2.0	0.394	8.0	LOS A	2.8	19.8	0.67	0.71	52.3
North: Chandler Street											
7	L2	350	2.0	0.856	22.4	LOS B	15.0	107.1	1.00	1.34	42.9
8	T1	242	2.0	0.856	22.6	LOS B	15.0	107.1	1.00	1.34	43.6
9	R2	40	2.0	0.856	26.6	LOS B	15.0	107.1	1.00	1.34	43.5
Approach		632	2.0	0.856	22.8	LOS B	15.0	107.1	1.00	1.34	43.2
West: Cameron Avenue											
10	L2	22	2.0	0.540	7.7	LOS A	4.3	30.9	0.72	0.76	51.5
11	T1	424	2.0	0.540	7.9	LOS A	4.3	30.9	0.72	0.76	52.5
12	R2	58	2.0	0.540	11.8	LOS A	4.3	30.9	0.72	0.76	52.3
Approach		504	2.0	0.540	8.4	LOS A	4.3	30.9	0.72	0.76	52.4
All Vehicles		1809	2.0	0.856	13.2	LOS A	15.0	107.1	0.79	0.94	48.8

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.