



Appendix A

Turning Count and
Queue Length Data

Sydenham Area

Traffic volume diagrams for modelled intersections (measured in number of vehicles)



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP	Cumulative Construction
AM	300	336	0	0	0	0	0
PM	300	342	0	0	0	0	0
AM	1327	1487	0	0	101	55	13
PM	997	1136	0	0	101	55	13

95%ile Observed Queue	E	S
AM Peak (m)	53	0
PM Peak (m)	65	0

	AM	PM
Current	738	1284
2023	827	1463
Construction	0	0
Bridges	0	0
Baseline TTP	101	101
Refined Baseline TTP	55	55
Cumulative Construction	13	13

	AM	PM	AM	PM
Current	791	660	330	267
2023	895	744	374	301
Construction	0	0	0	0
Bridges	0	0	0	0
Baseline TTP	0	0	101	101
Refined Baseline TTP	0	0	55	55
Cumulative Construction	8	13	0	0



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP	Cumulative Construction
AM	9	10	0	0	0	0	0
PM	32	36	0	0	0	0	0
AM	2	2	0	0	0	0	0
PM	3	3	0	0	0	0	0
AM	4	5	0	0	0	0	2
PM	9	10	0	0	0	0	2

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP	Cumulative Construction
AM	213	241	0	0	101	55	0
PM	468	528	0	0	101	55	0
AM	21	24	0	0	0	0	0
PM	36	40	0	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	70	46	65	11
PM Peak (m)	124	86	121	25

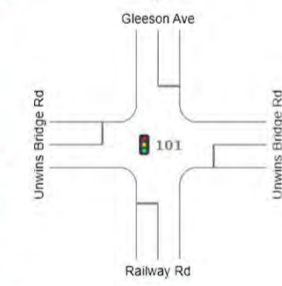
	AM	PM
Current	533	835
2023	603	942
Construction	0	0
Bridges	0	0
Baseline TTP	0	0
Refined Baseline TTP	0	0
Cumulative Construction	13	13

	AM	PM	AM	PM	AM	PM
Current	238	81	579	479	98	61
2023	264	92	642	546	109	69
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0
Cumulative Construction	15	15	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	117	35	63	74
PM Peak (m)	59	65	82	27

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP	Cumulative Construction
AM	1	1	0	0	0	0	13
PM	1	1	0	0	0	0	13
AM	289	321	0	0	0	0	0
PM	150	171	0	0	0	0	0
AM	35	39	0	0	0	0	0
PM	28	32	0	0	0	0	0

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP	Cumulative Construction
AM	24	27	0	0	0	0	0
PM	66	75	0	0	0	0	0
AM	314	348	0	0	0	0	0
PM	591	673	0	0	0	0	0
AM	47	52	0	0	0	0	0
PM	59	67	0	0	0	0	0



	AM	PM	AM	PM	AM	PM
Current	27	150	362	654	47	40
2023	30	171	401	745	52	46
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0
Cumulative Construction	0	0	0	0	0	0

Marrickville Area

Traffic volume diagrams for modelled intersections (measured in number of vehicles)

	AM	PM	AM	PM	AM	PM
Current	15	36	79	230	14	20
2023	17	40	89	257	16	22
Construction	0	0	0	0	0	0
Bridges NBD	0	0	0	0	0	0
Bridges SBD	-39	115	-77	-230	39	115
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

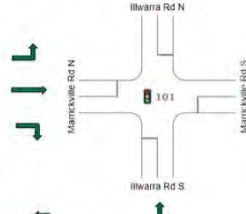
95%ile Observed Queue	N	S	E	W
AM Peak (m)	21	103	54	95
PM Peak (m)	65	67	82	60

Note:

Bridges NBD - Northbound traffic to be split 50% to Charlotte Avenue Underbridge and 50% to Livingstone Road Overbridge.

Bridges SBD - Southbound traffic to be split 50% to Charlotte

	Current	2023	Construction	Bridges NBD	Bridges SBD	Baseline TTP	Refined Baseline TTP
AM	67	75	0	0	0	0	0
PM	42	47	0	0	0	0	0
AM	639	716	0	0	45	68	40
PM	340	379	0	0	31	68	40
AM	49	55	0	0	-45	0	0
PM	91	102	0	0	-91	0	0



	Current	2023	Construction	Bridges NBD	Bridges SBD	Baseline TTP	Refined Baseline TTP
AM	8	9	0	0	103	0	0
PM	10	11	0	0	69	0	0
AM	313	351	0	0	72	68	40
PM	602	672	0	0	141	68	40
AM	83	93	13	0	-72	33	15
PM	154	172	13	0	-141	33	15

	AM	PM	AM	PM	AM	PM
Current	25	36	250	130	185	115
2023	28	40	280	145	207	128
Construction	0	0	0	0	0	0
Bridges NBD	-15	-25	-179	-102	-117	-89
Bridges SBD	21	60	0	0	21	60
Baseline TTP	0	0	0	0	33	33
Refined Baseline TTP	0	0	0	0	15	15

	AM	PM	AM	PM	AM	PM
Current	92	167	151	415	53	31
2023	99	185	163	460	57	34
Construction	0	0	0	0	0	0
Bridges NBD	0	0	0	0	0	0
Bridges SBD	0	0	0	0	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

	Current	2023	Construction	Bridges NBD	Bridges SBD	Baseline TTP	Refined Baseline TTP
AM	185	200	0	-30	0	0	0
PM	135	150	0	-29	0	0	0
AM	485	524	0	-86	0	101	55
PM	240	266	0	-58	0	101	55
AM	30	32	0	0	105	0	0
PM	78	86	0	0	266	0	0



	Current	2023	Construction	Bridges NBD	Bridges SBD	Baseline TTP	Refined Baseline TTP
AM	40	44	0	0	0	0	0
PM	42	47	0	0	0	0	0
AM	251	271	0	0	0	101	55
PM	489	542	0	0	0	101	55
AM	66	71	0	0	0	0	0
PM	295	327	0	0	0	0	0

	AM	PM	AM	PM
Current	27	66	183	532
2023	31	74	207	600
Construction	0	0	13	13
Bridges NBD	N/A	N/A	N/A	N/A
Bridges SBD	N/A	N/A	N/A	N/A
Baseline TTP	0	0	33	33
Refined Baseline TTP	0	0	15	15

95%ile Observed Queue	N	S	E	W
AM Peak (m)	65	128	51	128
PM Peak (m)	123	117	175	75

	AM	PM	AM	PM	AM	PM
Current	48	53	358	184	255	153
2023	52	59	387	204	276	170
Construction	0	0	0	0	0	0
Bridges NBD	103	69	367	189	216	139
Bridges SBD	0	0	0	0	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

	AM	PM	AM	PM
Current	189	179	65	31
2023	214	202	74	35
Construction	0	0	0	0
Bridges NBD	N/A	N/A	N/A	N/A
Bridges SBD	N/A	N/A	N/A	N/A
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0

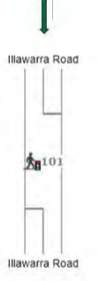
95%ile Observed Queue	W	N	S
AM Peak (m)	57	78	63
PM Peak (m)	56	78	35



	AM	PM
Current	184	113
2023	208	127
Construction	0	13
Bridges NBD	N/A	N/A
Bridges SBD	N/A	N/A
Baseline TTP	0	33
Refined Baseline TTP	0	15

	AM	PM	AM	PM
Current	184	113	475	304
2023	208	127	538	343
Construction	0	0	13	13
Bridges NBD	N/A	N/A	N/A	N/A
Bridges SBD	N/A	N/A	N/A	N/A
Baseline TTP	0	0	33	33
Refined Baseline TTP	0	0	15	15

	AM	PM
Current	648	411
2023	726	463
Construction	13	13
Bridges NBD	N/A	N/A
Bridges SBD	N/A	N/A
Baseline TTP	33	33
Refined Baseline TTP	15	15



	AM	PM	AM	PM	AM	PM
Current	16	47	259	652	14	16
2023	19	53	284	735	15	18
Construction	0	0	0	0	0	0
Bridges NBD	0	0	118	0	6	0
Bridges SBD	-14	-39	-211	-530	-11	-14
Baseline TTP	33	33	0	0	0	0
Refined Baseline TTP	15	15	0	0	0	0



	Current	2023	Construction	Bridges NBD	Bridges SBD	Baseline TTP	Refined Baseline TTP
AM	30	33	0	-29	0	33	15
PM	35	39	0	-35	0	33	15
AM	124	137	0	29	0	0	0
PM	100	113	0	35	0	0	0
AM	158	171	0	0	38	0	0
PM	152	171	0	0	0	0	0

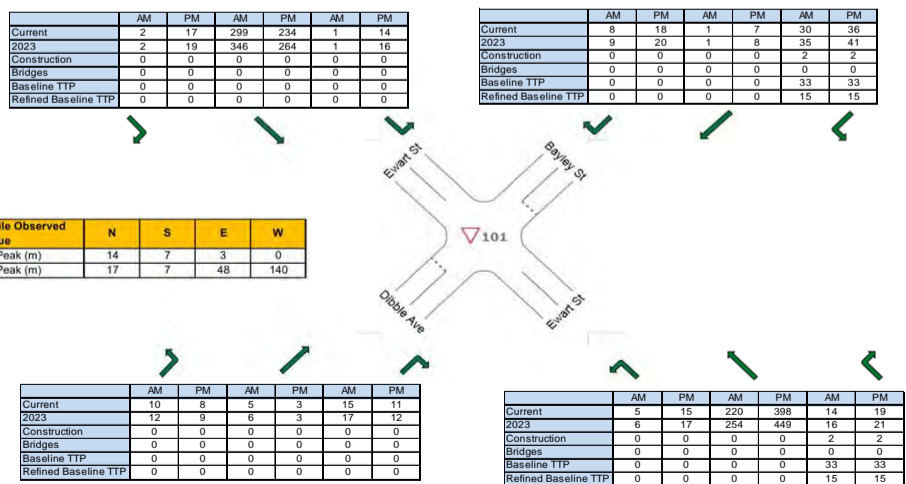
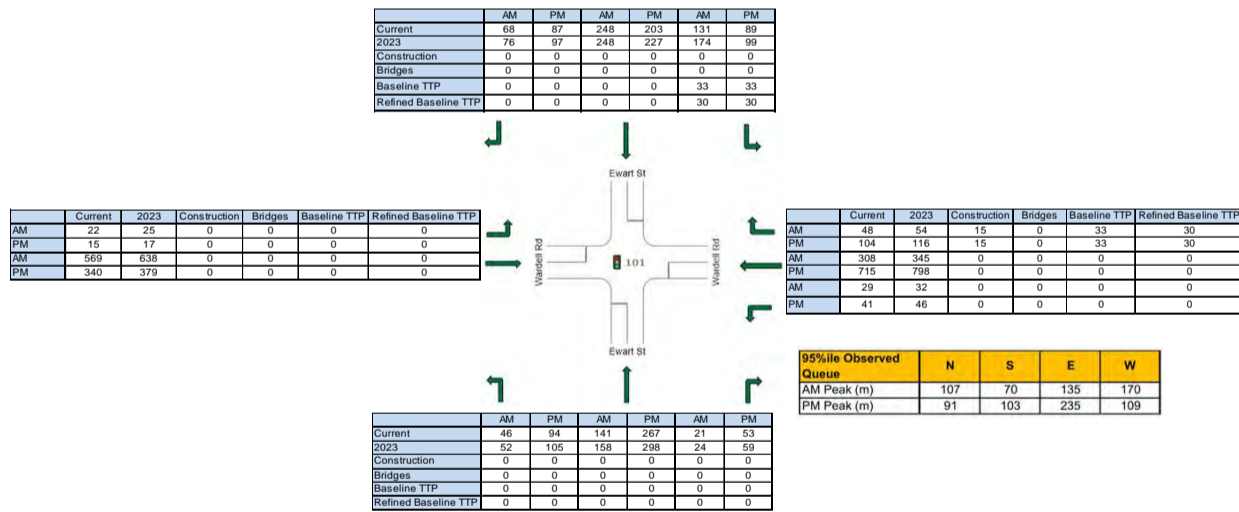
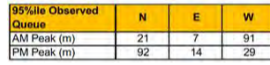
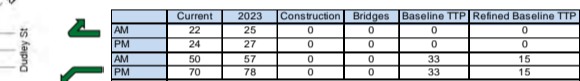
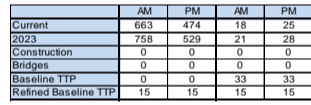
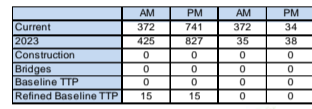
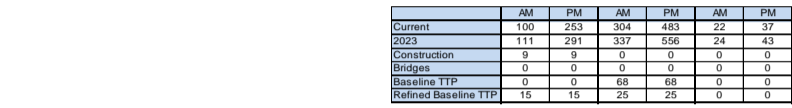
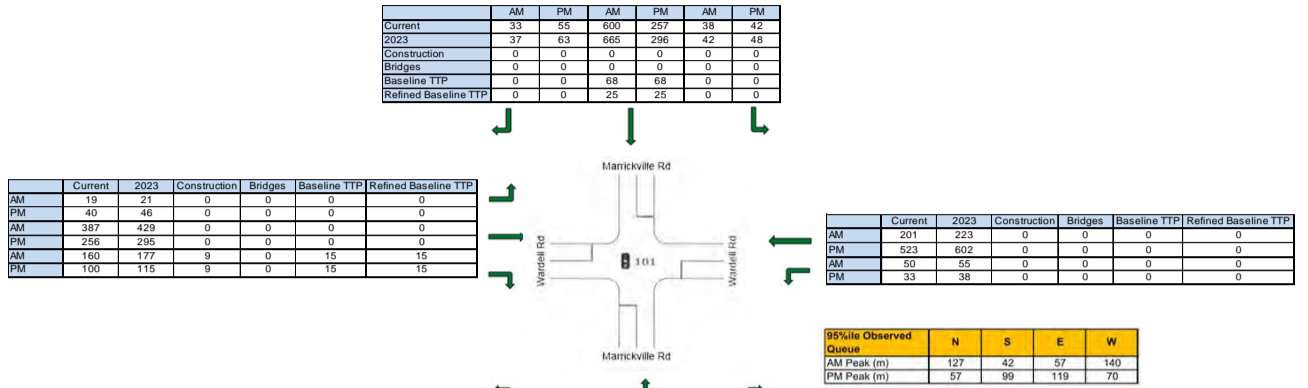
	Current	2023	Construction	Bridges NBD	Bridges SBD	Baseline TTP	Refined Baseline TTP
AM	68	75	0	-67	0	0	0
PM	87	98	0	-87	0	0	0
AM	108	119	0	0	0	0	0
PM	167	188	0	0	0	0	0
AM	11	12	0	0	0	0	0
PM	25	28	0	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	81	68	61	96
PM Peak (m)	75	89	96	54

	AM	PM	AM	PM
Current	20	21	601	336
2023	22	24	660	379
Construction	0	0	0	0
Bridges NBD	-15	0	-584	-332
Bridges SBD	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0

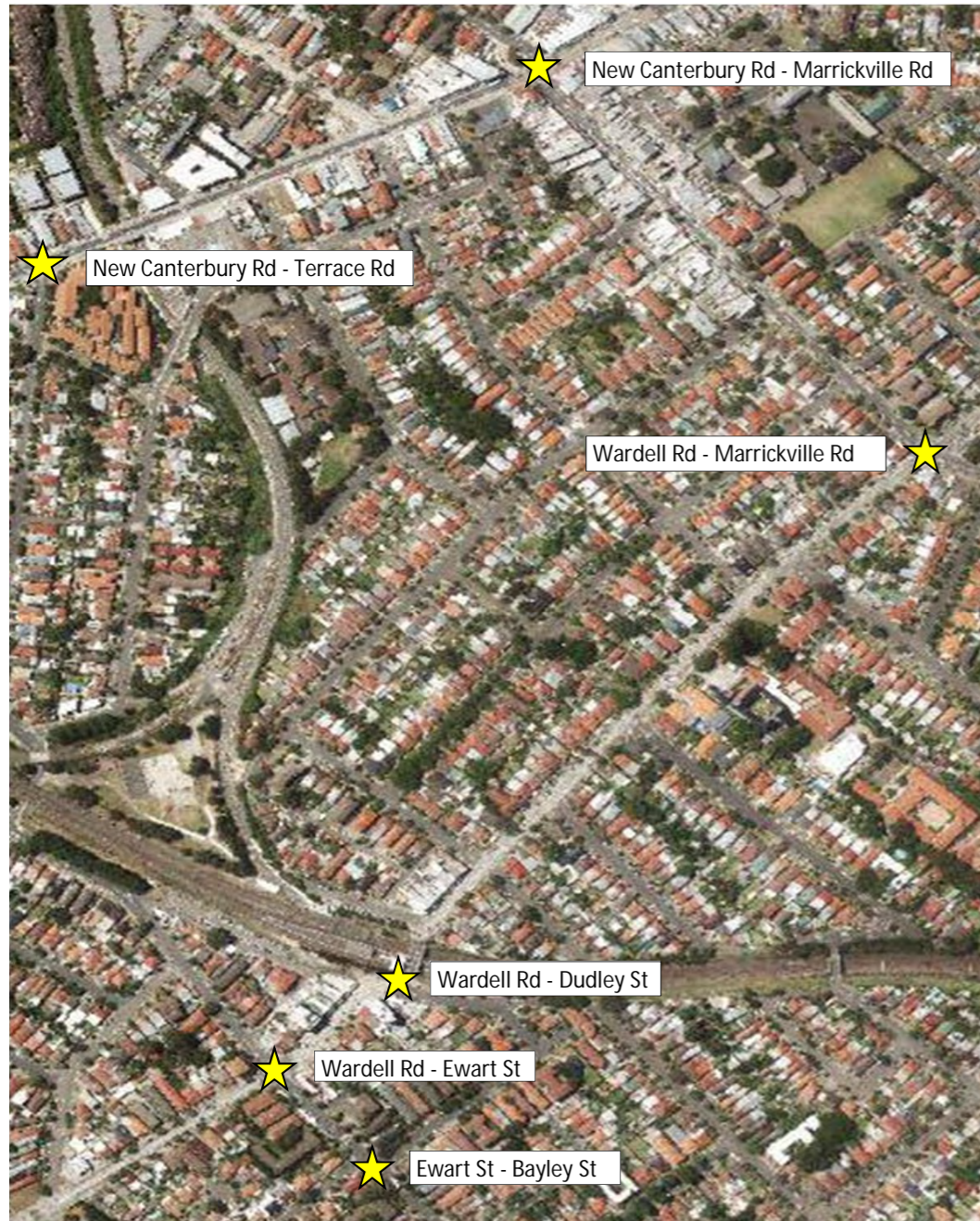
Dulwich Hill Area (Map 1)

Traffic volume diagrams for modelled intersections (measured in number of vehicles)



Dulwich Hill Area (Map 2)

Traffic volume diagrams for modelled intersections measured in number of vehicles



	AM	PM	AM	PM
Current	364	973	73	77
2023	408	1086	82	86
Construction	0	0	0	0
Bridges	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	14	16	0	0	0	0
PM	8	9	0	0	0	0
AM	119	133	0	0	0	0
PM	70	78	0	0	0	0
AM	6	7	0	0	0	0
PM	4	4	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	145	121	45	144
PM Peak (m)	140	147	93	86

	AM	PM	AM	PM	AM	PM
Current	5	5	1081	577	410	204
2023	6	6	1211	644	459	228
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	0	0	68	68
Refined Baseline TTP	0	0	0	0	25	25

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	56	63	0	0	0	0
PM	49	55	0	0	0	0
AM	55	62	0	0	0	0
PM	58	65	0	0	0	0
AM	177	198	0	0	68	25
PM	304	339	0	0	68	25

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	1528	1712	0	0	68	25
PM	747	860	0	0	68	25

	AM	PM
Current	78	74
2023	87	85
Construction	16	16
Bridges	0	0
Baseline TTP	0	0
Refined Baseline TTP	0	0

95%ile Observed Queue	S	E	W
AM Peak (m)	14	17	48
PM Peak (m)	28	14	28

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	599	671	0	0	68	25
PM	1242	1430	0	0	68	25
AM	21	24	16	0	0	0
PM	102	117	16	0	0	0

Hurlstone Park Area

Traffic volume diagrams for modelled intersections (measured in number of vehicles)

95%ile Observed Queue	N	S	E	W
AM Peak (m)	67	140	117	91
PM Peak (m)	110	105	140	65

	AM	PM	AM	PM
Current	420	748	28	42
2023	466	852	31	48
Construction	0	0	0	0
Bridges	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	14	16	0	0	0	0
PM	10	11	0	0	0	0
AM	300	333	0	0	0	0
PM	303	345	0	0	0	0
AM	9	10	0	0	0	0
PM	23	26	0	0	0	0

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	23	26	0	0	0	0
PM	32	36	0	0	0	0
AM	257	285	0	0	0	0
PM	414	472	0	0	0	0
AM	364	393	0	0	68	25
PM	665	758	0	0	68	25

	AM	PM	AM	PM	AM	PM
Current	31	23	686	559	889	492
2023	34	26	761	637	961	560
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	0	0	68	68
Refined Baseline TTP	0	0	0	0	25	25

	AM	PM	AM	PM
Current	784	1358	16	78
2023	861	1516	15	87
Construction	0	0	17	17
Bridges	0	0	0	0
Baseline TTP	68	68	0	0
Refined Baseline TTP	25	25	0	0

	AM	PM	AM	PM	AM	PM
Current	43	64	147	198	26	10
2023	47	71	161	221	29	11
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	81	154	56	47
PM Peak (m)	113	121	95	102

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	31	34	17	0	0	0
PM	25	28	17	0	0	0
AM	217	238	0	0	0	0
PM	195	216	0	0	0	0
AM	65	71	0	0	11	15
PM	95	106	0	0	11	15

	AM	PM	AM	PM	AM	PM
Current	79	57	1529	1046	86	94
2023	87	64	1679	1168	97	105
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	68	68	0	0
Refined Baseline TTP	0	0	25	25	15	15

	AM	PM	AM	PM	AM	PM
Current	8	14	288	243	100	59
2023	9	16	333	271	116	66
Construction	8	8	8	8	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	11	11	0	0
Refined Baseline TTP	0	0	30	30	0	0

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	1	1	8	0	0	0
PM	12	13	8	0	0	0
AM	1	1	0	0	0	0
PM	7	8	0	0	0	0
AM	1	1	0	0	0	0
PM	8	9	0	0	0	0

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	44	51	0	0	0	0
PM	51	57	0	0	0	0
AM	4	5	0	0	0	0
PM	7	8	0	0	0	0
AM	22	25	0	0	0	0
PM	30	33	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	7	6	3	3
PM Peak (m)	7	6	3	3

	AM	PM	AM	PM	AM	PM
Current	20	10	208	232	27	37
2023	23	11	240	259	31	41
Construction	0	0	8	8	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	11	11	0	0
Refined Baseline TTP	0	0	15	15	15	15

	AM	PM	AM	PM
Current	24	43	295	231
2023	28	48	345	258
Construction	8	8	0	0
Bridges	0	0	0	0
TTP	0	0	11	11
Refined Baseline TTP	0	0	30	30

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	45	53	8	0	0	0
PM	41	46	8	0	0	0
AM	54	63	0	0	0	0
PM	45	50	0	0	0	0

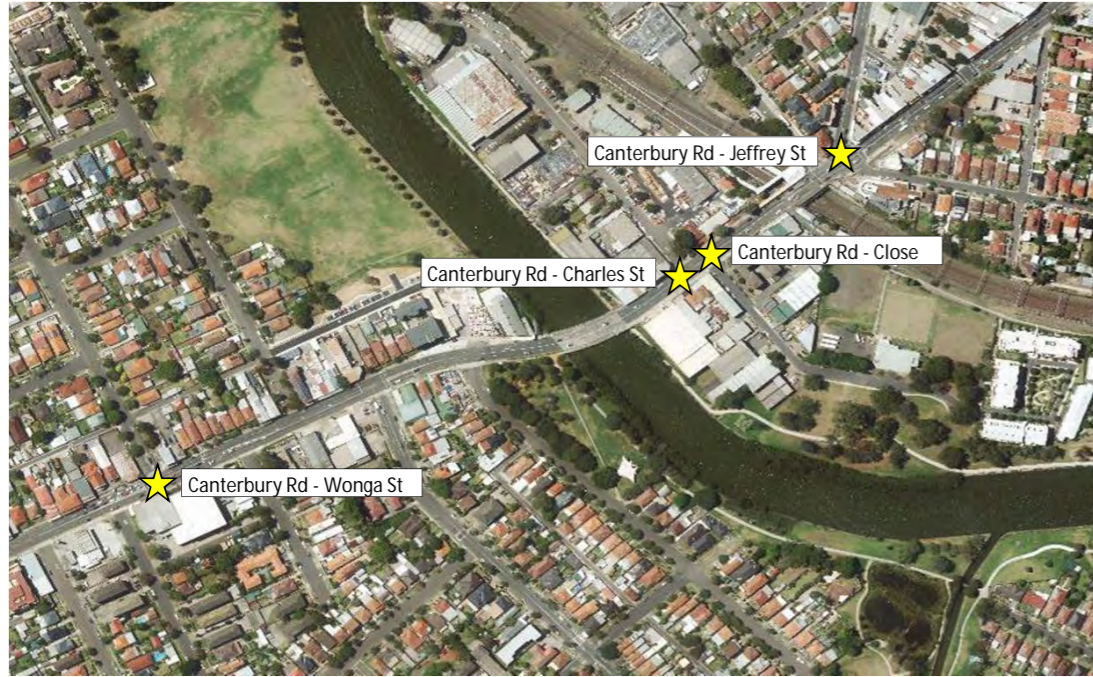
	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	218	255	0	0	11	30
PM	229	256	0	0	11	30
AM	25	29	0	0	0	0
PM	48	54	0	0	0	0

95%ile Observed Queue	N	E	W
AM Peak (m)	21	7	6
PM Peak (m)	14	7	6



Canterbury Area (Map 1)

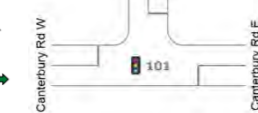
Traffic volume diagrams for modelled intersections (measured in number of vehicles)



	AM	PM	AM	PM
Current	76	114	307	295
2023	84	126	340	326
Construction	0	0	0	0
Bridges	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	15	17	0	0	0	0
PM	65	72	0	0	0	0
AM	1682	1866	13	0	79	40
PM	1218	1346	13	0	79	40

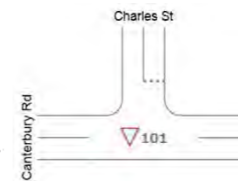


95%ile Observed Queue	N	E	W
AM Peak (m)	140	387	244
PM Peak (m)	152	593	215

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	233	258	0	0	0	0
PM	419	463	0	0	0	0
AM	1046	1160	19	0	79	40
PM	1594	1761	19	0	79	40

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	20	22	2	0	0	0
PM	36	40	2	0	0	0
AM	1904	2091	11	0	79	40
PM	1464	1618	11	0	79	40

	AM	PM	AM	PM
Current	4	4	21	21
2023	4	4	23	23
Construction	0	0	2	2
Bridges	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	11	12	0	0	0	0
PM	16	18	0	0	0	0
AM	1175	1290	19	0	79	40
PM	1961	2167	19	0	79	40

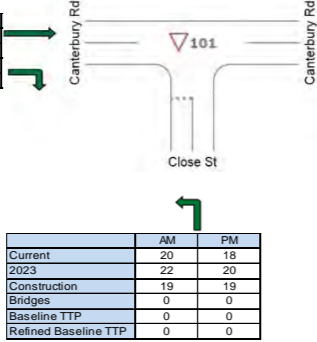
95%ile Observed Queue	N	W
AM Peak (m)	11	123
PM Peak (m)	7	89

Canterbury Area (Map 2)

Traffic volume diagrams for modelled intersections (measured in number of vehicles)



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	1904	2091	13	0	79	40
PM	1464	1618	13	0	79	40
AM	1	1	0	0	0	0
PM	11	12	0	0	0	0



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	1175	1290	0	0	79	40
PM	1961	2167	0	0	79	40
AM	1	1	19	0	0	0
PM	14	15	19	0	0	0

95%ile Observed Queue	S	E
AM Peak (m)	7	28
PM Peak (m)	7	67

	AM	PM
Current	20	18
2023	22	20
Construction	19	19
Bridges	0	0
Baseline TTP	0	0
Refined Baseline TTP	0	0

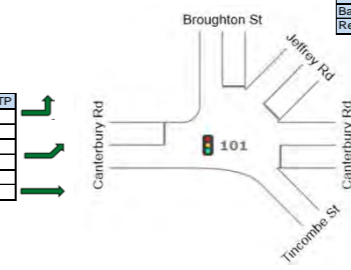
	AM	PM	AM	PM	AM	PM	AM	PM
Current	125	179	14	7	29	24	2	2
2023	139	202	16	8	32	27	2	2
Construction	0	0	0	0	11	11	0	0
Bridges	0	0	0	0	0	0	0	0
Baseline TTP	0	0	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0	0	0



	AM	PM	AM	PM	AM	PM
Current	223	311	8	9	21	18
2023	247	351	9	10	23	20
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	28	31	11	0	0	0
PM	23	26	11	0	0	0
AM	265	294	2	0	0	0
PM	287	324	2	0	0	0
AM	1639	1818	0	0	79	40
PM	1155	1302	0	0	79	40

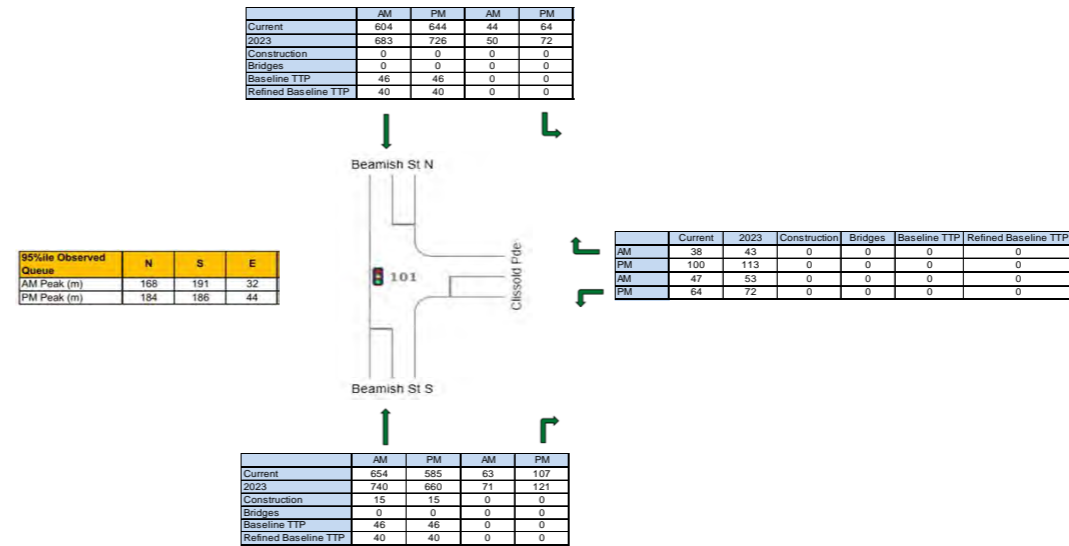
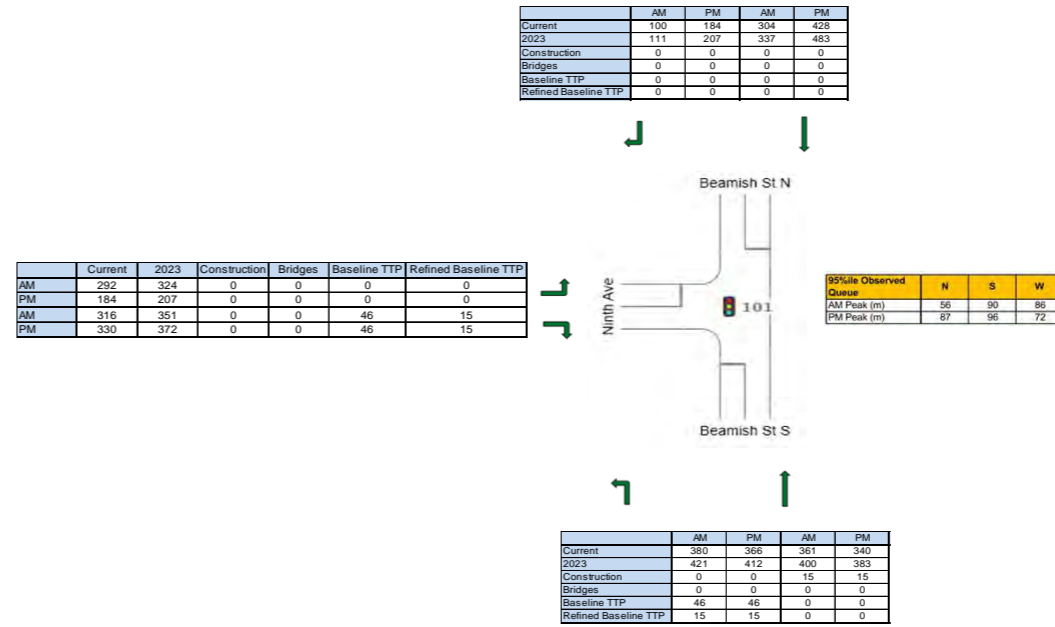
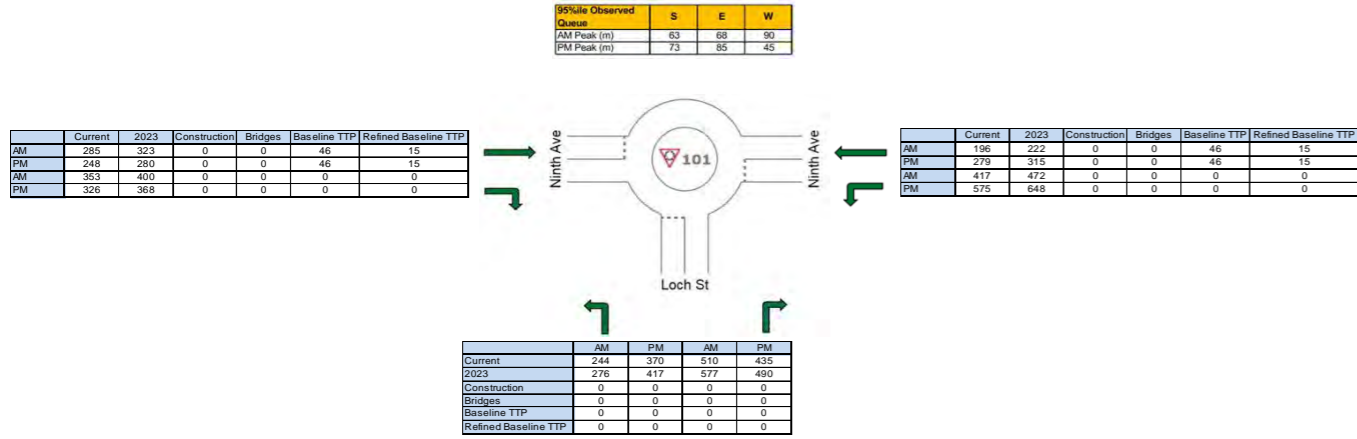


	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	12	13	0	0	0	0
PM	18	20	0	0	0	0
AM	839	931	19	0	79	40
PM	1510	1703	19	0	79	40
AM	12	13	0	0	0	0
PM	20	23	0	0	0	0

95%ile Observed Queue	N	NE	E	W
AM Peak (m)	39	70	98	112
PM Peak (m)	72	103	98	112

Campsie Area (Map 1)

Traffic volume diagrams for modelled intersections (measured in number of vehicles)



Campsie Area (Map 2)

Traffic volume diagrams for modelled intersections (measured in number of vehicles)

	AM	PM	AM	PM
Current	627	626	34	29
2023	710	703	38	33
Construction	0	0	0	0
Bridges	0	0	0	0
Baseline TTP	46	46	0	0
Refined Baseline TTP	40	40	0	0

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	54	61	8	0	0	0
PM	43	48	8	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	16	7	9	16
PM Peak (m)	44	9	20	14

	AM	PM	AM	PM
Current	47	57	607	647
2023	53	64	687	727
Construction	8	8	8	8
Bridges	0	0	0	0
Baseline TTP	0	0	46	46
Refined Baseline TTP	25	25	15	15

	AM	PM	AM	PM
Current	462	560	187	175
2023	513	618	207	193
Construction	0	0	0	0
Bridges	0	0	0	0
Baseline TTP	0	0	46	46
Refined Baseline TTP	0	0	40	40

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	36	40	8	0	0	0
PM	39	43	8	0	0	0
AM	47	52	0	0	0	0
PM	35	39	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	159	147	54	32
PM Peak (m)	196	158	49	26

	AM	PM	AM	PM
Current	559	571	12	10
2023	620	631	13	11
Construction	8	8	0	0
Bridges	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0

	AM	PM	AM	PM
Current	4	2	518	583
2023	4	2	580	651
Construction	0	0	2	2
Bridges	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	36	40	0	0	0	0
PM	79	88	0	0	0	0

95%ile Observed Queue	N	S	W
AM Peak (m)	70	83	17
PM Peak (m)	66	112	38

	AM	PM	AM	PM
Current	73	101	491	488
2023	82	113	550	545
Construction	0	0	8	8
Bridges	0	0	0	0
TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0

	AM	PM	AM	PM	AM	PM
Current	64	115	356	384	47	45
2023	76	130	420	434	55	51
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	69	81	0	0	0	0
PM	89	100	0	0	0	0
AM	1260	1487	0	0	33	0
PM	926	1044	0	0	33	0
AM	256	302	0	0	0	0
PM	169	191	0	0	0	0

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	664	784	0	0	33	0
PM	1024	1154	0	0	33	0
AM	246	291	0	0	0	0
PM	173	195	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	90	104	104	126
PM Peak (m)	105	112	112	126

	AM	PM	AM	PM	AM	PM
Current	81	88	558	410	332	348
2023	96	99	658	462	392	392
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0



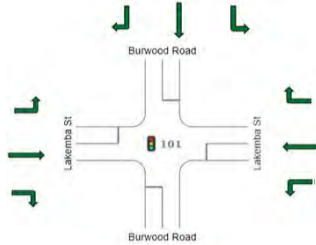
Belmore Area

Traffic volume diagrams for modelled intersections (measured in number of vehicles)

	AM	PM	AM	PM	AM	PM
Current	38	48	465	586	52	46
2023	42	54	513	654	57	51
Construction	9	9	0	0	0	0
Bridges	465	586	-465	-586	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	89	116	48	143
PM Peak (m)	56	96	56	103

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	57	63	0	0	0	0
PM	55	61	0	0	0	0
AM	402	443	0	0	0	0
PM	314	350	0	0	0	0
AM	117	129	0	117	0	0
PM	111	124	0	111	0	0

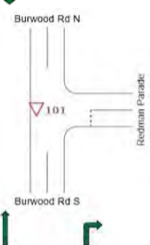


	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	48	53	0	0	0	0
PM	58	65	0	0	0	0
AM	248	274	0	86	46	0
PM	353	394	0	88	46	0
AM	86	95	0	-86	0	15
PM	88	98	0	-88	0	15

	AM	PM	AM	PM	AM	PM
Current	74	89	457	483	41	61
2023	82	99	504	539	45	68
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	0	0	46	46
Refined Baseline TTP	0	0	0	0	15	15

	AM	PM	AM	PM
Current	646	701	55	52
2023	723	782	62	58
Construction	10	10	0	0
Bridges	-646	-701	-55	-52
Baseline TTP	46	46	0	0
Refined Baseline TTP	15	15	0	0

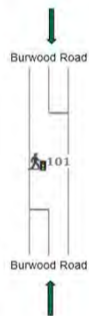
95%ile Observed Queue	N	S	E
AM Peak (m)	229	215	65
PM Peak (m)	249	215	75



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	15	17	0	0	0	0
PM	20	22	0	0	0	0
AM	135	151	0	0	0	0
PM	163	182	0	0	0	0

	AM	PM	AM	PM
Current	605	562	163	110
2023	678	628	183	123
Construction	10	10	0	0
Bridges	0	0	0	0
Baseline TTP	46	46	0	0
Refined Baseline TTP	15	15	0	0

	AM	PM
Current	780	864
2023	802	1005
Construction	10	10
Bridges	Not Modelled	Not Modelled
Baseline TTP	46	46
Refined Baseline TTP	15	15

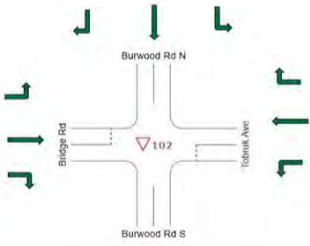


	AM	PM
Current	812	674
2023	939	784
Construction	10	10
Bridges	Not Modelled	Not Modelled
Baseline TTP	46	46
Refined Baseline TTP	15	15

	AM	PM	AM	PM	AM	PM
Current	108	112	546	565	79	82
2023	132	137	628	653	101	105
Construction	0	0	10	10	0	0
Bridges	-108	-112	-546	-565	-79	-82
Baseline TTP	11	11	0	0	0	0
Refined Baseline TTP	15	15	0	0	0	0



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	175	181	0	0	11	15
PM	137	143	0	0	11	15
AM	7	7	0	0	0	0
PM	6	6	0	0	0	0
AM	30	31	2	0	0	0
PM	37	38	2	0	0	0

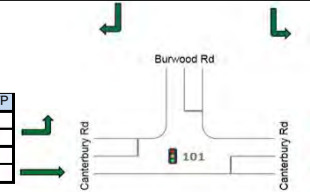


	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	3	3	0	0	0	0
PM	9	9	0	0	0	0
AM	1	1	0	0	0	0
PM	7	7	0	0	0	0
AM	10	10	0	0	0	0
PM	8	8	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	163	268	5	44
PM Peak (m)	284	203	11	40

	AM	PM	AM	PM	AM	PM
Current	56	74	634	528	52	51
2023	58	77	656	549	54	53
Construction	2	2	10	10	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

	AM	PM	AM	PM
Current	105	163	94	108
2023	115	188	103	124
Construction	0	0	0	0
Bridges	Not Modelled	Not Modelled	Not Modelled	Not Modelled
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0



95%ile Observed Queue	N	E	W
AM Peak (m)	74	61	98
PM Peak (m)	61	61	112

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	71	78	0	Not Modelled	0	0
PM	49	56	0	Not Modelled	0	0
AM	1444	1586	0	Not Modelled	0	0
PM	959	1104	0	Not Modelled	0	0

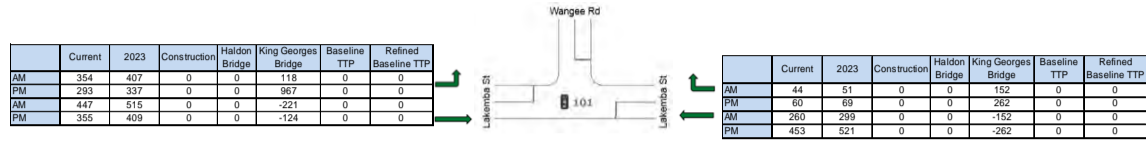
	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	180	198	0	Not Modelled	0	0
PM	210	242	0	Not Modelled	0	0
AM	632	694	0	Not Modelled	0	0
PM	1209	1392	0	Not Modelled	0	0

Lakemba Area

Traffic volume diagrams for modelled intersections (measured in number of vehicles)

	AM	PM	AM	PM
Current	332	403	65	87
2023	382	464	75	100
Construction	0	0	0	0
Haldon Bridge	0	0	0	0
King Georges Bridge	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0

95%ile Observed Queue	N	E	W
AM Peak (m)	82	48	37
PM Peak (m)	121	48	11



	Current	2023	Construction	Haldon Bridge	King Georges Bridge	Baseline TTP	Refined Baseline TTP
AM	509	570	0	0	-348	0	0
PM	431	491	0	0	-285	0	0
AM	183	218	0	-193	591	0	0
PM	171	195	0	-171	213	0	0

95%ile Observed Queue	S	E	W
AM Peak (m)	63	3	63
PM Peak (m)	63	39	49

	AM	PM	AM	PM
Current	131	176	297	230
2023	147	200	333	262
Construction	0	0	0	0
Haldon Bridge	15	0	35	0
King Georges Bridge	63	76	181	1045
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0

	Current	2023	Construction	Haldon Bridge	King Georges Bridge	Baseline TTP	Refined Baseline TTP
AM	252	282	0	0	-252	0	0
PM	473	539	0	0	-494	0	0
AM	340	381	0	-340	118	0	0
PM	367	418	0	-367	232	0	0

	AM	PM	AM	PM	AM	PM
Current	37	26	459	473	24	42
2023	44	29	548	523	29	46
Construction	0	0	0	0	0	0
Haldon Bridge	-37	-26	-459	-473	-24	-42
King Georges Bridge	0	0	700	437	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	60	86	21	32
PM Peak (m)	63	53	28	35



	AM	PM	AM	PM	AM	PM
Current	108	168	376	367	72	50
2023	129	188	449	406	86	55
Construction	3	3	0	0	5	5
Haldon Bridge	-108	-168	-376	-367	-72	-50
King Georges Bridge	0	0	244	1121	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

	Current	2023	Construction	Haldon Bridge	King Georges Bridge	Baseline TTP	Refined Baseline TTP
AM	554	640	0	0	132	44	15
PM	454	529	0	0	152	44	15

	Current	2023	Construction	Haldon Bridge	King Georges Bridge	Baseline TTP	Refined Baseline TTP
AM	407	470	0	45	407	44	15
PM	548	638	0	141	336	44	15



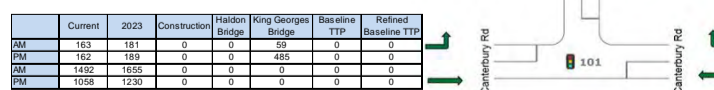
	AM	PM	AM	PM	AM	PM
Current	211	224	318	308	129	143
2023	238	253	355	349	145	162
Construction	0	0	8	8	0	0
Haldon Bridge	-211	-224	-318	-308	-129	-143
King Georges Bridge	407	336	293	101	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	135	96	65	107
PM Peak (m)	138	81	95	103



	AM	PM	AM	PM	AM	PM
Current	57	96	347	270		
2023	64	109	391	306		
Construction	7	7	8	8		
Haldon Bridge	116	136	-116	-136	116	136
King Georges Bridge	0	0	116	306		
Baseline TTP	33	33	0	0		
Refined Baseline TTP	0	0	0	0		

	AM	PM	AM	PM
Current	235	267	55	64
2023	261	311	61	74
Construction	0	0	0	0
Haldon Bridge	0	0	0	0
King Georges Bridge	73	25	73	25
Baseline TTP	0	0	33	33
Refined Baseline TTP	0	0	0	0



	Current	2023	Construction	Haldon Bridge	King Georges Bridge	Baseline TTP	Refined Baseline TTP
AM	76	84	0	0	0	33	0
PM	94	105	0	0	0	33	0
AM	730	810	0	0	0	0	0
PM	1253	1457	0	0	0	0	0

95%ile Observed Queue	N	E	W
AM Peak (m)	53	70	105
PM Peak (m)	62	63	95

Wiley Park Area

Traffic volume diagrams for modelled intersections (measured in number of vehicles)

	AM	PM	AM	PM
Current	2056	2237	114	98
2023	2304	2472	128	108
Construction	0	0	0	0
Bridges	-591	-231	591	213
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	206	83	56	69
PM Peak (m)	349	21	195	49

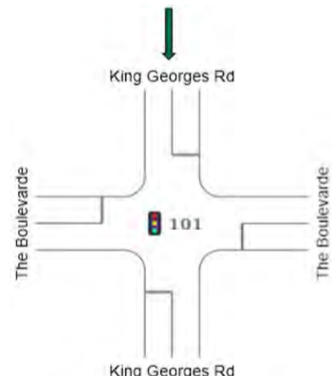
	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	15	17	8	0	0	0
PM	9	10	8	0	0	0
AM	221	248	0	-221	0	0
PM	124	137	0	-124	0	0
AM	90	101	0	-90	0	0
PM	58	64	0	-58	0	0



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	59	66	0	-59	0	0
PM	139	154	0	-139	0	0
AM	95	106	0	-95	0	0
PM	134	148	0	-134	0	0
AM	121	136	0	-121	0	0
PM	242	267	0	-242	0	0

	AM	PM	AM	PM	AM	PM
Current	31	51	2517	2003	127	161
2023	35	56	2820	2213	142	178
Construction	8	8	8	8	0	0
Bridges	0	0	0	-969	-127	-161
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

	AM	PM	AM	PM	AM	PM
Current	124	292	2008	2567	153	102
2023	139	311	2250	2737	171	109
Construction	0	0	0	0	0	0
Bridges	-124	-292	-483	-201	-8	-8
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	160	179	8	-8	0	0
PM	156	166	8	-11	0	0
AM	251	281	0	8	44	15
PM	221	236	0	11	44	15

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	128	143	0	-128	0	0
PM	146	156	0	-146	0	0
AM	195	218	0	7	44	15
PM	370	395	0	213	44	15
AM	18	20	2	292	0	0
PM	17	18	2	106	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	256	288	133	147
PM Peak (m)	323	231	175	168

	AM	PM	AM	PM
Current	18	49	2555	2020
2023	20	52	2863	2153
Construction	8	8	8	8
Bridges	0	0	-118	-969
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0



Punchbowl Area

Traffic volume diagrams for modelled intersections (measured in number of vehicles)

	AM	PM	AM	PM
Current	605	704	87	126
2023	684	785	98	141
Construction	3	3	3	3
Bridges	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0



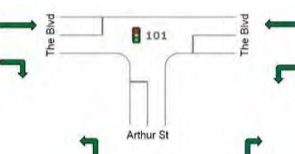
95%ile Observed Queue	S	E	W
AM Peak (m)	89	104	175
PM Peak (m)	120	136	136

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	274	310	3	0	0	0
PM	232	259	3	0	0	0
AM	310	350	0	0	44	15
PM	533	595	0	0	44	15

	AM	PM	AM	PM
Current	1000	618	291	383
2023	1132	690	329	427
Construction	3	3	0	0
Bridges	0	0	0	0
Baseline TTP	0	0	44	44
Refined Baseline TTP	0	0	15	15

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	380	430	3	0	44	15
PM	425	474	3	0	44	15
AM	41	46	0	0	0	0
PM	71	79	0	0	0	0

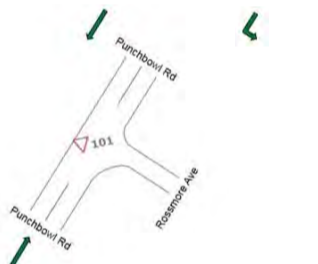
95%ile Observed Queue	N	S	E	W
AM Peak (m)	0	42	42	77
PM Peak (m)	0	35	56	77



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	493	558	3	0	44	15
PM	608	679	3	0	44	15
AM	58	66	0	0	0	0
PM	68	76	0	0	0	0

	AM	PM	AM	PM
Current	207	169	70	56
2023	234	189	79	63
Construction	0	0	0	0
Bridges	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0

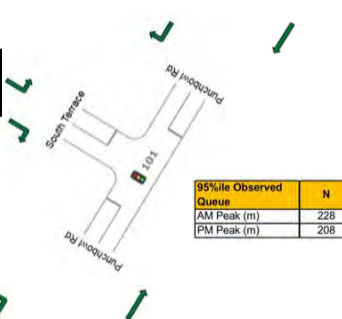
	AM	PM	AM	PM
Current	873	1145	139	126
2023	1009	1332	161	147
Construction	3	3	0	0
Bridges	0	0	0	0
Baseline TTP	44	44	0	0
Refined Baseline TTP	15	15	0	0



	AM	PM
Current	1229	971
2023	1420	1129
Construction	3	3
Bridges	0	0
Baseline TTP	44	44
Refined Baseline TTP	15	15

	AM	PM	AM	PM
Current	319	508	450	630
2023	365	562	515	697
Construction	3	3	0	0
Bridges	0	0	0	0
Baseline TTP	44	44	0	0
Refined Baseline TTP	15	15	0	0

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	524	599	3	0	44	15
PM	529	605	3	0	44	15
AM	97	111	0	0	0	0
PM	155	171	0	0	0	0



95%ile Observed Queue	N	E	W
AM Peak (m)	228	163	228
PM Peak (m)	208	159	152

	AM	PM	AM	PM
Current	11	30	786	472
2023	13	33	899	522
Construction	0	0	3	3
Bridges	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0



Bankstown Area (Map 1)

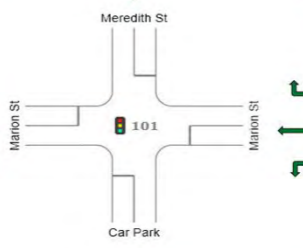
Traffic volume diagrams for modelled intersections (measured in number of vehicles)



	AM	PM	AM	PM	AM	PM
Current	422	912	42	18	33	38
2023	468	1018	47	20	37	42
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	64	18	56	153
PM Peak (m)	155	28	79	120

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	875	970	0	0	0	0
PM	497	555	0	0	0	0
AM	676	750	0	0	0	0
PM	456	509	0	0	0	0
AM	92	102	0	0	0	0
PM	36	40	0	0	0	0



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	71	79	0	0	0	0
PM	51	57	0	0	0	0
AM	336	373	0	0	0	0
PM	559	624	0	0	0	0
AM	42	47	0	0	0	0
PM	16	18	0	0	0	0

	AM	PM	AM	PM	AM	PM
Current	19	81	7	48	4	24
2023	21	90	8	54	4	27
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

	AM	PM	AM	PM	AM	PM
Current	430	741	252	578	87	100
2023	482	836	282	652	97	113
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
Baseline TTP	0	0	0	0	0	0
Refined Baseline TTP	0	0	0	0	0	0

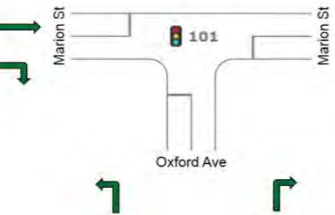
	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	1191	1334	0	0	0	0
PM	638	719	0	0	0	0
AM	450	504	0	0	0	0
PM	337	380	0	0	0	0



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	365	409	0	0	0	0
PM	563	635	0	0	0	0
AM	39	44	0	0	0	0
PM	57	64	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	101	175	74	336
PM Peak (m)	128	70	126	63

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	1285	1425	0	0	0	0
PM	602	672	0	0	0	0
AM	239	264	0	0	0	0
PM	315	352	0	0	0	0



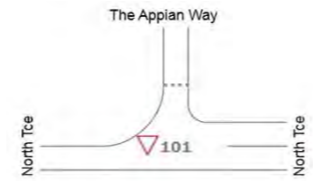
	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	648	719	0	0	0	0
PM	1100	1228	0	0	0	0
AM	114	126	0	0	0	0
PM	190	212	0	0	0	0

	AM	PM	AM	PM
Current	71	167	291	196
2023	79	209	323	219
Construction	0	0	0	0
Bridges	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0

Bankstown Area (Map 2)

Traffic volume diagrams for modelled intersections (measured in number of vehicles)

	AM	PM	AM	PM
Current	123	208	525	695
2023	145	231	620	773
Construction	0	0	0	0
Bridges	0	0	0	0
Baseline TTP	20	20	0	0
Refined Baseline TTP	20	20	0	0



95%ile Observed Queue	N	E
AM Peak (m)	36	48
PM Peak (m)	71	42

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	527	622	0	0	0	0
PM	437	486	0	0	0	0

	AM	PM	AM	PM
Current	375	439	276	434
2023	424	490	312	484
Construction	0	0	0	0
Bridges	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0

95%ile Observed Queue	N	E	W
AM Peak (m)	99	97	130
PM Peak (m)	120	90	114

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	550	623	0	0	0	0
PM	383	427	0	0	0	0
AM	241	273	8	0	15	15
PM	277	309	8	0	15	15
AM	118	133	0	0	0	0
PM	124	138	0	0	0	0



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	494	559	0	0	0	0
PM	373	416	0	0	0	0
AM	199	225	0	0	15	15
PM	237	265	0	0	15	15

	AM	PM	AM	PM
Current	19	20	1	4
2023	21	23	1	5
Construction	0	0	8	8
Bridges	0	0	0	0
Baseline TTP	20	20	15	15
Refined Baseline TTP	20	20	15	15

95%ile Observed Queue	N	S	E
AM Peak (m)	14	150	39
PM Peak (m)	25	125	28

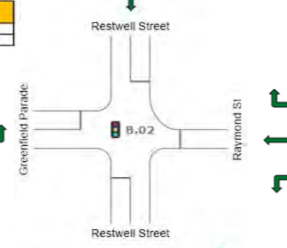


	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	21	24	0	0	20	20
PM	24	28	0	0	20	20
AM	36	40	0	0	0	0
PM	34	39	0	0	0	0

	AM	PM	AM	PM
Current	143	132	939	777
2023	160	152	1052	894
Construction	0	0	8	8
Bridges	0	0	0	0
Baseline TTP	0	0	15	15
Refined Baseline TTP	0	0	15	15

	AM	PM
Current	35	39
2023	41	44
Construction	0	0
Bridges	0	0
Baseline TTP	0	0
Refined Baseline TTP	0	0

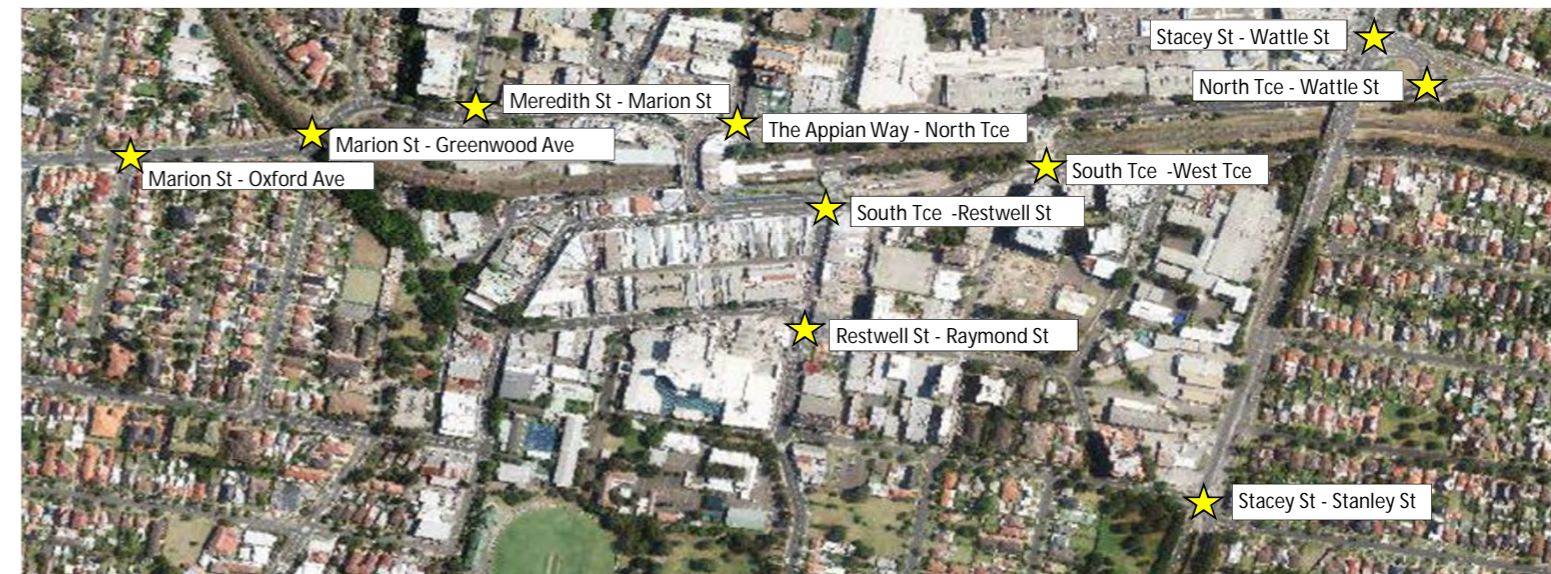
95%ile Observed Queue	N	S	E	W
AM Peak (m)	18	140	180	0
PM Peak (m)	25	105	210	0



	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	163	190	0	0	0	0
PM	1	1	0	0	0	0

	Current	2023	Construction	Bridges	Baseline TTP	Refined Baseline TTP
AM	450	526	0	0	15	15
PM	523	596	0	0	15	15
AM	1	1	0	0	0	0
PM	10	11	0	0	0	0
AM	241	282	0	0	0	0
PM	319	363	0	0	0	0

	AM	PM	AM	PM
Current	1	1	468	385
2023	1	1	547	439
Construction	0	0	0	0
Bridges	0	0	0	0
Baseline TTP	0	0	0	0
Refined Baseline TTP	0	0	0	0



Bankstown Area (Map 3)

Traffic volume diagrams for modelled intersections (measured in number of vehicles)



Regents Park Area

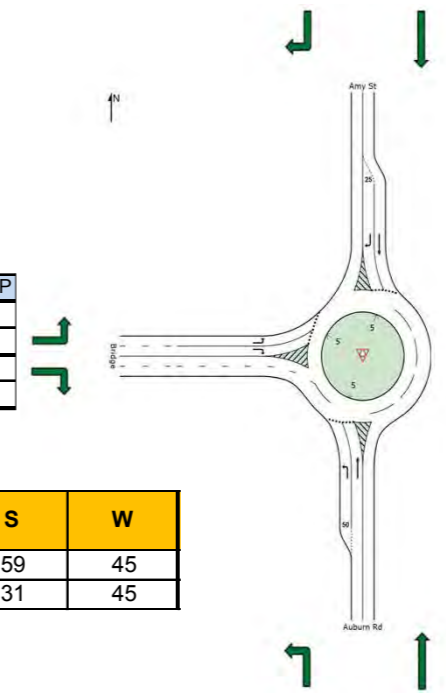
Traffic volume diagrams for modelled intersections (measured in number of vehicles)



	AM	PM	AM	PM
Current	342	414	277	472
2023	404	457	327	522
Construction	0	0	0	0
Bridges	0	0	0	0
TTP	0	0	0	0

	Current	2023	Construction	Bridges	TTP
AM	326	385	0	0	0
PM	337	372	0	0	0
AM	251	296	0	0	6
PM	331	366	0	0	6

95%ile Observed Queue	N	S	W
AM Peak (m)	38	59	45
PM Peak (m)	38	31	45



	AM	PM	AM	PM
Current	405	213	460	218
2023	478	235	543	241
Construction	0	0	0	0
Bridges	0	0	0	0
TTP	6	6	0	0

Yagoona Area

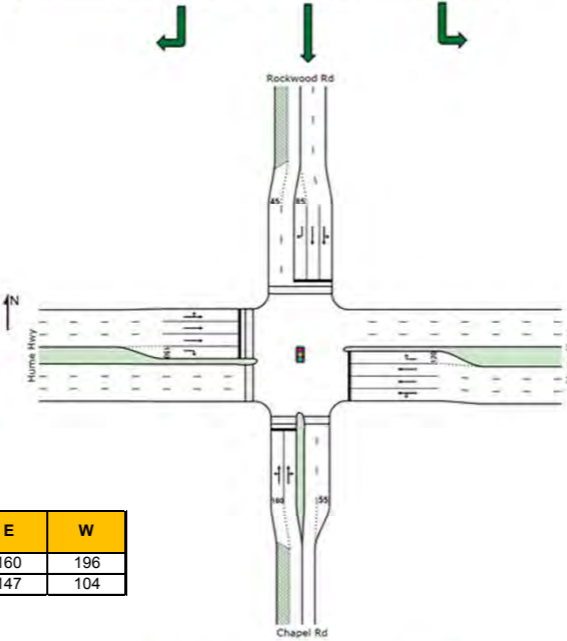
Traffic volume diagrams for modelled intersections (measured in number of vehicles)



	AM	PM	AM	PM	AM	PM
Current	146	273	261	770	33	32
2023	158	314	282	886	36	37
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
TTP	0	0	0	0	0	0

	Current	2023	Construction	Bridges	TTP
AM	213	230	0	0	0
PM	137	158	0	0	0
AM	1663	1797	0	0	0
PM	1238	1425	0	0	0
AM	165	178	0	0	20
PM	228	262	0	0	20

95%ile Observed Queue	N	S	E	W
AM Peak (m)	97	118	160	196
PM Peak (m)	133	70	147	104

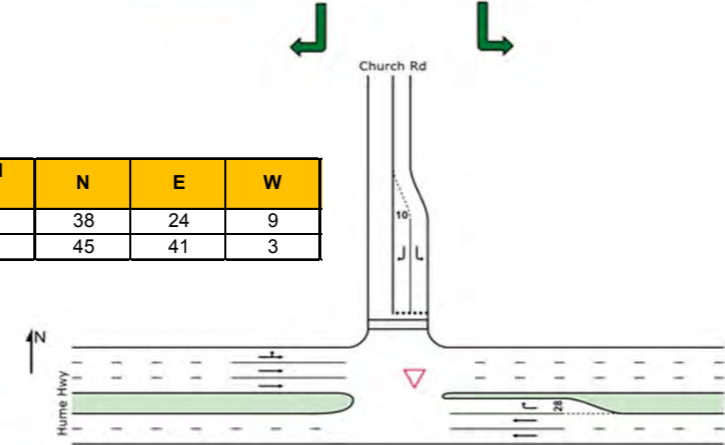


	Current	2023	Construction	Bridges	TTP
AM	45	49	0	0	0
PM	87	100	0	0	0
AM	1104	1193	0	0	0
PM	1427	1643	0	0	0
AM	103	111	0	0	0
PM	58	67	0	0	0

	AM	PM	AM	PM	AM	PM
Current	182	289	394	314	8	4
2023	197	333	426	361	9	5
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
TTP	20	20	0	0	0	0

	AM	PM	AM	PM
Current	12	14	91	122
2023	14	16	103	136
Construction	0	0	0	0
Bridges	0	0	0	0
TTP	0	0	20	20

95%ile Observed Queue	N	E	W
AM Peak (m)	38	24	9
PM Peak (m)	45	41	3



	Current	2023	Construction	Bridges	TTP
AM	42	48	0	0	0
PM	56	63	0	0	0
AM	2277	2577	0	0	0
PM	1822	2034	0	0	0

	Current	2023	Construction	Bridges	TTP
AM	5	6	0	0	20
PM	30	33	0	0	20
AM	1483	1679	0	0	0
PM	2090	2333	0	0	0

Birrong Area

Traffic volume diagrams for modelled intersections (measured in number of vehicles)



	AM	PM	AM	PM	AM	PM
Current	3	3	580	664	1	2
2023	3	3	650	749	1	2
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
TTP	0	0	20	20	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	1	2	2	6
PM Peak (m)	0	1	2	2

	Current	2023	Construction	Bridges	TTP
AM	8	9	0	0	0
PM	4	5	0	0	0
AM	8	9	0	0	0
PM	2	2	0	0	0



	Current	2023	Construction	Bridges	TTP
AM	1	1	0	0	0
PM	1	1	0	0	0
AM	10	11	0	0	0
PM	3	3	0	0	0

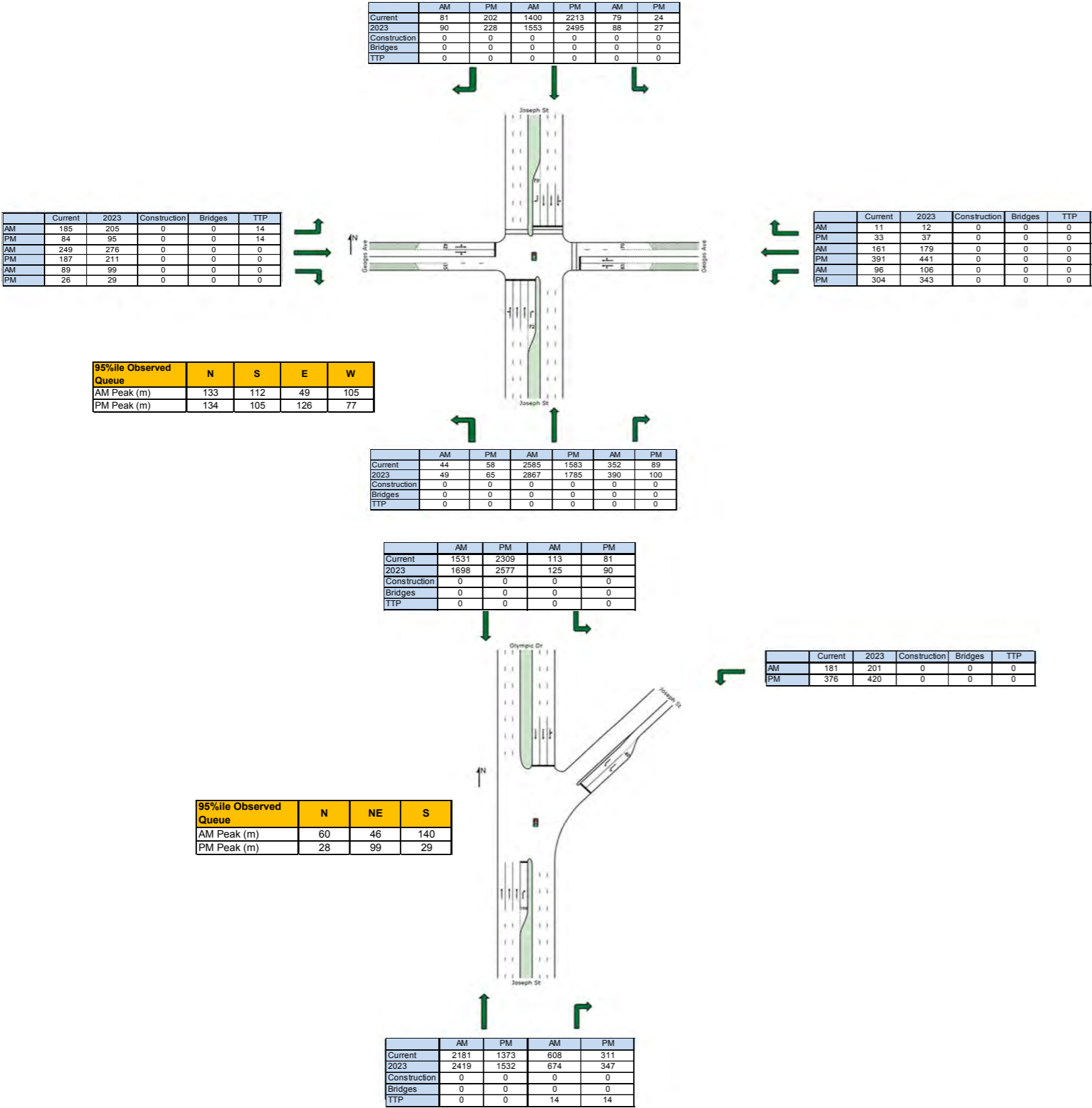


	AM	PM	AM	PM	AM	PM
Current	4	4	623	592	8	2
2023	4	5	698	668	9	2
Construction	0	0	0	0	0	0
Bridges	0	0	0	0	0	0
TTP	0	0	20	20	0	0



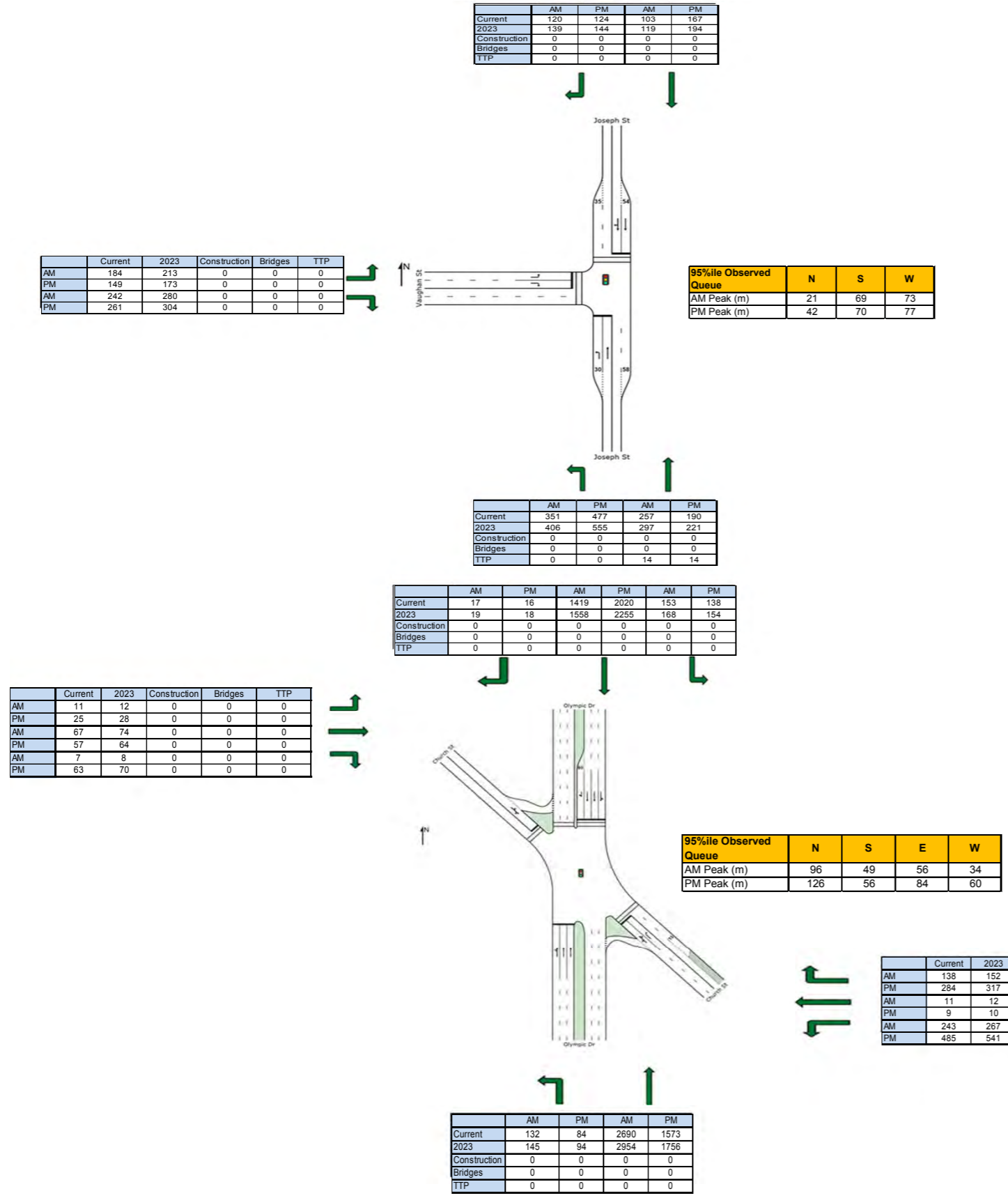
Lidcombe Area (Map 1)

Traffic volume diagrams for modelled intersections (measured in number of vehicles)



Lidcombe Area (Map 2)

Traffic volume diagrams for modelled intersections (measured in number of vehicles)





Appendix B

Construction and TTS
Swept Path Tracking

Station	Direction	Intersection
Marrickville Station	Inbound	Station Street / Schwebel Street
		Schwebel Street / Illawarra Road
	Outbound	Schwebel Street / Leofrene Avenue
		Schwebel Street / Illawarra Road
Dulwich Hill Station	Inbound	Ewart Street / Ewart Lane
		Terrace Road / Ewart Street
	Outbound	Ewart Street / Wardell Road
		Terrace Road / Ewart Street
Hurlstone Park Station	Inbound	Crinan Street / Floss Street
	Outbound	Crinan Street / Floss Street
	Inbound	Duntroon Street / Crinan Street
	Outbound	Duntroon Street / Crinan Street
Canterbury Station	Inbound	Canterbury Road / Charles Street
	Outbound	Canterbury Road / Charles Street
	Inbound	Canterbury Road / Close Street
	Outbound	Canterbury Road / Close Street
	Inbound	Close Street / 15 Close Street
	Outbound	Close Street / 15 Close Street
	Inbound	Canterbury Road / Broughton Street
	Outbound	Canterbury Road / Broughton Street
Campsie Station	Inbound	North Parade / Beamish Street
	Outbound	North Parade / Beamish Street
	Inbound	Lilian Lane / Carrington Street
		Carrington Square / Carrington Street
		Anglo Road / Carrington Square
		Loch Street / Anglo Street
	Outbound	Lilian Lane / Beamish Street
Belmore Station	Inbound	Burwood Road / Tobruk Avenue
	Outbound	Arcadia Lane/ Leylands Parade
	Inbound	Burwood Road / Redman Parade
	Outbound	Burwood Road / Redman Parade
	Inbound	Burwood Road / Dean Avenue
	Outbound	Burwood Road / Dean Avenue
Lakemba Station	Inbound	Moreton Street / The Boulevarde
		Moreton Street / Lakemba Street
		Burwood Road / Lakemba Street
	Outbound	The Boulevarde / Haldon Street
	Inbound	Haldon Street / Railway Parade
	Outbound	Haldon Street / Railway Parade
	Inbound	Haldon Street / Railway Parade
	Outbound	Haldon Street / Railway Parade
	Inbound	The Boulevarde / Haldon Street
Outbound	The Boulevarde / Haldon Street	

Station	Direction	Intersection
Wiley Park	Inbound	The Boulevarde / King Georges Road
	Outbound	The Boulevarde / King Georges Road
	Inbound	Shadforth Street / Lakemba Street
		King Georges Road / Lakemba Street
	Outbound	Shadforth Street / Lakemba Street
		King Georges Road / Lakemba Street
Punchbowl	Inbound	Punchbowl Road / The Boulevarde
	Outbound	Punchbowl Road / The Boulevarde
	Inbound	Urunga Parade / Dudley Street
		Dudley Street / Punchbowl Road
	Outbound	Urunga Parade / Dudley Street
		Dudley Street / Punchbowl Road
	Inbound	Wattle Street / Highclere Avenue
	Outbound	Wattle Street / Highclere Avenue
Inbound	South Terrace / Loder Lane	
Outbound	South Terrace / Loder Lane	
Bankstown	Inbound	Raymond Street / Restwell Street
		Cross Street / Raymond Street
		Stanley Street / Cross Street
	Outbound	South Terrace / East Terrace
		Stanley Street / Stacey Street
	Inbound	Wattle Street / North Terrace
	Outbound	Wattle Street / North Terrace



Issue Status: DRAFT



LILIAN STREET

BEAMISH STREET

N PARADE

M1 - Medium Rigid Vehicle

Issue Status: DRAFT



Issue Status: DRAFT



ILLAWARRA ROAD

STATION STREET

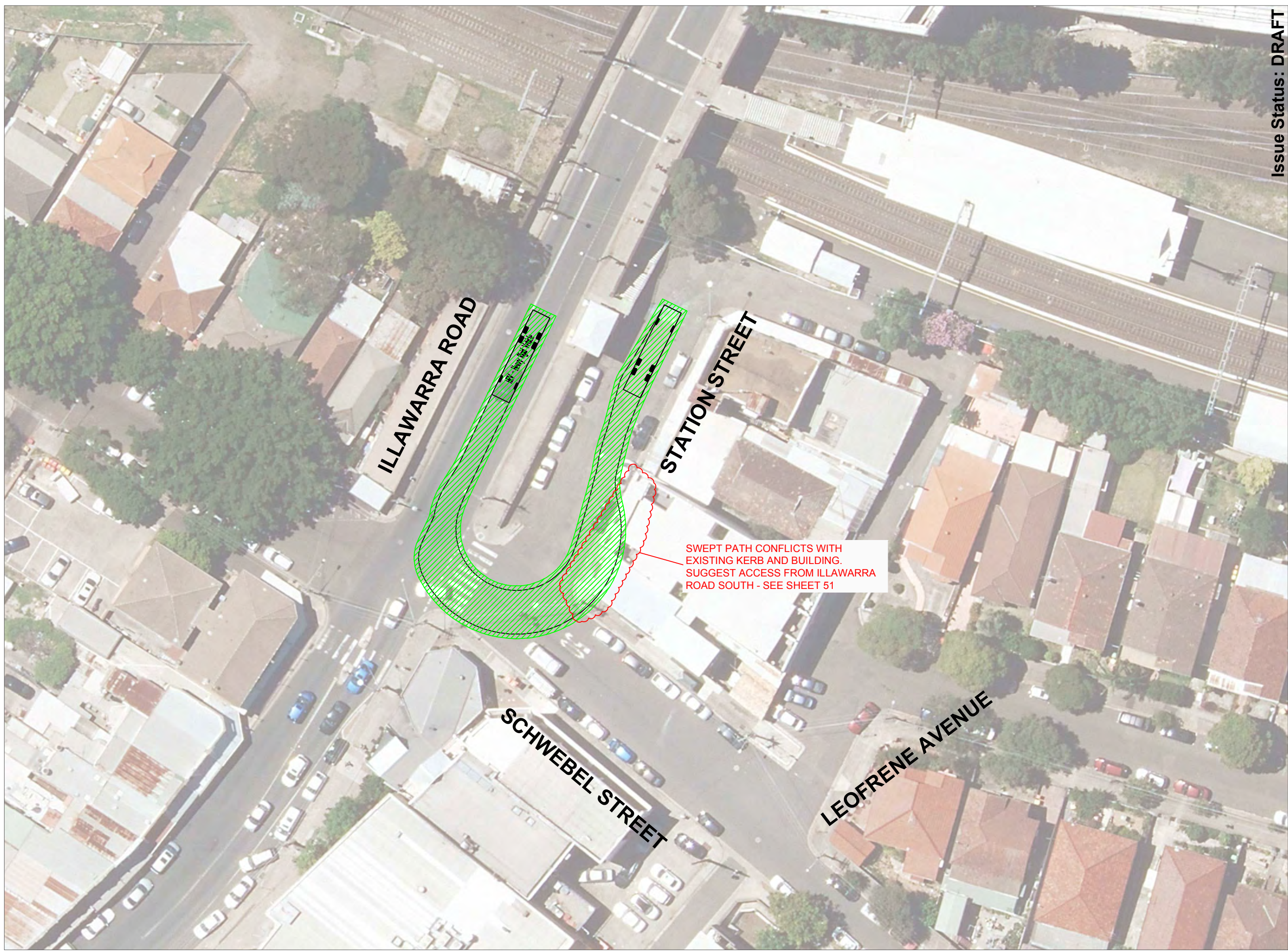
SCHWEBEL STREET

LEOFRENE AVENUE

Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT



TERRACE ROAD

EWART STREET

Issue Status: DRAFT

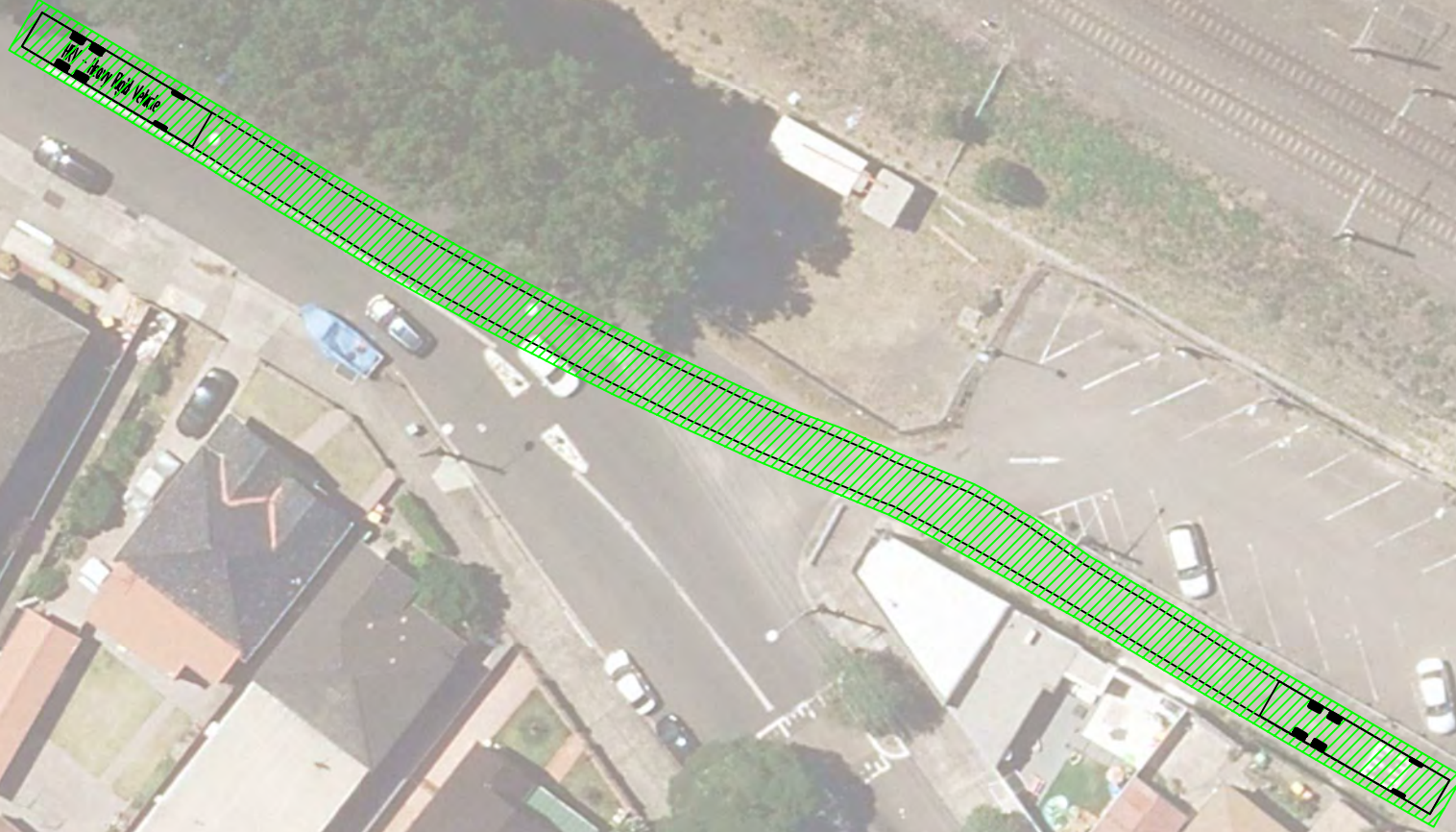


TERRACE ROAD

EWART STREET

Issue Status: DRAFT

RT STREET



EWART LANE

Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT

FLOSS STREET

AN STREET

CRINAN STREET

DUNTROON STREET



Issue Status: DRAFT



CRINAN STREET

DUNTROON STREET

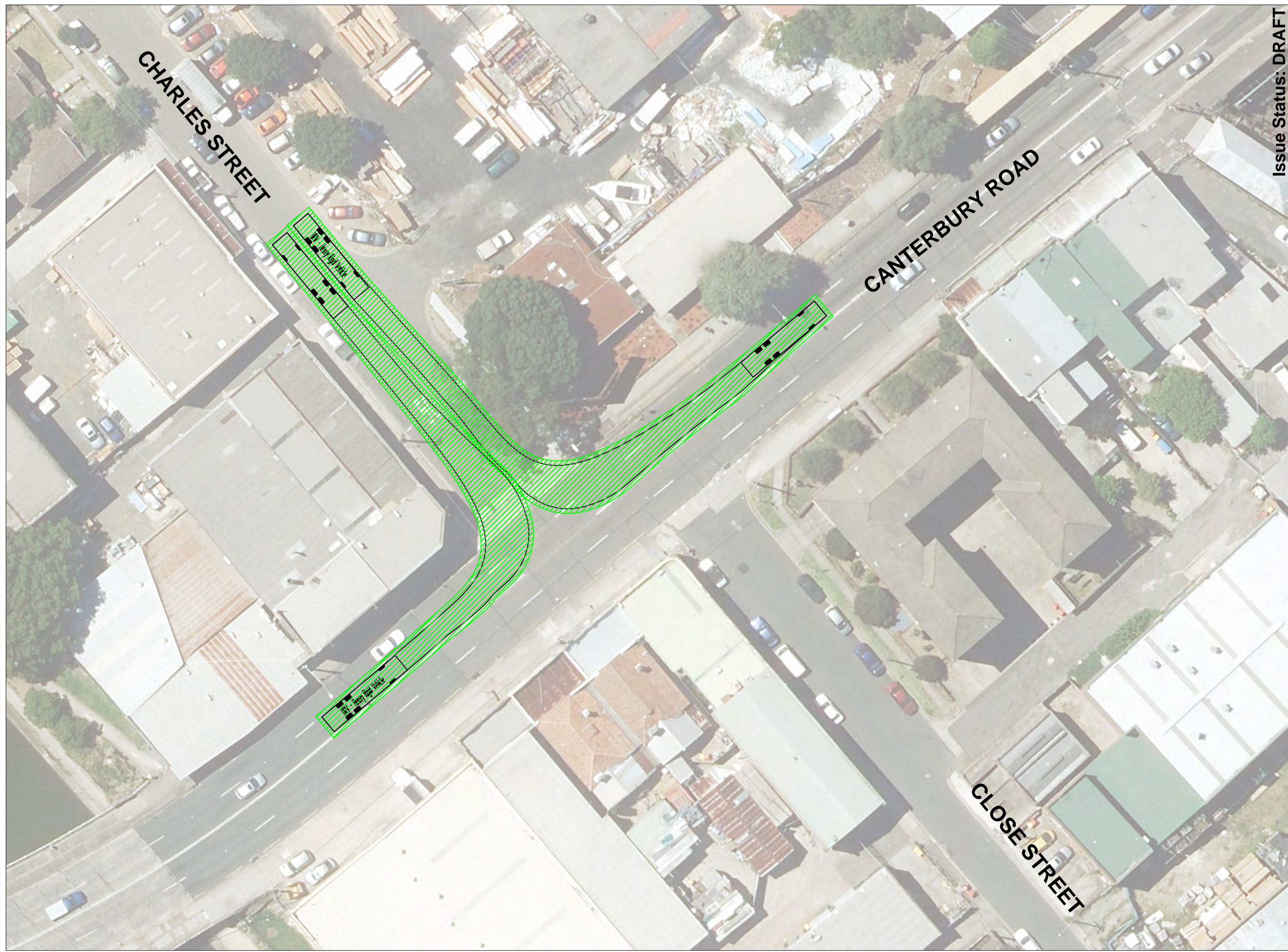
CRINAN STREET

FLOSS STREET

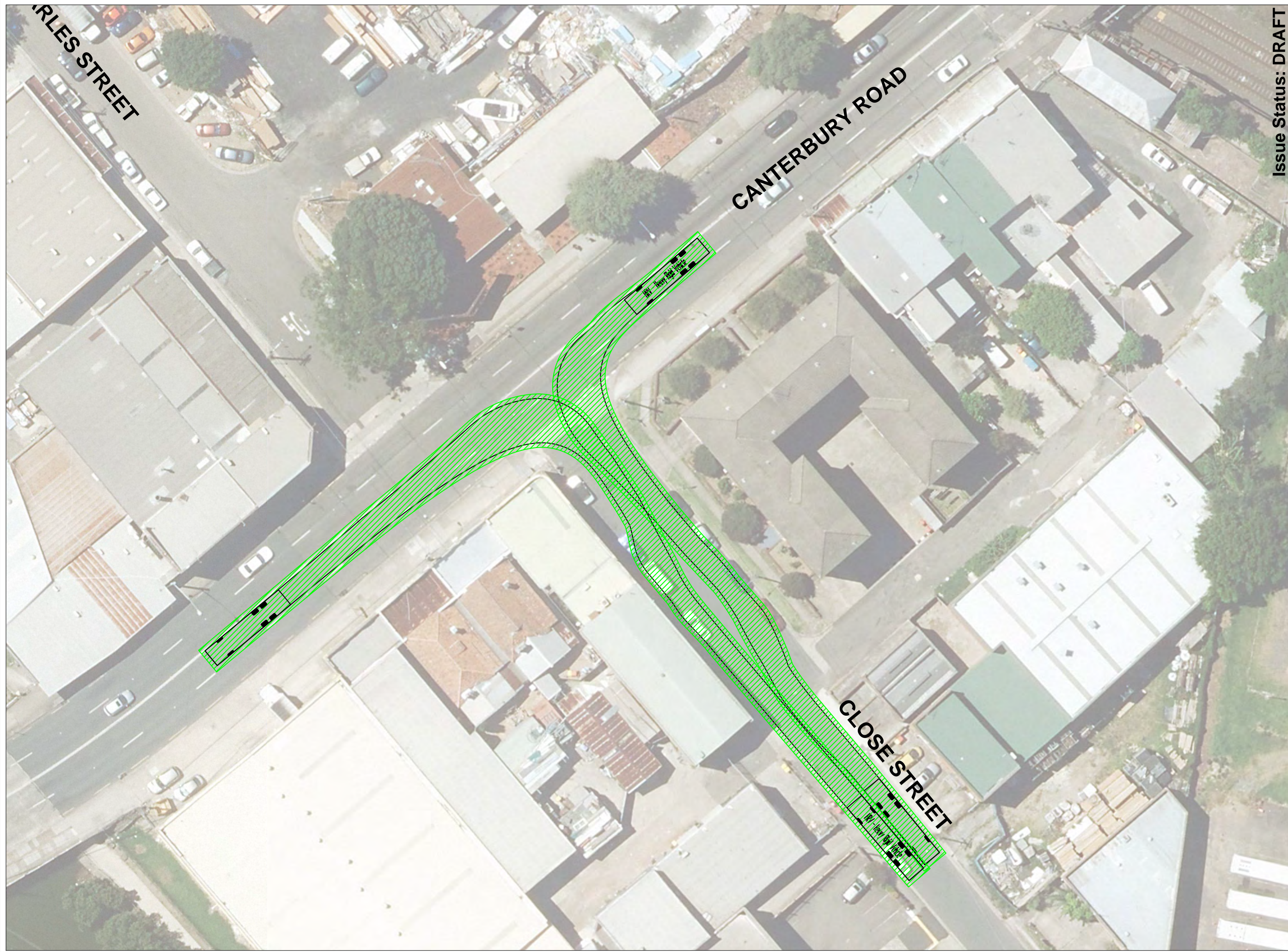
SWEPT PATH CONFLICTS WITH EXISTING KERB

Heavy Rigid Vehicle

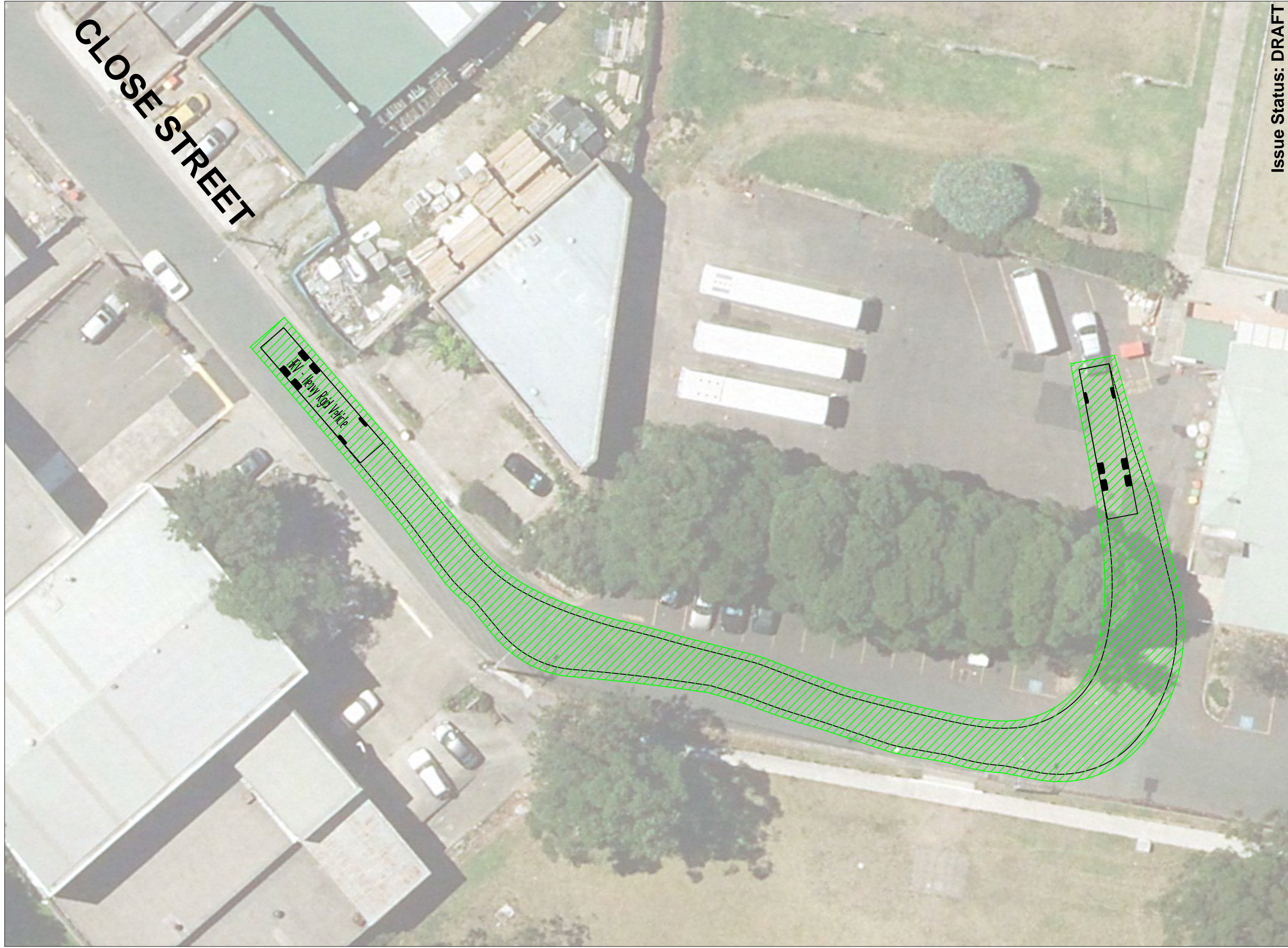
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Issue Status: DRAFT



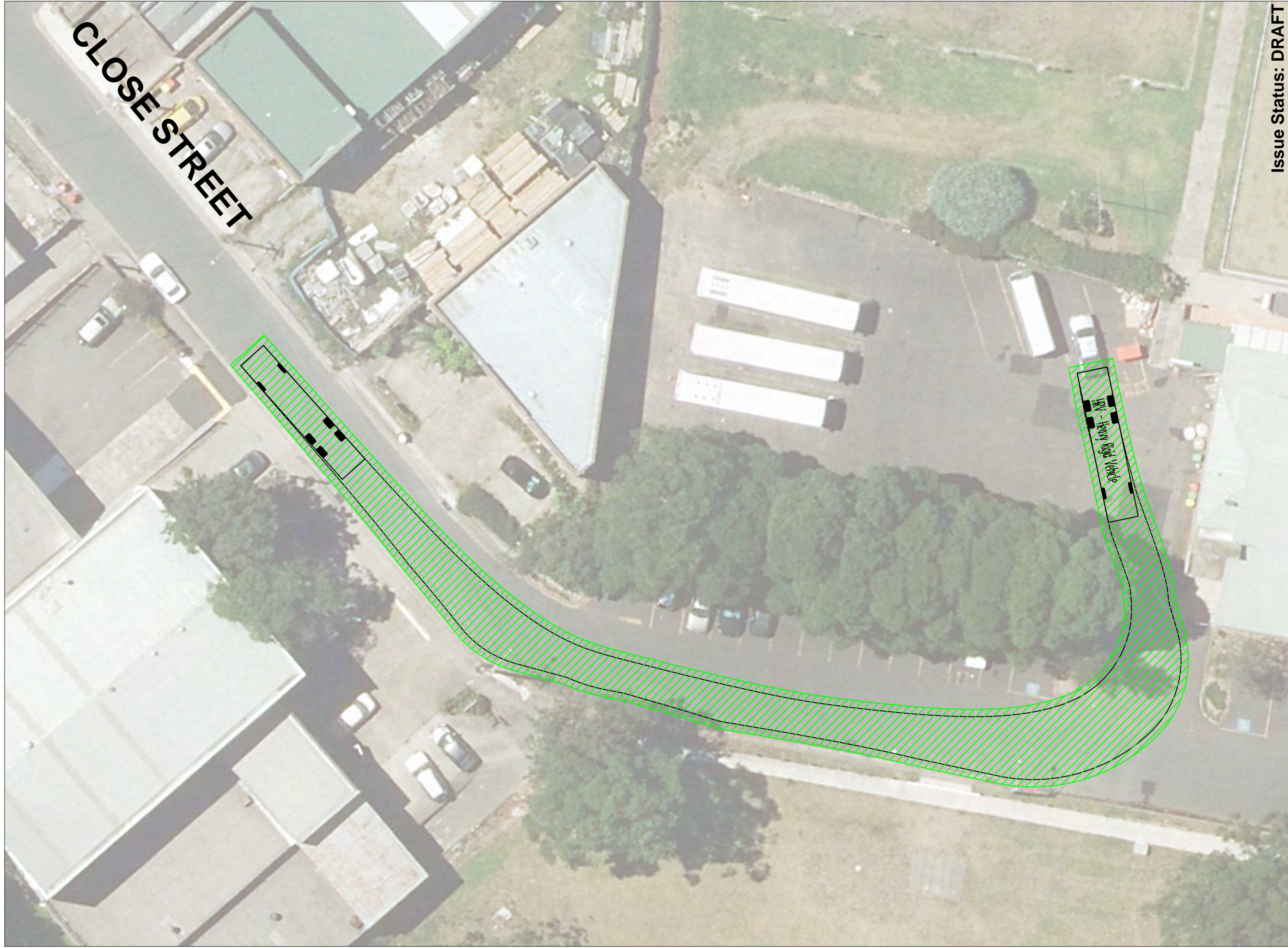
Issue Status: DRAFT



CLOSE STREET

12.5m Heavy Rigid Vehicle

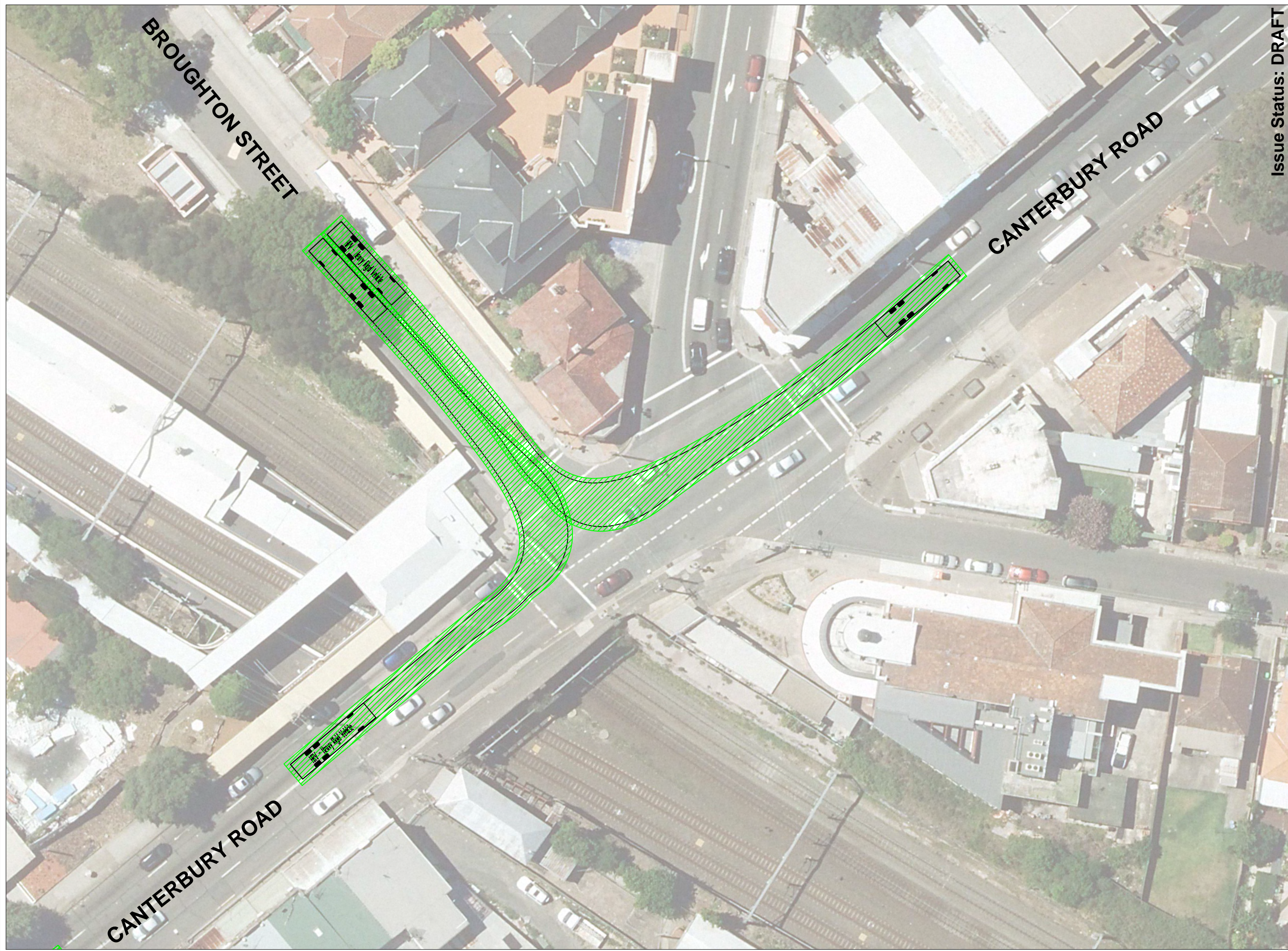
Issue Status: DRAFT



CLOSE STREET

12.5m Heavy Rigid Vehicle

Issue Status: DRAFT



Issue Status: DRAFT



N PARADE

BEAMISH STREET

LILIAN STREET

SWEPT PATH CONFLICTS WITH EXISTING KERB AND BUILDING

HVV - Heavy Rigid Vehicle

Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT

LILIAN STREET

BEAMISH STREET

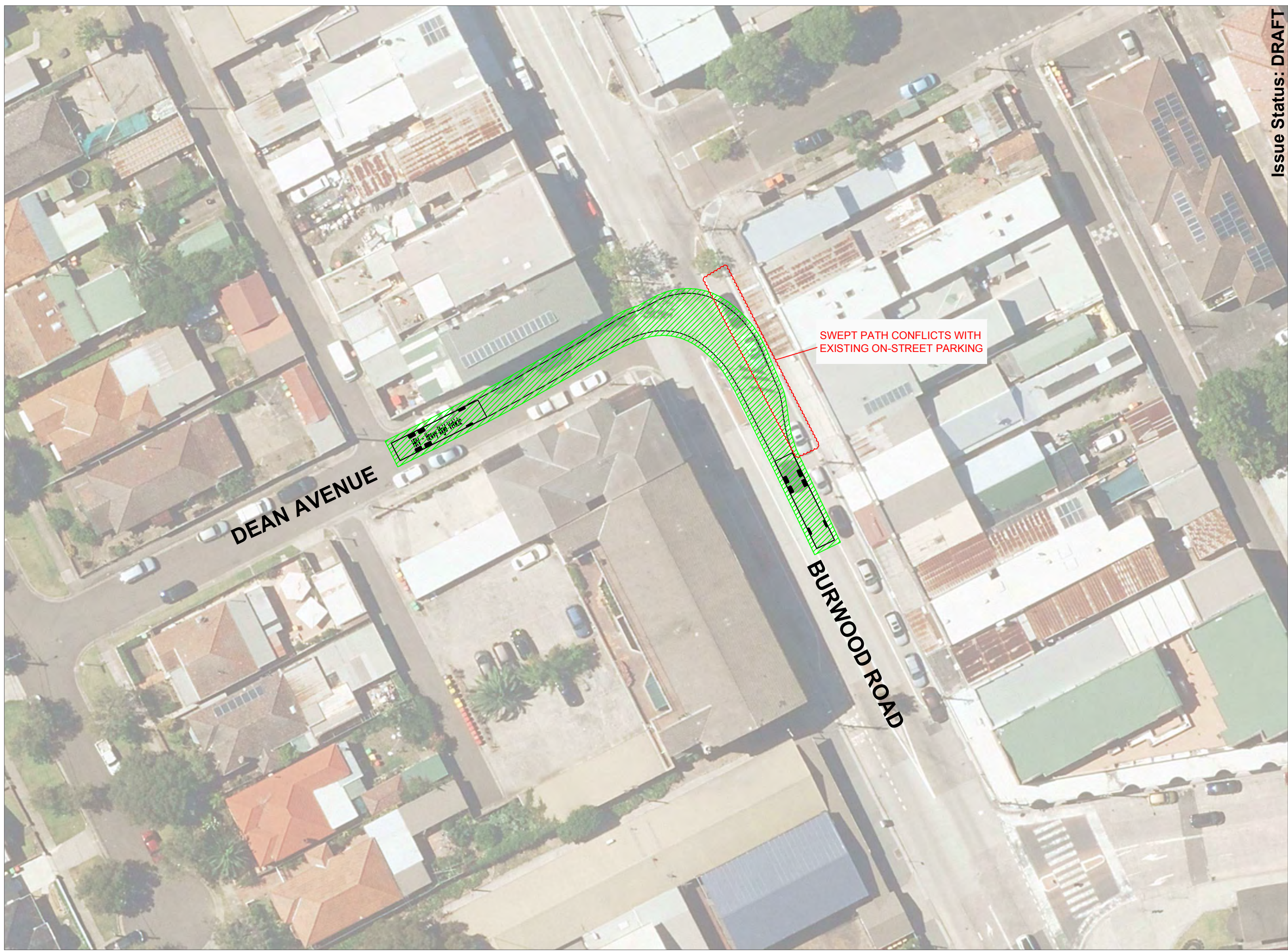
N PARADE

SWEPT PATH CONFLICTS WITH EXISTING KERB

Heavy Rigid Vehicle



Issue Status: DRAFT



DEAN AVENUE

BURWOOD ROAD

SWEPT PATH CONFLICTS WITH EXISTING ON-STREET PARKING

Issue Status: DRAFT



DEAN AVENUE

BURWOOD ROAD

Issue Status: DRAFT



Issue Status: DRAFT



BURWOOD ROAD

REDMAN PARADE

BURWOOD ROAD

Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT

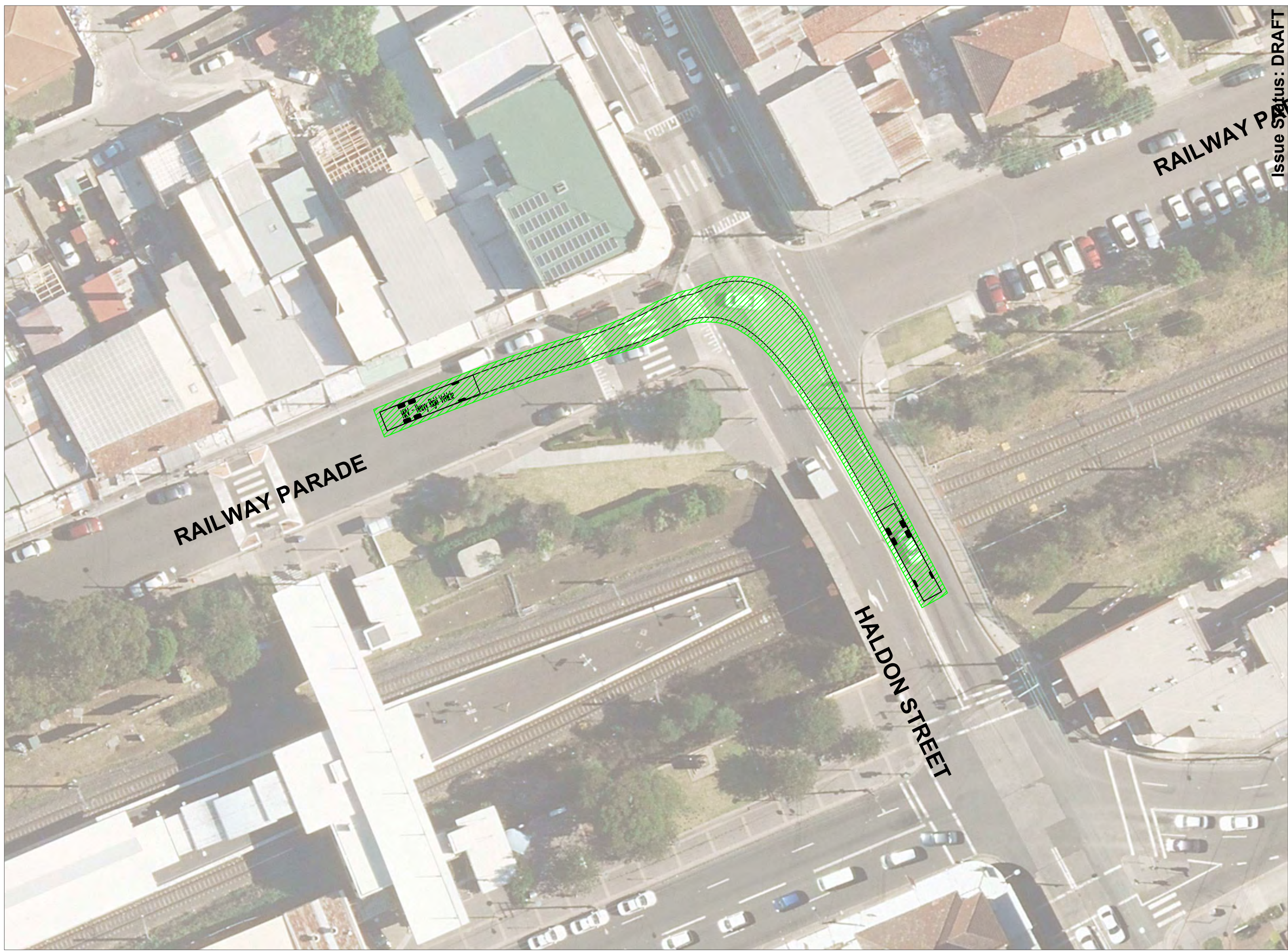


THE BOULEVARDE

HALDON STREET

THE BOULEVARDE

Issue Status: DRAFT

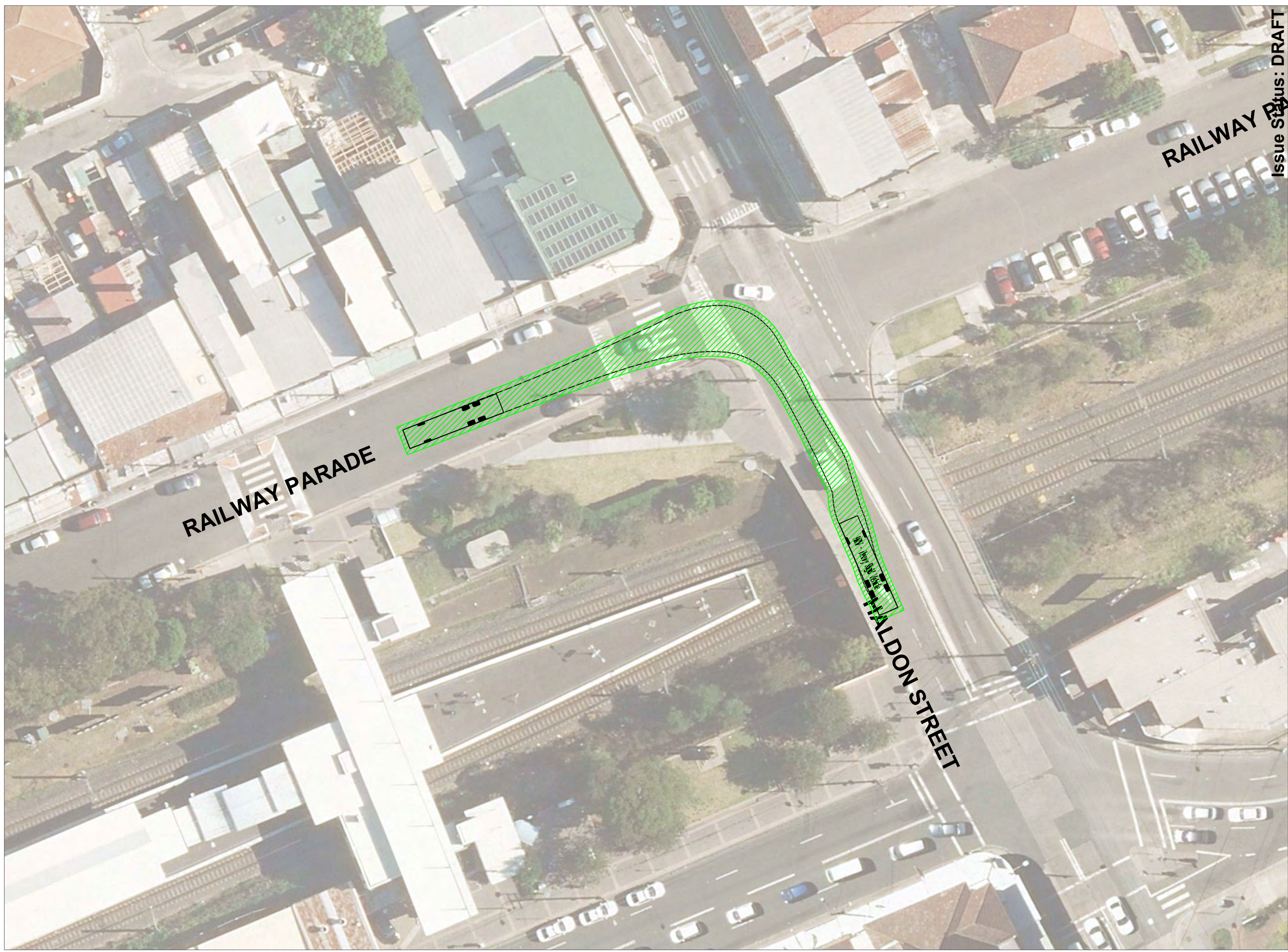


RAILWAY PARADE
Issue Status: DRAFT

RAILWAY PARADE

HALDON STREET

RV - Heavy Rigid Vehicle



RAILWAY PARADE
Issue Status: DRAFT

RAILWAY PARADE

HALDON STREET



Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT

LAKEMBA STREET

MORETON STREET



THE BOULEVARDE

MORETON STREET

Issue Status: DRAFT



Issue Status: DRAFT

LAKEMBA STREET

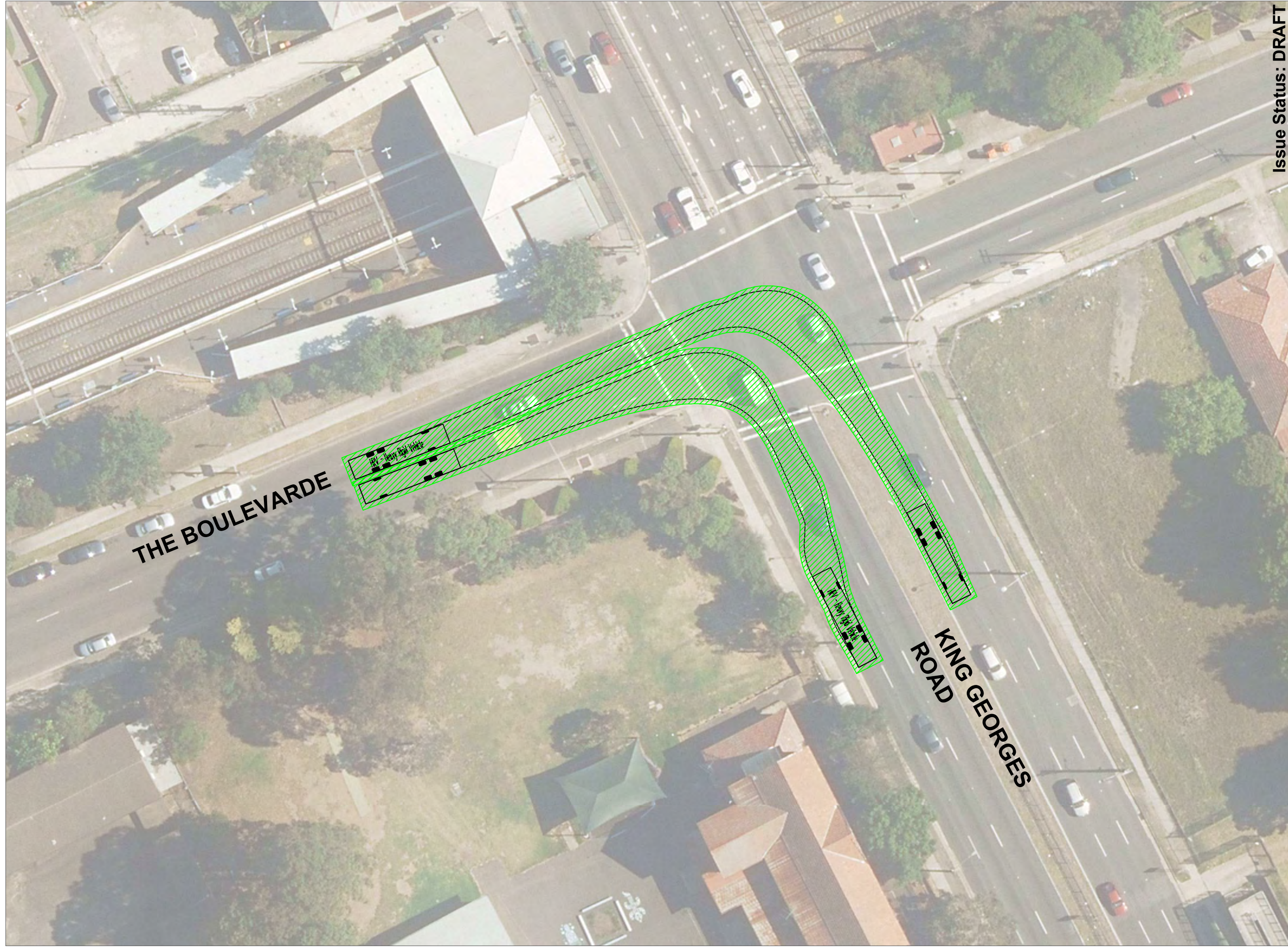
KING GEORGES ROAD



SHADFORTH STREET

LAKEMBA STREET

Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT



Issue Status: DRAFT

HIGHCLERE AVENUE

WATTLE STREET

12.5m Heavy Rigid Vehicle

12.5m Heavy Rigid Vehicle

12.5m Heavy Rigid Vehicle



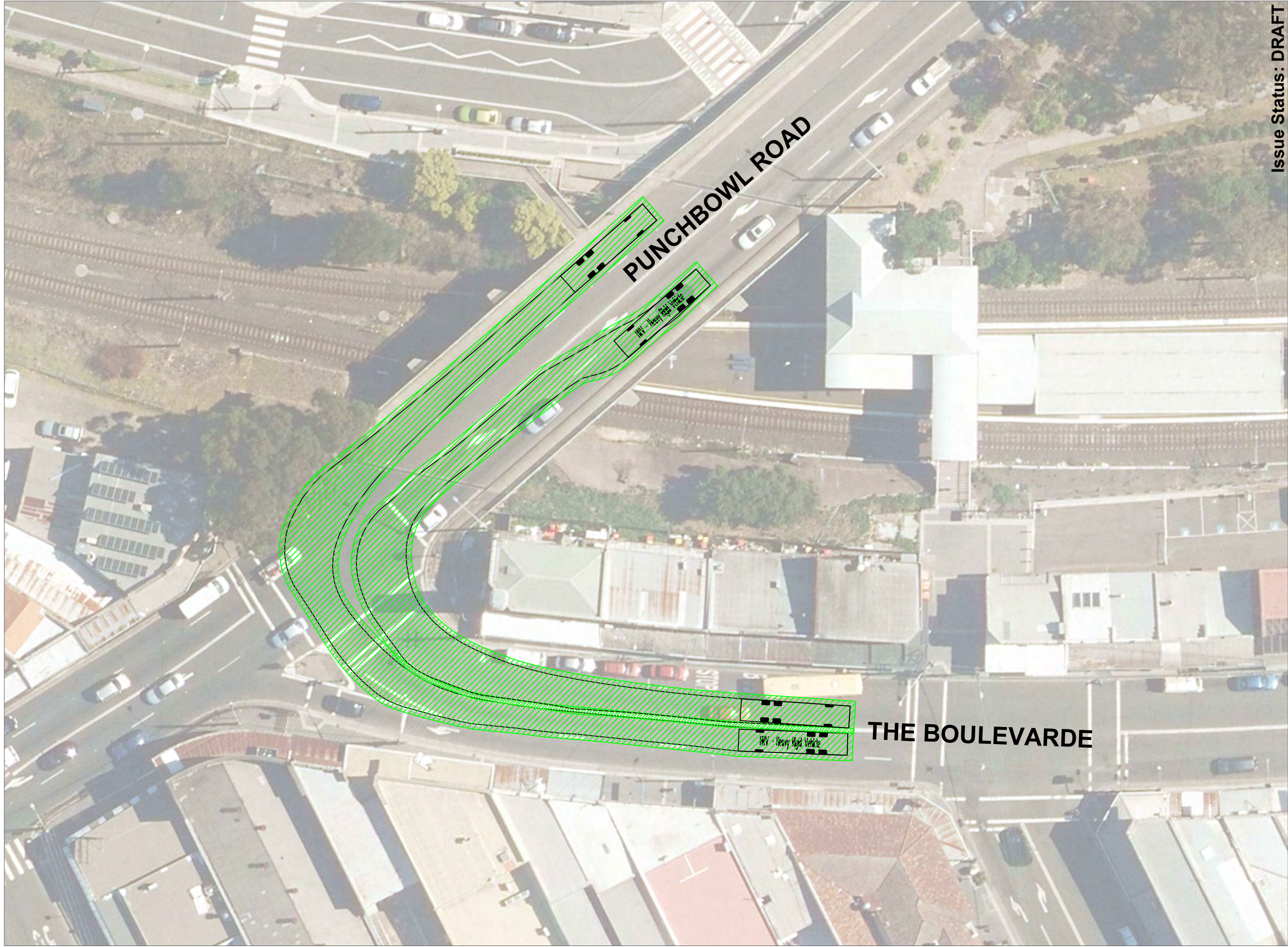
Issue Status: DRAFT



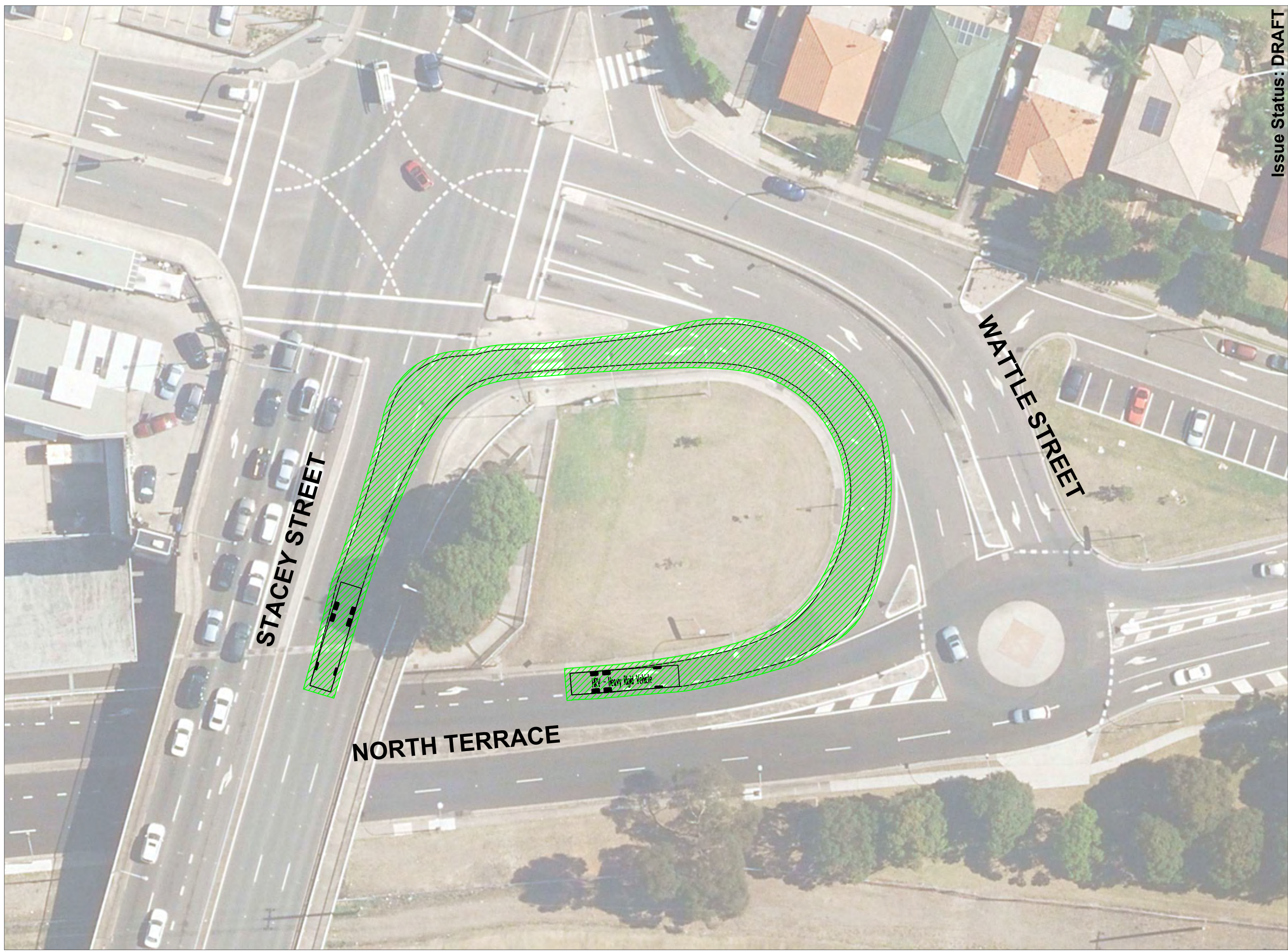
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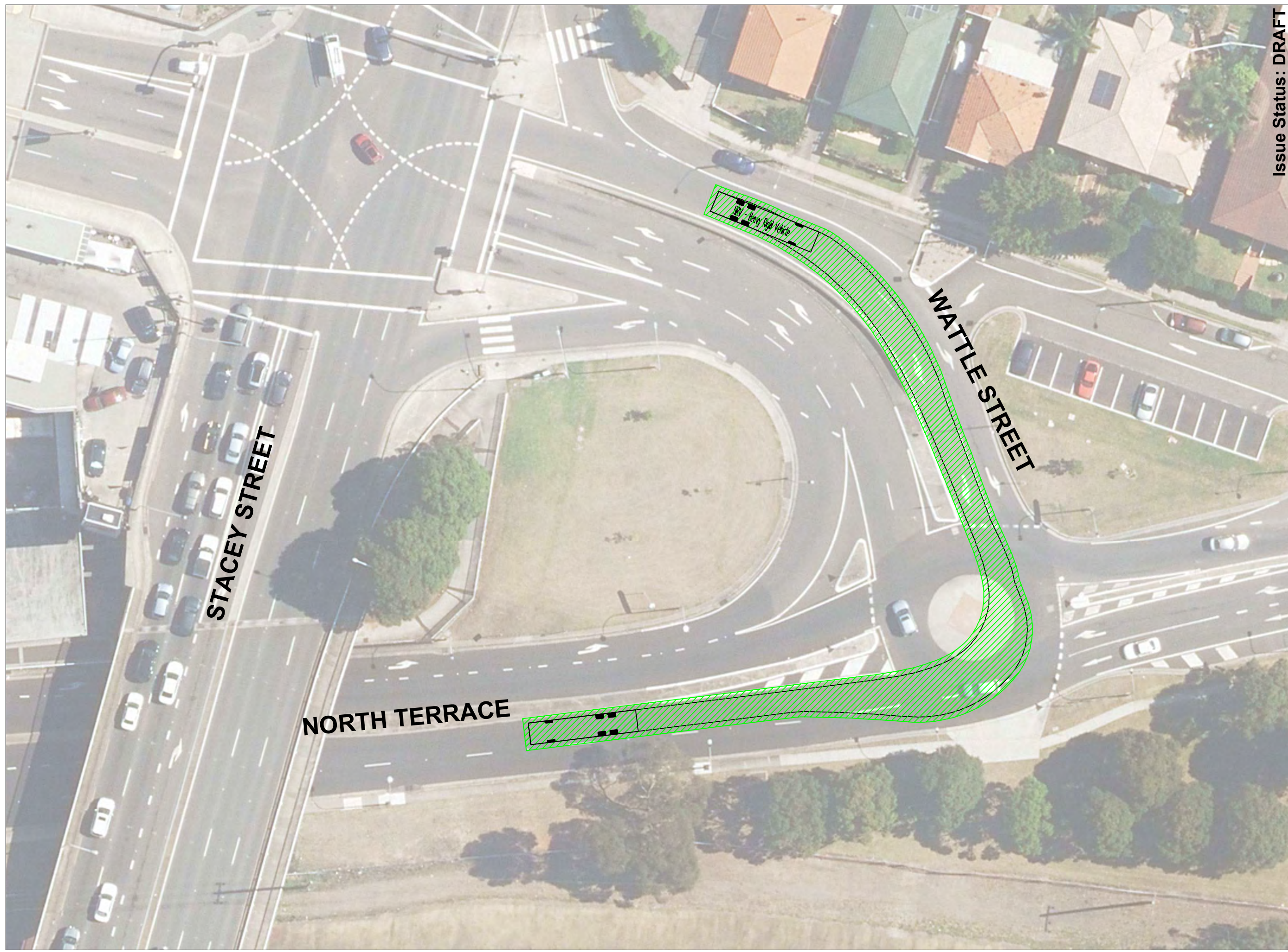
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Issue Status: DRAFT



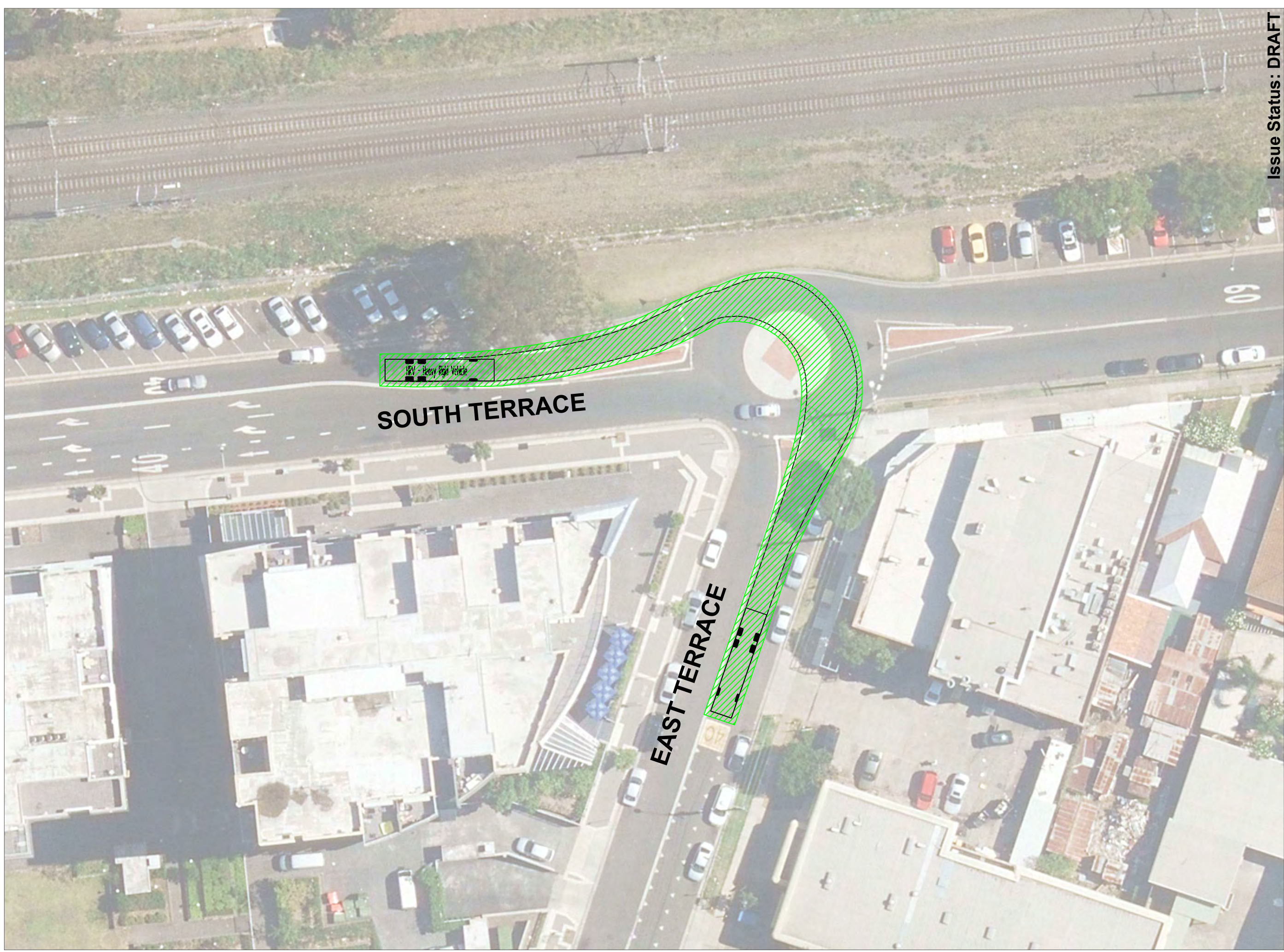
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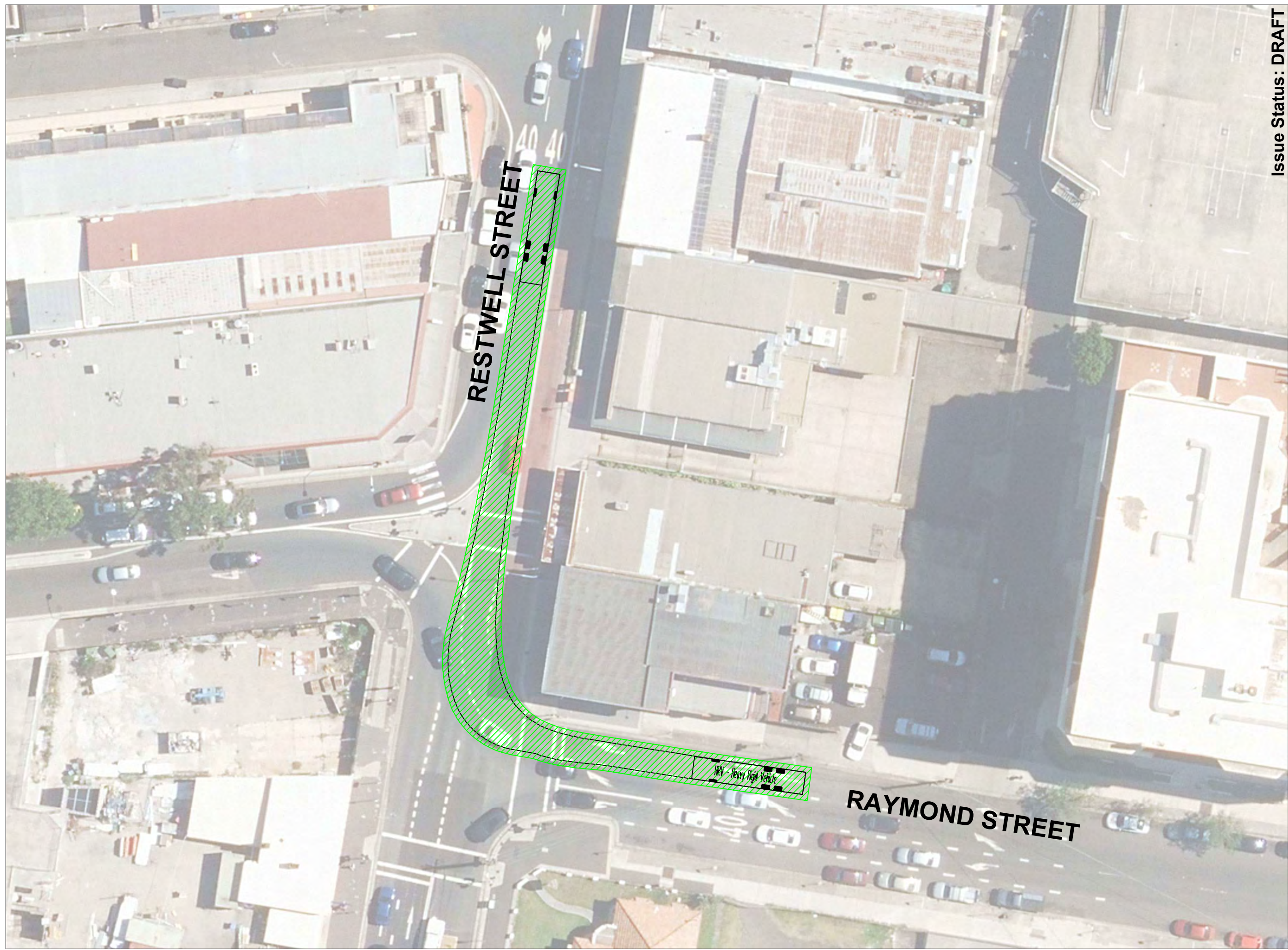
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Issue Status: DRAFT



Appendix C

Construction Material and Haulage Volumes

Area	Route	Emme link (i-j node)	Emme link (j-i node)	EMME i-j node LV vol	EMME j-i node LV vol	Existing Traffic - EMME										Construction Traffic (trips)										Refined Baseline TTP					Baseline TTP						
						ADT (AM Base)	Total 24 Hr Light	Total 24 Hr heavy	Day (0700-2200)		Night (2200-0700)		EMME total 1 hr LV vol AM	EMME total 1 hr HV vol AM	EMME total 1 hr LV vol PM	EMME total 1 hr HV vol PM	24 hour traffic		Day (0700-1800)		Night (1800-0700)		Day Peak 1hour		Night Peak 1hour		24 hour traffic TTS	Day (0700-2200) TTS	Night (2200-0700) TTS	Day Peak 1hour TTS	Night Peak 1hour TTS						
									Light	Heavy	Light	Heavy					Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy						Light	Heavy				
																																		Light	Heavy	Light	Heavy
Canterbury	Crinan St (Between Melford Street and Dunstaffnage Street)	17287-12425	12425-17287	514	371	8,636	7,767	869	6,698	782	1,068	120	451	51	545	61	220	264	200	147	20	117	20	24	5	9	260	225	35	15	5	235	165	70	11	10	
	Canterbury Rd (Between Close St and Broughton St)	12446-12441	12441-12446	3,411	2,041	51,361	47,837	3,525	41,257	3,283	6,580	485	2,780	205	3,356	247	110	242	90	125	20	117	10	22	5	9	635	600	35	40	5	1255	1185	70	79	10	
	Close St	-	-	-	-	801	630	171	529	144	100	27	42	9	51	11	242	176	222	83	20	93	22	16	5	9	0	0	0	0	0	0	0	0	0	0	
	Canterbury Rd (Between Jeffrey St and Minter St)	24518-19697	19697-24518	2,455	1,302	35,738	32,965	2,773	28,431	2,558	4,534	381	1,916	161	2,313	195	110	242	90	125	20	117	10	22	5	9	635	600	35	40	5	1255	1185	70	79	10	
	Charles St	-	-	-	-	929	757	172	691	157	66	15	44	10	69	6	22	22	10	10	12	12	2	2	2	2	2	0	0	0	0	0	0	0	0	0	
	Canterbury Rd (Between Charles St and Close St)	-	-	-	-	50,686	47,333	3,353	40,784	3,127	6,549	470	2,751	195	3,305	241	110	242	90	125	20	117	10	22	5	9	635	600	35	40	5	1255	1185	70	79	10	
	Wairoa St (Between Wonga St and Nowra St)	16605-16606	16606-16605	637	509	10,131	10,049	81	8,667	81	1,382	11	584	5	705	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Wonga St	13676-19645	19645-13676	720	736	12,925	12,771	153	11,015	151	1,757	21	742	9	896	11	0	0	0	0	0	0	0	0	0	0	635	600	35	40	5	760	690	70	46	10	
	Canterbury Road (Between Wonga St and Cooks Avenue)	12439-13676	13676-12439	2,668	1,804	38,635	35,439	3,195	29,794	2,686	5,645	509	2,281	189	2,753	228	110	242	90	125	20	117	10	22	5	9	0	0	0	0	0	0	495	495	0	33	0
Canterbury Rd (Between Fore St and Charles St)	12446-12442	12442-12446	2,017	3,464	51,615	48,090	3,525	41,475	3,284	6,615	485	2,795	205	3,374	247	110	242	90	125	20	117	10	22	5	9	635	600	35	40	5	1255	1,185	70	79	10		
Canterbury Rd (Between Wonga St and Fore St)	13676-12440	12440-13676	3,036	2,156	44,468	41,210	3,259	34,645	2,740	6,565	519	2,648	194	3,196	234	110	242	90	125	20	117	10	22	5	9	0	0	0	0	0	495	495	0	33	0		
Campsie	South Parade (Between Beamish St and Harold St)	17516-17515	17515-17516	-	-	6,916	6,469	447	5,907	408	562	39	376	26	333	19	0	22	0	10	0	12	0	2	0	2	635	600	35	40	5	760	690	70	46	10	
	Canterbury Rd (Between Beamish Street and Scahill Street)	12436-17316	17316-12436	2,416	1,934	41,161	38,170	2,991	32,920	2,774	5,250	411	2,219	174	2,678	210	55	55	35	26	20	29	5	5	5	5	0	0	0	0	0	495	495	0	33	0	
	South Parade (Between Beamish St and Harold St)	17516-17515	17515-17516	-	-	6,916	6,414	503	5,856	459	557	44	376	26	333	19	0	22	0	10	0	12	0	2	0	2	635	600	35	40	5	760	690	70	46	10	
	Beamish St (Between Ninth Ave and Campsie St)	12433-25161	25161-12433	942	951	14,492	14,119	373	12,783	364	1,336	35	965	26	1,071	28	55	55	35	26	20	29	5	5	5	5	635	600	35	40	5	760	690	70	46	10	
	Canterbury Rd (Between Beamish Street and Scahill Street)	12436-17316	17316-12436	2,416	1,934	41,161	38,170	2,991	32,920	2,774	5,250	411	2,219	174	2,678	210	55	55	35	26	20	29	5	5	5	5	0	0	0	0	0	495	495	0	33	0	
	North Parade (Between Browning St and Beamish St)	13675-22726	22726-13675	103	165	2,366	2,351	15	2,028	15	323	2	137	1	165	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Beamish St (Between South Parade and Amy St)	17516-25266	25266-17516	1,143	1,332	18,858	18,457	400	16,711	392	1,747	38	1,262	27	1,400	30	55	55	35	26	20	29	5	5	5	5	0	0	0	0	0	0	0	0	0	0	
	Brighton Ave (Between Browning St and Shakespear St)	25164-25163	25163-25164	777	907	12,631	12,557	74	11,369	74	1,188	7	859	5	952	6	55	55	35	26	20	29	5	5	5	5	0	0	0	0	0	0	0	0	0	0	
	Ninth Ave (Between Beamish St and Fifth Ave)	12465-12433	12433-12465	915	895	16,272	15,879	393	13,695	383	2,184	54	923	23	1,114	28	0	22	0	10	0	12	0	2	0	2	260	225	35	15	5	760	690	70	46	10	
	Loch St (Between Evaline St and Lillian St)	23972-23970	23970-23972	909	1,013	15,588	14,333	1,255	12,977	1,154	1,356	119	980	86	1,087	95	0	22	0	10	0	12	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
	Evaline St (Between Loch St and Beamish St)	25265-23973	23973-25265	296	305	5,437	5,273	164	4,548	159	725	23	307	10	370	12	0	22	0	10	0	12	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
	Thorncraft Pde (Between Canterbury Road and Clarendon St)	19547-13677	13677-19547	439	579	8,206	7,594	612	6,875	566	719	58	519	42	576	46	0	22	0	10	0	12	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
	Canterbury Rd (Between Beamish Street and Scahill Street)	12436-17316	17316-12436	2,416	1,934	41,161	38,170	2,991	32,920	2,774	5,250	411	2,219	174	2,678	210	55	55	35	26	20	29	5	5	5	5	0	0	0	0	0	495	495	0	33	0	
	Thorncraft Pde (Between Canterbury Road and Clarendon St)	19547-13677	13677-19547	439	579	8,206	7,594	612	6,875	566	719	58	519	42	576	46	0	22	0	10	0	12	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
	Canterbury Rd (Between Beamish Street and Scahill Street)	12436-17316	17316-12436	2,416	1,934	41,161	38,170	2,991	32,920	2,774	5,250	411	2,219	174	2,678	210	55	55	35	26	20	29	5	5	5	5	0	0	0	0	0	495	495	0	33	0	
Palmer St	15066-19547	19547-15066	628	471	10,335	9,648	687	8,321	641	1,327	95	561	40	677	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Thorncraft Pde (Between Canterbury Road and Clarendon St)	19547-13677	13677-19547	439	579	8,206	7,594	612	6,875	566	719	58	519	42	576	46	0	22	0	10	0	12	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
Canterbury Rd (Between Beamish Street and Scahill Street)	12436-17316	17316-12436	2,416	1,934	41,161	38,170	2,991	32,920	2,774	5,250	411	2,219	174	2,678	210	55	55	35	26	20	29	5	5	5	5	0	0	0	0	0	495	495	0	33	0		
Belmore	Redman Pde (Between Burwood Rd and Sandry St)	22729-22728	22728-22729	-	-	6,267	6,131	136	5,598	124	533	12	360	8	339	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Burwood Rd (Between Redman Parade and Bridge Rd)	22975-12462	12462-22975	975	1,055	19,742	17,629	2,114	15,101	1,887	2,527	303	1,035	124	1,077	129	220	220	200	103	20	117	20	20	5	9	260	225	35	15	5	760	690	70	46	10	
	Bridge Rd (Between Marie Lane and Burwood Ave)	22975-22730	22730-22975	565	588	10,543	10,019	524	8,583	498	1,436	75	588	31	612	32	0	0	0	0	0	0	0	0	0	0	260	225	35	15	5	760	690	70	46	10	
	Burwood Rd (Between Bridge Rd and Collins St)	22975-12461	12461-22975	1,116	1,110	21,492	19,332	2,160	16,560	1,943	2,772	310	1,135	127	1,181	132	220	264	200	147	20	117	20	24	5	9	0	0	0	0	0	0	0	0	0		
Lakemba	The Boulevard (Between Haldon St and Croydon St)	13530-24237	24237-13530	355	558	8,099	7,924	174	6,788	170	1,136	25	465	10	484	11	55	55	35	26	20	29	5	5	5	5	260	225	35	15	5	730	660	70	44	10	
	Moreton St (Between Lakemba St and The Boulevard)	11379-19444	19444-11379	996	797	16,735	15,567	1,168	13,335	1,086																											

Area	Route	Emme link (i-j node)	Emme link (j-i node)	EMME i-j node LV vol	EMME j-i node LV vol	Existing Traffic - EMME										Construction Traffic (trips)										Refined Baseline TTP					Baseline TTP																
						ADT (AM Base)	Total 24 Hr Light	Total 24 Hr heavy	Day (0700-2200)		Night (2200-0700)		EMME total 1 hr LV vol AM	EMME total 1 hr HV vol AM	EMME total 1 hr LV vol PM	EMME total 1 hr HV vol PM	24 hour traffic		Day (0700-1800)		Night (1800-0700)		Day Peak 1hour		Night Peak 1hour		24 hour traffic	Day (0700-2200)	Night (2200-0700)	Day Peak 1hour	Night Peak 1hour	24 hour traffic	Day (0700-2200)	Night (2200-0700)	Day Peak 1hour	Night Peak 1hour											
									Light	Heavy	Light	Heavy					Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy											Light	Heavy	Light	Heavy	Light	Heavy	TTS	TTS	TTS	TTS	TTS
Bankstown	South Terrace (Between West Terrace and East Terrace)	12516-25166	25166-12516	639	646	12,018	11,777	241	10,168	236	1,609	33	655	13	863	18	55	55	35	26	20	29	5	5	5	5	5	260	225	35	15	5	730	660	70	44	10										
	Stacey St (Between Verbena Ave and Stanley St)	15882-12528	12528-15882	2,576	3,565	66,028	56,288	9,740	48,597	8,303	7,692	1,331	3,132	542	4,124	714	132	374	112	257	20	117	12	34	5	9	0	0	0	0	0	0	0	0	0	0	0	0									
	Restwell St (Between Stewart Lane and Raymond St)	15019-21617	21617-15019	928	-	8,794	8,510	284	7,347	275	1,163	39	473	16	623	21	55	55	35	26	20	29	5	5	5	5	5	260	225	35	15	5	730	660	70	44	10										
	Raymond St (Between Restwell St and West Terrace)	15019-14556	14556-15019	-	328	3,239	3,005	234	2,594	217	411	32	167	13	220	17	55	55	35	26	20	29	5	5	5	5	5	260	225	35	15	5	730	660	70	44	10										
	Stacey St (Between Verbena Ave and Stanley St)	15882-12528	12528-15882	2,576	3,565	66,028	56,288	9,740	48,597	8,303	7,692	1,331	3,132	542	4,124	714	132	374	112	257	20	117	12	34	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0								
	South Terrace (Between West Terrace and Restwell St)	21617-12514	12514-21617	656	-	6,298	6,014	284	5,192	271	822	39	335	16	441	21	55	55	35	26	20	29	5	5	5	5	5	260	225	35	15	5	730	660	70	44	10										
	North Terrace (Between The Appian Way and Fetherstone St)	19231-12519	12519-19231	984	-	9,066	9,023	43	7,790	42	1,233	6	502	2	661	3	55	55	35	26	20	29	5	5	5	5	5	148	113	35	8	5	153	83	70	6	10										
	Wattle St (Between Stacey St and North Terrace)	13579-14163	14163-13579	675	641	12,391	12,062	329	10,414	321	1,648	45	671	18	884	24	55	55	35	26	20	29	5	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0									
	Stacey St (Between Verbena Ave and Stanley St)	15882-12528	12528-15882	2,576	3,565	66,028	56,288	9,740	48,597	8,303	7,692	1,331	3,132	542	4,124	714	132	374	112	257	20	117	12	34	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0								
	Marion St (Between Bungalow Cres and Meredith St)	13573-12523	12523-13573	867	2,480	34,733	30,672	4,061	26,481	3,586	4,191	555	1,707	226	2,247	298	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	Meredith St (Between Marion St and Gordon St)	13573-14555	14555-13573	1,682	616	24,572	21,064	3,508	18,185	3,007	2,878	479	1,172	195	1,543	257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	Rickard Rd (Between Jacobs St and Chapel Rd)	19240-12521	12521-19240	176	444	6,114	5,688	426	4,911	396	777	58	316	24	417	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Stacey St (Between Verbena Ave and Stanley St)	15882-12528	12528-15882	2,576	3,565	66,028	56,288	9,740	48,597	8,303	7,692	1,331	3,132	542	4,124	714	132	374	112	257	20	117	12	34	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0									
TTS Routes	Railway Pde (Between Gleeson Ave and Sydenham Rd)	12241-13710	13710-12241	-	2,518	25,643	21,663	3,980	18,629	3,362	3,034	557	1,284	236	1,455	267	0	0	0	0	0	0	0	0	0	0	448	413	35	28	5	835	765	70	51	10											
	Sydenham Rd (Between Buckley St and Railway Pde)	13717-13710	13710-13717	2,518	-	25,643	21,663	3,980	18,629	3,362	3,034	557	1,284	236	1,455	267	0	0	0	0	0	0	0	0	0	0	448	413	35	28	5	835	765	70	51	10											
	Buckley St (Between Marrickville Rd and Sydenham Rd)	13724-13717	13717-13724	2,084	-	20,555	17,926	2,629	15,415	2,293	2,511	368	1,063	156	1,204	177	0	0	0	0	0	0	0	0	0	0	448	413	35	28	5	835	765	70	51	10											
	Marrickville Rd (Between Illawarra Rd and Silver St)	12245-13708	13708-12245	1,609	678	16,171	14,098	2,073	12,853	1,807	1,244	183	1,166	171	1,134	167	0	0	0	0	0	0	0	0	0	0	860	825	35	55	5	1585	1515	70	101	10											
	Marrickville Rd (Between Livingstone Rd and Wardell Rd)	12112-12111	12111-12112	553	1,110	11,506	10,253	1,253	9,348	1,116	905	111	848	104	825	101	0	0	0	0	0	0	0	0	0	0	600	600	0	40	0	1020	1020	0	68	0											
	Marrickville Rd (Between Wardell Rd and New Canterbury Rd)	12111-17343	17343-12111	689	1,263	13,232	12,032	1,200	10,970	1,091	1,062	106	995	99	968	97	110	132	90	62	20	70	10	12	5	9	375	375	0	25	0	1020	1020	0	68	0											
	Illawarra Rd (Between Marrickville Rd and Calvert St)	12245-24334	24334-12245	401	1,406	11,967	11,141	826	10,158	769	983	73	922	68	896	97	110	220	90	103	20	117	10	20	5	9	260	225	35	15	5	565	495	70	33	10											
	Warren Rd (Between Illawarra Rd and Moyes St)	13827-14266	14266-13827	495	1,066	11,039	9,625	1,414	8,776	1,233	850	125	796	117	774	114	110	110	90	52	20	58	10	10	5	9	260	225	35	15	5	565	495	70	33	10											
	Beauchamp St (Between School Pde and Ewart St)	19804-17323	17323-19804	364	692	6,843	6,507	335	5,933	319	574	30	538	28	524	27	0	44	0	21	0	23	0	4	0	4	260	225	35	15	5	565	495	70	33	10											
	Ewart St (Between Bayley St and Wicks Ave)	24730-17323	17323-24730	692	364	7,491	7,123	367	6,504	349	619	32	538	28	577	30	0	44	0	21	0	23	0	4	0	4	485	450	35	30	5	565	495	70	33	10											
	Bayley St (Between Ewart St and Dudley St)	24730-24731	24731-24730	-	-	781	662	119	604	109	58	10	50	9	89	8	0	44	0	21	0	23	0	4	0	4	35	0	35	0	5	565	495	70	33	10											
	Dudley St (Between School Pde and Wardell Rd)	24732-17306	17306-24732	198	406	4,292	4,083	209	3,728	199	355	18	309	16	331	17	0	44	0	21	0	23	0	4	0	4	35	0	35	0	5	565	495	70	33	10											
	Wardell Rd (Between Marrickville Rd and Pine St)	12111-22707	22707-12111	681	1,394	14,377	14,005	372	12,788	363	1,217	32	1,058	28	1,134	30	110	132	90	62	20	70	10	12	5	9	0	0	0	0	0	0	0	0	0	0	0										
	Ewart St (Between Wardell and Ness Ave)	12277-946	946-12277	3	25	187	187	0	171	0	16	0	14	0	15	0	0	44	0	21	0	23	0	4	0	4	485	450	35	30	5	565	495	70	33	10											
	Floss St (Between Garnet St and Crinan St)	20539-13697	13697-20539	394	738	8,305	7,636	669	6,973	615	664	58	577	51	619	54	0	0	0	0	0	0	0	0	0	0	485	450	35	30	5	565	495	70	33	10											
	Crinan St (Between Floss St and Fernhill St)	17284-12425	12425-17284	452	710	8,514	7,845	669	7,163	617	682	58	593	51	635	54	220	138	200	65	20	73	20	13	5	9	260	225	35	15	5	235	165	70	11	10											
	New Canterbury Rd (Between Marrickville Rd and Beach Rd)	12278-13699	13699-12278	974	3,416	31,181	29,630	1,551	27,055	1,474	2,575	135	2,239	117	2,400	126	220	242	200	125	20	117	20	22	5	9	375	375	0	25	0	1020	1020	0	68	0											
	Canterbury Rd (Between New Canterbury Rd and Broughton St)	19728-12424	12424-19728	1,146	2,342	33,124	30,608	2,516	26,398	2,325	4,210	346	1,779	146	2,147	177	220	264	200	147	20	117	20	24	5	9	635	600	35	40	5	1255	1185	70	79	10											
	Canterbury Rd (Between Northcote St and Beamish St)	12436-17316	17316-12436	2,416	1,934	41,161	38,170	2,991	32,920	2,774	5,250	411	2,219	174	2,678	210	220	264	200	147	20	117	20	24	5	9	0	0	0	0	0	495	495	0	33	0											
	Canterbury Rd (Between Beamish St and Kingsgrove Rd)	12436-12459	12459-12436	2,078	2,475	43,029	39,949	3,081	34,454	2,860	5,495	424	2,322	179	2,803	216	220	264	200	147	20	117	20	24	5	9	0	0																			



Appendix D

Bridge Works
Assumptions Memo

Memorandum

To	TfNSW	Page	1
CC			
Subject	S-B Metro Traffic Assessment – Bridge Works Assumptions		
From			
File/Ref No.	60489141	Date	28-April-2017

1.0 Background

This memo provides a summary of the confirmed assumptions for the assessment of traffic impacts arising from the proposed bridge works associated with the Sydenham to Bankstown component of Metro City and Southeast .

2.0 Confirmation / Clarifications from TfNSW

The following has been clarified / confirmed by TfNSW from their comments on the assumptions memo:

- There are no bridges that require 8 months closure. The overall works period may be up to 8 months but this includes mobilisation and demobilisation. In general, a barrier replacement would entail a number of weekend closures to waterproof and resurface the bridge.
- Duration of works and level of disruption according to work type on bridges not defined as of yet.
- Sequencing and programming of bridge works is not confirmed at this stage. TfNSW recommends the Traffic Team to determine via modelling which bridges cannot have simultaneous half-lane bridge closures.
- Regarding sequencing and programming of bridge works, it has been confirmed that all overbridge construction activities shall be undertaken during school holidays in order to utilise the possession period. The bridge works as a project are needed to be viewed in two separate packages, Sydenham to Belmore and Belmore to Bankstown.
 - **Sydenham to Belmore** - bridge works in this area will as a rule will not be undertaken during the school holiday periods as the works are controlled by the available ARTC possessions which do not align with the School breaks. The staging of the works in this area has been planned to ensure that when a bridge is being upgraded the adjacent bridges are clear of all works and the minimum of disruption to traffic flows occurs. The bridge replacements in this area will close the bridge (Illawarra & Abermarle) for periods of up to 4 weeks due to the shortness of possessions and the volume of works to be undertaken to return the bridge to traffic. The planning and timing of these works will be determined to limit the closure impacts but the road will need to be closed as stated.
 - **Belmore to Bankstown** - the bridges along this alignment will be undertaken as much as possible within the school holiday period. Due to the number of bridges (as bridge works at stations cannot be upgraded during stations works), there are a number of bridge upgrades which will be required to be undertaken outside of school breaks . Every effort will be made to minimise the impacts where possible.
- Bulk traffic movements for bridge works has been provided for in the compound vehicle numbers and shall be used for modelling purposes.
- Construction traffic and haulage routes to be used for traffic modelling are the same as what has been provided till date for compound haulage routes.
- Assessment of traffic modelling of impacts is subject to:
 - Type of construction activity

- Existing bridge width
- Based on the activity and available widths, some overbridges will have insufficient width for two narrow lanes and allow two way traffic flow.
- Construction traffic, temporary transport plans and track possessions are currently planned to occur between 2019 and 2023. Therefore, 2023 was agreed with TfNSW and RMS as the future year to be modelled in SIDRA as it is considered to be the worst-case scenario in terms of traffic when considering land use changes, traffic growth, the TTS buses and construction vehicles. However, the current sequencing and programming information provided by TfNSW for bridge replacement works has the potential to result in a different worst case scenario than 2023, which is currently the planned worst case assessment year for the TIA.
- Sequencing and programming of bridge works is not confirmed at this stage. TfNSW recommended the Traffic Team was to determine via modelling which bridges cannot have simultaneous half-lane bridge closures.
- The Bridge Assumptions table has been updated as per TfNSW comments (updated table is presented overleaf).
- TfNSW comments regarding individual bridge scope is acknowledged. Based on the feedback, the following additional intersections are recommended for traffic modelling assessment. This list reflects additional intersections to be assessed as per TfNSW feedback. The primary reason for these additional intersections are:
 - Closures required where existing bridge is narrow and parapet walls, throw screens and barrier works requiring lane closures (traffic redirection)
 - Waterproofing and re-surfacing requiring lane closures (traffic redirection)
 - Further review of Tech Papers' 1 and 2

Bridge impacted by works	Intersections to be assessed	Bridge impacted by works	Intersections to be assessed
Illawarra Road Overbridge	Warren Rd/ Carrington Rd Warren Rd/ Livingstone Rd Warren Rd/ Illawarra Rd Marrickville Rd / Illawarra Rd Marrickville Rd / Petersham Rd / Fletcher St Marrickville Rd / Victoria Rd	Beamish Street Overbridge	Beamish St / N Parade counts Beamish St / Campsie St Campsie St / Loch St Loch St / Lilian Ln Lilian Ln / Beamish St
Moreton Street Bridge	Moreton Street / The Boulevard roundabout Lakemba St / Burwood Rd Burwood Rd / Leylands Parade Burwood Rd / Bridge Rd	Loch Street Overbridge	Campsie / Loch St Campsie / Beamish St
		Burwood Road Overbridge	Burwood Rd / Bridge Rd counts Lakemba St / Burwood Rd counts Lakemba St / Moreton St counts Moreton St / The Boulevard
Meeks Road Dive Underbridge	Not required, impacts rail only	Haldon Street Overbridge	The Boulevard - Haldon St Lakemba - Haldon St
Charlotte Avenue Underbridge	Charlotte Ave/ Myrtle St Warren rd / Illawarra Rd Marrickville Rd / Illawarra Rd Marrickville Rd / Victoria Rd	King Georges Road Overbridge	The Boulevard - King Georges Ave King Georges Ave - Lakemba St

Livingstone Road Overbridge	Livingstone Rd - Jersey St Marrickville Road - Illawarra Rd Petersham Rd - Illawarra Rd Marrickville Station overbridge Warren Rd - Illawarra Rd Livingstone Rd - Warren Rd	Punchbowl Road Overbridge	Punchbowl Rd - The Boulevard Punchbowl Rd - Sth Terrace Punchbowl Rd - Acacia Ave
Wardell Road Overbridge	Wardell Rd - Dudley St Marrickville - Livingstone Rd Livingstone Rd - Warren Rd Beauchamp St - Ewart St Wardell Rd - Ewart St	Stacey Street Overbridge	Stacey Street - Wattle St Stacey St - Stanley St
Ness Avenue / Terrace Road	Ewart St - Ness Avenue Wardell Rd - Marrickville Rd Wardell Rd - Ewart St	North Terrace to South Terrace Underbridge	South Terrace - Railway underpass Stacey St - Wattle St Stacey St - Stanley St
Melford Street Overbridge	Melford Street / Floss St Floss St / Dunstaffenage St		
Wairoa M24 Street Underbridge	Clissoid Parade / Beamish St S Parade / Beamish St		

- The following work types have been clarified by TfNSW:
 - Maintenance works include new asphalt, roadmarking and local drainage modifications
 - Majority of overbridges require waterproofing (except KGR & Stacey St). Assume all underbridges require new waterproofing.
 - Impact barrier installation
 - Throw screen installation
 - Service diversions – off and back onto the bridge/s
 - Steel upgrades including needle gunning and shot blasting (Cook River-over water)
 - Line marking

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
Marrickville	Canal Underbridge	8 months during weekends and nights	Full closure	<ul style="list-style-type: none"> Canal under rail 	Maintenance works including: <ul style="list-style-type: none"> Utility modifications/relocations Removal of parapets Asphalt (removal and re-application) Cleaning and waterproofing New precast parapets using cranes (screens pre-installed) Line markings Adjusting tie-ins Adjusting fencing and traffic barriers
	Meeks Road Dive Underbridge	6 months during weekends and nights	No closures required for pedestrians or vehicles.	<ul style="list-style-type: none"> Rail under rail and road 	Strengthening and maintenance works including: <ul style="list-style-type: none"> Utility modifications/relocations Removal of parapets Asphalt (removal and re-application) Cleaning and waterproofing New precast parapets using cranes (screens pre-installed) Line markings Adjusting tie-ins Adjusting fencing and traffic barriers

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
	Illawarra Road Overbridge	28 days	Half lane closure	<ul style="list-style-type: none"> · Road over rail. 	Replacement bridge including: <ul style="list-style-type: none"> · Demolition of bridge deck · New parapets · Throw Screens · Waterproofing · Asphalt (removal and re-application) · New abutments · New bridge beams · Concrete slab · Utility modifications/relocations · Bridge drainage · Line markings · Road level adjustments · Makeup panels
		2 days	Full closure		
	Livingstone Road Overbridge	2 days	Full Closure	<ul style="list-style-type: none"> · Road over rail. 	
		8 months during weekends and nights	Narrow lanes		

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
	Albermale Street Overbridge	1 month	Full closure	<ul style="list-style-type: none"> · Road over rail. 	Replacement bridge including: <ul style="list-style-type: none"> · Demolition of bridge deck · New parapets · Throw Screens · Waterproofing · Asphalt (removal and re-application) · New abutments · New bridge beams · Concrete slab · Utility modifications/relocations · Bridge drainage · Line markings · Road level adjustments · Makeup panels
		7 months during weekends and nights	Mix of half lane and full closure		
	Charlotte Avenue Underbridge	14 weeks	Half lane closure	<ul style="list-style-type: none"> · Road under rail. 	
		3 days	Full closure		

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
	Sewer Line Underbridge	6 months during weekends and nights	No closures required for pedestrians or vehicles.	<ul style="list-style-type: none"> Drainage under road. 	Maintenance works including: <ul style="list-style-type: none"> Utility modifications/relocations Removal of parapets Asphalt (removal and re-application) Cleaning and waterproofing New precast parapets using cranes (screens pre-installed) Line markings Adjusting tie-ins Adjusting fencing and traffic barriers
Dulwich Hill	Wardell Road Overbridge	6 months during weekends and nights	Half lane closure	<ul style="list-style-type: none"> Road over rail. 	Protection and maintenance works including: <ul style="list-style-type: none"> Utility modifications/relocations Removal of parapets Asphalt (removal and re-application) Cleaning and waterproofing New precast parapets using cranes (screens pre-installed) Line markings Adjusting tie-ins Adjusting fencing and traffic barriers
	Ness Avenue / Terrace Road Underbridge	6 months during weekends and nights	Half lane closure	<ul style="list-style-type: none"> Road under rail. 	Protection and maintenance works including: <ul style="list-style-type: none"> Utility modifications/relocations Removal of parapets

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
					<ul style="list-style-type: none"> Asphalt (removal and re-application) Cleaning and waterproofing New precast parapets using cranes (screens pre-installed) Line markings Adjusting tie-ins Adjusting fencing and traffic barriers
	Canal 1&2/M24 Underbridges	6 months during weekends and nights	No closures required for pedestrians or vehicles.	<ul style="list-style-type: none"> Drainage under rail and road. 	<ul style="list-style-type: none"> Maintenance
Hurlstone Park	Duntroon Street Overbridge	8 months during weekends and nights	Half lane closures	<ul style="list-style-type: none"> Road over rail. 	Protection and maintenance works including: <ul style="list-style-type: none"> Utility modifications/relocations Removal of parapets Asphalt (removal and re-application) Cleaning and waterproofing New precast parapets using cranes (screens pre-installed) Line markings Adjusting tie-ins Adjusting fencing and traffic barriers
		2 days	Full closure		
	Garnet Street Overbridge	8 months during weekends and nights	Half lane closures	<ul style="list-style-type: none"> Road over rail. 	

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
		2 days	Full closure		<ul style="list-style-type: none"> • Cleaning and waterproofing • New precast parapets using cranes (screens pre-installed) • Line markings • Adjusting tie-ins • Adjusting fencing and traffic barriers
	Foord Avenue Overbridge	6 months during weekends and nights	Half lane closures	<ul style="list-style-type: none"> • Road under rail. 	Maintenance works including: <ul style="list-style-type: none"> • Utility modifications/relocations • Removal of parapets • Asphalt (removal and re-application) • Cleaning and waterproofing • New precast parapets using cranes (screens pre-installed) • Line markings • Adjusting tie-ins • Adjusting fencing and traffic barriers
	Melford Street Overbridge	8 months during weekends and nights	Full closure	<ul style="list-style-type: none"> • Road over rail. 	Protection and maintenance works including: <ul style="list-style-type: none"> • Utility modifications/relocations • Removal of parapets • Asphalt (removal and re-application) • Cleaning and waterproofing • New precast parapets using cranes (screens pre-installed) • Line markings

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
					<ul style="list-style-type: none"> Adjusting tie-ins Adjusting fencing and traffic barriers
Canterbury	Canterbury Road Overbridge	8 months during weekends and nights	One northbound and one southbound lane closure (reduction from 2 to 1 lane in each direction).	<ul style="list-style-type: none"> Road over rail 	Protection and maintenance works including: <ul style="list-style-type: none"> Utility modifications/relocations Removal of parapets Asphalt (removal and re-application) Cleaning and waterproofing New precast parapets using cranes (screens pre-installed) Line markings Adjusting tie-ins Adjusting fencing and traffic barriers
	Cooks River / Charles Street Underbridge	6 months during weekends and nights	Mix of half lane and full closure	<ul style="list-style-type: none"> Road under rail. 	Protection and maintenance works including: <ul style="list-style-type: none"> Utility modifications/relocations Removal of parapets Asphalt (removal and re-application) Cleaning and waterproofing New precast parapets using cranes (screens pre-installed) Line markings Adjusting tie-ins Adjusting fencing and traffic barriers

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
	Wairoa M24 Street Underbridge	6 months during weekends and nights	Half lane closure	<ul style="list-style-type: none"> Road under rail. 	<ul style="list-style-type: none"> Retaining wall works Protection and maintenance works including: <ul style="list-style-type: none"> Utility modifications/relocations Removal of parapets Asphalt (removal and re-application) Cleaning and waterproofing New precast parapets using cranes (screens pre-installed) Line markings Adjusting tie-ins Adjusting fencing and traffic barriers
		1 day (overnight)	Full closure		
	Church Street / Hutton Street Footbridge	Periodically over 6 months.	Full closure	<ul style="list-style-type: none"> Pedestrian walkway over rail 	Protection and maintenance works including: <ul style="list-style-type: none"> Utility modifications/relocations Removal of parapets Asphalt (removal and re-application) Cleaning and waterproofing New precast parapets using cranes (screens pre-installed) Line markings Adjusting tie-ins Adjusting fencing and traffic barriers

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
Campsie	Beamish Street Overbridge	6 months during weekends and nights	Half lane closure	<ul style="list-style-type: none"> Road over rail. 	Protection and maintenance works including: <ul style="list-style-type: none"> Utility modifications/relocations Removal of parapets Asphalt (removal and re-application) Cleaning and waterproofing New precast parapets using cranes (screens pre-installed) Line markings Adjusting tie-ins Adjusting fencing and traffic barriers
	Loch Street Overbridge	6 months during weekends and nights	Half lane closure	<ul style="list-style-type: none"> Road over rail. 	Protection and maintenance works including: <ul style="list-style-type: none"> Utility modifications/relocations Removal of parapets Asphalt (removal and re-application) Cleaning and waterproofing New precast parapets using cranes (screens pre-installed) Line markings Adjusting tie-ins Adjusting fencing and traffic barriers
	Duke Street Footbridge	Periodically over 6 months.	Full closure	<ul style="list-style-type: none"> Pedestrian walkway over rail 	Protection and maintenance works including: <ul style="list-style-type: none"> Utility modifications/relocations

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
					<ul style="list-style-type: none"> · Removal of parapets · Asphalt (removal and re-application) · Cleaning and waterproofing · New precast parapets using cranes (screens pre-installed) · Line markings · Adjusting tie-ins · Adjusting fencing and traffic barriers
Belmore	Burwood Road Overbridge	6 months during weekends and nights	Half lane closure	<ul style="list-style-type: none"> · Road over rail. 	<ul style="list-style-type: none"> · Bridge widening works · Retaining wall works · Protection and maintenance works including: <ul style="list-style-type: none"> ○ Utility modifications/relocations ○ Removal of parapets ○ Asphalt (removal and re-application) ○ Cleaning and waterproofing ○ New precast parapets using cranes (screens pre-installed) ○ Line markings ○ Adjusting tie-ins ○ Adjusting fencing and traffic barriers
		4 weeks continuous	Half lane closure		
	Pedestrian access to Belmore Oval, Belmore	Periodically over 8 months.	Full closure	<ul style="list-style-type: none"> · Pedestrian walkway under rail 	

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
					maintenance works including: <ul style="list-style-type: none"> ○ Utility modifications/relocations ○ Removal of parapets ○ Asphalt (removal and re-application) ○ Cleaning and waterproofing ○ New precast parapets using cranes (screens pre-installed) ○ Line markings ○ Adjusting tie-ins ○ Adjusting fencing and traffic barriers
Lakemba	Moreton Street Overbridge	6 months during weekends and nights	Half lane closure	<ul style="list-style-type: none"> · Road over rail. 	Maintenance works including: <ul style="list-style-type: none"> · Utility modifications/relocations · Removal of parapets · Asphalt (removal and re-application) · Cleaning and waterproofing · New precast parapets using cranes (screens pre-installed) · Line markings · Adjusting tie-ins · Adjusting fencing and traffic barriers
		4 weeks continuous	Half lane closure		

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
	Haldon Street Overbridge	6 months during weekends and nights	Half lane closure	· Road over rail.	<ul style="list-style-type: none"> · Retaining wall works · Protection and maintenance works including: <ul style="list-style-type: none"> ○ Utility modifications/relocations ○ Removal of parapets ○ Asphalt (removal and re-application) ○ Cleaning and waterproofing ○ New precast parapets using cranes (screens pre-installed) ○ Line markings ○ Adjusting tie-ins ○ Adjusting fencing and traffic barriers
		4 weeks continuous	Full lane closure		
Wiley Park	King Georges Road Overbridge	3 weeks	One southbound lane closure (reduction from 4 to 3 lanes southbound).	· Road over rail.	Strengthening, protection and maintenance works including: <ul style="list-style-type: none"> · Utility modifications/relocations · Removal of parapets · Asphalt (removal and re-application) · Cleaning and waterproofing · New precast parapets using cranes (screens pre-installed) · Line markings · Adjusting tie-ins · Adjusting fencing and traffic barriers
Punchbowl	Punchbowl Road	6 months during	No closure necessary	· Road over rail.	· Retaining wall works

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
	Overbridge	weekends and nights			<ul style="list-style-type: none"> · Maintenance works including: <ul style="list-style-type: none"> ○ Utility modifications/relocations ○ Removal of parapets ○ Asphalt (removal and re-application) ○ Cleaning and waterproofing ○ New precast parapets using cranes (screens pre-installed) ○ Line markings ○ Adjusting tie-ins ○ Adjusting fencing and traffic barriers
Bankstown	Chapel Road Overbridge	6 months during weekends	No closures necessary	<ul style="list-style-type: none"> · Road over rail. 	Protection and maintenance works including: <ul style="list-style-type: none"> · Utility modifications/relocations · Removal of parapets · Asphalt (removal and re-application) · Cleaning and waterproofing · New precast parapets using cranes (screens pre-installed) · Line markings · Adjusting tie-ins · Adjusting fencing and traffic barriers

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.

Station Precinct	Road	Closure Time	Closure Type	Function	Works Required
	Stacey Street Overbridge	6 months during weekends and nights	One northbound and southbound closure (reduction for 3 to 2 lanes in each direction).	· Road over rail.	<ul style="list-style-type: none"> · Retaining wall works · Protection and maintenance works including: <ul style="list-style-type: none"> ○ Utility modifications/relocations ○ Removal of parapets ○ Asphalt (removal and re-application) ○ Cleaning and waterproofing ○ New precast parapets using cranes (screens pre-installed) ○ Line markings ○ Adjusting tie-ins ○ Adjusting fencing and traffic barriers
		4 weeks continuous	One northbound and southbound closure (reduction for 3 to 2 lanes in each direction).		
	North Terrace to South Terrace Underbridge	6 months during weekends and nights	Half lane closures	· Road under rail.	
		4 weeks continuous	Full lane closure		

Note that the following tables have been reformatted in this note for clarity whilst retaining the same content.



Appendix E

Temporary
Transport Strategy
(TTS)



Temporary Transport Strategy

Sydney Metro City & Southwest Sydenham to Bankstown

Project:	Sydenham to Bankstown	Date:	29 August 2017
Group:	City & Southwest	Status:	Final
Author:	B. Watkins	Revision:	3.0
File name:	Sydenham to Bankstown Temporary Transport Strategy_EIS FINAL.docx		

Version	Revision date	Status	Reason for update	Author	Reviewer	Approver	Signature
1.0	30/03/2017	Draft	First Draft	B. Watkins Sydney Metro	A. Walsh Sydney Metro	A. Walsh Sydney Metro	
2.0	10/07/2017	Draft	Second Draft	B. Watkins Sydney Metro	C. Gorman Sydney Metro		
3.0	28/08/2017	Final	Final	B. Watkins Sydney Metro	C. Gorman Sydney Metro		

Table of Contents

1.	Introduction	1
1.1	Background.....	1
1.2	Objectives of the Temporary Transport Strategy	2
1.3	Scope of the Temporary Transport Strategy	2
2.	Possession Schedule and Affected Customers	3
2.1	Possession planning and schedule	3
2.2	Geographic extent.....	5
2.3	Identifying affected customers and demand levels	6
3.	Temporary Transport Plan Development	12
3.1	Temporary Transport: Services Planning and Management Planning	12
3.2	Temporary Transport Plan objectives	13
3.3	Temporary Transport Plan scope.....	13
3.4	TTP development, revision and refinement.....	15
3.5	Baseline Temporary Transport Plan.....	16
4.	Temporary Transport Service Plan	17
4.1	Options for providing temporary additional rail capacity.....	17
4.2	Options for temporary bus services.....	18
4.3	Review of temporary train and bus route strategies	21
4.4	Determining service frequencies for temporary train and bus services	21
4.5	Assessing impacts on train services and customers on other rail lines.....	23
4.6	Determining bus operational requirements	24
4.7	Identifying required bus stop infrastructure	25
4.8	Specialised transport services	25
4.9	Option analysis	26
5.	Temporary Transport Management Plan	27
5.1	Construction activities	27
5.2	Public transport infrastructure and services	27
5.3	Specialised transport services	28
5.4	Road network performance.....	28
5.5	Parking.....	28
5.6	Walking and cycling	29
5.7	Local businesses	30
5.8	Special event management.....	30
6.	Stakeholder and Customer Engagement	31
6.1	Stakeholder and community engagement.....	31
6.2	Customer information.....	31
7.	Summary	32
APPENDIX A	Baseline Temporary Transport Plan	33

1. Introduction

1.1 Background

The Sydney Metro City & Southwest Sydenham to Bankstown project will upgrade all 11 stations between Sydenham and Bankstown to meet current accessibility standards before converting the T3 Bankstown Line to Metro operations. This upgrade will include a variety of construction activities that require the temporary closure of part or all of the line, during periods known as 'possessions'.

This *Temporary Transport Strategy (TTS)* is a framework document that describes how the project will plan and deliver an integrated, multi-modal transport network that will support customer movements during temporary possessions of the Bankstown Line.

Given the conversion of the Bankstown Line will occur in stages over a number of years, each of the possessions will be slightly different. The nature of Metro construction activities will vary each possession, potentially requiring different temporary transport arrangements in response. Additionally, population growth along the Bankstown Line corridor will result in gradually increasing demand, while the delivery of improvements in the road and transport networks may create changed opportunities for travel.

Sydney Metro has investigated several options for how construction work should be scheduled and has determined that a staged program, where the majority of works are completed during school holiday periods, would minimise the overall impact on customers.

This approach will require multiple possessions over a five-year period commencing in July 2019. During each possession period up to 100,000 Bankstown Line customer journeys could be affected each weekday by closures of the line, and most customers would need to travel by other modes to reach their destination.

Transport for NSW is committed to assisting its customers during these periods through the planning and provision of alternative temporary transport services.

Acknowledging this, a *Temporary Transport Plan (TTP)* will be developed for each possession period which will include a *Services Plan* defining the temporary rail and bus services that will operate, and a *Management Plan* describing how wider impacts on the transport network will be managed during the possession. Effectively, the TTS provides guidance on what each individual TTP needs to include, and the process by which it will be developed. Each TTP will be developed to best meet customer needs and minimise adverse impacts to regular public transport services and the road network.

The success of each TTP will be measured in terms of the number of customers who choose to take public transport, walk or cycle during each possession. Each TTP will aim to be sufficiently attractive to encourage as many rail customers as possible to travel via one of these sustainable transport modes.

1.2 Objectives of the Temporary Transport Strategy

The overall objectives of the TTS are to:

- Present the proposed schedule of Bankstown Line possession periods, and temporary alternative transport arrangements that will be needed.
- Define the Bankstown Line stations that will be closed or experience changes to rail services during possessions.
- Identify the types of customers that the Bankstown Line currently serves, and the level of demand they generate.
- Identify the customer objectives to be met by each TTP.
- Define Sydney Metro's approach to planning and managing the requirements of, and impacts on each transport mode as part of developing a TTP for each possession.

1.3 Scope of the Temporary Transport Strategy

The scope of the TTS includes:

- Defining the specific objectives of each component of a TTP.
- Temporary train service plans that provide additional capacity on other rail lines where affected customers may be diverted to, and altered services on sections of the Bankstown Line that are not being converted to Metro operations.
- Integrated temporary bus services to allow customers to travel between closed stations on the Bankstown Line, and to stations on other lines. This includes understanding the opportunities that the regular bus network can provide.
- Planning specialised services for customers who may not be able to use the temporary bus services, such as those with mobility impairments or other special needs.
- Initiatives to encourage and assist customers to walk or cycle to stations on other lines, or to their destinations.
- Infrastructure to support temporary bus services including bus stops and shelters, improvements to walkways and lighting, and wayfinding and information signage.
- Improvements to the road network, such as bus priority measures to support the temporary bus services, and adjustments to traffic signals to mitigate changes in road network demand.
- Understanding the changes in parking demand near rail stations, their impacts, and measures to manage those impacts.
- Customer and stakeholder engagement strategies, including communication, information provision and supporting travel demand management initiatives.

2. Possession Schedule and Affected Customers

2.1 Possession planning and schedule

Conversion of the Bankstown Line to Metro operations will require construction activities that vary in nature, including track realignment, station works, major earthworks and bridge works. As many of these activities need to be undertaken within the rail corridor, to ensure the safety of construction workers and the travelling public, it is necessary to cease rail operations and close the line for extended periods of time.

A variety of options on how to undertake the required closures were considered by Sydney Metro. Based on the potential impacts that closures of the Bankstown Line will have on customers, it was determined to focus construction and rail possessions during school holiday periods for the following reasons:

- Lower demand on the Bankstown Line due to the number of people taking holidays during these periods and the lack of school student travel;
- Reduced traffic volumes on the road network due to the removal of school-based traffic, potentially delivering faster and more reliable journeys on replacement buses;
- Lower demand on parallel rail lines resulting in increased capacity to accommodate Bankstown Line customers who are diverted to these lines; and
- Increased bus fleet and driver availability to operate replacement services as school bus operations cease during holidays.

Only the July and December-January school holiday periods are currently proposed. April and October school holidays were also considered, but these periods are typically busier and can coincide with Easter and sporting finals, respectively.

This indicative possession program would be reviewed during detailed design in line with construction planning to ensure the available possessions are sufficient to complete the works. The schedule of possessions would be reviewed to reduce the overall impacts to the community as far as possible.

Table 1: Draft Schedule for Major Possessions

Possession	Description	Commences	Ends
1	2 Week July Possession	Sat, 6 Jul 2019	Sun, 21 Jul 2019
2	6 Week Dec/Jan Possession	Sat, 21 Dec 2019	Sun, 2 Feb 2020
3	2 Week July Possession	Sat, 4 Jul 2020	Sun, 19 Jul 2020
4	6 Week Dec/Jan Possession	Sat, 19 Dec 2020	Sun, 31 Jan 2021
5	2 Week July Possession	Sat, 3 Jul 2021	Sun, 18 Jul 2021
6	6 Week Dec/Jan Possession	Sat, 18 Dec 2021	Sun, 30 Jan 2022
7	2 Week July Possession	Sat, 9 Jul 2022	Sun, 24 Jul 2022
8	6 Week Dec/Jan Possession	Sat, 17 Dec 2022	Sun, 29 Jan 2023
9	2 Week July Possession	Sat, 8 Jul 2023	Sun, 23 Jul 2023
10	6 Week Dec/Jan Possession	Sat, 16 Dec 2023	Sun, 28 Jan 2024
11	Final Possession	To be determined	By late 2024

The development of the Management Plan for each possession would need to reflect the construction methodology and staging developed by the Contractor. Sydney Metro will work with the Contractor to encourage an approach that minimises impacts associated with possession related works.

The final rail possession for the project is expected to extend for a period of up to six months during 2024 which may include the preceding December/January school holiday period. This possession is required to allow the finalisation of works and the establishment of Metro operations including train testing, system integration and final commissioning. The duration of the final possession cannot be confirmed at this stage and will be dependent on the system operators' testing and commissioning processes.

At the time of the final possession, the first component of Sydney Metro City & Southwest – from Chatswood to Sydenham – is anticipated to have commenced operating, which would provide additional rail capacity northwards from Sydenham towards the Sydney CBD and the broader rail network.

In addition to the ten multi-week possessions described in four additional weekend possessions of the Bankstown Line are planned each year, similar to those currently carried out for track maintenance.

2.2 Geographic extent

2.2.1 West of Sydenham

The Bankstown Line extends from Sydenham to Bankstown and then further west to Yagoona and Birrong before branching into two lines, north to Lidcombe and west to Liverpool via Cabramatta.

Figure 1: Plan of the T3 Bankstown Line



Source: Transport for NSW

Each of the proposed rail possessions would involve closing Marrickville Station through to Punchbowl Station, inclusive.

During the earlier possessions, the construction activity at Bankstown would not allow trains to operate from the Liverpool and Lidcombe branches into Bankstown Station. Due to how the existing tracks are configured, this will also result in the temporary suspension of train services from Yagoona and Birrong. The remaining stations between Liverpool and Lidcombe¹ would remain open during possessions but would be served by altered train services, such as a shuttle service travelling between these two terminus stations.

During later possessions after the works at Bankstown Station are completed, trains would be able to operate from Liverpool to Bankstown, and/or from Lidcombe to Bankstown.

The planning of temporary services will consider the needs of customers west of Bankstown, including those who use Yagoona and Birrong stations, who will no longer be able to travel via the Bankstown Line to destinations east of Bankstown including the CBD.

¹ Warwick Farm, Cabramatta, Carramar, Villawood, Leightonfield, Chester Hill, Sefton, Regents Park and Berala.

2.2.2 East of Marrickville

East of Marrickville, the Bankstown Line continues to the City Circle via Sydenham, St Peters and Erskineville Stations.

Sydenham Station is generally expected to remain operational during possessions and services on the T4 Illawarra Line and T8 Airport & South Line will continue to operate.

St Peters and Erskineville Stations are currently served by Bankstown Line trains, but it is possible to modify train operations so that they are served by either T8 Airport & South Line trains, or T4 Illawarra Line trains. Planning for each TTP will need to consider the best option for serving these two stations given the operating constraints in the rail network at the time.

To enable works to be undertaken at Sydenham Junction, short closures of the entire station and all lines passing through it may be required for up to five days, though this is yet to be confirmed and would be scheduled during early January when customer demand levels are at their lowest.

2.3 Identifying affected customers and demand levels

Customers that use each station along the Bankstown Line have a variety of travel demands especially when comparing the areas in the eastern part of the corridor to those further to the west. As part of the development and refinement of each TTP, a detailed assessment of customer demand will be undertaken to determine who our customers are, where they are travelling to, and when they need to travel. The Opal ticketing system provides a rich dataset for planners to gain this understanding, but this may need to be supported with information from other sources.

The following provides an example of the data that will be used to inform the development of each TTP. The data in this section is based on Opal ticketing data of customer travel from a typical weekday in August 2016.

2.3.1 Daily weekday demand

Currently, up to 54,000 customers travel on the Bankstown Line each weekday resulting in up to 90,000 customer trips. Of these, approximately 72,000 trips start or end at one of the ten stations from Marrickville to Bankstown that will be upgraded.

Over the next seven years, demand is forecast to grow by around 6% per annum. By 2019 when closures of the line commence, demand to travel on the Bankstown Line is expected to exceed 100,000 customer trips per weekday. Fortunately, demand levels during school holiday period are typically at least 15% lower than during school term.

The typical number of weekday customers recorded entering and exiting Bankstown Line stations is presented in Table 2.

Table 2: Typical daily weekday station entries and exits at Bankstown Line stations (2016)

Station	Entries	Exits
Stations west of Bankstown	9,120	8,420
Carramar	530	480
Villawood	550	480
Leightonfield	240	300
Chester Hill	1,130	1,010
Sefton	680	560
Berala	1,880	1,800
Regents Park	1,200	1,170
Birrong	1,110	1,000
Yagoona	1,800	1,620
Stations to be converted to Metro	45,410	43,990
Bankstown	8,920	9,440
Punchbowl	2,800	2,690
Wiley Park	1,880	1,730
Lakemba	3,970	3,800
Belmore	2,860	2,690
Campsie	8,150	8,100
Canterbury	2,280	2,020
Hurlstone Park	1,440	1,250
Dulwich Hill	2,610	2,370
Marrickville	4,320	4,090
Sydenham*	6,180	5,810
Stations east of Sydenham	6,630	5,520
St Peters	3,880	3,100
Ersleville	2,750	2,420
TOTAL	61,160	57,930

Source: Opal data station entries and exits, 17 August 2016 (regular school term weekday)

- Notes:
- 1) Data for Sydenham Station includes patronage on T8 Airport & South Line and T4 Illawarra Line services.
 - 2) Journeys that start and end at a Bankstown Line station will be recorded in both the entries and exits columns.

2.3.2 Weekday AM peak period demand

2.3.2.1 Defining the peak period

For the planning of temporary transport services, the weekday morning peak period represents the most significant challenge as this is when the highest travel demand is observed when measured on an hourly basis. This peak period is typically defined as having a 3.5 hour duration, from 6:00am to 9:30am, in which the hour with the highest observed demand is defined as the AM peak hour. The AM peak hour is also the busiest hour of the day, and represents the highest levels of customer demand that will need to be accommodated by each TTP.

The exact time that the AM peak hour occurs varies depending on location, with locations closer to the Sydney CBD experiencing it later than locations further out. For commuters travelling to the Sydney CBD, the highest demand occurs between 8:00am and 9:00am.

2.3.2.2 Station groupings

For assessment purposes, the Bankstown Line stations that will be converted to Metro between Marrickville and Bankstown are considered 'internal' to the corridor.

Other Bankstown Line stations are considered here as 'external', i.e. east of Marrickville (Sydenham, St Peters and Erskineville), and west of Bankstown (Yagoona, Birrong, Regents Park, Berala, Sefton, Chester Hill, Leightonfield, Villawood and Carramar).

Typical demand levels for the weekday AM peak period are presented in Figure 2 showing the number of customers boarding and alighting at each station on the Bankstown Line, and the station group where they travelled from or to.

2.3.2.3 Travel to and from external stations

In the eastbound direction, currently around 8,800 customers are onboard Bankstown Line trains as they approach Sydenham in the AM peak hour each weekday. 79% of these customers board at one of the ten internal stations – Bankstown to Marrickville – while the remainder board at external stations west of Bankstown.

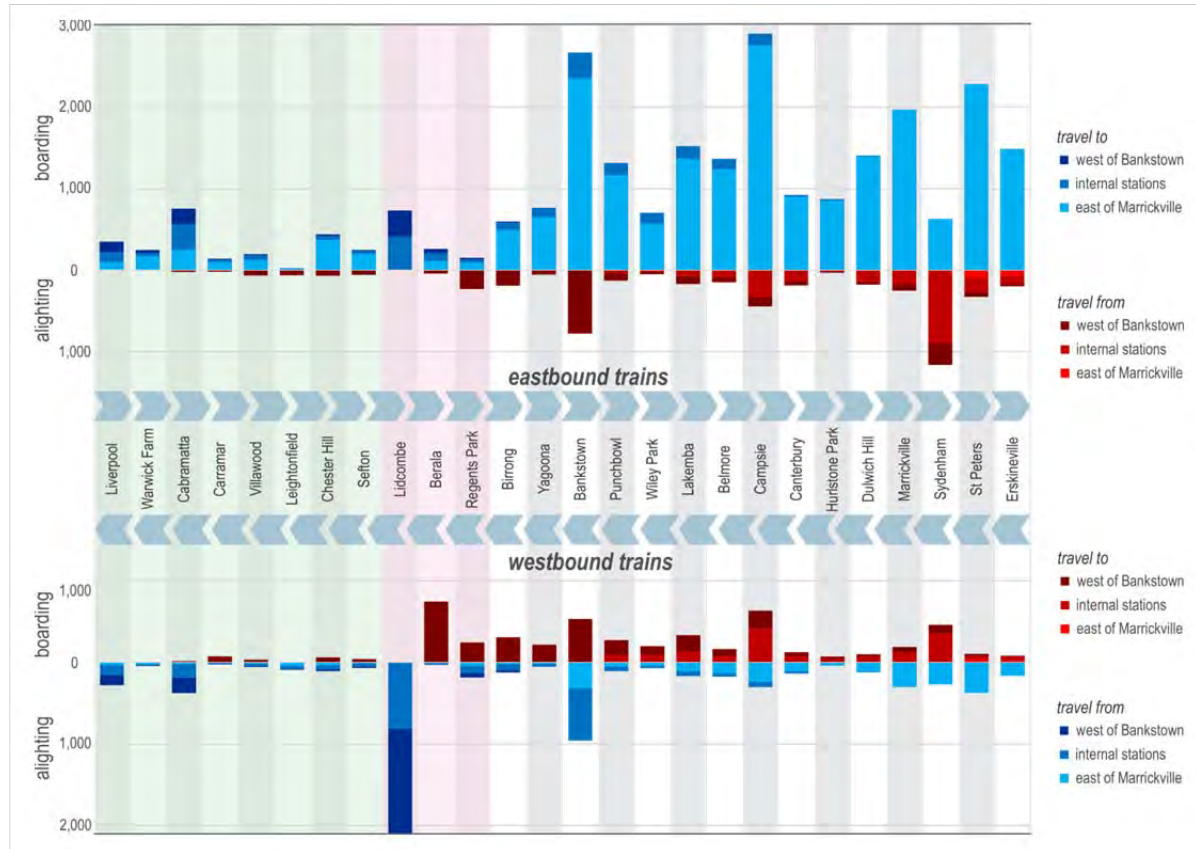
Demand in the westbound direction through Sydenham is lower, with approximately 700 customers onboard in the busiest one-hour period. 82% of these customers alight between Marrickville and Bankstown inclusive, while the remainder continue west of Bankstown. Internal Bankstown to Marrickville customers generate approximately 1,000 westbound journeys in the busiest one-hour period. Of these journeys, 62% continue west of Bankstown.

Lidcombe Station generates a large demand for westbound travel from customers transferring to the T1 Western Line and the T2 Inner West & Leppington Line.

2.3.2.4 Travel between internal stations

The internal stations also generate demand to travel between them – approximately 1,200 customers alight at one of these stations during the busiest one-hour period in the morning peak. Of these customers, 17% commence their journey west of Bankstown, 51% commence their journey from an internal station, and the remainder travel from stations east of Sydenham.

Figure 2: Typical morning peak period travel demand on the Bankstown Line (weekday 6:00am - 9:30am)

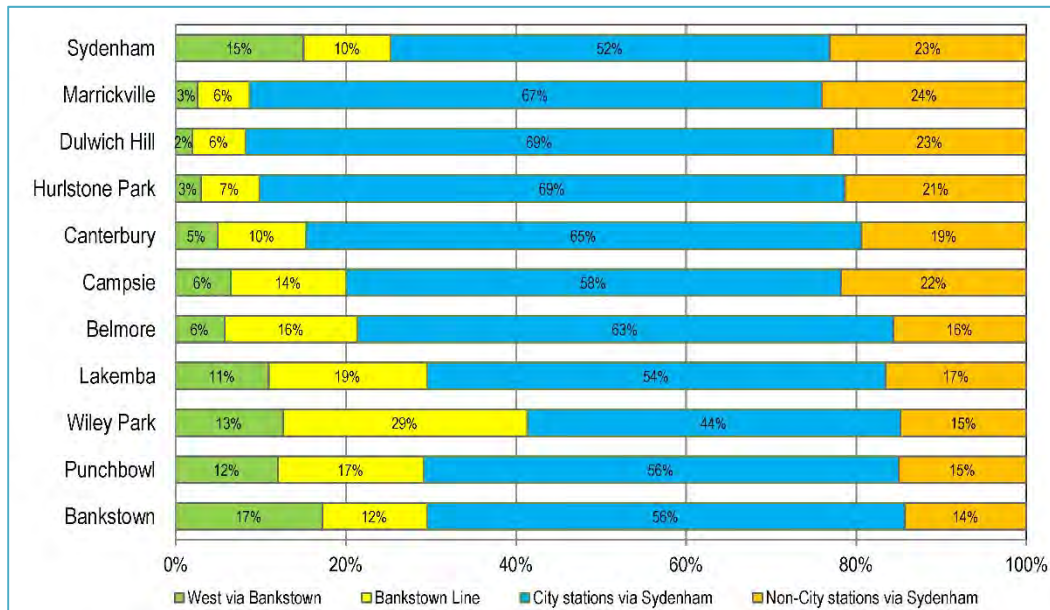


Source: Opal card data, 17 August 2016.

2.3.2.5 Observations

Customer travel patterns and their likely destination vary along the corridor. Figure 3 presents the destinations that customers travel to in the AM peak period, and it can be seen that in the eastern part of the Bankstown Line corridor, nearly 70% of customer travel demand is to stations in the Sydney CBD. Further west, this drops to just over 50%. The share of passengers travelling to the City stations from Sydenham is significantly lower than the other stations in the eastern part of the Bankstown Line corridor because these customers have three rail options to the City from Sydenham Station -- T4 Eastern Suburbs & Illawarra Line, T8 Airport & South Line and T3 Bankstown Line.

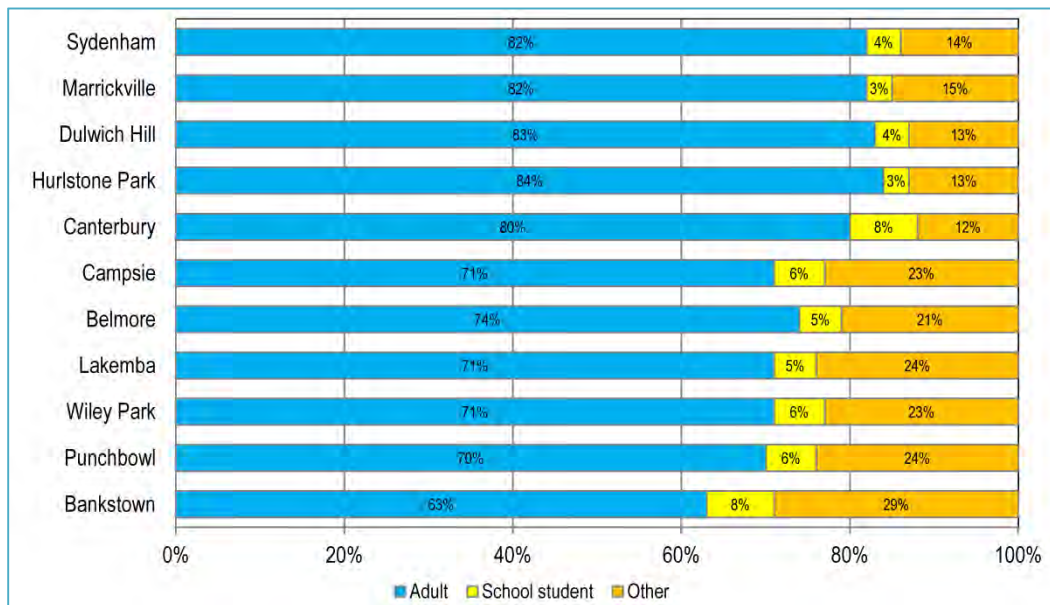
Figure 3: Distribution of destinations from Bankstown Line stations (typical weekday, 6:00am to 9:30am)



Source: Opal card data, 17 August 2016

Figure 4 shows the distribution of customer types at each station in the AM peak period, as recorded by Opal ticketing data. In the eastern part of the Bankstown Line corridor, over 80% of customers are classified as adults, reducing to 63% at Bankstown. The higher percentage of school students at some stations reflects that a number of schools are located close to those stations.

Figure 4: Proportion of customer types at Bankstown Line stations (typical weekday, 6:00am to 9:30am)



Source: Opal card data, 17 August 2016.

The "Other" category includes concession card holders and customers entitled to free travel.

2.3.3 Weekday PM Peak period demand

The afternoon peak period is defined as the 3.5 hour period from 3:30pm to 7:00pm although the demand to travel during this period is more evenly distributed across it when compared to the morning peak period. Consequently, the demand in the PM peak one-hour is lower than in the AM peak one-hour.

Approximately 6,000 customers are onboard a westbound Bankstown Line train departing Sydenham Station in the busiest hour each weekday afternoon. Approximately 75% of these customers alight between Bankstown and Marrickville inclusive, while the remaining 25% alight west of Bankstown.

Eastbound demand in the afternoon peak is significantly lower, with approximately 1,500 customers onboard Bankstown Line trains as they approach Sydenham in the PM peak hour.

Demand to travel between internal stations in the afternoon peak period is up to approximately 1,100 customers per hour, of which around 60% is westbound. However, this internal travel demand peak occurs around two hours earlier than the regular commuter peak hour, reflecting the use of the line for travel by school students. During school holidays periods, this student travel demand does not occur although minor increases in travel demand across the off-peak period is observed compared to school term.

3. Temporary Transport Plan Development

3.1 Temporary Transport: Services Planning and Management Planning

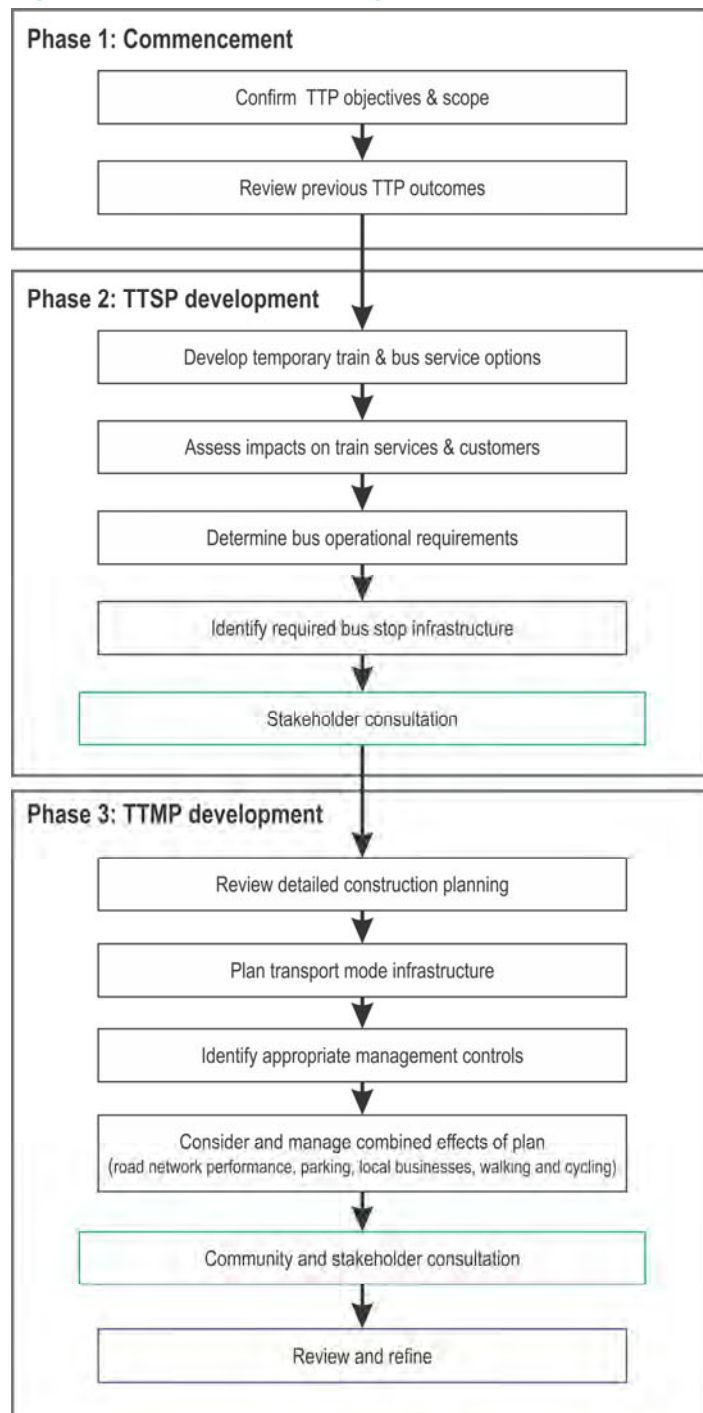
The tasks required to develop each TTP occur in a series of three phases, as shown in Figure 5.

The first phase involves confirming the objectives and scope for the TTP, and reviewing the performance of previous TTPs to determine learnings that can be applied. Development of the first TTP for the Bankstown Line will include a review of Sydney Metro's Epping to Chatswood TTP which will have concluded by that time, and subsequent Bankstown Line TTPs will learn from the ones that preceded it, in an ongoing process of revision and refinement.

The second phase involves the preparation of a *Temporary Transport Service Plan (TTSP)*, which will present the temporary rail and bus services that operate during the possession to meet the needs of affected Bankstown Line customers.

The third phase will result in the preparation of a *Temporary Transport Management Plan (TTMP)*, which will consider the wider impacts created during possessions including those of the line closure, the operation of temporary transport services and the interactions of construction activities.

Figure 5: Process for developing a TTP



3.2 Temporary Transport Plan objectives

The objectives for each of the TTPs have taken into account established Transport for NSW customer service satisfaction drivers, and the Program Objectives and Guiding Principles for Sydney Metro.

Five overarching TTP objectives have been identified and are listed below. Additionally, specific objectives have been developed for the different TTP planning tasks, and these are presented in the following chapters.

Overarching TTP Objectives

Minimise the impact for Bankstown Line customers of temporarily removing train services between Sydenham and Bankstown (or Regents Park) by delivering a comprehensive and effective temporary transport service plan

Minimise, manage or mitigate wider disruptions to other public transport services, local businesses, the community and the road network.

Be accessible by all customers.

Provide a safe environment for customers and workers by eliminating or mitigating conflicts generated by Metro construction works.

Provide a balance between minimising customer impacts and the efficient use of the resources available to deliver temporary transport services.

3.3 Temporary Transport Plan scope

Each TTP will be similar in nature, but would need to consider different construction impacts or changes in the transport network to develop the most effective multi-modal response to the closure of the line. The development of each TTP will require consideration of its scope.

As a minimum, the following would be considered in the development of each TTP.

Temporary Transport Services Plan Scope

Temporary Rail Services

Providing additional train services on the parallel rail lines to the north (T2 Inner West & Leppington Line), and the south (T8 Airport & South Line) of the Bankstown Line to accommodate anticipated increases in demand.

Providing altered train services on the sections of the Bankstown Line that are not being converted to Metro operations (west of Bankstown to Lidcombe and Liverpool, and from Sydenham east to the Sydney CBD).

Temporary Bus Services

Providing temporary bus services that travel along the Bankstown Line which offer optimised stopping patterns to serve customer needs, which may be different to existing train stopping patterns.

Providing temporary bus services between Bankstown Line stations and stations on other rail lines to provide faster travel times.

Temporary Transport Services Plan Scope

Considering potential additional stops for temporary bus services (i.e. in addition to railway stations) as a means of improving customer access to the temporary bus services.

Providing additional frequency on regular bus routes which may offer customers a more attractive alternative to the temporary bus services.

Providing specialised services for customers with impaired mobility who may not be able to use the temporary bus services.

Walking and Cycling

Identifying initiatives that encourage affected customers to cycle and walk as an alternative means of commuting, either to access temporary transport services or to travel all the way to their destination.

Temporary Transport Management Plan Scope

Supporting Infrastructure

Providing bus stops, shelters and seating for customers waiting to catch temporary bus services. Stops will be designed to be safe, accessible and well-lit. Shelters could either be temporary or permanent, depending on the location.

Identifying improvements to the station facilities on the other rail lines that Bankstown Line customers may be diverted to.

Identifying and implementing bus priority measures to improve travel times for temporary bus services.

Identifying and implementing road network improvements to mitigate increased road network demand, such as adjustments to traffic signals.

Walking and Cycling

Identifying and implementing walking and cycling connectivity and amenity improvements along the Bankstown Line to support temporary bus services.

Identifying and implementing walking and cycling improvements at stations on other rail lines to enhance customer experience connecting to alternate train services at unfamiliar locations.

Improving bicycle parking facilities at stations on other rail lines to retain existing customers and attract new customers who choose cycling to access rail stations.

Customer Engagement and Information

Working with stakeholders, including Councils and community organisations, to better understand and communicate with our different types of customers, including those with special needs or from non-English speaking backgrounds.

Developing and delivering comprehensive customer information and notifications before and during the possessions.

Providing wayfinding and information signage at affected stations and TTP bus stops to assist customers to use temporary transport services.

Supporting travel demand management initiatives, such as encouraging car-pooling for customers who choose to drive instead of using the other modes available.

Temporary Transport Services Plan Scope

Out of Scope *The following will not be considered within the scope of each TTP*

Providing temporary bus routes directly into the Sydney CBD or to destinations beyond the railway lines surrounding the Bankstown Line (excepting providing additional frequency on regular bus routes, or dedicated services required during special events). This ensures that any temporary bus routes operating beyond the closed section of the Bankstown line will be designed to take customers quickly and efficiently to a nearby point where they can access the rail network.

Constructing new parking or major new bus interchange facilities at stations on other rail lines.

3.4 TTP development, revision and refinement

The development of each TTP involves a variety of tasks which are discussed in detail in the following chapters.

The completion of these tasks may not necessarily be sequential, and the successful development of each TTP will be an iterative process where the findings from one task may require that a previous task be revisited. This could include the need to revise the design of bus routes included in the TTSP, if the development of the TTMP finds that their operation would create unacceptable impacts.

Given that construction of the Bankstown Line will occur in stages over nearly five years, each of the possessions will be slightly different. The nature of Metro construction activities will vary from one possession to the next, potentially requiring different temporary transport arrangements in response. Additionally, population growth in the Bankstown Line corridor will result in increased demand, while the delivery of improvements in the road and transport networks may create new opportunities for travel.

A new TTP will be developed for each possession period which will define the initiatives that will be implemented prior to that possession. Following the completion of each possession period, the performance of the TTP will be assessed to determine learnings that can be used to ensure that the next TTP better meets the needs of our customers. Planning for the new TTP would retain the most effective parts of the previous plan while making adjustments necessary for any changes that might occur in the road, rail or bus networks.

Figure 6: Revision of the Temporary Transport Plan between Possessions



The revision and refinement process will apply to both the TTSP which will consider the how well temporary services performed and how well customers responded to them, and the TTMP which will review the previous impacts on and management of the road network, parking, local businesses, active transport, customer accessibility and special event management.

3.5 Baseline Temporary Transport Plan

As an input to the Sydney Metro City & Southwest Sydenham to Bankstown Environmental Impact Statement, a “Baseline” Temporary Transport Plan was developed to provide preliminary estimates of the volume of temporary bus services required to meet customer demand during a possession (refer Appendix A). The traffic and transport assessment of the Baseline TTP is provided in Chapter 10 of the *Environmental Impact Statement* and *Technical Paper* and an assessment of the noise and vibration and business impacts of the Baseline TTP is provided in Chapters 12 and 18, respectively, of the *Environmental Impact Statement*.

4. Temporary Transport Service Plan

The preparation of a Temporary Transport Service Plan requires the planning the rail, bus and specialised support transport services that will operate during possession of the Bankstown Line. This process will be guided by the following service planning objectives.

Primary Objective
Minimise the impact for Bankstown Line customers during possessions by developing an integrated network of rail and bus services that enables them to travel to their intended destinations conveniently, comfortably and safely.
Supporting Objectives
Provide adequate capacity on train services operating on other rail lines where customers could be diverted to.
Minimise disruption to existing train services and customers on other lines resulting from changes in train operations, including the sections of the Bankstown Line not being converted to Metro operations (west of Bankstown to Lidcombe and Liverpool, and east of Sydenham to the Sydney CBD).
Provide temporary bus services of adequate frequency and capacity to convey customers between Bankstown Line stations, and to stations on other lines where adequate capacity on train services is available.
Plan temporary bus routes between stations where regular bus routes already operate, providing additional service options for customers.
Plan temporary bus routes to travel along roads that are already used by regular bus routes, wherever possible.
Ensure that regular bus routes are able to accommodate customers who may choose to travel using these services instead of temporary bus services.
Ensure consistency of temporary bus routes across the day and week, so that customers only need to remember one alternate train station they need to travel to.
Provide an efficient and customer-focussed transfer experience between services and modes.
Provide specialised transport services to ensure that customers with specific mobility needs are able to travel during possessions.

4.1 Options for providing temporary additional rail capacity

For most Bankstown Line customers, travelling to their intended destination would still require them to access train services provided on other rail lines. It has been assumed that many would do so using temporary bus services delivered during each possession, while other affected customers would make their own way to the other rail lines either by car, regular bus services, cycling or walking.

Fortunately, the closure of the Bankstown Line means that the trains that would normally operate on the line may be able to be used to increase the frequency of services on other lines. For example, additional trains could be added to the T2 Inner West & Leppington Line, and/or added to the T8 Airport & South Line.

An important step in the development of each TTSP will be to determine opportunities for increasing rail capacity on parallel lines. Adding services to other lines is a complex undertaking and a number of constraints exist in terms of the capacity of lines, junctions, train fleet and stations.

This planning of temporary train services would be undertaken jointly by Transport for NSW and Sydney Trains.

4.2 Options for temporary bus services

A number of different approaches have been considered by Sydney Metro for providing temporary bus services. Each approach will form a component of the overall temporary bus service plan and provide customers with different choices on how they can travel. These components, shown schematically in Figure 7, are:

- Buses that stop at all stations along the corridor (component 1).
- Buses that only stop at a limited number of stations before continuing an express service to another station (component 2).
- Buses that move passengers to another rail line such as the T8 Airport & South Line and the T2 Inner West & Leppington Line (component 3).
- Increasing the frequency of regular bus services at specific locations, acknowledging that customers may prefer to use those instead of the temporary bus route service (component 4).

These components have been assessed in the Environmental Impact Statement, particularly impacts on traffic and transport performance, infrastructure and facilities, noise and vibration and local business operations.

4.2.1 Buses that stop at all stations along the corridor

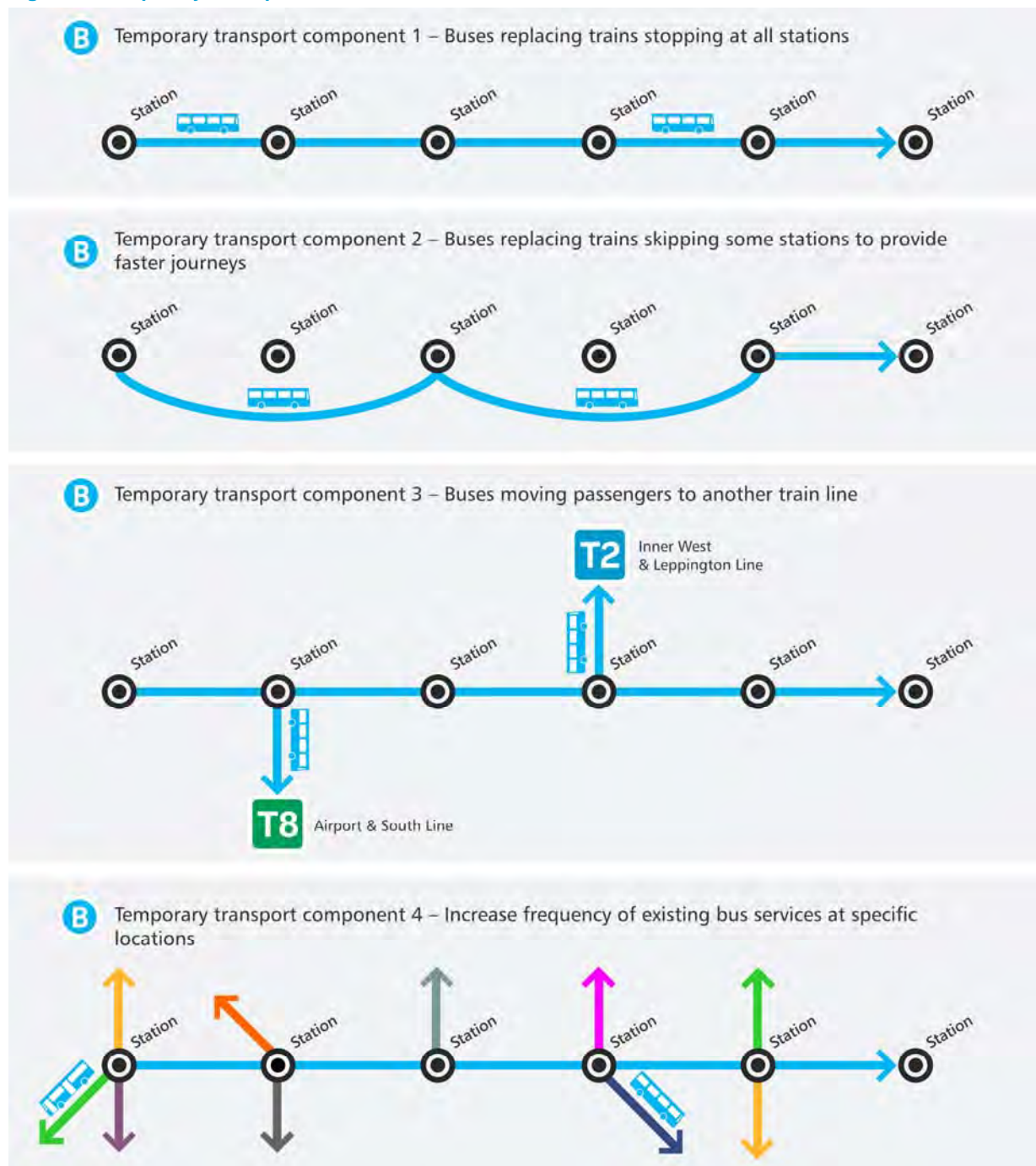
The TTSP will include an all-stations replacement bus service between Lidcombe and Sydenham. This will:

- Provide consistency between the existing train service and the temporary bus service; and
- Ensure that customers who are unaware of the temporary interruption to train services would be provided with a like-for-like replacement bus service at all times (during the hours of normal rail operation in the possession periods).

4.2.2 Buses that only stop at a limited number of stations

To provide faster journeys for customers, the TTSP may include limited stops services that skip some stations as part of their journey to or from Sydenham Station. The need for these services is influenced by the number of customers and bus loads that each station will generate at different times of the day.

Figure 7: Temporary Transport Bus Services



4.2.3 Buses that travel to stations on the T8 Airport & South Line, and T2 Inner West & Leppington Line

It is feasible that a TTSP would provide temporary bus services that travel south to stations on the T8 Airport & South Line, and/or north to stations on the T2 Inner West & Leppington Line.

Candidate stations for the transfer of Bankstown Line customers between bus and train would include:

- Revesby, Padstow, Riverwood, Narwee, Beverly Hills, Kingsgrove, Bexley North, and Bardwell Park stations on the T8 Airport & South Line; and
- Lidcombe, Strathfield, Burwood, Ashfield, Lewisham and Petersham stations on the T2 Inner West & Leppington Line.

Each of these stations can be accessed via reasonably direct routes from one or more Bankstown Line stations. The TTSP, referencing the customer markets, will determine how these stations will be included in the network of temporary bus services.

4.2.4 Increasing the frequency of regular bus services

The regular bus route network provides customers with additional options to travel. Many customers already have the choice to travel by either bus or rail, and the temporary closure of the Bankstown Line may mean they will choose to travel by a local bus route rather than a temporary bus service. Often customers will have a local bus stop closer to their home than the train station, making this option more attractive than the temporary bus service.

In the eastern part of the corridor, from Canterbury to Sydenham, several bus routes travel through the areas surrounding the stations and continue on to the CBD. These routes include the 412, 413, 423 and 428. Other routes such as the 418, 425, 444 and 491 provide connections to stations on other rail lines. The current Opal fare structure offers an inter-modal transfer discount, which allows customers to travel up to 3 km on a bus for negligible cost² if they transfer to or from a train, making the use of regular buses to access other train stations a potentially attractive option.

No bus routes travel directly to the CBD from west of Campsie. However, several bus services provide attractive connections to stations on other rail lines. These include:

- Routes M41 and 400 that connect Campsie to Bexley North Station and to Burwood Station;
- Routes M91 and M92 that connect Bankstown Station to Padstow Station; and
- Route M90 which connects Bankstown Station with Liverpool Station and Strathfield Station.

It is anticipated that these routes would experience increases in demand during closures of the Bankstown Line and additional services may be included to ensure overcrowding does not occur.

² As of June 2017, the Adult Opal fare for a bus journey up to 3 km is \$2.15. A discount of \$2.00 is awarded when customers using an Opal card transfer between bus and rail services, reducing the cost to \$0.15 for a short bus journey taken before or after a train journey.

4.3 Review of temporary train and bus route strategies

The TTSP will review issues and risks associated with providing temporary rail and bus services under each of the identified strategies. This may include:

- Comparison of travel times between different strategies for journeys between the same origins and destinations;
- Adequate train capacity to accommodate customers transferring to or from temporary buses;
- Station accessibility:
 - lifts and/or ramp access;
 - bus access and manoeuvrability;
 - bus stop locations and capacity; and
 - connectivity between bus stops and rail platforms.
- Opportunities for bus turnaround and layover;
- Managing transition periods if the connections to surrounding train lines only operate during limited hours (e.g. peak periods only), to avoid a customer travelling to a station at a time when the connecting services do not operate, or operate at a lower frequency; and
- Managing or mitigating impacts on the performance of the road network (discussed further in Section 5.4).

4.4 Determining service frequencies for temporary train and bus services

The potential demand for temporary rail and bus services was assessed as part of the Environmental Impact Statement and will be further reviewed in the development of the TTSP. Expected customer demand during each possession will help determine the capacity and frequency of service required on both rail and bus services.

For train services, the process will determine whether the volume of demand diverted to the other rail lines can be accommodated by the capacity of train services. This includes the regular train services and any additional temporary services added during possessions.

Capital expenditure requirements (e.g. bus fleet) will also be informed by the outcomes of the demand review process i.e. the frequency of service required to meet the identified level of demand at the nominated travel times.

Key steps in the demand estimation for the TTSP include:

Step 1: Quantification of candidate trips

Candidate trips are customers who may choose to use the temporary bus and train services during the morning peak hour. These trips will be estimated from Opal patronage data and/or from forecast pre-closure rail patronage on the Bankstown Line.

Step 2: Allocation of candidate trips to temporary bus routes

Allocation of candidate trips to the most appropriate temporary bus route, based on their origins and destinations.

Step 3: Determining preliminary peak hour bus frequencies

Determination of preliminary peak hour bus frequencies required to meet customer demand for each bus route in each strategy, as an input into the model. This is done by assuming all existing rail customers are potential TTP bus customers, and providing enough buses to accommodate them all (e.g. dividing the total demand per hour for each route by 50, which is the assumed capacity of a standard bus).

Minimum frequencies could also be set at a policy level to increase customer convenience, rather than be purely demand-driven. For example, a policy decision could be made that if a temporary bus route is to operate at all, then it should operate at 10 minute headways or better.

Step 4: Determining bus route travel times

Determination of travel times for all temporary bus routes in each identified bus strategy, during weekday peak hours and other times of the day and week.

This will use a combination of existing travel time data for buses and general traffic to determine bus travel time estimates that reflect the limited stop nature of the temporary bus routes compared to the network of regular route buses, and include appropriate estimates for bus dwell times at each of the railway stations served.

Step 5: Strategic transport modelling of TTP train and bus services

Each TTSP will be modelled using Transport for NSW's *Public Transport Project Model (PTPM)*³, specifically adapted for the Bankstown Line TTS. The PTPM will provide forecasts of customer demand:

- On each temporary bus route;
- On all operational rail lines;
- On regular bus and light rail services; and
- Demand for park and ride at rail stations.

Model inputs will include future land use projections for the Bankstown Line and Greater Sydney, anticipated changes to the regular bus route network, anticipated road network changes (e.g. WestConnex Stages 2 and 3) and proposed train service plans for the Bankstown Line possessions. The accuracy of travel times estimated in the previous step will be important, as the allocation of demand to public transport services within the model is sensitive to travel time differences between alternative options.

The modelling process will incorporate sensitivity testing which will result in a range of demand forecasts rather than a single point estimate of demand to ensure the following extremes are assessed:

- The highest possible retention of existing Bankstown Line customers as public transport users, representing the maximum possible demand for temporary bus services; and

³ The PTPM is an incremental multi-modal strategic transport model developed by Transport for NSW, and is used on many major public transport planning projects in NSW to calculate transport user benefits to inform economic evaluations and the preparation of project business cases. This model is adapted to meet the specific requirements of individual projects, and for the Bankstown Line TTS this has included refinement of travel zones adjacent to the rail line, coding of alternate rail plans with the Bankstown Line closed, and the development of new park and ride assessment capability.

- The lowest foreseeable retention of existing Bankstown Line customers as public transport users representing the greatest diversion to car travel and the highest impact on road network performance.

Step 7: Estimation of demand outside of peak periods

Estimation of demand for the temporary bus and rail services across the remainder of the weekday (i.e. outside of the morning peak period) and on weekends will be undertaken by proportioning demand experienced at those times against peak hours.

- Opal ticketing data will be used to estimate the relative demand for early morning, off peak, evening peak, night and weekend services compared to the demand for services during the morning peak hour;
- Corresponding service frequencies across the day and across the week will be determined for each temporary bus route (e.g. if the demand at midday is 50% of the morning peak hour demand, the frequency of midday services will most likely be set at half of that during the peak hour);
- Service frequencies will be compared against target minimum service levels to determine whether or not each temporary bus service will be required to run during all time periods, or for example, only during weekday peak periods; and
- Established factors for changes in rail customer demand during school holiday periods will be applied to the demand for temporary bus routes in all time periods to determine if any adjustment in service frequency may be required, depending on the time of year in which each possession of the rail line takes place.

4.5 Assessing impacts on train services and customers on other rail lines

Each TTSP will quantify the potential increase in rail patronage on surrounding lines, and assess this against available capacity, both on the trains and at the stations themselves. The TTSP may then recommend temporary train service changes which would provide additional capacity on surrounding train lines to accommodate the anticipated increases in demand.

Due to the complexities of planning train services, the addition of temporary services will require the preparation of an alternative working timetable. This means that adjustments will be required to the timing and stopping patterns of trains that travel on the T8 Airport & South Line and T2 Inner West & Leppington Line, resulting in impacts to the regular customers of those lines.

In some cases, these impacts may be beneficial as the addition of temporary additional train services will increase the frequency of services at some stations which may in turn change the demand for train services at these stations.

Some of the changes to train services may result in changes to operations in the Sydney CBD, such as trains travelling a different direction around the City Circle.

The following will be assessed, as a minimum:

- Changes in travel times to the most common destinations (e.g. Central, Town Hall, North Sydney, Parramatta) from all rail stations at which timetable changes occur;
- Forecast changes in customer demand from all stations;
- The impact of demand changes on train loads and crowding; and

- Changes to the locations and number of passengers who need to transfer to other rail services.

If the operation of the TTSP results in substantial changes in customer behaviour and impacts on stations, such as the volume of people accessing or transferring at CBD stations, these findings will inform the TTMP and may trigger the need for specific management measures to be developed.

4.6 Determining bus operational requirements

When the numbers of temporary bus routes and frequencies are known, the bus operational requirements for implementing the TTSP will be determined. This will allow a final analysis of the cost and resource requirements for the temporary bus services.

Operational requirements will include:

- Identifying the peak number of buses required to provide the temporary bus services and enhancements to regular bus services identified in the TTSP. The bus fleet calculation will also include spare buses (to cover for maintenance requirements) and standby buses.
- Identifying the pick-up and set-down arrangements for each temporary bus route at each station served.
- Identifying the stations at which standby buses may be required, how many and where they would be positioned.
- At terminal points, identifying the requirement for and location of bus layover areas.
- Identifying how TTP buses and regular bus services will interact at locations served by both.
- Testing the capacity of bus stops to accommodate increased numbers of buses and customers, particularly where TTP buses are required to share bus stop space with buses serving existing bus routes (bus stop capacity constraints at particular locations may influence whether or not an additional intermediate stop for TTP buses is appropriate).
- Identifying the bus stop management requirements, i.e. staff to provide customer information to manage boarding and alighting, and to direct the movement of buses.
- Identifying changes to the provision or location of car parking in station areas in order to accommodate TTSP requirements.
- Identifying road network changes that may deliver improved outcomes for customers and for bus service reliability during possession periods, for example:
 - traffic signal timing changes, and
 - bus priority measures.

The analysis of these requirements including any required supporting infrastructure will be undertaken as part of the development of TTMP.

4.7 Identifying required bus stop infrastructure

To support the operation of temporary buses, supporting infrastructure works associated with the functional and operational needs of the TTSP will be identified for each station. In some cases, permanent infrastructure that provides a benefit outside of possessions may be delivered. Examples of supporting infrastructure include:

- Directional signs to/from the rail station;
- Bus route information displays;
- Temporary or permanent bus shelters that include seating and marquees for weather protection;
- Relocation of bus stop poles;
- Changes to bus zone signs; and
- Improvements to existing infrastructure required to meet DDA requirements in accordance with *Disability Discrimination Act 1992* and *Disability Standards for Accessible Public Transport 2002*.

Managing potential impacts associated with the development of this infrastructure will be undertaken as part of the development of TTMP.

4.8 Specialised transport services

4.8.1 Recognising specific customer mobility impairments and needs

Many Bankstown Line customers have an impairment that restricts their mobility, or may require assistance when using public transport. This includes:

- Mobility impaired users;
- Visual and auditory impairments;
- Cognitive impairments;
- Families with young children;
- Customers travelling with carers or assistance animals;
- Customers travelling with bulky items; and
- Customers with medical conditions.

During closures of the line, the needs of these customers will need to be met by each TTP and in some instances this may require the development of tailored solutions.

Some customers will be able to use the temporary bus services which will be designed to meet or exceed current accessibility standards. It is anticipated that all buses will be equipped with wheelchair ramps and dedicated wheelchair spaces, and bus stops will be designed to ease boarding.

However, some customers who currently travel by train will not be able to travel by bus, such as users of mobility scooters that buses are unable to accommodate. Other customers may have difficulty navigating the temporary bus stops and unfamiliar train stations that temporary bus services will travel to. For these customers, specialised transport services may be required.

4.8.2 Process for planning specialised transport services

Transport for NSW is committed to ensuring that the needs of these customers will be met during closures of the Bankstown Line through a process of:

- Gathering information on the number and types of customers who require any form of assistance when travelling;
- Engaging with community groups and disability support groups who represent customers with specific needs;
- Working with community transport providers to determine the most effective way to provide mobility for affected customers; and
- Committing to provide best practice in information provision for users with visual, hearing or learning impairments.

4.9 Option analysis

The feasibility of scenarios identified for temporary rail and bus services will be assessed against a number of considerations, including:

- Train services and customers on other train lines;
- Impacts on existing bus services;
- Impacts to road network performance and parking availability;
- Walking and cycling opportunities;
- Community and stakeholder feedback, including local businesses;
- Special event requirements; and
- Accessibility requirements for customers.

5. Temporary Transport Management Plan

The Temporary Transport Management Plan will define the processes by which the impacts created by closures of the Bankstown Line, and the operation of temporary train and bus services, will be managed.

Primary Objective
Minimise, manage or mitigate the impacts of closures of the Bankstown Line on other public transport services, local businesses, the community and the road network.
Supporting Objectives
Ensure that bus stop and train station facilities are safe, accessible and of adequate capacity.
Minimise the impacts of temporary bus service operations on the performance of the road network.
Manage or mitigate the impact of temporary bus service operations on on-street parking near rail stations.
Maximise walking and cycling as modes for customers to access stations, or to travel to their destinations.
Ensure the safety of people who walk or cycle during possessions.

5.1 Construction activities

The construction activities required to convert the Bankstown Line to Metro operations will, at times, impact the operation of temporary transport services. The TTMP will be developed in close coordination with construction planning to:

- Understand the impacts of specific construction activities, including bridge closures that will require diversion of buses and other traffic, and station construction that may impact locations intended for use as bus stops or customer access paths.
- Understand construction haulage activities and their impact on road network performance. The use of some local streets by construction vehicles may worsen traffic conditions resulting in the need to divert rail replacement bus services to avoid the roads they use.
- Ensure the safety of customers when as they walk or cycle to access train services, or to other destinations.

5.2 Public transport infrastructure and services

As described in Chapter 4, the operation of the TTSP and the implementation of supporting infrastructure have the potential to create wider impacts.

The TTMP will define how the following will be approached:

- Implementation of temporary bus stops and possible improvements to existing stops, including the planning, design, deployment and removal.
- Operational management of the bus stops including bus marshalls and customer assistance staff.

- Development and management of facilities to support bus operations, such as bus turnarounds and layovers.
- Increases in customer volumes at stations on other rail lines where Bankstown Line customers may divert to, and at CBD stations.
- Increases in customer volumes on the Inner West Light Rail where, unlike the regular bus network, providing additional service frequency may not be possible.

5.3 Specialised transport services

The operation of specialised transport services for customers with mobility requirements will need to be managed carefully to assist customers in using them. Depending on the nature of the services provided, a management framework will be needed to:

- Identify and register the customers who will need to use the services.
- Establish a booking and despatch system to enable customers to request these services.
- Plan for the operation and staffing of pick-up and set-down zones suitable for use by these services.

5.4 Road network performance

The closure of the Bankstown Line and the provision of temporary bus services will impact the performance of the road network, as assessed in the *Environmental Impact Statement*. This is due to a combination of the number of buses required to provide temporary bus services, and the decision some customers will make to drive to their destination or to drive to a different train station to access the rail network. Each TTP will address impacts to general traffic and on the operation of the temporary bus services. This will involve the analysis of key intersections and the development of options to improve their performance, such as modifying how the intersection operates, or by changing the routes that temporary bus services take between stations to avoid congested intersections.

5.5 Parking

The temporary closure of the Bankstown Line will affect the demand for parking at stations along the Bankstown Line, and at stations on the parallel rail lines where people may choose to drive to instead. The TTP will provide an estimate of the changes in demand for park and ride at all stations, allowing an identification of locations where intervention may be required to mitigate the impact of increased demand.

Parking areas along the corridor may be affected by construction activities and the need to provide temporary bus stops. This may affect both designated commuter parking spaces and general on-street parking.

Each TTP will identify what changes would be required to parking arrangements during each possession, potentially including:

- The temporary conversion of commuter car parking spaces and/or on-street parking spaces at some Bankstown Line stations to full-time bus zones to accommodate

customer and operational needs of the TTP buses. This occurs at present during weekend possessions when rail replacement bus services are provided;

- Reducing the available hours of kerbside parking spaces at or near selected train stations so that the spaces can operate as a bus zone at certain times of high demand to accommodate customer and operational needs of the TTP buses;
- The provision of temporary park and ride facilities at other locations within the Bankstown Line catchment, supported by temporary bus routes to connect to rail stations on the parallel rail lines; and
- Temporary changes to on-street parking restrictions near affected stations.

5.6 Walking and cycling

5.6.1 Sydenham to Bankstown Walking and Cycling Strategy

Sydney Metro is developing a *Sydenham to Bankstown Walking and Cycling Strategy* as part of the overall planning for the project. The purpose of the Walking and Cycling Strategy is to investigate recommendations to support the increase of Sydney Metro patronage and overall walking and cycling mode share, and support the reduction in traffic congestion.

This strategy will consider improvements to walking and cycling throughout the Bankstown Line corridor, providing benefit in both the short and long term. The development of the strategy would consider:

- Existing walking conditions. Existing walking network and pedestrian demands within 800 m of each station. This task would consider the existing pedestrian mobility and accessibility requirements.
- Existing cycling conditions. Existing cycling network and bicycle rider demand within a 2.5 km catchment would consider connectivity, on and off-road safety and amenity. This task would identify network gaps and areas of conflict with other road users. Additionally, existing bike parking supply, parking type and user demands would be investigated and assessed for each station.
- Future walking assessment. Future desire lines and demands would identify preferred walking routes and identify priorities for network upgrade.
- Future cycling assessment. A cycling demand assessment would be completed to understand the future context of cycling surrounding and connecting to the Sydenham to Bankstown corridor. This work would also discuss how Sydney Metro and the proposed Active Transport Corridor, to be partially delivered by the project, could change demands and routes for future users. The demand assessment would inform the future provision of bike parking to ensure future mode share is accommodated.
- Mitigation recommendations. Initiatives identified in the strategy would assist in improving the mode share for walking and cycling to and from each station within the project.

5.6.2 Walking and cycling initiatives during possessions

Where feasible, the proposed initiatives will be delivered as early as possible so that they provide benefit during possession of the Bankstown Line and support the TTPs.

Each TTP will consider the potential impacts of the Bankstown Line closure on cyclists and on pedestrians, including:

- Identifying the extent to which pedestrians and bicycle riders may divert to stations on the parallel rail lines;
- Assessing the availability and capacity of end-of-trip facilities at stations which may attract increased numbers of bicycle riders; and
- Assessing the suitability of existing walking and cycling infrastructure to support diverted demand to/from other stations, or for customers who may choose to walk or cycle to their destination rather than use temporary bus services.

5.7 Local businesses

Closures of the Bankstown Line and the implementation of each TTSP have the potential to impact local businesses around the station precincts. This has been assessed in Chapter 18 of the Environmental Impact Statement.

The development of each TTMP will identify location specific requirements, such as the establishment of temporary bus stops near stations that consider the specific needs of adjacent businesses. If possible, options will be considered that benefit local businesses if diverted customers walking past or waiting for buses may generate positive exposure for those businesses.

5.8 Special event management

As discussed in Section 2.1, the possession schedule has been planned to avoid the April school holidays when events such as the Easter Show are held, and the October school holidays when sporting finals are often held.

However, there may still be special events that Bankstown Line customers would want to access, such as concerts held at Sydney Olympic Park or Moore Park.

The needs of each special event will be considered separately. In many cases, the standard TTSP would be able to accommodate the increased customer demand, subject to increasing bus frequencies to peak hour levels if the event occurs during the evening or on a weekend. If customer demand levels are high enough, an adapted version of the TTSP could be implemented where special services carry customers all the way to event destination.

The TTMP framework will also take a proactive approach to inform event organisers of when the Bankstown Line possessions will occur and encourage them to consider this when planning their events, eg the NRL's annual 'Back to Belmore' game.

6. Stakeholder and Customer Engagement

Objectives

Work with councils and other stakeholders to ensure the successful implementation of each TTP.

Develop effective customer communication and information strategies.

6.1 Stakeholder and community engagement

Stakeholder and community engagement has been a hallmark of Sydney Metro and will be critical in developing and delivering each TTP. Sydney Metro has used community feedback over the years to refine various aspects of the project and deliver better outcomes for people affected by construction disruption. That same approach will apply for the TTPs with our commitment to be responsive to community feedback.

Sydney Metro will work closely with community groups to understand the different needs of customers, including those with special needs, or from non-English speaking backgrounds. Sydney Metro has already begun working closely with Sydney Trains, Sydney Coordination Office, bus operators, Councils and other relevant stakeholders to ensure impacts on the community or the local transport network are properly addressed, such as the temporary reallocation of parking spaces for use as bus stops.

The approach to stakeholder and community engagement is outlined in Chapter 4 of the Sydney Metro City & Southwest Sydenham to Bankstown Environmental Impact Statement. Feedback from stakeholders and the community regarding the TTS will be invited during the exhibition of the Environmental Impact Statement and this feedback will inform development of the subsequent TTPs.

6.2 Customer information

Comprehensive customer information and communication strategies will be developed to ensure the community are aware of upcoming possessions, and the temporary rail and bus services that will be available. Information will be tailored to meet the needs of the different customer groups along the corridor, with specific materials to be developed for customers at each Bankstown Line station.

As part of the implementation of each TTP, wayfinding and information signage will be installed at each of the affected stations and TTP bus stops to assist customers to use temporary transport services provided. Sydney Metro will also investigate ways to support travel demand management initiatives to either reduce our customers' need to travel, or reduce the impact of their travel, such as encouraging car-pooling for customers who choose to drive instead of using the other modes available.

TTP 1 will be released to the community in 2018. Community and stakeholder input will be invited at that time, and will be carefully considered as we refine and finalise this first TTP, ready for implementation.

7. Summary

Conversion of the Bankstown Line to Metro operations will require temporary closures of the train line, commencing in July 2019. During these possession periods, up to 100,000 customer journeys could be affected each weekday. Sydney Metro has investigated several options for how these possessions should be scheduled and has determined that a program of multiple possessions, predominantly in school holiday periods, would yield the best outcome for customers.

The Temporary Transport Strategy (TTS) provides a framework that outlines how Sydney Metro will plan and deliver an integrated, multi-modal transport network during these possession periods. Because the possessions will occur over a period of nearly five years, the nature of each possession will be different due to progression in construction activities, and forecasted transport demand growth along the corridor. Therefore, a Temporary Transport Plan (TTP) will be developed for each possession. Each TTP will comprise a service plan (TTSP) and management plan (TTMP), that will define the initiatives to be implemented for that possession.

The initiatives that each TTP will consider are:

- Temporary train service plans that provide additional capacity on other rail lines where affected customers may be diverted to, and altered services on sections of the Bankstown Line that are not being converted to Metro operations.
- Integrated temporary bus services to allow customers to travel between stations on the Bankstown Line, and to stations on the other lines. This includes understanding the opportunities that the regular bus network can provide.
- Planning specialised services for customers who may not be able to use the temporary bus services, such as those with mobility impairments or other special needs.
- Initiatives to encourage and assist customers to walk or cycle to stations on other lines, or to their destinations.
- Infrastructure to support temporary bus services including bus stops and shelters, improvements to walkways and lighting, and wayfinding and information signage.
- Improvements to the road network, such as bus priority measures to support the temporary bus services, and adjustments to traffic signals to mitigate changes in road network demand.
- Understanding the changes in demand for parking near rail stations, the impacts this may cause and measures to manage those impacts.
- Customer and stakeholder engagement strategies, including communication, information provision and supporting travel demand management initiatives.

APPENDIX A Baseline Temporary Transport Plan

A.1 Overview

As an input to the *Sydney Metro City & Southwest Sydenham to Bankstown Environmental Impact Statement (EIS)*, a “Baseline” Temporary Transport Plan was developed to provide preliminary estimates of the volume of temporary bus services required to meet customer demand during a possession. These estimates were then used to assess the impact of the proposed bus services on the performance of the road network.

The Baseline TTP was developed for this purpose. It focusses solely on the planning of temporary bus services, and does not explore the other multi-modal elements described in the TTS.

A.2 Temporary bus service assumptions

Many customers are already familiar with the rail replacement buses that operate on weekends when rail lines are closed to allow for track maintenance. For the purposes of assessment, a Baseline TTP was developed that closely emulates these weekend rail replacement services. Some adjustments have been made to the weekend service plan to better serve the volume of customers travelling during weekday peak periods.

The Baseline TTP provides bus routes that travel along the Bankstown Line corridor, delivering customers with destinations in the CBD or beyond, to Sydenham Station. Subsequently, customers transfer to train services operating on the T8 Airport & South Line or T4 Illawarra Line.

This section explores how such a plan would operate and whether its performance outcomes for customers and impact on the road network would be acceptable.

A.3 Customer service objectives

Customer service objectives to inform the baseline temporary bus service requirements are:

- Ensure that all stations accessible on the existing train service between Lidcombe and Sydenham will be accessible by temporary bus services without the need to transfer between temporary bus services (i.e. a single seat journey);
- Minimise increases in travel times for the majority of customers who are travelling to/from east of Sydenham, including the CBD;
- Ensure that service frequencies in the peak hours are a minimum of 10 buses per hour. At other times, a minimum of 6 buses per hour are to be provided; and
- Provide adequate bus capacity so that passengers travelling the longest distances on temporary bus services are guaranteed a seat.

A.4 Rail service assumptions

The development of the Baseline TTP is premised on the assumption that Bankstown Station is unavailable for trains to travel to or from the west, and that the Bankstown Line stations will be closed from Marrickville through to Birrong inclusive.

The assumed rail network changes during the possession period are:

- A rail shuttle service is provided on the Bankstown Line between Liverpool and Lidcombe via Regents Park; and
- St Peters and Erskineville will be served by trains operating on the T8 Airport & South Line, or the T4 Illawarra Line.

Consequently, in the Baseline TTP Sydenham, Regents Park and Lidcombe Stations are the focal points for the transfer of customers between temporary bus routes and train services.

A.5 Temporary bus routes

As on weekends, the Baseline TTP is underpinned by an all-stops route that travels from Sydenham to Bankstown, and further to Lidcombe. This route will be part of any TTP, providing a promise to our customers of a simple, easily understood route that will enable them to travel to any of the closed stations on the Bankstown Line, at any time.

However, to meet the customer service objectives, the introduction of additional bus routes with express sections will be required to provide faster connections from the western parts of the corridor, to Sydenham. The proposed routes are described in Table A.1 and shown in Figures A.1 and A.2.

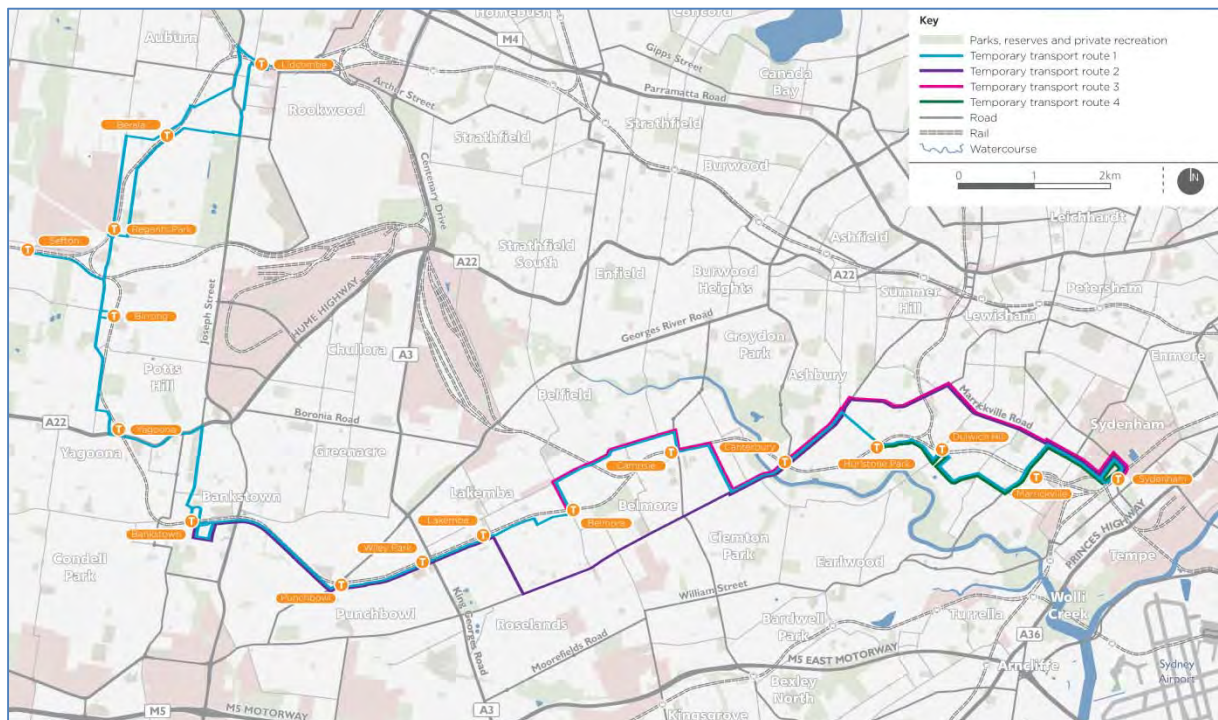
Table A.1: Temporary bus routes serving only stations between Lidcombe and Sydenham

Route	Description	Rationale
1	Lidcombe to Sydenham, all stations	<ul style="list-style-type: none"> • Will provide a consistent, all-hours service during each possession. • All station origin/destination combinations on the existing rail service between Lidcombe and Sydenham are also provided by the replacement bus service. • Some services will operate from Regents Park, instead of Lidcombe, to better serve customers travelling to/from the stations between Regents Park and Liverpool.
2	Bankstown to Sydenham, via Punchbowl, Wiley Park and Lakemba	<ul style="list-style-type: none"> • Travel times to Sydenham for customers from Bankstown, Punchbowl, Wiley Park and Lakemba are reduced compared to the all stops alternative. • The road alignment between Bankstown and Lakemba is reasonably direct and broadly parallel to the rail line. • From Lakemba Station, there is a direct route available to Sydenham via Haldon Street, Canterbury Road and Marrickville Road (i.e. not diverting via the remaining stations).
3	Belmore to Sydenham, via Campsie and Canterbury	<ul style="list-style-type: none"> • Travel times to Sydenham for customers from Belmore, Campsie and Canterbury are reduced compared to the all-stops alternative. • Service reliability and customer capacity are provided for customers at Belmore, Campsie and Canterbury travelling to Sydenham (buses at these locations will be more reliable than if they are required to travel all the way from Lidcombe or Bankstown; capacity constraints are reduced by limiting the number of stations served). • From Canterbury Station there is a direct route available to Sydenham via Canterbury Road and Marrickville Road (i.e. not diverting via the remaining stations).
4	Hurlstone Park to Sydenham, via Dulwich Hill and Marrickville	<ul style="list-style-type: none"> • Service reliability and customer capacity are provided for customers at Hurlstone Park, Dulwich Hill and Marrickville travelling to Sydenham (buses at these locations will be more reliable than if they are required to travel all the way from Lidcombe or Bankstown – important at these stations as travel times to Sydenham are relatively short; capacity constraints are reduced by limiting the number of stations served).

Figure A.1: Schematic representation of Baseline TTP bus routes



Figure A.2: Geographic representation of Baseline TTP bus route alignments



A.6 Required service frequencies

Preliminary transport modelling using PTPM4 was undertaken to inform the minimum bus service frequencies required to serve the volume of customers who travel eastbound in the AM peak hour. These are presented in Table A.2.

Table A.2: Required minimum bus temporary bus route frequencies for the AM peak hour (2023)

Route	Description	Eastbound Frequency	Westbound Frequency
1	Lidcombe to Sydenham, all stations	11 per hour	10 per hour
2	Bankstown to Sydenham, via Punchbowl, Wiley Park and Lakemba	33 per hour	10 per hour
3	Belmore to Sydenham, via Campsie and Canterbury	35 per hour	10 per hour
4	Hurlstone Park to Sydenham, via Dulwich Hill and Marrickville	22 per hour	10 per hour

Note: Additional bus volumes would be generated in the westbound direction, as buses return out-of-service to the route starting point.

A.7 Outcomes

If the Baseline TTP was implemented, it would provide a temporary transport solution that would allow customers to continue to travel to their current destinations. However, a number of issues would arise:

- A minimum of 101 buses per hour would travel through Marrickville destined for Sydenham Station in the AM peak period. This may not be feasible as this number of buses is likely to cause traffic congestion through Marrickville and Sydenham. An assessment of the impact of these buses on intersections throughout the Bankstown Line showed that delays would increase to unacceptable levels at a number of intersections. This analysis is detailed in *Sydney Metro City & Southwest Sydenham to Bankstown upgrade. Technical Paper 1 - Traffic, Transport and Access. AECOM, July 2017.*
- Having this many buses arrive at Sydenham Station in one hour would be difficult to manage given the limited space available to provide bus stops. The large number of passengers arriving on these buses could also be too great for the station to accommodate comfortably, crowding footpath areas and causing queues at the ticket gates.
- Trains arriving at Sydenham Station will have travelled via many other stations, and it is unlikely that passengers boarding would secure a seat. Potentially, the number of passengers arriving at Sydenham would exceed the available capacity on the trains travelling through the station to the CBD.
- Travel times from stations in the western half of the corridor would become unattractively long. It is expected that a trip from Bankstown Station to Sydenham Station would take at least 45 minutes in the AM peak period (compared to 21 minutes on the current limited-stops train services). Additionally, traffic conditions in peak periods often results in delays on the road network and customers would be unable to rely on the temporary bus services to get them to their destinations on time.

These issues demonstrate that a temporary bus plan designed to convey all Bankstown Line customers to Sydenham Station would be unfeasible during weekday peak periods, and that an alternative approach is required.

A.8 Next steps for developing temporary bus service strategies

To mitigate the identified impacts and to provide a better customer outcome, it will be necessary to convey some customers by temporary bus services to stations on other rail lines instead of Sydenham Station.

The Customer Service Objectives will guide the development of each TTP, which will be undertaken to achieve a workable balance between the following key requirements:

- Minimising customer travel times including the reduction of customer waiting and transfer times;
- Conveying customers to rail stations where adequate capacity is available (or can be added) to prevent overloading of train services;
- Distributing temporary bus services so that they travel to several rail stations to reduce the impact on any one station; and
- Achieving consistency between services provided in peak periods and those at other times, where possible.

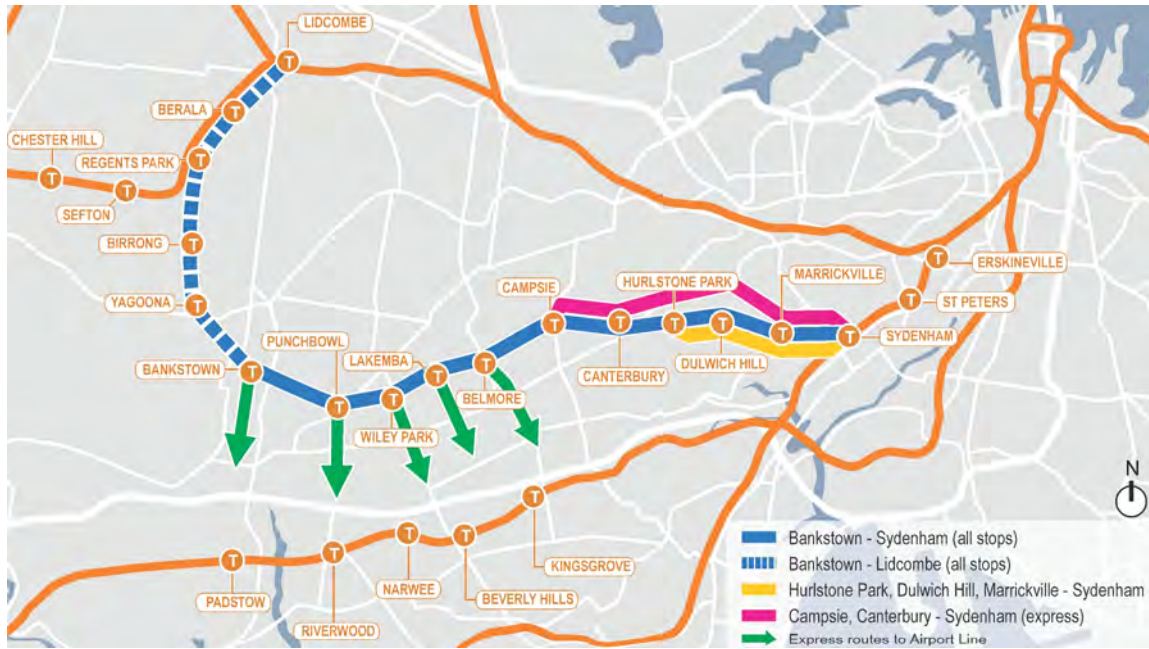
For customers travelling towards the CBD from west of Campsie, their total journey time would be reduced if a temporary bus service took them to a station on the T8 Airport & South Line. For example, a bus journey from Bankstown Station to Padstow Station would be as short as ten minutes and experience less of the traffic congestion that exists further east. If customers were to board a train at Padstow that had commenced its journey one station to the west, at Revesby, they would be likely to get a seat for their entire journey to the CBD.

Taking this approach for each of the stations from Belmore through to Bankstown could reduce the number of buses that need to travel to Sydenham, creating a more manageable outcome. It would also cost less to operate, require fewer buses, and reduce the impact of these buses on the road network.

A preliminary approach to refining the temporary bus plan, as presented in Figure A.3, would reduce the number of buses that travel to Sydenham Station by 45%, compared to the Baseline TTP.

It may also be possible to convey customers from Campsie and Canterbury Stations to other train lines, which would not necessarily provide a faster journey than travelling via Sydenham, but would act to further reduce the number of buses travelling through Marrickville and Sydenham.

Figure A.3: Refined temporary bus plan approach to reduce bus volumes to Sydenham





Appendix F

Detailed Intersection Assessment Tables

1.0 Sydenham Station

1.1 Sydenham Station: Base

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	South	T1	549	27%	12.53	LOS A	7.5
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	L2	22	11%	55.25	LOS D	1.1
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	R2	220	67%	58.17	LOS E	8.3
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	T1	815	57%	6.62	LOS A	9.6
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	L2	341	57%	10.13	LOS A	9.1
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	R2	4	2%	49.45	LOS D	0.2
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	T1	2	4%	51.43	LOS D	0.3
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	L2	9	4%	55.97	LOS D	0.3
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	South	T1	852	45%	15.97	LOS B	12.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	L2	36	10%	48.62	LOS D	1.8
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	R2	478	80%	56.02	LOS D	17.9
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	T1	673	51%	20.10	LOS B	18.3
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	L2	272	51%	24.82	LOS B	17.7
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	R2	9	4%	52.86	LOS D	0.5
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	T1	3	14%	55.28	LOS D	1.0
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	L2	33	14%	59.48	LOS E	1.0
H.23 Gleeson Ave / Railway Pde - AM Peak	Gleeson Ave	South	L2	753	27%	2.91	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	L2	1354	49%	6.58	LOS A	12.0
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	T1	306	19%	2.61	LOS A	3.8
H.23 Gleeson Ave / Railway Pde - PM Peak	Gleeson Ave	South	L2	1324	45%	2.90	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	L2	1028	36%	6.46	LOS A	8.5
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	T1	309	20%	3.24	LOS A	4.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	R2	47	34%	36.32	LOS C	4.6
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	T1	366	34%	17.22	LOS B	10.0
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	L2	27	34%	17.78	LOS B	10.0
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	L2	47	13%	34.18	LOS C	2.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	R2	24	64%	43.14	LOS D	15.6
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	T1	317	64%	37.88	LOS C	15.6
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	T1	585	68%	18.82	LOS B	26.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	L2	99	68%	22.24	LOS B	26.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	R2	240	78%	49.84	LOS D	13.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	R2	35	35%	48.16	LOS D	5.3
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	T1	292	35%	34.28	LOS C	9.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	L2	1	35%	35.83	LOS C	9.4
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	R2	41	58%	33.11	LOS C	14.6
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	T1	674	58%	23.82	LOS B	16.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	L2	155	58%	22.19	LOS B	16.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	L2	61	60%	30.92	LOS C	18.0
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	R2	68	54%	41.00	LOS C	12.4
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	T1	609	60%	29.82	LOS C	18.0
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	T1	494	53%	24.72	LOS B	19.4
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	L2	63	53%	25.71	LOS B	19.4
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	R2	84	53%	42.84	LOS D	7.7
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	R2	29	31%	40.48	LOS C	6.2
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	T1	155	31%	31.78	LOS C	6.2
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	L2	1	6%	27.29	LOS B	1.7
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	R2	3	3%	12.21	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	T1	4	3%	9.19	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	L2	3	3%	9.45	LOS A	0.1

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	L2	14	50%	5.67	LOS A	3.6
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	R2	84	50%	7.91	LOS A	3.6
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	T1	271	50%	5.02	LOS A	3.6
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	T1	5	23%	8.82	LOS A	1.0
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	L2	57	23%	9.13	LOS A	1.0
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	R2	37	23%	11.94	LOS A	1.0
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	R2	17	53%	8.77	LOS A	3.4
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	T1	296	53%	5.77	LOS A	3.4
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	L2	16	53%	6.12	LOS A	3.4
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	R2	14	13%	18.21	LOS B	0.6
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	T1	3	13%	15.11	LOS B	0.6
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	L2	18	13%	15.53	LOS B	0.6
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	L2	3	60%	5.70	LOS A	5.4
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	R2	144	60%	7.83	LOS A	5.4
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	T1	439	60%	4.83	LOS A	5.4
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	T1	5	49%	8.97	LOS A	3.0
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	L2	168	49%	9.20	LOS A	3.0
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	R2	68	49%	11.96	LOS A	3.0
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	R2	7	43%	9.96	LOS A	2.3
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	T1	209	43%	6.69	LOS A	2.3
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	L2	22	43%	6.93	LOS A	2.3
H.40 Edinburgh Rd / Bedwin Rd AM	Bedwin Rd	South	R1	608	34%	3.36	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Bedwin Rd	South	L2	255	15%	4.47	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	SouthEast	L3	195	54%	36.22	LOS C	5.1
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	NorthEast	L1	574	49%	3.77	LOS A	3.5
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	NorthEast	L2	43	8%	3.54	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	NorthEast	L3	78	8%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edinburgh Rd	West	R2	155	92%	72.31	LOS F	6.4
H.40 Edinburgh Rd / Bedwin Rd AM	Edinburgh Rd	West	L1	66	10%	6.94	LOS A	0.3
H.40 Edinburgh Rd / Bedwin Rd PM	Bedwin Rd	South	R1	744	40%	3.33	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Bedwin Rd	South	L2	348	19%	4.40	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	SouthEast	L3	261	59%	28.57	LOS C	5.6
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	NorthEast	L1	612	53%	4.62	LOS A	4.5
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	NorthEast	L2	37	6%	3.51	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	NorthEast	L3	51	6%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edinburgh Rd	West	R2	125	92%	87.84	LOS F	5.8
H.40 Edinburgh Rd / Bedwin Rd PM	Edinburgh Rd	West	L1	66	12%	8.25	LOS A	0.4
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	T1	140	76%	61.00	LOS E	5.2
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	L2	31	76%	65.96	LOS E	4.9
H.41 Bedwin Rd / May St AM Peak	May St	East	L2	25	31%	31.04	LOS C	7.3
H.41 Bedwin Rd / May St AM Peak	May St	East	R2	133	95%	87.57	LOS F	11.0
H.41 Bedwin Rd / May St AM Peak	May St	East	T1	189	95%	31.31	LOS C	11.0
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	T1	316	67%	19.57	LOS B	24.6
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	L2	320	67%	24.21	LOS B	24.6
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	R2	305	38%	27.79	LOS B	10.1
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	R2	98	80%	45.84	LOS D	23.0
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	T1	522	80%	30.13	LOS C	23.0
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	L2	569	72%	15.42	LOS B	21.7
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	T1	226	88%	61.76	LOS E	9.2
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	L2	76	88%	67.11	LOS E	8.7
H.41 Bedwin Rd / May St PM Peak	May St	East	L2	32	90%	46.86	LOS D	27.8
H.41 Bedwin Rd / May St PM Peak	May St	East	R2	269	95%	77.47	LOS F	18.3
H.41 Bedwin Rd / May St PM Peak	May St	East	T1	505	90%	42.34	LOS C	27.8
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	T1	277	79%	32.78	LOS C	23.4

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	L2	276	79%	37.35	LOS C	23.4
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	R2	494	79%	45.09	LOS D	23.4
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	R2	14	40%	28.67	LOS C	11.1
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	T1	288	40%	23.99	LOS B	11.1
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	L2	599	62%	11.42	LOS A	12.2

1.2 Sydenham Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	South	T1	603	31%	15.01	LOS B	9.1
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	L2	24	8%	48.83	LOS D	1.1
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	R2	241	51%	51.14	LOS D	8.4
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	T1	895	67%	6.61	LOS A	12.8
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	L2	374	67%	10.16	LOS A	11.9
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	R2	5	2%	51.60	LOS D	0.2
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	T1	2	6%	54.03	LOS D	0.4
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	L2	10	6%	58.65	LOS E	0.4
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	South	T1	942	57%	18.92	LOS B	15.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	L2	40	8%	41.44	LOS C	1.8
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	R2	528	66%	46.25	LOS D	17.4
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	T1	744	65%	27.31	LOS B	24.5
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	L2	301	65%	32.15	LOS C	22.9
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	R2	10	5%	52.93	LOS D	0.5
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	T1	3	15%	55.42	LOS D	1.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	L2	36	15%	59.62	LOS E	1.2
H.23 Gleeson Ave / Railway Pde - AM Peak	Gleeson Ave	South	L2	827	29%	2.91	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	L2	1487	54%	6.83	LOS A	14.0
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	T1	336	21%	2.66	LOS A	4.2
H.23 Gleeson Ave / Railway Pde - PM Peak	Gleeson Ave	South	L2	1463	50%	2.90	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	L2	1136	40%	6.62	LOS A	9.8
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	T1	342	22%	3.31	LOS A	4.9
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	R2	52	41%	39.16	LOS C	5.5
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	T1	401	41%	16.98	LOS B	11.0
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	L2	30	41%	16.93	LOS B	11.0
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	L2	52	18%	37.99	LOS C	4.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	R2	27	91%	69.57	LOS E	22.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	T1	348	91%	61.00	LOS E	22.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	T1	642	72%	18.46	LOS B	30.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	L2	109	72%	21.88	LOS B	30.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	R2	264	92%	76.60	LOS F	20.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	R2	39	50%	62.82	LOS E	4.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	T1	321	50%	38.52	LOS C	13.9
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	L2	1	50%	40.99	LOS C	13.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	R2	46	79%	50.89	LOS D	18.6
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	T1	745	79%	34.86	LOS C	27.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	L2	171	79%	30.23	LOS C	27.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	L2	67	70%	26.97	LOS B	24.0
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	R2	75	64%	52.46	LOS D	10.5
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	T1	673	70%	27.13	LOS B	24.0
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	T1	546	75%	30.30	LOS C	29.3
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	L2	69	75%	33.30	LOS C	29.3
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	R2	92	75%	63.17	LOS E	6.2
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	R2	32	43%	50.37	LOS D	6.6
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	T1	171	43%	33.78	LOS C	6.6
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	L2	1	9%	23.45	LOS B	2.5
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	R2	3	3%	12.96	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	T1	4	3%	9.94	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	L2	3	3%	10.21	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	L2	16	55%	5.94	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	R2	92	55%	8.15	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	T1	298	55%	5.27	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	T1	6	27%	9.57	LOS A	1.2

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	L2	63	27%	9.87	LOS A	1.2
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	R2	40	27%	12.69	LOS A	1.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	R2	19	60%	9.19	LOS A	4.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	T1	325	60%	6.18	LOS A	4.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	L2	18	60%	6.54	LOS A	4.2
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	R2	15	17%	20.09	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	T1	3	17%	16.99	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	L2	20	17%	17.42	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	L2	3	67%	6.09	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	R2	159	67%	8.12	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	T1	485	67%	5.13	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	T1	6	57%	10.88	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	L2	186	57%	11.11	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	R2	76	57%	13.87	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	R2	8	49%	10.67	LOS A	2.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	T1	231	49%	7.40	LOS A	2.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	L2	24	49%	7.64	LOS A	2.9
H.40 Edinburgh Rd / Bedwin Rd AM	Bedwin Rd	South	R1	642	36%	3.36	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Bedwin Rd	South	L2	269	16%	4.47	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	SouthEast	L3	206	60%	38.97	LOS C	5.7
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	NorthEast	L1	606	52%	4.12	LOS A	4.2
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	NorthEast	L2	46	8%	3.54	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	NorthEast	L3	83	8%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edinburgh Rd	West	R2	163	109%	159.00	LOS F	15.1
H.40 Edinburgh Rd / Bedwin Rd AM	Edinburgh Rd	West	L1	70	11%	7.28	LOS A	0.4
H.40 Edinburgh Rd / Bedwin Rd PM	Bedwin Rd	South	R1	778	42%	3.33	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Bedwin Rd	South	L2	364	20%	4.40	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	SouthEast	L3	273	63%	30.56	LOS C	6.2
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	NorthEast	L1	639	56%	4.98	LOS A	5.1
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	NorthEast	L2	38	6%	3.51	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	NorthEast	L3	53	6%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edinburgh Rd	West	R2	131	107%	166.05	LOS F	12.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edinburgh Rd	West	L1	69	13%	8.67	LOS A	0.4
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	T1	154	50%	51.71	LOS D	5.1
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	L2	34	50%	56.44	LOS D	4.9
H.41 Bedwin Rd / May St AM Peak	May St	East	L2	27	30%	27.09	LOS B	7.8
H.41 Bedwin Rd / May St AM Peak	May St	East	R2	146	108%	162.05	LOS F	15.0
H.41 Bedwin Rd / May St AM Peak	May St	East	T1	207	30%	22.49	LOS B	7.8
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	T1	348	85%	33.48	LOS C	36.5
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	L2	351	85%	38.12	LOS C	36.5
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	R2	335	52%	34.96	LOS C	12.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	R2	108	82%	41.18	LOS C	26.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	T1	573	82%	27.43	LOS B	26.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	L2	625	74%	9.46	LOS A	13.6
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	T1	250	100%	106.27	LOS F	13.6
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	L2	84	100%	108.06	LOS F	11.9
H.41 Bedwin Rd / May St PM Peak	May St	East	L2	36	92%	51.41	LOS D	32.2
H.41 Bedwin Rd / May St PM Peak	May St	East	R2	297	101%	134.35	LOS F	27.2
H.41 Bedwin Rd / May St PM Peak	May St	East	T1	558	92%	46.89	LOS D	32.2
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	T1	306	100%	61.63	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	L2	305	100%	66.20	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	R2	546	100%	62.71	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	R2	16	77%	30.58	LOS C	13.0
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	T1	318	77%	25.89	LOS B	13.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	L2	662	96%	65.20	LOS E	36.0

1.3 Sydenham Station: Future + Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	South	T1	616	33%	16.34	LOS B	9.7
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	L2	24	8%	46.84	LOS D	1.1
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	R2	345	89%	62.81	LOS E	15.4
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	T1	903	79%	8.27	LOS A	19.3
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	L2	478	79%	14.56	LOS B	19.0
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	R2	7	4%	52.70	LOS D	0.3
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	T1	2	6%	54.03	LOS D	0.4
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	L2	10	6%	58.65	LOS E	0.4
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	South	T1	954	66%	18.37	LOS B	17.1
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	L2	40	7%	36.52	LOS C	1.7
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	R2	631	84%	47.85	LOS D	21.6
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	T1	757	86%	42.33	LOS C	37.6
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	L2	404	86%	47.66	LOS D	32.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	R2	12	6%	53.52	LOS D	0.6
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	T1	3	15%	55.42	LOS D	1.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	L2	36	15%	59.62	LOS E	1.2
H.23 Gleeson Ave / Railway Pde - AM Peak	Gleeson Ave	South	L2	943	37%	2.96	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	L2	1603	81%	11.25	LOS A	27.0
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	T1	336	21%	2.66	LOS A	4.2
H.23 Gleeson Ave / Railway Pde - PM Peak	Gleeson Ave	South	L2	1580	58%	2.93	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	L2	1253	48%	6.73	LOS A	11.5
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	T1	342	22%	3.31	LOS A	4.9
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	R2	52	39%	37.45	LOS C	5.3
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	T1	401	39%	16.23	LOS B	10.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	L2	30	39%	16.39	LOS B	10.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	L2	52	19%	38.90	LOS C	4.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	R2	27	97%	89.01	LOS F	25.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	T1	348	97%	77.53	LOS F	25.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	T1	642	71%	17.70	LOS B	30.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	L2	109	71%	21.13	LOS B	30.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	R2	279	96%	90.22	LOS F	23.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	R2	39	59%	65.72	LOS E	4.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	T1	321	59%	40.39	LOS C	14.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	L2	14	59%	43.32	LOS D	14.8
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	R2	46	70%	40.78	LOS C	17.4
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	T1	745	70%	28.74	LOS C	23.2
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	L2	171	70%	25.73	LOS B	23.2
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	L2	67	79%	32.46	LOS C	29.3
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	R2	75	72%	59.22	LOS E	10.0
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	T1	673	79%	31.83	LOS C	29.3
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	T1	546	70%	26.52	LOS B	27.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	L2	69	70%	29.93	LOS C	27.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	R2	107	77%	62.38	LOS E	6.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	R2	32	52%	52.82	LOS D	7.8
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	T1	171	52%	39.22	LOS C	7.8
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	L2	14	10%	26.94	LOS B	2.5
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	R2	3	3%	12.96	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	T1	4	3%	9.94	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	L2	3	3%	10.21	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	L2	16	55%	5.94	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	R2	92	55%	8.15	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	T1	298	55%	5.27	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	T1	6	27%	9.57	LOS A	1.2

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	L2	63	27%	9.87	LOS A	1.2
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	R2	40	27%	12.69	LOS A	1.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	R2	19	60%	9.19	LOS A	4.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	T1	325	60%	6.18	LOS A	4.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	L2	18	60%	6.54	LOS A	4.2
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	R2	15	17%	20.09	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	T1	3	17%	16.99	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	L2	20	17%	17.42	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	L2	3	67%	6.09	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	R2	159	67%	8.12	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	T1	485	67%	5.13	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	T1	6	57%	10.88	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	L2	186	57%	11.11	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	R2	76	57%	13.87	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	R2	8	49%	10.67	LOS A	2.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	T1	231	49%	7.40	LOS A	2.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	L2	24	49%	7.64	LOS A	2.9
H.40 Edinburgh Rd / Bedwin Rd AM	Bedwin Rd	South	R1	642	36%	3.36	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Bedwin Rd	South	L2	269	16%	4.47	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	SouthEast	L3	206	60%	38.97	LOS C	5.7
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	NorthEast	L1	606	52%	4.12	LOS A	4.2
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	NorthEast	L2	46	8%	3.54	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	NorthEast	L3	83	8%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edinburgh Rd	West	R2	163	109%	159.00	LOS F	15.1
H.40 Edinburgh Rd / Bedwin Rd AM	Edinburgh Rd	West	L1	70	11%	7.28	LOS A	0.4
H.40 Edinburgh Rd / Bedwin Rd PM	Bedwin Rd	South	R1	778	42%	3.33	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Bedwin Rd	South	L2	364	20%	4.40	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	SouthEast	L3	273	63%	30.56	LOS C	6.2
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	NorthEast	L1	639	56%	4.98	LOS A	5.1
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	NorthEast	L2	38	6%	3.51	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	NorthEast	L3	53	6%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edinburgh Rd	West	R2	131	107%	166.05	LOS F	12.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edinburgh Rd	West	L1	69	13%	8.67	LOS A	0.4
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	T1	154	50%	51.71	LOS D	5.1
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	L2	34	50%	56.44	LOS D	4.9
H.41 Bedwin Rd / May St AM Peak	May St	East	L2	27	30%	27.09	LOS B	7.8
H.41 Bedwin Rd / May St AM Peak	May St	East	R2	146	108%	162.05	LOS F	15.0
H.41 Bedwin Rd / May St AM Peak	May St	East	T1	207	30%	22.49	LOS B	7.8
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	T1	348	85%	33.48	LOS C	36.5
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	L2	351	85%	38.12	LOS C	36.5
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	R2	335	52%	34.96	LOS C	12.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	R2	108	82%	41.18	LOS C	26.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	T1	573	82%	27.43	LOS B	26.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	L2	625	74%	9.46	LOS A	13.6
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	T1	250	100%	106.27	LOS F	13.6
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	L2	84	100%	108.06	LOS F	11.9
H.41 Bedwin Rd / May St PM Peak	May St	East	L2	36	92%	51.41	LOS D	32.2
H.41 Bedwin Rd / May St PM Peak	May St	East	R2	297	101%	134.35	LOS F	27.2
H.41 Bedwin Rd / May St PM Peak	May St	East	T1	558	92%	46.89	LOS D	32.2
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	T1	306	100%	61.63	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	L2	305	100%	66.20	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	R2	546	100%	62.71	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	R2	16	77%	30.58	LOS C	13.0
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	T1	318	77%	25.89	LOS B	13.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deq. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	L2	662	96%	65.20	LOS E	36.0

1.4 Sydenham Station: Future + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	South	T1	616	31%	13.4	LOS B	8.8
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	L2	24	10%	52.0	LOS D	1.2
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	R2	298	90%	66.6	LOS E	13.3
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	T1	903	70%	7.6	LOS A	14.6
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	L2	431	70%	11.3	LOS A	13.9
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	R2	7	4%	52.7	LOS D	0.3
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	T1	2	6%	54.03	LOS D	0.4
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	L2	10	6%	58.65	LOS E	0.4
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	South	T1	954	62%	20.1	LOS B	16.3
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	L2	40	7%	38.9	LOS C	1.7
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	R2	584	77%	46.4	LOS D	19.3
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	T1	757	77%	31.5	LOS C	29.8
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	L2	357	77%	36.9	LOS C	26.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	R2	12	6%	53.52	LOS D	0.6
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	T1	3	15%	55.42	LOS D	1.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	L2	36	15%	59.62	LOS E	1.2
H.23 Gleeson Ave / Railway Pde - AM Peak	Gleeson Ave	South	L2	869	34%	2.93	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	L2	1556	76%	8.5	LOS A	24.9
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	T1	336	21%	2.66	LOS A	4.2
H.23 Gleeson Ave / Railway Pde - PM Peak	Gleeson Ave	South	L2	1532	55%	2.93	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	L2	1205	45%	6.9	LOS A	11.1
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	T1	342	22%	3.31	LOS A	4.9
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	R2	52	39%	37.45	LOS C	5.3
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	T1	401	39%	16.23	LOS B	10.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	L2	30	39%	16.39	LOS B	10.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	L2	52	19%	38.90	LOS C	4.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	R2	27	97%	89.01	LOS F	25.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	T1	348	97%	77.53	LOS F	25.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	T1	642	71%	17.70	LOS B	30.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	L2	109	71%	21.13	LOS B	30.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	R2	279	96%	90.22	LOS F	23.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	R2	39	59%	65.72	LOS E	4.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	T1	321	59%	40.39	LOS C	14.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	L2	14	59%	43.32	LOS D	14.8
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	R2	46	70%	40.78	LOS C	17.4
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	T1	745	70%	28.74	LOS C	23.2
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	L2	171	70%	25.73	LOS B	23.2
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	L2	67	79%	32.46	LOS C	29.3
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	R2	75	72%	59.22	LOS E	10.0
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	T1	673	79%	31.83	LOS C	29.3
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	T1	546	70%	26.52	LOS B	27.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	L2	69	70%	29.93	LOS C	27.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	R2	107	77%	62.38	LOS E	6.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	R2	32	52%	52.82	LOS D	7.8
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	T1	171	52%	39.22	LOS C	7.8
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	L2	14	10%	26.94	LOS B	2.5
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	R2	3	3%	12.96	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	T1	4	3%	9.94	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	L2	3	3%	10.21	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	L2	16	55%	5.94	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	R2	92	55%	8.15	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	T1	298	55%	5.27	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	T1	6	27%	9.57	LOS A	1.2

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	L2	63	27%	9.87	LOS A	1.2
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	R2	40	27%	12.69	LOS A	1.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	R2	19	60%	9.19	LOS A	4.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	T1	325	60%	6.18	LOS A	4.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	L2	18	60%	6.54	LOS A	4.2
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	R2	15	17%	20.09	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	T1	3	17%	16.99	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	L2	20	17%	17.42	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	L2	3	67%	6.09	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	R2	159	67%	8.12	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	T1	485	67%	5.13	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	T1	6	57%	10.88	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	L2	186	57%	11.11	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	R2	76	57%	13.87	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	R2	8	49%	10.67	LOS A	2.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	T1	231	49%	7.40	LOS A	2.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	L2	24	49%	7.64	LOS A	2.9
H.40 Edinburgh Rd / Bedwin Rd AM	Bedwin Rd	South	R1	642	36%	3.36	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Bedwin Rd	South	L2	269	16%	4.47	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	SouthEast	L3	206	60%	38.97	LOS C	5.7
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	NorthEast	L1	606	52%	4.12	LOS A	4.2
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	NorthEast	L2	46	8%	3.54	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	NorthEast	L3	83	8%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edinburgh Rd	West	R2	163	109%	159.00	LOS F	15.1
H.40 Edinburgh Rd / Bedwin Rd AM	Edinburgh Rd	West	L1	70	11%	7.28	LOS A	0.4
H.40 Edinburgh Rd / Bedwin Rd PM	Bedwin Rd	South	R1	778	42%	3.33	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Bedwin Rd	South	L2	364	20%	4.40	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	SouthEast	L3	273	63%	30.56	LOS C	6.2
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	NorthEast	L1	639	56%	4.98	LOS A	5.1
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	NorthEast	L2	38	6%	3.51	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	NorthEast	L3	53	6%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edinburgh Rd	West	R2	131	107%	166.05	LOS F	12.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edinburgh Rd	West	L1	69	13%	8.67	LOS A	0.4
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	T1	154	50%	51.71	LOS D	5.1
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	L2	34	50%	56.44	LOS D	4.9
H.41 Bedwin Rd / May St AM Peak	May St	East	L2	27	30%	27.09	LOS B	7.8
H.41 Bedwin Rd / May St AM Peak	May St	East	R2	146	108%	162.05	LOS F	15.0
H.41 Bedwin Rd / May St AM Peak	May St	East	T1	207	30%	22.49	LOS B	7.8
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	T1	348	85%	33.48	LOS C	36.5
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	L2	351	85%	38.12	LOS C	36.5
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	R2	335	52%	34.96	LOS C	12.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	R2	108	82%	41.18	LOS C	26.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	T1	573	82%	27.43	LOS B	26.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	L2	625	74%	9.46	LOS A	13.6
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	T1	250	100%	106.27	LOS F	13.6
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	L2	84	100%	108.06	LOS F	11.9
H.41 Bedwin Rd / May St PM Peak	May St	East	L2	36	92%	51.41	LOS D	32.2
H.41 Bedwin Rd / May St PM Peak	May St	East	R2	297	101%	134.35	LOS F	27.2
H.41 Bedwin Rd / May St PM Peak	May St	East	T1	558	92%	46.89	LOS D	32.2
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	T1	306	100%	61.63	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	L2	305	100%	66.20	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	R2	546	100%	62.71	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	R2	16	77%	30.58	LOS C	13.0
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	T1	318	77%	25.89	LOS B	13.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	L2	662	96%	65.20	LOS E	36.0

2.0 Marrickville Station

2.1 Marrickville Station: Base

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	T1	601	53%	12.39	LOS A	17.0
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	L2	20	53%	17.04	LOS B	17.0
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	L2	11	44%	37.30	LOS C	7.4
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	R2	68	44%	37.32	LOS C	7.4
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	T1	108	44%	32.74	LOS C	7.4
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	T1	259	53%	18.50	LOS B	10.1
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	L2	14	3%	18.98	LOS B	0.4
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	R2	16	53%	23.06	LOS B	10.1
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	R2	156	76%	42.69	LOS D	14.3
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	T1	124	76%	38.10	LOS C	14.3
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	L2	30	76%	42.69	LOS D	14.3
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	T1	343	33%	12.94	LOS A	9.4
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	L2	21	33%	17.51	LOS B	9.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	L2	26	53%	34.65	LOS C	11.2
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	R2	89	53%	34.65	LOS C	11.2
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	T1	170	53%	30.09	LOS C	11.2
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	T1	665	64%	7.96	LOS A	11.7
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	L2	16	13%	10.00	LOS A	1.3
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	R2	48	64%	13.01	LOS A	11.7
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	R2	155	69%	39.06	LOS C	12.8
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	T1	102	69%	34.47	LOS C	12.8
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	L2	36	69%	39.03	LOS C	12.8
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	R2	189	72%	45.76	LOS D	8.2
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	T1	255	79%	40.15	LOS C	12.2
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	L2	26	79%	44.89	LOS D	12.2
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	L2	85	9%	13.48	LOS A	1.6
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	R2	8	32%	13.85	LOS A	6.9
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	T1	319	32%	9.28	LOS A	6.9
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	T1	81	27%	25.16	LOS B	3.4
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	L2	14	27%	29.73	LOS C	3.4
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	R2	15	27%	29.79	LOS C	3.4
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	R2	50	69%	12.29	LOS A	11.4
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	T1	652	69%	7.50	LOS A	11.4
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	L2	68	14%	10.85	LOS A	1.6
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	R2	116	43%	48.52	LOS D	5.5
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	T1	131	38%	39.27	LOS C	7.5
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	L2	36	38%	43.83	LOS D	7.5
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	L2	156	17%	12.66	LOS A	2.2
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	R2	10	56%	12.47	LOS A	11.2
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	T1	608	56%	7.90	LOS A	11.2
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	T1	232	57%	25.24	LOS B	10.3
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	L2	20	57%	29.80	LOS C	10.3
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	R2	36	57%	29.81	LOS C	10.3
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	R2	92	60%	21.09	LOS B	11.6
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	T1	343	60%	15.81	LOS B	11.6
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	L2	42	12%	17.43	LOS B	2.6
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	R2	258	70%	42.45	LOS C	14.0
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	T1	362	78%	40.44	LOS C	17.2
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	L2	48	78%	45.45	LOS D	17.2
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	L2	67	20%	22.01	LOS B	4.4
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	R2	41	39%	31.80	LOS C	7.6
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	T1	254	39%	23.68	LOS B	7.6
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	T1	153	79%	42.03	LOS C	9.1

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	L2	54	47%	36.52	LOS C	4.1
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	R2	92	79%	54.80	LOS D	9.1
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	R2	30	78%	21.49	LOS B	17.0
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	T1	490	78%	16.89	LOS B	17.0
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	L2	187	18%	8.17	LOS A	2.7
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	R2	158	95%	72.84	LOS F	16.6
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	T1	190	95%	57.41	LOS E	16.6
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	L2	55	52%	48.71	LOS D	6.6
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	L2	304	76%	26.33	LOS B	25.2
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	R2	43	45%	38.34	LOS C	8.5
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	T1	504	76%	25.59	LOS B	25.2
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	T1	428	91%	49.10	LOS D	17.5
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	L2	32	91%	55.18	LOS D	17.5
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	R2	172	91%	50.60	LOS D	16.6
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	R2	80	53%	44.92	LOS D	5.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	T1	247	53%	17.75	LOS B	10.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	L2	139	42%	19.41	LOS B	10.1
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	T1	490	41%	7.66	LOS A	10.3
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	L1	190	12%	5.04	LOS A	0.9
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	T1	189	22%	7.79	LOS A	4.2
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	R3	28	22%	13.02	LOS A	4.2
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	R1	195	47%	44.21	LOS D	11.3
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	L3	67	47%	45.70	LOS D	11.3
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	T1	310	24%	5.41	LOS A	5.0
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	L1	115	8%	5.29	LOS A	0.6
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	T1	543	51%	7.01	LOS A	12.7
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	R3	67	51%	12.20	LOS A	12.7
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	R1	183	36%	40.79	LOS C	8.6
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	L3	32	36%	42.30	LOS C	8.6
H.38 Marrickville Station Overbridge AM	Illawarra Road	South	T1	661	45%	4.02	LOS A	10.6
H.38 Marrickville Station Overbridge AM	Illawarra Road	North	T1	378	26%	3.28	LOS A	4.9
H.38 Marrickville Station Overbridge PM	Illawarra Road	South	T1	419	28%	3.54	LOS A	5.6
H.38 Marrickville Station Overbridge PM	Illawarra Road	North	T1	718	49%	4.43	LOS A	12.1

2.2 Marrickville Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	T1	660	59%	13.66	LOS A	20.1
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	L2	22	59%	18.31	LOS B	20.1
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	L2	12	48%	37.70	LOS C	8.3
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	R2	75	48%	37.72	LOS C	8.3
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	T1	119	48%	33.14	LOS C	8.3
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	T1	284	60%	20.76	LOS B	11.6
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	L2	15	3%	20.02	LOS B	0.5
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	R2	18	60%	25.32	LOS B	11.6
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	R2	171	81%	45.04	LOS D	16.4
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	T1	137	81%	40.45	LOS C	16.4
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	L2	33	81%	45.04	LOS D	16.4
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	T1	379	35%	11.50	LOS A	9.9
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	L2	24	35%	16.07	LOS B	9.9
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	L2	28	65%	38.99	LOS C	13.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	R2	98	65%	38.99	LOS C	13.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	T1	188	65%	34.42	LOS C	13.4
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	T1	735	69%	7.95	LOS A	13.7
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	L2	18	14%	9.82	LOS A	1.5
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	R2	53	69%	13.04	LOS A	13.7
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	R2	171	89%	58.25	LOS E	18.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	T1	113	89%	53.66	LOS D	18.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	L2	39	89%	58.22	LOS E	18.4
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	R2	207	82%	48.64	LOS D	9.4
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	T1	280	83%	40.74	LOS C	13.6
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	L2	28	83%	45.48	LOS D	13.6
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	L2	93	10%	14.53	LOS B	1.9
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	R2	9	37%	15.77	LOS B	8.4
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	T1	351	37%	11.21	LOS A	8.4
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	T1	89	28%	23.10	LOS B	3.5
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	L2	16	28%	27.66	LOS B	3.5
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	R2	17	28%	27.73	LOS B	3.5
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	R2	55	82%	18.42	LOS B	18.2
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	T1	716	82%	13.16	LOS A	18.2
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	L2	75	16%	12.70	LOS A	2.2
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	R2	128	60%	53.61	LOS D	6.3
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	T1	145	53%	42.79	LOS D	8.6
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	L2	40	53%	47.35	LOS D	8.6
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	L2	172	18%	11.58	LOS A	2.3
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	R2	11	59%	10.81	LOS A	10.9
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	T1	672	59%	6.24	LOS A	10.9
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	T1	257	73%	31.27	LOS C	13.4
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	L2	22	73%	35.84	LOS C	13.4
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	R2	40	73%	35.84	LOS C	13.4
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	R2	102	66%	19.97	LOS B	12.7
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	T1	379	66%	14.57	LOS B	12.7
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	L2	47	13%	15.96	LOS B	2.9
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	R2	283	93%	65.65	LOS E	20.5
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	T1	397	103%	100.72	LOS F	32.0
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	L2	53	103%	111.87	LOS F	32.0
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	L2	73	19%	18.44	LOS B	4.4
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	R2	45	38%	28.12	LOS B	7.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	T1	278	38%	20.01	LOS B	7.8
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	T1	167	102%	71.35	LOS F	14.5
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	L2	59	61%	42.10	LOS C	5.0
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	R2	101	102%	103.87	LOS F	14.5
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	R2	33	78%	23.32	LOS B	18.5
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	T1	538	78%	18.73	LOS B	18.5
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	L2	205	20%	8.45	LOS A	2.7
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	R2	174	87%	57.72	LOS E	16.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	T1	210	87%	47.68	LOS D	16.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	L2	60	48%	45.69	LOS D	7.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	L2	336	107%	136.45	LOS F	70.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	R2	48	64%	45.93	LOS D	10.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	T1	557	107%	104.43	LOS F	70.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	T1	473	80%	36.57	LOS C	16.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	L2	35	80%	42.57	LOS D	16.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	R2	190	80%	38.22	LOS C	15.6
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	R2	89	72%	54.40	LOS D	5.6
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	T1	273	72%	23.79	LOS B	14.5
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	L2	154	58%	26.60	LOS B	14.5
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	T1	538	50%	8.98	LOS A	12.5
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	L1	208	13%	5.17	LOS A	1.1
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	T1	207	26%	9.87	LOS A	5.3
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	R3	31	26%	15.10	LOS B	5.3
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	R1	214	48%	43.44	LOS D	12.3
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	L3	74	48%	44.93	LOS D	12.3
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	T1	343	25%	4.05	LOS A	4.8
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	L1	127	8%	5.30	LOS A	0.7
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	T1	600	53%	5.49	LOS A	12.9
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	R3	74	53%	10.69	LOS A	12.9
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	R1	202	53%	45.37	LOS D	10.1
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	L3	35	53%	46.88	LOS D	10.1
H.38 Marrickville Station Overbridge AM	Illawarra Road	South	T1	726	49%	4.24	LOS A	12.3
H.38 Marrickville Station Overbridge AM	Illawarra Road	North	T1	415	28%	3.36	LOS A	5.6
H.38 Marrickville Station Overbridge PM	Illawarra Road	South	T1	463	31%	3.64	LOS A	6.4
H.38 Marrickville Station Overbridge PM	Illawarra Road	North	T1	794	54%	4.73	LOS A	14.2

2.3 Marrickville Station: Future + Construction

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	T1	660	59%	13.66	LOS A	20.1
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	L2	22	59%	18.31	LOS B	20.1
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	L2	12	48%	37.70	LOS C	8.3
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	R2	75	48%	37.72	LOS C	8.3
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	T1	119	48%	33.14	LOS C	8.3
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	T1	284	60%	20.76	LOS B	11.6
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	L2	15	3%	20.02	LOS B	0.5
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	R2	18	60%	25.32	LOS B	11.6
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	R2	171	81%	45.04	LOS D	16.4
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	T1	137	81%	40.45	LOS C	16.4
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	L2	33	81%	45.04	LOS D	16.4
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	T1	379	35%	11.50	LOS A	9.9
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	L2	24	35%	16.07	LOS B	9.9
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	L2	28	65%	38.99	LOS C	13.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	R2	98	65%	38.99	LOS C	13.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	T1	188	65%	34.42	LOS C	13.4
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	T1	735	69%	7.95	LOS A	13.7
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	L2	18	14%	9.82	LOS A	1.5
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	R2	53	69%	13.04	LOS A	13.7
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	R2	171	89%	58.25	LOS E	18.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	T1	113	89%	53.66	LOS D	18.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	L2	39	89%	58.22	LOS E	18.4
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	R2	220	84%	48.98	LOS D	10.2
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	T1	280	79%	37.70	LOS C	13.2
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	L2	28	79%	42.43	LOS C	13.2
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	L2	106	13%	15.87	LOS B	2.3
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	R2	9	39%	17.02	LOS B	8.8
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	T1	351	39%	12.46	LOS A	8.8
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	T1	89	25%	20.89	LOS B	3.3
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	L2	16	25%	25.45	LOS B	3.3
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	R2	17	25%	25.52	LOS B	3.3
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	R2	55	87%	24.40	LOS B	22.3
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	T1	716	87%	18.61	LOS B	22.3
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	L2	75	17%	14.00	LOS A	2.4
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	R2	141	51%	47.70	LOS D	6.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	T1	145	42%	38.12	LOS C	8.3
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	L2	40	42%	42.68	LOS D	8.3
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	L2	185	22%	15.85	LOS B	3.4
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	R2	11	74%	16.03	LOS B	16.7
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	T1	672	74%	11.46	LOS A	16.7
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	T1	257	58%	23.33	LOS B	11.0
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	L2	22	58%	27.89	LOS B	11.0
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	R2	40	58%	27.90	LOS B	11.0
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	R2	102	81%	35.36	LOS C	17.3
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	T1	379	81%	26.94	LOS B	17.3
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	L2	47	16%	19.44	LOS B	3.6
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	R2	283	93%	65.65	LOS E	20.5
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	T1	397	103%	100.72	LOS F	32.0
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	L2	53	103%	111.87	LOS F	32.0
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	L2	73	19%	18.44	LOS B	4.4
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	R2	45	38%	28.12	LOS B	7.8
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	T1	278	38%	20.01	LOS B	7.8
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	T1	167	102%	71.35	LOS F	14.5
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	L2	59	61%	42.10	LOS C	5.0
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	R2	101	102%	103.87	LOS F	14.5
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	R2	33	78%	23.32	LOS B	18.5
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	T1	538	78%	18.73	LOS B	18.5
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	L2	205	20%	8.45	LOS A	2.7
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	R2	174	87%	57.72	LOS E	16.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	T1	210	87%	47.68	LOS D	16.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	L2	60	48%	45.69	LOS D	7.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	L2	336	107%	136.45	LOS F	70.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	R2	48	64%	45.93	LOS D	10.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	T1	557	107%	104.43	LOS F	70.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	T1	473	80%	36.57	LOS C	16.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	L2	35	80%	42.57	LOS D	16.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	R2	190	80%	38.22	LOS C	15.6
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	R2	89	72%	54.40	LOS D	5.6
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	T1	273	72%	23.79	LOS B	14.5
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	L2	154	58%	26.60	LOS B	14.5
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	T1	551	52%	8.62	LOS A	12.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	L1	208	13%	5.17	LOS A	1.1
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	T1	220	27%	9.52	LOS A	5.5
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	R3	31	27%	14.76	LOS B	5.5
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	R1	214	48%	43.46	LOS D	12.3
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	L3	74	48%	44.95	LOS D	12.3
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	T1	356	27%	4.12	LOS A	5.1
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	L1	127	8%	5.30	LOS A	0.7
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	T1	613	55%	5.62	LOS A	13.4
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	R3	74	55%	10.82	LOS A	13.4
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	R1	202	53%	45.37	LOS D	10.1
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	L3	35	53%	46.88	LOS D	10.1
H.38 Marrickville Station Overbridge AM	Illawarra Road	South	T1	739	50%	4.33	LOS A	12.8
H.38 Marrickville Station Overbridge AM	Illawarra Road	North	T1	427	30%	3.42	LOS A	5.8
H.38 Marrickville Station Overbridge PM	Illawarra Road	South	T1	476	33%	3.71	LOS A	6.7
H.38 Marrickville Station Overbridge PM	Illawarra Road	North	T1	807	56%	4.83	LOS A	14.8

2.4 Marrickville Station: Future + Construction + Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	T1	660	60%	14.36	LOS A	20.6
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	L2	22	60%	19.01	LOS B	20.6
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	L2	12	53%	39.73	LOS C	8.5
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	R2	75	53%	39.75	LOS C	8.5
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	T1	119	53%	35.17	LOS C	8.5
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	T1	284	84%	38.16	LOS C	17.1
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	L2	15	4%	20.10	LOS B	0.6
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	R2	51	84%	43.62	LOS D	17.1
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	R2	171	89%	55.04	LOS D	20.8
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	T1	137	89%	50.45	LOS D	20.8
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	L2	66	89%	55.47	LOS D	20.8
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	T1	379	37%	13.27	LOS A	10.7
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	L2	24	37%	17.84	LOS B	10.7
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	L2	28	64%	38.13	LOS C	13.3
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	R2	98	64%	38.13	LOS C	13.3
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	T1	188	64%	33.57	LOS C	13.3
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	T1	735	90%	16.02	LOS B	23.2
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	L2	18	18%	10.17	LOS A	1.9
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	R2	87	90%	23.71	LOS B	23.2
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	R2	171	90%	57.92	LOS E	20.6
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	T1	113	90%	53.33	LOS D	20.6
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	L2	73	90%	58.30	LOS E	20.6
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	R2	254	108%	162.94	LOS F	22.9
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	T1	280	88%	44.00	LOS D	14.4
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	L2	28	88%	48.73	LOS D	14.4
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	L2	139	20%	16.02	LOS B	3.0
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	R2	9	60%	21.15	LOS B	12.8
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	T1	420	60%	16.58	LOS B	12.8
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	T1	89	26%	21.98	LOS B	3.4
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	L2	16	26%	26.54	LOS B	3.4
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	R2	17	26%	26.61	LOS B	3.4
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	R2	55	109%	137.07	LOS F	64.1
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	T1	785	109%	113.88	LOS F	64.1
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	L2	75	22%	13.16	LOS A	2.9
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	R2	174	90%	64.24	LOS E	9.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	T1	145	49%	39.63	LOS C	8.4
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	L2	40	49%	44.20	LOS D	8.4
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	L2	218	28%	15.82	LOS B	4.2
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	R2	11	98%	57.84	LOS E	41.3
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	T1	741	98%	53.80	LOS D	41.3
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	T1	257	62%	25.67	LOS B	11.7
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	L2	22	62%	30.24	LOS C	11.7
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	R2	40	62%	30.24	LOS C	11.7
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	R2	102	108%	160.05	LOS F	42.4
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	T1	448	108%	114.22	LOS F	42.4
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	L2	47	22%	18.36	LOS B	4.6
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	R2	283	116%	216.18	LOS F	39.6
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	T1	397	129%	307.99	LOS F	58.6
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	L2	53	129%	328.74	LOS F	58.6
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	L2	73	43%	16.82	LOS B	9.8
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	R2	45	86%	61.93	LOS E	7.3
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	T1	380	86%	22.42	LOS B	9.8
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	T1	167	138%	239.06	LOS F	31.7
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	L2	59	83%	62.04	LOS E	6.7
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	R2	101	138%	405.31	LOS F	31.7
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	R2	33	132%	337.27	LOS F	89.1
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	T1	640	132%	294.91	LOS F	89.1
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	L2	205	29%	9.25	LOS A	3.5
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	R2	174	112%	181.65	LOS F	30.6
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	T1	210	112%	118.33	LOS F	30.6
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	L2	60	62%	50.57	LOS D	7.5
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	L2	336	118%	231.40	LOS F	112.6
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	R2	48	71%	50.82	LOS D	9.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	T1	661	118%	190.65	LOS F	112.6
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	T1	473	91%	48.96	LOS D	19.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	L2	35	91%	55.78	LOS D	19.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	R2	190	91%	48.81	LOS D	18.3
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	R2	89	104%	123.75	LOS F	12.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	T1	378	104%	41.29	LOS C	20.5
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	L2	154	83%	33.33	LOS C	20.5
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	T1	585	55%	7.52	LOS A	12.9

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	L1	208	13%	5.17	LOS A	1.1
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	T1	254	32%	8.47	LOS A	6.1
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	R3	31	32%	13.70	LOS A	6.1
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	R1	214	55%	45.70	LOS D	12.7
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	L3	74	55%	47.19	LOS D	12.7
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	T1	389	31%	3.97	LOS A	5.6
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	L1	127	8%	5.30	LOS A	0.7
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	T1	646	60%	5.97	LOS A	15.0
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	R3	74	60%	11.17	LOS A	15.0
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	R1	202	58%	46.58	LOS D	10.3
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	L3	35	58%	48.09	LOS D	10.3
H.38 Marrickville Station Overbridge AM	Illawarra Road	South	T1	772	55%	4.60	LOS A	14.2
H.38 Marrickville Station Overbridge AM	Illawarra Road	North	T1	461	34%	3.59	LOS A	6.6
H.38 Marrickville Station Overbridge PM	Illawarra Road	South	T1	510	37%	3.90	LOS A	7.5
H.38 Marrickville Station Overbridge PM	Illawarra Road	North	T1	840	60%	5.15	LOS A	16.4

2.5 Marrickville Station: Future + Construction + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	T1	660	58%	12.98	LOS A	19.5
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	L2	22	58%	17.62	LOS B	19.5
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	L2	12	54%	40.64	LOS C	8.6
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	R2	75	54%	40.65	LOS C	8.6
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	T1	119	54%	36.07	LOS C	8.6
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	T1	284	68%	23.08	LOS B	12.8
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	L2	15	3%	19.04	LOS B	0.5
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	R2	33	68%	28.07	LOS B	12.8
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	R2	171	89%	55.41	LOS D	19.7
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	T1	137	89%	50.82	LOS D	19.7
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	L2	48	89%	55.68	LOS D	19.7
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	T1	379	36%	12.67	LOS A	10.4
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	L2	24	36%	17.23	LOS B	10.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	L2	28	63%	38.01	LOS C	13.2
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	R2	98	63%	38.02	LOS C	13.2
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	T1	188	63%	33.45	LOS C	13.2
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	T1	735	79%	10.11	LOS A	16.8
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	L2	18	16%	9.99	LOS A	1.6
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	R2	68	79%	15.93	LOS B	16.8
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	R2	171	88%	55.18	LOS D	18.8
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	T1	113	88%	50.59	LOS D	18.8
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	L2	55	88%	55.40	LOS D	18.8
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	R2	235	95%	65.11	LOS E	12.9
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	T1	280	82%	38.77	LOS C	13.4
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	L2	28	82%	43.50	LOS D	13.4
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	L2	121	16%	16.21	LOS B	2.6
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	R2	9	47%	18.40	LOS B	10.7
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	T1	392	47%	13.83	LOS A	10.7
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	T1	89	25%	20.89	LOS B	3.3
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	L2	16	25%	25.45	LOS B	3.3
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	R2	17	25%	25.52	LOS B	3.3
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	R2	55	98%	56.23	LOS D	38.0
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	T1	757	98%	46.16	LOS D	38.0
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	L2	75	20%	13.59	LOS A	2.6
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	R2	156	77%	54.39	LOS D	7.8
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	T1	145	49%	40.40	LOS C	8.4
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	L2	40	49%	44.97	LOS D	8.4
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	L2	200	24%	14.49	LOS A	3.5
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	R2	11	81%	17.22	LOS B	19.0
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	T1	712	81%	12.95	LOS A	19.0
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	T1	257	65%	26.89	LOS B	12.1
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	L2	22	65%	31.45	LOS C	12.1
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	R2	40	65%	31.45	LOS C	12.1
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	R2	102	90%	50.24	LOS D	22.6
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	T1	420	90%	37.62	LOS C	22.6
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	L2	47	18%	17.46	LOS B	3.8
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	R2	283	116%	216.18	LOS F	39.6
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	T1	397	129%	307.99	LOS F	58.6
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	L2	53	129%	328.74	LOS F	58.6
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	L2	73	41%	16.64	LOS B	9.8
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	R2	45	82%	62.90	LOS E	4.2
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	T1	334	82%	16.36	LOS B	9.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	T1	167	138%	239.11	LOS F	31.8
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	L2	59	83%	61.72	LOS E	6.7
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	R2	101	138%	405.54	LOS F	31.8
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	R2	33	127%	278.90	LOS F	72.9
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	T1	593	127%	242.42	LOS F	72.9
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	L2	205	27%	9.07	LOS A	3.5
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	R2	174	104%	122.39	LOS F	24.5
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	T1	210	104%	84.85	LOS F	24.5
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	L2	60	57%	49.15	LOS D	7.3
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	L2	336	105%	120.80	LOS F	70.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	R2	48	63%	41.98	LOS C	10.7
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	T1	614	105%	91.63	LOS F	70.1
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	T1	473	91%	47.69	LOS D	19.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	L2	35	91%	53.94	LOS D	19.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	R2	190	91%	48.81	LOS D	18.3
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	R2	89	82%	58.92	LOS E	7.6
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	T1	330	82%	23.96	LOS B	14.8
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	L2	154	66%	23.65	LOS B	14.8
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	T1	566	54%	8.31	LOS A	12.9
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	L1	208	13%	5.17	LOS A	1.1
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	T1	235	30%	9.23	LOS A	5.8
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	R3	31	30%	14.46	LOS A	5.8
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	R1	214	51%	44.55	LOS D	12.5
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	L3	74	51%	46.04	LOS D	12.5
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	T1	371	29%	4.21	LOS A	5.4
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	L1	127	8%	5.30	LOS A	0.7
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	T1	628	58%	6.24	LOS A	14.6
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	R3	74	58%	11.43	LOS A	14.6
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	R1	202	53%	45.37	LOS D	10.1
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	L3	35	53%	46.88	LOS D	10.1
H.38 Marrickville Station Overbridge AM	Illawarra Road	South	T1	754	53%	4.45	LOS A	13.4
H.38 Marrickville Station Overbridge AM	Illawarra Road	North	T1	443	32%	3.49	LOS A	6.2
H.38 Marrickville Station Overbridge PM	Illawarra Road	South	T1	491	35%	3.79	LOS A	7.1
H.38 Marrickville Station Overbridge PM	Illawarra Road	North	T1	822	58%	4.97	LOS A	15.5

3.0 Dulwich Hill Station

3.1 Dulwich Hill Station: Base

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	R2	21	48%	42.68	LOS D	7.1
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	T1	144	48%	38.12	LOS C	7.1
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	L2	47	11%	35.92	LOS C	1.7
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	L2	30	16%	12.84	LOS A	1.4
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	R2	49	78%	28.51	LOS C	13.1
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	T1	314	78%	20.77	LOS B	13.1
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	T1	253	94%	54.74	LOS D	16.6
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	L2	134	19%	18.18	LOS B	4.0
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	R2	69	94%	69.07	LOS E	16.6
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	T1	581	64%	20.91	LOS B	17.1
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	L2	22	14%	22.64	LOS B	3.3
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	R2	54	91%	63.10	LOS E	8.3
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	T1	270	91%	43.62	LOS D	11.2
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	L2	95	72%	39.56	LOS C	11.2
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	L2	41	17%	13.74	LOS A	3.1
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	R2	105	85%	32.33	LOS C	27.7
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	T1	722	85%	23.72	LOS B	27.7
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	T1	205	91%	28.91	LOS C	9.5
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	L2	90	54%	30.51	LOS C	9.5
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	R2	88	91%	65.68	LOS E	5.8
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	T1	343	52%	29.08	LOS C	11.2
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	L2	15	12%	31.34	LOS C	2.2
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	R3	23	26%	37.57	LOS C	0.8
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	L1	52	26%	8.22	LOS A	0.8
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	L3	32	46%	9.87	LOS A	4.0
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	T1	387	46%	4.50	LOS A	4.0
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	R1	19	78%	16.80	LOS B	15.4
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	T1	691	78%	11.04	LOS A	15.4
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	R3	24	32%	35.34	LOS C	1.1
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	L1	71	32%	11.88	LOS A	1.1
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	L3	34	72%	11.69	LOS A	13.9
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	T1	748	72%	6.27	LOS A	13.9
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	R1	25	48%	14.83	LOS B	4.5
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	T1	479	48%	2.85	LOS A	4.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	R2	418	72%	13.43	LOS A	14.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	T1	1103	72%	1.56	LOS A	14.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	L2	5	72%	5.35	LOS A	3.9
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	L2	181	33%	35.40	LOS C	7.8
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	R2	57	60%	59.01	LOS E	6.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	T1	56	60%	55.53	LOS D	6.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	T1	371	22%	24.92	LOS B	10.7
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	L2	74	22%	29.55	LOS C	10.6
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	R2	6	46%	54.17	LOS D	6.8
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	T1	121	46%	50.76	LOS D	6.8
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	L2	14	7%	54.39	LOS D	0.7
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	R2	206	48%	30.90	LOS C	10.1
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	T1	583	44%	8.23	LOS A	14.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	L2	5	44%	12.95	LOS A	14.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	L2	307	46%	32.37	LOS C	13.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	R2	49	37%	50.54	LOS D	5.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	T1	59	37%	47.07	LOS D	5.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	T1	983	55%	21.38	LOS B	21.0
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	L2	78	55%	25.94	LOS B	20.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	R2	4	22%	48.31	LOS D	3.7
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	T1	71	22%	45.05	LOS D	3.7
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	L2	8	3%	49.44	LOS D	0.4
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	R2	15	22%	7.48	LOS A	1.2
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	T1	232	22%	0.09	LOS A	1.2
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	L2	5	0%	4.61	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	L2	32	7%	6.73	LOS A	0.2
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	R2	8	7%	12.95	LOS A	0.2
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	T1	1	7%	9.77	LOS A	0.2
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	T1	315	27%	0.16	LOS A	1.6
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	L2	1	0%	4.76	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	R2	2	27%	6.04	LOS A	1.6
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	R2	16	6%	12.12	LOS A	0.2
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	T1	5	6%	8.97	LOS A	0.2
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	L2	11	6%	5.50	LOS A	0.2
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	R2	19	36%	6.83	LOS A	2.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	T1	406	36%	0.02	LOS A	2.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	L2	15	1%	4.59	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	L2	37	12%	5.78	LOS A	0.4
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	R2	18	12%	15.49	LOS B	0.4
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	T1	7	12%	11.79	LOS A	0.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	T1	239	22%	0.11	LOS A	1.2
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	L2	14	1%	4.62	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	R2	17	22%	7.30	LOS A	1.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	R2	11	6%	15.94	LOS B	0.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	T1	3	6%	11.37	LOS A	0.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	L2	8	6%	6.46	LOS A	0.2
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	T1	611	39%	0.22	LOS A	2.3
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	L1	21	8%	5.19	LOS A	0.3
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	West	T1	1559	58%	0.47	LOS A	6.0
H.36 New Canterbury Rd / Terrace Rd AM	Terrace Rd	SouthWest	L3	80	13%	9.50	LOS A	0.4
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	T1	1294	50%	0.10	LOS A	3.5
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	L1	106	50%	5.27	LOS A	3.5
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	West	T1	778	55%	0.11	LOS A	4.3
H.36 New Canterbury Rd / Terrace Rd PM	Terrace Rd	SouthWest	L3	77	24%	17.44	LOS B	0.8
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	R2	22	32%	21.26	LOS B	7.4
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	T1	307	32%	14.40	LOS A	7.4
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	L2	101	16%	15.19	LOS B	3.5
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	L2	51	19%	44.01	LOS D	2.1
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	T1	203	60%	40.69	LOS C	9.1
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	T1	606	65%	15.50	LOS B	17.3
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	L2	38	14%	17.03	LOS B	3.0
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	R2	33	65%	21.81	LOS B	17.3
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	R2	162	90%	59.45	LOS E	18.5
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	T1	391	90%	40.30	LOS C	18.5
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	L2	19	36%	31.31	LOS C	8.0
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	R2	39	59%	31.60	LOS C	14.5
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	T1	503	59%	22.92	LOS B	14.5
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	L2	264	47%	21.74	LOS B	12.6
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	L2	34	34%	33.53	LOS C	7.0
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	T1	545	86%	38.21	LOS C	19.0
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	T1	268	51%	23.94	LOS B	7.9
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	L2	44	20%	21.53	LOS B	4.7
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	R2	57	51%	36.70	LOS C	7.9
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	R2	104	74%	42.01	LOS C	12.5
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	T1	267	74%	30.79	LOS C	12.5
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	L2	42	17%	23.33	LOS B	4.0

3.2 Dulwich Hill Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	R2	24	42%	38.01	LOS C	7.2
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	T1	158	42%	33.31	LOS C	7.2
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	L2	52	8%	27.08	LOS B	1.7
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	L2	32	22%	18.63	LOS B	2.2
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	R2	54	110%	157.81	LOS F	34.8
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	T1	345	110%	130.67	LOS F	34.8
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	T1	278	106%	119.49	LOS F	28.4
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	L2	147	21%	13.90	LOS A	3.6
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	R2	76	106%	138.31	LOS F	28.4
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	T1	638	107%	122.61	LOS F	49.9
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	L2	25	24%	33.28	LOS C	4.8
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	R2	59	94%	70.54	LOS F	9.4
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	T1	298	94%	44.61	LOS D	12.6
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	L2	105	75%	38.27	LOS C	12.6
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	L2	46	20%	15.33	LOS B	3.8
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	R2	116	101%	74.14	LOS F	49.3
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	T1	798	101%	58.73	LOS E	49.3
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	T1	227	90%	30.67	LOS C	10.9
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	L2	99	54%	32.30	LOS C	10.9
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	R2	97	90%	64.60	LOS E	6.5
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	T1	379	99%	74.50	LOS F	21.8
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	L2	17	22%	41.60	LOS C	3.0
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	R3	25	45%	64.81	LOS E	1.5
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	L1	57	45%	14.72	LOS B	1.5
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	L3	35	54%	11.59	LOS A	5.4
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	T1	425	54%	6.20	LOS A	5.4
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	R1	21	91%	29.76	LOS C	28.8
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	T1	758	91%	23.21	LOS B	28.8
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	R3	27	51%	57.55	LOS E	1.8
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	L1	78	51%	18.49	LOS B	1.8
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	L3	38	82%	16.08	LOS B	22.4
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	T1	827	82%	10.64	LOS A	22.4
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	R1	28	57%	19.81	LOS B	6.5
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	T1	529	57%	4.33	LOS A	6.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	R2	459	65%	12.31	LOS A	11.4
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	T1	1211	65%	2.20	LOS A	11.4
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	L2	6	65%	5.21	LOS A	3.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	L2	198	17%	9.32	LOS A	3.7
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	R2	63	95%	85.37	LOS F	9.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	T1	62	95%	81.89	LOS F	9.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	T1	408	73%	58.08	LOS E	14.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	L2	82	73%	62.77	LOS E	14.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	R2	7	66%	60.88	LOS E	8.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	T1	133	66%	57.47	LOS E	8.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	L2	16	10%	57.97	LOS E	0.8
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	R2	228	46%	31.51	LOS C	10.9
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	T1	644	45%	5.59	LOS A	13.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	L2	6	45%	10.31	LOS A	13.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	L2	339	61%	33.91	LOS C	15.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	R2	55	59%	59.00	LOS E	6.9
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	T1	65	59%	55.53	LOS D	6.9
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	T1	1086	60%	21.56	LOS B	23.8
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	L2	86	60%	26.12	LOS B	23.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	R2	4	35%	56.04	LOS D	4.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	T1	78	35%	52.78	LOS D	4.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	L2	9	4%	56.84	LOS E	0.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	R2	16	24%	7.98	LOS A	1.3
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	T1	254	24%	0.11	LOS A	1.3
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	L2	6	0%	4.61	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	L2	35	8%	7.03	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	R2	9	8%	14.58	LOS B	0.3
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	T1	1	8%	10.94	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	T1	346	30%	0.19	LOS A	1.8
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	L2	1	0%	4.79	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	R2	2	30%	6.30	LOS A	1.8
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	R2	17	7%	13.49	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	T1	6	7%	9.92	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	L2	12	7%	5.62	LOS A	0.3
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	R2	21	40%	7.26	LOS A	2.8
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	T1	449	40%	0.02	LOS A	2.8
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	L2	17	1%	4.59	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	L2	41	14%	5.94	LOS A	0.5
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	R2	20	14%	18.01	LOS B	0.5
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	T1	8	14%	13.60	LOS A	0.5
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	T1	264	25%	0.14	LOS A	1.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	L2	16	1%	4.62	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	R2	19	25%	7.83	LOS A	1.4
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	R2	12	7%	18.59	LOS B	0.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	T1	3	7%	13.06	LOS A	0.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	L2	9	7%	6.76	LOS A	0.2
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	T1	671	43%	0.23	LOS A	2.7
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	L1	24	9%	5.20	LOS A	0.4
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	West	T1	1712	64%	0.54	LOS A	7.4
H.36 New Canterbury Rd / Terrace Rd AM	Terrace Rd	SouthWest	L3	87	15%	10.22	LOS A	0.5
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	T1	1430	55%	0.11	LOS A	4.3
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	L1	117	55%	5.32	LOS A	4.3
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	West	T1	860	61%	0.13	LOS A	5.4
H.36 New Canterbury Rd / Terrace Rd PM	Terrace Rd	SouthWest	L3	85	33%	22.49	LOS B	1.2
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	R2	24	41%	28.62	LOS C	9.3
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	T1	337	41%	19.90	LOS B	9.3
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	L2	111	21%	16.99	LOS B	4.7
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	L2	55	20%	44.15	LOS D	2.4
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	T1	223	67%	41.81	LOS C	10.2
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	T1	665	83%	25.83	LOS B	25.1
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	L2	42	18%	18.39	LOS B	3.9
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	R2	37	83%	34.24	LOS C	25.1
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	R2	177	110%	140.78	LOS F	44.2
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	T1	429	110%	99.36	LOS F	44.2
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	L2	21	44%	27.90	LOS B	5.3
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	R2	43	90%	60.76	LOS E	15.8
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	T1	556	90%	36.44	LOS C	22.7
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	L2	291	72%	27.51	LOS B	22.7
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	L2	38	36%	32.18	LOS C	7.8
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	T1	602	90%	41.35	LOS C	22.4
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	T1	296	92%	26.10	LOS B	9.2
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	L2	48	37%	24.35	LOS B	9.2
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	R2	63	92%	70.26	LOS E	6.4
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	R2	115	80%	45.59	LOS D	14.2
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	T1	295	80%	32.31	LOS C	14.2
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	L2	46	19%	22.19	LOS B	4.4

3.3 Dulwich Hill Station: Future + Construction

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	R2	24	50%	41.95	LOS C	7.4
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	T1	158	50%	36.68	LOS C	7.4
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	L2	52	10%	28.69	LOS C	2.0
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	L2	32	23%	17.60	LOS B	2.3
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	R2	69	113%	183.70	LOS F	38.4
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	T1	345	113%	149.09	LOS F	38.4
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	T1	278	109%	145.61	LOS F	32.0
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	L2	147	22%	13.32	LOS A	3.3
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	R2	76	109%	164.12	LOS F	32.0
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	T1	638	111%	146.05	LOS F	55.0
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	L2	25	25%	34.13	LOS C	4.9
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	R2	59	96%	77.39	LOS F	10.2
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	T1	298	96%	48.63	LOS D	12.7
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	L2	105	77%	39.97	LOS C	12.7
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	L2	46	21%	14.88	LOS B	3.9
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	R2	131	103%	85.32	LOS F	53.1
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	T1	798	103%	67.27	LOS E	53.1
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	T1	227	93%	31.91	LOS C	11.1
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	L2	99	56%	33.21	LOS C	11.1
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	R2	97	93%	69.98	LOS E	6.8
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	T1	379	99%	74.50	LOS F	21.8
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	L2	17	22%	41.60	LOS C	3.0
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	R3	25	45%	64.81	LOS E	1.5
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	L1	57	45%	14.72	LOS B	1.5
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	L3	35	54%	11.59	LOS A	5.4
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	T1	425	54%	6.20	LOS A	5.4
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	R1	21	91%	29.76	LOS C	28.8
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	T1	758	91%	23.21	LOS B	28.8
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	R3	27	51%	57.55	LOS E	1.8
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	L1	78	51%	18.49	LOS B	1.8
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	L3	38	82%	16.08	LOS B	22.4
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	T1	827	82%	10.64	LOS A	22.4
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	R1	28	57%	19.81	LOS B	6.5
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	T1	529	57%	4.33	LOS A	6.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	R2	459	65%	12.31	LOS A	11.4
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	T1	1211	65%	2.20	LOS A	11.4
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	L2	6	65%	5.21	LOS A	3.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	L2	198	17%	9.32	LOS A	3.7
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	R2	63	95%	85.37	LOS F	9.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	T1	62	95%	81.89	LOS F	9.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	T1	408	73%	58.08	LOS E	14.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	L2	82	73%	62.77	LOS E	14.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	R2	7	66%	60.88	LOS E	8.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	T1	133	66%	57.47	LOS E	8.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	L2	16	10%	57.97	LOS E	0.8
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	R2	228	46%	31.51	LOS C	10.9
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	T1	644	45%	5.59	LOS A	13.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	L2	6	45%	10.31	LOS A	13.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	L2	339	61%	33.91	LOS C	15.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	R2	55	59%	59.00	LOS E	6.9
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	T1	65	59%	55.53	LOS D	6.9
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	T1	1086	60%	21.56	LOS B	23.8
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	L2	86	60%	26.12	LOS B	23.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	R2	4	35%	56.04	LOS D	4.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	T1	78	35%	52.78	LOS D	4.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	L2	9	4%	56.84	LOS E	0.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	R2	18	24%	8.39	LOS A	1.3
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	T1	254	24%	0.11	LOS A	1.3
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	L2	6	0%	4.61	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	L2	37	8%	7.20	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	R2	9	8%	14.70	LOS B	0.3
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	T1	1	8%	11.02	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	T1	346	30%	0.19	LOS A	1.8
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	L2	1	0%	4.79	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	R2	2	30%	6.30	LOS A	1.8
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	R2	17	8%	13.62	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	T1	6	8%	9.97	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	L2	12	8%	5.62	LOS A	0.3
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	R2	23	40%	7.51	LOS A	2.8
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	T1	449	40%	0.02	LOS A	2.8
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	L2	17	1%	4.59	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	L2	43	15%	6.04	LOS A	0.5
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	R2	20	15%	18.17	LOS B	0.5
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	T1	8	15%	13.72	LOS A	0.5
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	T1	264	25%	0.14	LOS A	1.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	L2	16	1%	4.62	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	R2	19	25%	7.83	LOS A	1.4
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	R2	12	7%	18.80	LOS B	0.3
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	T1	3	7%	13.14	LOS A	0.3
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	L2	9	7%	6.76	LOS A	0.3
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	T1	671	45%	0.24	LOS A	2.9
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	L1	40	9%	5.77	LOS A	0.4
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	West	T1	1712	64%	0.54	LOS A	7.4
H.36 New Canterbury Rd / Terrace Rd AM	Terrace Rd	SouthWest	L3	104	21%	11.86	LOS A	0.8
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	T1	1430	56%	0.11	LOS A	4.5
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	L1	134	56%	5.52	LOS A	4.4
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	West	T1	860	61%	0.13	LOS A	5.4
H.36 New Canterbury Rd / Terrace Rd PM	Terrace Rd	SouthWest	L3	102	51%	32.78	LOS C	2.0
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	R2	24	44%	30.35	LOS C	9.8
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	T1	337	44%	21.50	LOS B	9.8
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	L2	119	22%	17.71	LOS B	5.0
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	L2	55	16%	40.01	LOS C	2.2
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	T1	223	54%	36.83	LOS C	9.5
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	T1	665	87%	31.31	LOS C	27.7
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	L2	42	19%	19.00	LOS B	4.2
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	R2	37	87%	40.96	LOS C	27.7
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	R2	186	114%	183.75	LOS F	48.8
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	T1	429	114%	120.24	LOS F	48.8
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	L2	21	46%	27.44	LOS B	6.0
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	R2	43	89%	59.08	LOS E	16.8
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	T1	556	89%	36.48	LOS C	22.0
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	L2	300	71%	26.86	LOS B	22.0
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	L2	38	36%	32.18	LOS C	7.8
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	T1	602	90%	41.35	LOS C	22.4
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	T1	296	90%	26.48	LOS B	8.9
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	L2	48	36%	24.27	LOS B	8.9
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	R2	63	90%	67.46	LOS E	6.7
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	R2	124	85%	49.92	LOS D	15.0
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	T1	295	85%	34.26	LOS C	15.0
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	L2	46	20%	22.27	LOS B	4.7

3.4 Dulwich Hill Station: Future + Construction + Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	R2	24	58%	45.11	LOS D	7.7
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	T1	158	58%	39.94	LOS C	7.7
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	L2	52	12%	32.69	LOS C	2.1
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	L2	32	23%	15.09	LOS B	2.2
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	R2	103	115%	192.11	LOS F	41.0
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	T1	345	115%	150.21	LOS F	41.0
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	T1	278	132%	329.01	LOS F	51.7
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	L2	180	26%	11.88	LOS A	3.5
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	R2	76	132%	359.15	LOS F	51.7
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	T1	638	128%	267.61	LOS F	77.8
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	L2	25	29%	37.70	LOS C	5.1
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	R2	59	96%	76.68	LOS F	9.6
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	T1	298	96%	46.68	LOS D	13.0
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	L2	105	77%	39.07	LOS C	13.0
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	L2	46	22%	15.47	LOS B	4.3
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	R2	165	111%	146.63	LOS F	72.5
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	T1	798	111%	115.88	LOS F	72.5
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	T1	227	102%	33.33	LOS C	11.2
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	L2	133	61%	29.50	LOS C	11.2
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	R2	97	102%	105.27	LOS F	9.1
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	T1	379	111%	146.61	LOS F	31.8
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	L2	17	25%	43.69	LOS D	3.1
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	R3	25	61%	85.02	LOS F	2.6
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	L1	92	61%	22.60	LOS B	2.6
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	L3	35	54%	11.59	LOS A	5.4
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	T1	425	54%	6.20	LOS A	5.4
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	R1	55	100%	62.00	LOS E	46.9
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	T1	758	100%	48.41	LOS D	46.9
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	R3	27	71%	72.81	LOS F	3.2
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	L1	111	71%	31.33	LOS C	3.2
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	L3	38	82%	16.08	LOS B	22.4
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	T1	827	82%	10.64	LOS A	22.4
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	R1	61	76%	40.52	LOS C	13.7
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	T1	529	76%	10.67	LOS A	13.7
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	R2	529	71%	14.03	LOS A	14.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	T1	1211	71%	2.03	LOS A	14.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	L2	6	71%	5.27	LOS A	3.8
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	L2	268	27%	9.70	LOS A	5.3
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	R2	63	95%	85.22	LOS F	9.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	T1	62	95%	81.73	LOS F	9.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	T1	408	77%	59.54	LOS E	14.7
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	L2	82	77%	64.23	LOS E	14.3
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	R2	7	66%	60.91	LOS E	8.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	T1	133	66%	57.50	LOS E	8.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	L2	16	10%	57.97	LOS E	0.8
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	R2	296	58%	37.33	LOS C	13.0
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	T1	644	44%	4.85	LOS A	12.7
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	L2	6	44%	9.57	LOS A	12.7
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	L2	408	71%	29.66	LOS C	17.8
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	R2	55	69%	62.96	LOS E	7.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	T1	65	69%	59.49	LOS E	7.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	T1	1086	70%	28.91	LOS C	27.7
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	L2	86	70%	33.48	LOS C	27.3
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	R2	4	40%	58.43	LOS E	4.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	T1	78	40%	55.17	LOS D	4.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	L2	9	5%	58.00	LOS E	0.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	R2	53	31%	10.99	LOS A	1.7
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	T1	254	31%	0.11	LOS A	1.7
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	L2	6	0%	4.61	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	L2	72	16%	8.78	LOS A	0.6
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	R2	9	16%	16.70	LOS B	0.6
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	T1	1	16%	12.52	LOS A	0.6
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	T1	346	30%	0.19	LOS A	1.8
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	L2	1	0%	4.79	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	R2	2	30%	6.30	LOS A	1.8
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	R2	17	9%	16.06	LOS B	0.3
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	T1	6	9%	10.83	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	L2	12	9%	5.62	LOS A	0.3
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	R2	57	46%	9.40	LOS A	3.3
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	T1	449	46%	0.03	LOS A	3.3
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	L2	17	1%	4.59	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	L2	76	21%	7.05	LOS A	0.8
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	R2	20	21%	21.08	LOS B	0.8
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	T1	8	21%	15.86	LOS B	0.8
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	T1	264	25%	0.14	LOS A	1.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	L2	16	1%	4.62	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	R2	19	25%	7.83	LOS A	1.4
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	R2	12	9%	22.64	LOS B	0.3
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	T1	3	9%	14.52	LOS B	0.3
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	L2	9	9%	6.76	LOS A	0.3
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	T1	741	52%	0.29	LOS A	3.6
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	L1	40	10%	5.78	LOS A	0.4
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	West	T1	1781	68%	0.62	LOS A	8.5
H.36 New Canterbury Rd / Terrace Rd AM	Terrace Rd	SouthWest	L3	104	25%	13.97	LOS A	0.9
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	T1	1500	60%	0.13	LOS A	5.2
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	L1	134	60%	5.57	LOS A	5.1
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	West	T1	931	69%	0.17	LOS A	7.3
H.36 New Canterbury Rd / Terrace Rd PM	Terrace Rd	SouthWest	L3	102	63%	44.47	LOS D	2.6
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	R2	24	65%	41.75	LOS C	10.8
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	T1	406	65%	24.80	LOS B	10.8
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	L2	119	32%	16.50	LOS B	7.2
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	L2	55	34%	51.41	LOS D	2.6
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	T1	223	104%	116.82	LOS F	18.0
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	T1	734	117%	170.56	LOS F	71.9
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	L2	42	25%	16.89	LOS B	5.5
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	R2	37	117%	231.33	LOS F	71.9
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	R2	186	97%	81.02	LOS F	24.9
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	T1	429	97%	52.77	LOS D	24.9
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	L2	21	39%	32.34	LOS C	8.5
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	R2	43	98%	84.46	LOS F	15.8
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	T1	627	98%	37.27	LOS C	27.5
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	L2	300	78%	24.24	LOS B	27.5
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	L2	38	50%	40.64	LOS C	8.7
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	T1	602	125%	222.75	LOS F	60.2
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	T1	367	131%	74.20	LOS F	19.9
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	L2	48	52%	19.48	LOS B	9.6
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	R2	63	131%	348.09	LOS F	19.9
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	R2	124	111%	146.83	LOS F	28.6
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	T1	295	111%	92.89	LOS F	28.6
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	L2	46	26%	28.94	LOS C	5.7

3.5 Dulwich Hill Station: Future + Construction + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	R2	24	57%	45.02	LOS D	7.7
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	T1	158	57%	39.71	LOS C	7.7
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	L2	52	11%	31.88	LOS C	2.1
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	L2	32	23%	15.58	LOS B	2.3
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	R2	100	115%	197.75	LOS F	41.6
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	T1	345	115%	155.44	LOS F	41.6
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	T1	278	121%	232.16	LOS F	41.8
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	L2	177	24%	13.29	LOS A	3.7
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	R2	76	121%	266.08	LOS F	41.8
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	T1	638	128%	267.61	LOS F	77.8
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	L2	25	29%	37.70	LOS C	5.1
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	R2	59	99%	86.86	LOS F	10.0
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	T1	298	99%	50.79	LOS D	13.6
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	L2	105	79%	41.24	LOS C	13.6
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	L2	46	22%	14.95	LOS B	4.1
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	R2	162	108%	123.01	LOS F	65.4
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	T1	798	108%	96.90	LOS F	65.4
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	T1	227	108%	32.69	LOS C	12.1
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	L2	130	65%	31.31	LOS C	12.1
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	R2	97	108%	147.51	LOS F	9.7
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	T1	379	111%	146.62	LOS F	31.8
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	L2	17	25%	43.69	LOS D	3.1
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	R3	25	58%	85.38	LOS F	2.2
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	L1	73	58%	22.42	LOS B	2.2
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	L3	35	57%	12.13	LOS A	6.1
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	T1	441	57%	6.91	LOS A	6.1
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	R1	36	99%	55.41	LOS D	44.1
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	T1	774	99%	43.34	LOS D	44.1
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	R3	27	65%	73.28	LOS F	2.6
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	L1	93	65%	27.84	LOS B	2.6
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	L3	38	85%	17.55	LOS B	25.4
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	T1	842	85%	12.32	LOS A	25.4
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	R1	43	68%	33.04	LOS C	10.3
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	T1	544	68%	7.42	LOS A	10.3
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	R2	485	68%	13.61	LOS A	13.2
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	T1	1211	68%	2.28	LOS A	13.2
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	L2	6	68%	5.23	LOS A	3.3
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	L2	224	21%	9.60	LOS A	4.3
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	R2	63	95%	85.31	LOS F	9.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	T1	62	95%	81.83	LOS F	9.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	T1	408	73%	58.08	LOS E	14.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	L2	82	73%	62.77	LOS E	14.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	R2	7	66%	60.89	LOS E	8.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	T1	133	66%	57.48	LOS E	8.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	L2	16	10%	57.97	LOS E	0.8
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	R2	253	49%	34.74	LOS C	11.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	T1	644	44%	5.21	LOS A	13.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	L2	6	44%	9.93	LOS A	13.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	L2	365	64%	30.96	LOS C	15.8
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	R2	55	64%	60.93	LOS E	7.0
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	T1	65	64%	57.46	LOS E	7.0
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	T1	1086	65%	25.50	LOS B	26.0
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	L2	86	65%	30.07	LOS C	25.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	R2	4	38%	57.22	LOS E	4.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	T1	78	38%	53.95	LOS D	4.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	L2	9	4%	56.84	LOS E	0.5
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	R2	34	27%	10.08	LOS A	1.5
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	T1	254	27%	0.11	LOS A	1.5
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	L2	6	0%	4.61	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	L2	53	12%	8.11	LOS A	0.4
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	R2	9	12%	15.58	LOS B	0.4
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	T1	1	12%	11.69	LOS A	0.4
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	T1	346	30%	0.19	LOS A	1.8
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	L2	1	0%	4.79	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	R2	2	30%	6.30	LOS A	1.8
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	R2	17	8%	14.68	LOS B	0.3
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	T1	6	8%	10.35	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	L2	12	8%	5.62	LOS A	0.3
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	R2	39	43%	8.67	LOS A	3.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	T1	449	43%	0.03	LOS A	3.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	L2	17	1%	4.59	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	L2	58	18%	6.61	LOS A	0.6
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	R2	20	18%	19.43	LOS B	0.6
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	T1	8	18%	14.65	LOS B	0.6
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	T1	264	25%	0.14	LOS A	1.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	L2	16	1%	4.62	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	R2	19	25%	7.83	LOS A	1.4
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	R2	12	8%	20.44	LOS B	0.3
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	T1	3	8%	13.75	LOS A	0.3
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	L2	9	8%	6.76	LOS A	0.3
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	T1	697	47%	0.26	LOS A	3.1
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	L1	40	9%	5.77	LOS A	0.4
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	West	T1	1737	65%	0.57	LOS A	7.8
H.36 New Canterbury Rd / Terrace Rd AM	Terrace Rd	SouthWest	L3	104	23%	12.58	LOS A	0.8
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	T1	1456	58%	0.12	LOS A	4.7
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	L1	134	58%	5.54	LOS A	4.7
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	West	T1	886	64%	0.14	LOS A	6.0
H.36 New Canterbury Rd / Terrace Rd PM	Terrace Rd	SouthWest	L3	102	55%	36.30	LOS C	2.2
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	R2	24	67%	43.62	LOS D	11.2
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	T1	362	67%	29.35	LOS C	11.2
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	L2	135	33%	20.48	LOS B	7.4
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	L2	55	18%	42.03	LOS C	2.3
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	T1	223	60%	38.96	LOS C	9.8
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	T1	691	120%	194.92	LOS F	73.1
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	L2	42	26%	21.34	LOS B	5.8
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	R2	37	120%	258.26	LOS F	73.1
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	R2	201	84%	48.36	LOS D	18.4
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	T1	429	84%	31.84	LOS C	18.4
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	L2	21	34%	26.12	LOS B	8.2
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	R2	43	102%	103.59	LOS F	20.1
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	T1	582	102%	53.59	LOS D	28.9
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	L2	316	81%	31.57	LOS C	28.9
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	L2	38	40%	34.90	LOS C	8.2
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	T1	602	100%	80.54	LOS F	32.3
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	T1	322	125%	60.85	LOS E	15.7
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	L2	48	50%	23.48	LOS B	9.7
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	R2	63	125%	290.96	LOS F	15.7
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	R2	140	109%	130.87	LOS F	25.4
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	T1	295	109%	69.45	LOS E	25.4

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	L2	46	25%	24.09	LOS B	6.2

4.0 Hurlstone Park Station

4.1 Hurlstone Park Station: Base

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	R2	88	61%	18.25	LOS B	24.1
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	T1	1529	61%	10.24	LOS B	26.0
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	L1	79	61%	13.35	LOS B	26.0
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	L2	65	35%	46.26	LOS A	5.9
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R2	31	59%	51.07	LOS A	9.7
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R1	217	59%	48.28	LOS A	9.7
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	T1	784	47%	21.28	LOS A	14.7
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	L2	16	47%	27.03	LOS A	14.6
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	R1	43	46%	49.62	LOS A	7.3
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L1	147	46%	48.53	LOS A	7.3
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L3	26	23%	48.46	LOS A	3.4
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	R2	95	60%	24.56	LOS A	16.5
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	T1	1057	60%	11.14	LOS A	23.3
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	L1	58	60%	12.99	LOS A	23.3
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	L2	96	16%	36.60	LOS A	4.1
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R2	25	74%	60.01	LOS C	13.3
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R1	197	74%	58.47	LOS C	13.3
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	T1	1372	66%	11.63	LOS B	20.1
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	L2	79	66%	17.20	LOS B	20.0
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	R1	65	74%	59.06	LOS C	13.8
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L1	200	74%	57.51	LOS C	13.8
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L3	10	15%	53.23	LOS A	2.4
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	R2	898	91%	16.30	LOS B	22.5
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	T1	693	53%	1.73	LOS A	1.7
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	L2	31	53%	6.11	LOS A	1.7
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	L2	368	30%	9.92	LOS A	6.8
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	R2	23	28%	66.85	LOS E	1.4
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	T1	260	88%	61.77	LOS E	16.4
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	T1	425	77%	55.05	LOS D	12.9
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	L2	28	77%	59.76	LOS E	12.8
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	R2	9	85%	64.89	LOS E	13.7
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	T1	303	85%	56.30	LOS D	13.7
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	L2	14	34%	61.18	LOS E	5.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	R2	507	70%	31.77	LOS C	15.5
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	T1	576	48%	5.69	LOS A	7.1
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	L2	24	48%	10.03	LOS A	7.1
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	L2	686	60%	15.87	LOS B	19.9
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	R2	33	26%	55.94	LOS D	1.7
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	T1	427	85%	47.07	LOS D	22.8
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	T1	771	81%	46.59	LOS D	21.1
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	L2	43	81%	52.92	LOS D	20.8
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	R2	24	72%	51.79	LOS D	11.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	T1	312	72%	42.64	LOS D	11.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	L2	10	29%	40.03	LOS C	5.6
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	R2	232	17%	4.97	LOS A	0.8
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	T1	27	17%	0.08	LOS A	0.8
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	L2	314	25%	12.42	LOS A	2.7
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	R2	26	25%	8.33	LOS A	2.7
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	T1	57	5%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	L2	48	5%	4.62	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	R2	231	17%	4.89	LOS A	0.9
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	T1	48	17%	0.30	LOS A	0.9
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	L2	233	21%	13.79	LOS A	2.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	R2	43	21%	8.00	LOS A	2.3
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	T1	45	4%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	L2	41	4%	4.60	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	R2	28	15%	5.45	LOS A	0.4
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	T1	219	15%	0.32	LOS A	0.4
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	L2	21	15%	3.64	LOS A	0.4
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	L2	23	14%	5.73	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	R2	46	14%	11.70	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	T1	4	14%	7.13	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	T1	303	23%	0.04	LOS A	0.8
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	L2	105	23%	4.59	LOS A	0.8
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	R2	8	23%	5.84	LOS A	0.8
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	R2	1	0%	9.97	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	T1	1	0%	6.96	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	L2	1	0%	5.84	LOS A	0.0
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	R2	37	15%	5.03	LOS A	0.4
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	T1	234	15%	0.34	LOS A	0.4
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	L2	10	15%	4.16	LOS A	0.4
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	L2	30	13%	6.10	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	R2	52	13%	9.21	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	T1	7	13%	8.04	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	T1	245	18%	0.17	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	L2	60	18%	4.79	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	R2	14	18%	6.15	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	R2	8	4%	12.24	LOS A	0.1
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	T1	7	4%	7.83	LOS A	0.1
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	L2	12	4%	5.79	LOS A	0.1

4.2 Hurlstone Park Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	R2	97	67%	22.02	LOS B	30.0
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	T1	1679	67%	12.23	LOS B	31.1
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	L1	87	67%	14.09	LOS B	31.1
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	L2	71	39%	46.61	LOS A	6.5
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R2	34	64%	51.76	LOS B	10.8
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R1	238	64%	48.87	LOS B	10.8
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	T1	861	62%	29.27	LOS B	19.3
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	L2	18	62%	35.02	LOS B	19.1
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	R1	47	50%	50.04	LOS A	8.0
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L1	161	50%	48.89	LOS A	8.0
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L3	29	25%	48.68	LOS A	3.7
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	R2	105	74%	33.08	LOS C	18.5
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	T1	1168	74%	14.29	LOS C	36.3
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	L1	64	74%	15.92	LOS C	36.3
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	L2	106	21%	40.92	LOS A	4.9
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R2	28	78%	59.91	LOS C	14.9
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R1	218	78%	58.36	LOS C	14.9
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	T1	1516	68%	8.56	LOS B	19.0
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	L2	87	68%	14.13	LOS B	18.9
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	R1	71	77%	58.59	LOS C	15.2
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L1	221	77%	56.74	LOS C	15.2
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L3	11	16%	51.44	LOS A	2.7
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	R2	961	91%	14.85	LOS B	15.7
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	T1	742	55%	1.72	LOS A	1.9
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	L2	34	55%	6.10	LOS A	1.9
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	L2	393	31%	9.00	LOS A	6.7
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	R2	25	36%	69.52	LOS E	1.5
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	T1	278	103%	120.08	LOS F	24.8
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	T1	454	99%	93.67	LOS F	19.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	L2	30	99%	98.63	LOS F	19.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	R2	10	103%	124.67	LOS F	20.8
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	T1	324	103%	98.71	LOS F	20.8
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	L2	15	41%	63.66	LOS E	6.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	R2	560	81%	38.96	LOS C	22.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	T1	637	54%	6.50	LOS A	9.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	L2	26	54%	10.84	LOS A	9.3
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	L2	758	66%	16.67	LOS B	23.5
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	R2	36	33%	57.72	LOS E	1.9
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	T1	472	91%	53.95	LOS D	27.5
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	T1	852	90%	56.43	LOS D	26.2
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	L2	48	90%	63.81	LOS E	26.1
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	R2	26	80%	55.82	LOS D	12.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	T1	345	80%	44.58	LOS D	12.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	L2	11	32%	39.54	LOS C	6.4
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	R2	255	18%	5.02	LOS A	0.9
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	T1	29	18%	0.08	LOS A	0.9
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	L2	345	28%	12.01	LOS A	2.9
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	R2	28	28%	8.61	LOS A	2.9
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	T1	63	6%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	L2	53	6%	4.62	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	R2	256	18%	4.93	LOS A	1.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	T1	54	18%	0.34	LOS A	1.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	L2	258	24%	13.20	LOS A	2.5
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	R2	48	24%	8.25	LOS A	2.5
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	T1	50	5%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	L2	46	5%	4.60	LOS A	0.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	R2	31	16%	5.75	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	T1	240	16%	0.37	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	L2	23	16%	3.64	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	L2	25	17%	5.90	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	R2	51	17%	13.31	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	T1	5	17%	7.74	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	T1	333	25%	0.04	LOS A	0.9
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	L2	116	25%	4.59	LOS A	0.9
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	R2	9	25%	6.02	LOS A	0.9
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	R2	1	1%	11.00	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	T1	1	1%	7.56	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	L2	1	1%	6.06	LOS A	0.0
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	R2	41	17%	5.26	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	T1	259	17%	0.40	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	L2	11	17%	4.24	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	L2	33	16%	6.38	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	R2	57	16%	10.10	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	T1	8	16%	8.99	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	T1	271	19%	0.20	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	L2	66	19%	4.82	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	R2	16	19%	6.45	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	R2	9	6%	14.13	LOS A	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	T1	8	6%	8.76	LOS A	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	L2	13	6%	6.00	LOS A	0.2

4.3 Hurlstone Park Station: Future + Construction

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	R2	97	68%	24.02	LOS B	29.8
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	T1	1679	68%	13.41	LOS B	32.6
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	L1	87	68%	14.75	LOS B	32.6
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	L2	71	41%	46.76	LOS A	7.1
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R2	51	68%	52.27	LOS B	11.2
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R1	238	68%	48.84	LOS B	11.2
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	T1	861	66%	30.55	LOS B	20.5
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	L2	35	66%	36.77	LOS B	19.7
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	R1	47	48%	48.95	LOS A	7.9
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L1	161	48%	47.82	LOS A	7.9
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L3	29	24%	47.65	LOS A	3.7
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	R2	105	78%	44.21	LOS C	19.3
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	T1	1168	78%	17.86	LOS C	41.0
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	L1	64	78%	18.21	LOS C	41.0
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	L2	106	19%	38.42	LOS A	4.7
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R2	45	80%	59.67	LOS C	16.1
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R1	218	80%	57.81	LOS C	16.1
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	T1	1516	73%	11.01	LOS C	23.7
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	L2	104	73%	16.76	LOS C	23.1
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	R1	71	67%	52.71	LOS B	14.2
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L1	221	67%	51.42	LOS B	14.2
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L3	11	14%	48.53	LOS A	2.6
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	R2	961	91%	14.85	LOS B	15.7
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	T1	742	55%	1.72	LOS A	1.9
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	L2	34	55%	6.10	LOS A	1.9
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	L2	393	31%	9.00	LOS A	6.7
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	R2	25	36%	69.52	LOS E	1.5
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	T1	278	103%	120.08	LOS F	24.8
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	T1	454	99%	93.67	LOS F	19.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	L2	30	99%	98.63	LOS F	19.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	R2	10	103%	124.67	LOS F	20.8
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	T1	324	103%	98.71	LOS F	20.8
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	L2	15	41%	63.66	LOS E	6.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	R2	560	81%	38.96	LOS C	22.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	T1	637	54%	6.50	LOS A	9.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	L2	26	54%	10.84	LOS A	9.3
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	L2	758	66%	16.67	LOS B	23.5
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	R2	36	33%	57.72	LOS E	1.9
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	T1	472	91%	53.95	LOS D	27.5
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	T1	852	90%	56.43	LOS D	26.2
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	L2	48	90%	63.81	LOS E	26.1
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	R2	26	80%	55.82	LOS D	12.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	T1	345	80%	44.58	LOS D	12.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	L2	11	32%	39.54	LOS C	6.4
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	R2	255	19%	5.07	LOS A	1.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	T1	29	19%	0.08	LOS A	1.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	L2	345	29%	12.11	LOS A	3.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	R2	36	29%	9.52	LOS A	3.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	T1	63	7%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	L2	61	7%	4.73	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	R2	256	19%	4.97	LOS A	1.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	T1	54	19%	0.38	LOS A	1.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	L2	258	25%	13.31	LOS A	2.6
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	R2	56	25%	8.81	LOS A	2.6
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	T1	50	5%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	L2	53	5%	4.72	LOS A	0.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	R2	31	17%	5.84	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	T1	248	17%	0.38	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	L2	23	17%	3.64	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	L2	25	18%	5.95	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	R2	51	18%	14.19	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	T1	5	18%	8.10	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	T1	341	27%	0.12	LOS A	1.1
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	L2	116	27%	4.59	LOS A	1.1
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	R2	17	27%	7.16	LOS A	1.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	R2	1	2%	11.75	LOS A	0.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	T1	1	2%	8.06	LOS A	0.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	L2	9	2%	8.37	LOS A	0.1
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	R2	41	18%	5.34	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	T1	267	18%	0.40	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	L2	11	18%	4.25	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	L2	33	17%	6.44	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	R2	57	17%	10.68	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	T1	8	17%	9.41	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	T1	279	21%	0.36	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	L2	66	21%	4.83	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	R2	23	21%	7.67	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	R2	9	7%	15.00	LOS B	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	T1	8	7%	9.25	LOS A	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	L2	21	7%	6.79	LOS A	0.2

4.4 Hurlstone Park Station: Future + Construction + Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	R2	97	73%	26.40	LOS C	30.4
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	T1	1747	73%	14.43	LOS C	36.2
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	L1	87	73%	14.98	LOS C	36.2
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	L2	82	45%	47.43	LOS A	7.3
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R2	51	74%	55.18	LOS C	12.3
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R1	238	74%	51.31	LOS C	12.3
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	T1	929	73%	31.18	LOS C	22.8
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	L2	35	73%	37.41	LOS C	22.1
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	R1	47	50%	50.04	LOS A	8.0
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L1	161	50%	48.89	LOS A	8.0
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L3	29	25%	48.68	LOS A	3.7
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	R2	105	84%	56.57	LOS C	22.3
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	T1	1237	84%	21.31	LOS C	45.8
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	L1	64	84%	18.94	LOS C	45.8
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	L2	117	22%	37.48	LOS A	5.1
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R2	45	86%	65.25	LOS C	17.0
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R1	218	86%	63.39	LOS C	17.0
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	T1	1584	81%	13.52	LOS C	30.7
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	L2	104	81%	19.28	LOS C	30.1
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	R1	71	70%	54.40	LOS C	14.5
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L1	221	70%	52.98	LOS C	14.5
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L3	11	15%	49.49	LOS A	2.6
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	R2	1030	104%	69.48	LOS E	69.7
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	T1	742	56%	1.74	LOS A	1.9
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	L2	34	56%	6.12	LOS A	1.9
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	L2	462	40%	9.27	LOS A	8.4
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	R2	25	39%	69.93	LOS E	1.5
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	T1	278	98%	87.37	LOS F	21.3
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	T1	454	106%	114.35	LOS F	23.8
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	L2	30	106%	95.56	LOS F	23.8
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	R2	10	99%	96.44	LOS F	18.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	T1	324	99%	78.45	LOS F	18.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	L2	15	39%	62.59	LOS E	6.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	R2	631	88%	41.24	LOS C	29.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	T1	637	52%	4.83	LOS A	6.9
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	L2	26	52%	9.18	LOS A	6.9
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	L2	828	75%	16.50	LOS B	27.4
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	R2	36	48%	63.08	LOS E	2.0
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	T1	472	100%	87.01	LOS F	35.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	T1	852	101%	81.40	LOS F	35.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	L2	48	101%	70.28	LOS E	29.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	R2	26	94%	73.32	LOS F	14.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	T1	345	94%	55.70	LOS D	14.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	L2	11	37%	42.54	LOS D	7.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	R2	266	20%	5.13	LOS A	1.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	T1	29	20%	0.08	LOS A	1.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	L2	345	32%	12.27	LOS A	3.1
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	R2	48	32%	10.58	LOS A	3.1
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	T1	63	7%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	L2	61	7%	4.73	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	R2	267	20%	5.03	LOS A	1.1
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	T1	54	20%	0.40	LOS A	1.1
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	L2	269	26%	13.49	LOS A	2.7
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	R2	56	26%	8.98	LOS A	2.7
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	T1	50	5%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	L2	53	5%	4.72	LOS A	0.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	R2	31	18%	6.00	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	T1	260	18%	0.38	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	L2	23	18%	3.64	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	L2	25	19%	6.04	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	R2	51	19%	14.92	LOS B	0.6
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	T1	5	19%	8.47	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	T1	352	28%	0.13	LOS A	1.1
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	L2	116	28%	4.59	LOS A	1.1
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	R2	17	28%	7.36	LOS A	1.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	R2	1	2%	12.30	LOS A	0.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	T1	1	2%	8.42	LOS A	0.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	L2	9	2%	8.60	LOS A	0.1
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	R2	41	19%	5.46	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	T1	278	19%	0.41	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	L2	11	19%	4.26	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	L2	33	18%	6.54	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	R2	57	18%	11.14	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	T1	8	18%	9.83	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	T1	290	22%	0.37	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	L2	66	22%	4.84	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	R2	23	22%	7.87	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	R2	9	7%	15.72	LOS B	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	T1	8	7%	9.67	LOS A	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	L2	21	7%	6.92	LOS A	0.2

4.5 Hurlstone Park Station: Future + Construction + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	R2	112	73%	27.29	LOS C	29.2
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	T1	1704	73%	14.82	LOS C	36.4
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	L1	87	73%	15.37	LOS C	36.4
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	L2	86	43%	45.76	LOS A	7.1
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R2	51	72%	53.54	LOS C	12.2
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R1	238	72%	49.76	LOS C	12.2
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	T1	886	71%	32.05	LOS C	21.8
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	L2	35	71%	38.27	LOS C	21.0
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	R1	47	48%	48.95	LOS A	7.9
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L1	161	48%	47.82	LOS A	7.9
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L3	29	24%	47.65	LOS A	3.7
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	R2	120	82%	57.35	LOS C	20.0
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	T1	1193	82%	20.65	LOS C	44.1
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	L1	64	82%	18.92	LOS C	44.1
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	L2	121	21%	33.79	LOS A	5.0
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R2	45	83%	61.76	LOS C	16.5
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R1	218	83%	59.90	LOS C	16.5
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	T1	1541	83%	18.52	LOS C	35.1
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	L2	104	83%	24.40	LOS C	34.4
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	R1	71	67%	52.71	LOS B	14.2
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L1	221	67%	51.42	LOS B	14.2
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L3	11	14%	48.53	LOS A	2.6
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	R2	986	97%	31.74	LOS C	40.4
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	T1	742	56%	1.74	LOS A	1.9
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	L2	34	56%	6.12	LOS A	1.9
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	L2	419	35%	9.23	LOS A	7.4
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	R2	25	39%	69.93	LOS E	1.5
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	T1	278	98%	87.37	LOS F	21.3
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	T1	454	99%	95.69	LOS F	19.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	L2	30	99%	102.84	LOS F	19.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	R2	10	99%	96.44	LOS F	18.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	T1	324	99%	78.45	LOS F	18.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	L2	15	39%	62.59	LOS E	6.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	R2	586	89%	46.71	LOS D	27.6
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	T1	637	54%	6.50	LOS A	9.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	L2	26	54%	10.84	LOS A	9.3
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	L2	783	70%	17.36	LOS B	25.7
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	R2	36	33%	57.71	LOS E	1.9
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	T1	472	91%	53.93	LOS D	27.5
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	T1	852	90%	56.99	LOS E	26.2
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	L2	48	90%	64.99	LOS E	26.1
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	R2	26	80%	55.86	LOS D	12.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	T1	345	80%	44.60	LOS D	12.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	L2	11	32%	39.54	LOS C	6.4
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	R2	287	22%	5.24	LOS A	1.1
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	T1	29	22%	0.08	LOS A	1.1
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	L2	345	37%	12.55	LOS A	3.5
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	R2	68	37%	12.05	LOS A	3.5
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	T1	63	7%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	L2	61	7%	4.73	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	R2	286	22%	5.13	LOS A	1.2
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	T1	54	22%	0.44	LOS A	1.2
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	L2	288	29%	13.81	LOS A	3.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	R2	56	29%	9.31	LOS A	3.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	T1	50	5%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	L2	53	5%	4.72	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	R2	47	22%	7.41	LOS A	0.9
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	T1	264	22%	0.98	LOS A	0.9
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	L2	23	22%	3.64	LOS A	0.9
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	L2	25	21%	6.40	LOS A	0.7
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	R2	51	21%	16.50	LOS B	0.7
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	T1	5	21%	9.36	LOS A	0.7
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	T1	372	30%	0.13	LOS A	1.1
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	L2	116	30%	4.60	LOS A	1.1
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	R2	17	30%	7.49	LOS A	1.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	R2	1	2%	13.34	LOS A	0.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	T1	1	2%	9.10	LOS A	0.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	L2	9	2%	8.69	LOS A	0.1
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	R2	56	22%	6.40	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	T1	282	22%	0.85	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	L2	11	22%	4.28	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	L2	33	19%	6.71	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	R2	57	19%	12.01	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	T1	8	19%	10.63	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	T1	309	24%	0.36	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	L2	66	24%	4.84	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	R2	23	24%	8.01	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	R2	9	8%	17.10	LOS B	0.3
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	T1	8	8%	10.45	LOS A	0.3
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	L2	21	8%	6.97	LOS A	0.3

5.0 Canterbury Station

5.1 Canterbury Station: Base

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	R2	235	63%	28.95	LOS C	9.7
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	T1	1057	42%	10.20	LOS A	24.4
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	L2	310	63%	42.79	LOS D	20.4
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	R2	77	63%	42.88	LOS D	20.4
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	T1	1699	79%	15.15	LOS B	32.8
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	L2	15	79%	20.69	LOS B	32.8
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	R2	419	76%	31.29	LOS C	18.3
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	T1	1593	70%	10.64	LOS A	39.4
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	L2	295	48%	29.11	LOS C	17.3
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	R2	114	48%	29.15	LOS C	17.3
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	T1	1219	76%	27.28	LOS B	29.8
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	L2	65	76%	32.95	LOS C	29.6
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	R2	11	43%	103.17	LOS F	22.4
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	T1	1175	43%	12.97	LOS A	22.4
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	L2	21	9%	18.49	LOS B	0.3
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	R2	4	67%	812.67	LOS F	1.5
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	T1	1904	52%	0.08	LOS A	0.4
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	L2	20	52%	8.00	LOS A	0.4
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	R2	16	55%	37.29	LOS C	2.8
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	T1	1961	55%	1.49	LOS A	2.8
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	L2	21	2%	4.80	LOS A	0.0
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	R2	4	53%	560.86	LOS F	1.1
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	T1	1464	40%	0.04	LOS A	0.4
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	L2	36	40%	6.16	LOS A	0.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	L3	12	36%	19.83	LOS B	14.3
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	R2	12	51%	22.80	LOS B	14.3
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	T1	847	51%	14.76	LOS B	14.3
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L2	8	80%	71.89	LOS F	8.2
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L3	21	80%	72.89	LOS F	8.2
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	R1	225	80%	70.50	LOS E	8.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L1	14	24%	55.61	LOS D	2.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L2	29	24%	57.49	LOS E	2.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L3	2	24%	58.02	LOS E	2.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	R2	126	74%	68.45	LOS E	8.0
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	T1	1656	73%	5.39	LOS A	17.2
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L1	268	73%	9.87	LOS A	16.8
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L2	28	73%	10.94	LOS A	16.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	L3	20	59%	12.47	LOS A	15.0
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	R2	18	59%	13.39	LOS A	14.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	T1	1541	59%	6.68	LOS A	15.0
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L2	9	91%	81.13	LOS F	12.4
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L3	18	91%	81.97	LOS F	12.4
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	R1	317	91%	79.83	LOS F	12.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L1	7	16%	56.14	LOS D	1.9
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L2	24	16%	57.87	LOS E	1.9
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L3	2	16%	58.55	LOS E	1.9
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	R2	183	84%	72.60	LOS F	12.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	T1	1179	58%	12.61	LOS A	20.4
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L1	293	58%	17.05	LOS B	20.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L2	23	58%	18.16	LOS B	20.1
H.14 Canterbury Road / Close Street AM Peak - Copy	Close St	South	L2	20	3%	7.85	LOS A	0.1
H.14 Canterbury Road / Close Street AM Peak - Copy	Canterbury Rd	East	L2	1	31%	5.98	LOS A	0.0
H.14 Canterbury Road / Close Street AM Peak - Copy	Canterbury Rd	East	T1	1175	31%	0.01	LOS A	0.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.14 Canterbury Road / Close Street AM Peak - Copy	Canterbury Rd	West	R2	1	51%	21.48	LOS B	0.1
H.14 Canterbury Road / Close Street AM Peak - Copy	Canterbury Rd	West	T1	1904	51%	0.04	LOS A	0.1
H.14 Canterbury Road / Close Street PM Peak - Copy	Close St	South	L2	18	4%	11.36	LOS A	0.1
H.14 Canterbury Road / Close Street PM Peak - Copy	Canterbury Rd	East	L2	14	52%	5.86	LOS A	0.2
H.14 Canterbury Road / Close Street PM Peak - Copy	Canterbury Rd	East	T1	1961	52%	0.02	LOS A	0.2
H.14 Canterbury Road / Close Street PM Peak - Copy	Canterbury Rd	West	R2	11	43%	51.44	LOS D	15.8
H.14 Canterbury Road / Close Street PM Peak - Copy	Canterbury Rd	West	T1	1464	43%	2.92	LOS A	15.8

5.2 Canterbury Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	R2	258	66%	73.98	LOS F	15.9
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	T1	1160	55%	6.58	LOS A	25.6
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	L2	340	82%	55.47	LOS D	26.7
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	R2	84	82%	55.56	LOS D	26.7
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	T1	1866	80%	14.36	LOS A	36.2
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	L2	17	80%	19.90	LOS B	36.2
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	R2	463	66%	59.60	LOS E	23.1
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	T1	1761	83%	8.06	LOS A	45.7
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	L2	326	64%	39.01	LOS C	23.1
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	R2	126	64%	39.05	LOS C	23.1
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	T1	1346	77%	23.39	LOS B	31.4
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	L2	72	77%	29.06	LOS C	31.2
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	R2	12	57%	177.04	LOS F	25.7
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	T1	1290	57%	22.99	LOS B	25.7
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	L2	23	13%	24.24	LOS B	0.4
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	R2	4	67%	724.77	LOS F	1.4
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	T1	2091	57%	0.10	LOS A	0.6
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	L2	22	57%	8.65	LOS A	0.6
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	R2	18	62%	53.24	LOS D	18.2
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	T1	2167	62%	2.68	LOS A	18.2
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	L2	23	2%	4.94	LOS A	0.0
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	R2	4	53%	483.57	LOS F	1.1
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	T1	1618	44%	0.04	LOS A	0.4
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	L2	40	44%	6.31	LOS A	0.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	L3	13	38%	19.10	LOS B	15.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	R2	13	54%	22.71	LOS B	16.0
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	T1	931	54%	14.33	LOS A	16.0
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L2	9	88%	77.54	LOS F	9.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L3	23	88%	78.54	LOS F	9.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	R1	247	88%	76.07	LOS F	9.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L1	16	29%	58.18	LOS E	2.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L2	32	29%	60.06	LOS E	2.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L3	2	29%	60.59	LOS E	2.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	R2	139	88%	77.35	LOS F	9.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	T1	1818	78%	5.61	LOS A	21.8
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L1	294	78%	10.09	LOS A	21.3
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L2	31	78%	11.15	LOS A	21.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	L3	23	67%	14.84	LOS B	22.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	R2	20	67%	20.09	LOS B	25.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	T1	1703	67%	11.01	LOS A	25.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L2	10	87%	74.96	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L3	20	87%	75.80	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	R1	351	87%	73.67	LOS F	13.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L1	8	17%	55.22	LOS D	2.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L2	27	17%	56.95	LOS E	2.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L3	2	17%	57.63	LOS E	2.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	R2	202	93%	82.84	LOS F	14.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	T1	1302	79%	25.40	LOS B	38.2
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L1	324	79%	29.84	LOS C	37.5
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L2	26	79%	30.95	LOS C	37.5
H.14 Canterbury Road / Close Street AM Peak - Copy	Close St	South	L2	22	3%	8.37	LOS A	0.1
H.14 Canterbury Road / Close Street AM Peak - Copy	Canterbury Rd	East	L2	1	35%	6.07	LOS A	0.0
H.14 Canterbury Road / Close Street AM Peak - Copy	Canterbury Rd	East	T1	1290	35%	0.01	LOS A	0.0
H.14 Canterbury Road / Close Street AM Peak - Copy	Canterbury Rd	West	R2	1	56%	28.58	LOS C	0.1
H.14 Canterbury Road / Close Street AM Peak - Copy	Canterbury Rd	West	T1	2091	56%	0.06	LOS A	0.1
H.14 Canterbury Road / Close Street PM Peak - Copy	Close St	South	L2	20	6%	13.19	LOS A	0.2

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.14 Canterbury Road / Close Street PM Peak - Copy	Canterbury Rd	East	L2	15	57%	5.96	LOS A	0.2
H.14 Canterbury Road / Close Street PM Peak - Copy	Canterbury Rd	East	T1	2167	57%	0.02	LOS A	0.2
H.14 Canterbury Road / Close Street PM Peak - Copy	Canterbury Rd	West	R2	12	50%	78.24	LOS F	23.6
H.14 Canterbury Road / Close Street PM Peak - Copy	Canterbury Rd	West	T1	1618	50%	6.21	LOS A	23.6

5.3 Canterbury Station: Future + Construction

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	R2	258	66%	71.31	LOS F	15.0
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	T1	1175	59%	7.70	LOS A	28.8
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	L2	340	78%	50.78	LOS D	25.2
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	R2	84	78%	50.87	LOS D	25.2
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	T1	1878	83%	15.18	LOS B	38.6
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	L2	17	83%	20.72	LOS B	38.6
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	R2	463	66%	59.85	LOS E	23.2
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	T1	1776	84%	8.36	LOS A	46.7
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	L2	326	64%	39.01	LOS C	23.1
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	R2	126	64%	39.05	LOS C	23.1
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	T1	1359	78%	23.62	LOS B	32.2
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	L2	72	78%	29.29	LOS C	32.0
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	R2	12	46%	94.14	LOS F	20.5
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	T1	1305	46%	10.70	LOS A	20.5
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	L2	25	7%	13.79	LOS A	0.2
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	R2	4	47%	494.22	LOS F	1.1
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	T1	2101	58%	0.11	LOS A	0.6
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	L2	23	58%	8.89	LOS A	0.6
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	R2	18	61%	40.23	LOS C	3.0
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	T1	2182	61%	1.53	LOS A	3.0
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	L2	25	2%	4.90	LOS A	0.0
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	R2	4	53%	573.01	LOS F	1.2
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	T1	1628	44%	0.05	LOS A	0.4
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	L2	41	44%	6.38	LOS A	0.4
H.14 Canterbury Road / Close Street AM Peak	Close St	South	L2	37	7%	9.71	LOS A	0.3
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	L2	16	36%	7.78	LOS A	0.3
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	T1	1290	36%	0.03	LOS A	0.3
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	R2	1	57%	22.33	LOS B	0.1
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	T1	2103	57%	0.04	LOS A	0.1
H.14 Canterbury Road / Close Street PM Peak	Close St	South	L2	35	12%	16.76	LOS B	0.4
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	L2	31	59%	6.76	LOS A	0.6
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	T1	2167	59%	0.03	LOS A	0.6
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	R2	12	47%	47.44	LOS D	3.0
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	T1	1630	47%	2.33	LOS A	3.0
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	L3	13	39%	19.18	LOS B	15.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	R2	13	55%	22.86	LOS B	16.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	T1	946	55%	14.46	LOS A	16.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L2	9	88%	77.54	LOS F	9.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L3	23	88%	78.54	LOS F	9.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	R1	247	88%	76.07	LOS F	9.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L1	16	39%	59.31	LOS E	3.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L2	43	39%	61.34	LOS E	3.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L3	2	39%	61.73	LOS E	3.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	R2	139	88%	77.35	LOS F	9.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	T1	1819	79%	5.69	LOS A	22.8
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L1	294	79%	10.20	LOS A	21.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L2	42	79%	11.54	LOS A	21.9
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	L3	23	69%	14.96	LOS B	23.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	R2	20	69%	20.25	LOS B	25.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	T1	1718	69%	11.13	LOS A	25.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L2	10	87%	74.96	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L3	20	87%	75.80	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	R1	351	87%	73.67	LOS F	13.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L1	8	25%	56.41	LOS D	2.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L2	38	25%	58.35	LOS E	2.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L3	2	25%	58.82	LOS E	2.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	R2	202	93%	82.84	LOS F	14.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	T1	1304	78%	24.56	LOS B	38.2
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L1	324	78%	29.02	LOS C	37.0
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L2	37	78%	30.44	LOS C	37.0

5.4 Canterbury Station: Future + Construction + Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	R2	258	73%	70.59	LOS F	13.8
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	T1	1255	70%	9.94	LOS A	36.2
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	L2	340	76%	48.86	LOS D	24.6
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	R2	84	76%	48.95	LOS D	24.6
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	T1	1958	90%	24.80	LOS B	53.8
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	L2	17	90%	30.34	LOS C	53.8
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	R2	463	71%	64.79	LOS E	24.1
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	T1	1855	88%	10.50	LOS A	52.3
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	L2	326	68%	40.95	LOS C	23.8
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	R2	126	68%	40.99	LOS C	23.8
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	T1	1438	83%	23.40	LOS B	35.7
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	L2	72	83%	29.07	LOS C	35.7
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	R2	12	53%	121.20	LOS F	25.8
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	T1	1384	53%	14.88	LOS B	25.8
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	L2	25	7%	15.05	LOS B	0.3
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	R2	4	62%	737.33	LOS F	1.5
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	T1	2180	62%	0.12	LOS A	0.7
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	L2	23	62%	9.23	LOS A	0.7
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	R2	18	66%	51.02	LOS D	16.4
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	T1	2261	66%	2.08	LOS A	16.4
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	L2	25	3%	5.03	LOS A	0.0
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	R2	4	53%	569.54	LOS F	1.2
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	T1	1707	48%	0.05	LOS A	0.5
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	L2	41	48%	6.45	LOS A	0.5
H.14 Canterbury Road / Close Street AM Peak	Close St	South	L2	37	7%	10.44	LOS A	0.3
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	L2	16	40%	7.87	LOS A	0.3
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	T1	1369	40%	0.04	LOS A	0.3
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	R2	1	61%	28.21	LOS B	0.1
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	T1	2182	61%	0.05	LOS A	0.1
H.14 Canterbury Road / Close Street PM Peak	Close St	South	L2	35	13%	18.44	LOS B	0.5
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	L2	31	63%	6.84	LOS A	0.6
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	T1	2246	63%	0.04	LOS A	0.6
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	R2	12	52%	59.48	LOS E	17.1
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	T1	1709	52%	3.12	LOS A	17.1
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	L3	13	42%	19.59	LOS B	16.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	R2	13	60%	24.76	LOS B	20.3
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	T1	1026	60%	15.70	LOS B	20.3
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L2	9	88%	77.54	LOS F	9.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L3	23	88%	78.54	LOS F	9.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	R1	247	88%	76.07	LOS F	9.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L1	16	39%	59.31	LOS E	3.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L2	43	39%	61.34	LOS E	3.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L3	2	39%	61.73	LOS E	3.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	R2	139	88%	77.35	LOS F	9.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	T1	1899	85%	6.10	LOS A	28.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L1	294	85%	10.61	LOS A	27.7
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L2	42	85%	11.95	LOS A	27.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	L3	23	75%	15.60	LOS B	27.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	R2	20	75%	22.56	LOS B	30.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	T1	1799	75%	12.51	LOS A	30.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L2	10	87%	74.96	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L3	20	87%	75.80	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	R1	351	87%	73.67	LOS F	13.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L1	8	25%	56.41	LOS D	2.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L2	38	25%	58.35	LOS E	2.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L3	2	25%	58.82	LOS E	2.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	R2	202	93%	82.84	LOS F	14.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	T1	1384	84%	26.09	LOS B	43.2
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L1	324	84%	30.57	LOS C	43.0
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L2	37	84%	32.00	LOS C	43.0

5.5 Canterbury Station: Future + Construction + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	R2	258	69%	75.80	LOS F	15.5
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	T1	1216	61%	6.54	LOS A	27.5
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	L2	340	84%	58.48	LOS E	27.6
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	R2	84	84%	58.57	LOS E	27.6
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	T1	1919	83%	14.87	LOS B	39.6
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	L2	17	83%	20.41	LOS B	39.6
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	R2	463	69%	63.37	LOS E	23.8
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	T1	1816	86%	9.32	LOS A	49.4
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	L2	326	66%	39.89	LOS C	23.4
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	R2	126	66%	39.93	LOS C	23.4
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	T1	1399	80%	22.34	LOS B	33.0
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	L2	72	80%	28.00	LOS B	32.9
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	R2	12	49%	106.88	LOS F	23.0
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	T1	1345	49%	12.62	LOS A	23.0
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	L2	25	7%	14.40	LOS A	0.2
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	R2	4	54%	608.21	LOS F	1.3
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	T1	2141	60%	0.12	LOS A	0.7
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	L2	23	60%	9.06	LOS A	0.7
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	R2	18	64%	45.32	LOS D	3.5
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	T1	2222	64%	1.78	LOS A	3.5
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	L2	25	3%	4.96	LOS A	0.0
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	R2	4	53%	570.38	LOS F	1.2
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	T1	1668	46%	0.05	LOS A	0.5
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	L2	41	46%	6.42	LOS A	0.5
H.14 Canterbury Road / Close Street AM Peak	Close St	South	L2	37	7%	10.07	LOS A	0.3
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	L2	16	38%	7.82	LOS A	0.3
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	T1	1330	38%	0.03	LOS A	0.3
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	R2	1	59%	25.10	LOS B	0.1
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	T1	2143	59%	0.04	LOS A	0.1
H.14 Canterbury Road / Close Street PM Peak	Close St	South	L2	35	12%	17.58	LOS B	0.4
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	L2	31	61%	6.80	LOS A	0.6
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	T1	2207	61%	0.03	LOS A	0.6
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	R2	12	49%	53.14	LOS D	15.6
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	T1	1670	49%	2.69	LOS A	15.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	L3	13	41%	19.39	LOS B	16.1
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	R2	13	58%	23.82	LOS B	18.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	T1	986	58%	15.08	LOS B	18.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L2	9	88%	77.54	LOS F	9.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L3	23	88%	78.54	LOS F	9.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	R1	247	88%	76.07	LOS F	9.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L1	16	39%	59.31	LOS E	3.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L2	43	39%	61.34	LOS E	3.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L3	2	39%	61.73	LOS E	3.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	R2	139	88%	77.35	LOS F	9.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	T1	1860	82%	5.89	LOS A	25.3
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L1	294	82%	10.40	LOS A	24.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L2	42	82%	11.74	LOS A	24.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	L3	23	72%	15.29	LOS B	25.4
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	R2	20	72%	20.71	LOS B	27.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	T1	1759	72%	11.51	LOS A	27.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L2	10	87%	74.96	LOS F	13.1

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L3	20	87%	75.80	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	R1	351	87%	73.67	LOS F	13.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L1	8	25%	56.41	LOS D	2.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L2	38	25%	58.35	LOS E	2.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L3	2	25%	58.82	LOS E	2.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	R2	202	93%	82.84	LOS F	14.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	T1	1345	80%	23.16	LOS B	38.5
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L1	324	80%	27.60	LOS B	37.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L2	37	80%	29.03	LOS C	37.8

6.0 Campsie Station

6.1 Campsie Station: Base

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	T1	365	60%	15.61	LOS B	12.0
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	L2	383	41%	4.43	LOS A	3.2
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	T1	307	43%	9.05	LOS A	7.3
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	R2	101	34%	24.25	LOS B	3.4
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	R2	320	57%	25.93	LOS B	10.8
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	L2	295	43%	19.60	LOS B	7.5
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	T1	347	61%	20.25	LOS B	12.9
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	L2	373	42%	6.21	LOS A	5.2
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	T1	437	52%	10.57	LOS A	11.9
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	R2	188	54%	28.81	LOS C	7.5
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	R2	337	59%	27.57	LOS B	12.1
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	L2	188	22%	12.41	LOS A	2.7
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	R2	65	70%	16.87	LOS B	25.5
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	T1	674	70%	13.06	LOS A	25.5
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	L2	48	16%	41.30	LOS C	2.0
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	R2	39	17%	46.23	LOS D	1.7
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	T1	622	40%	10.53	LOS A	10.4
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	L2	45	40%	13.81	LOS A	10.2
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	R2	109	82%	20.70	LOS B	25.5
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	T1	597	82%	16.82	LOS B	25.5
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	L2	65	18%	40.79	LOS C	2.8
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	R2	102	74%	56.76	LOS E	5.4
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	T1	657	79%	13.93	LOS A	22.7
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	L2	65	6%	4.18	LOS A	0.4
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	R2	12	59%	18.26	LOS B	20.3
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	T1	565	59%	14.51	LOS B	20.3
B.12 Beamish Street / South Parade AM Peak	South Parade	East	L2	47	39%	51.53	LOS D	2.3
B.12 Beamish Street / South Parade AM Peak	South Parade	East	R2	122	73%	53.61	LOS D	6.1
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	T1	467	66%	12.77	LOS A	15.8
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	L2	189	23%	14.22	LOS A	5.5
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	T1	47	33%	41.44	LOS C	3.7
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	L2	36	33%	44.87	LOS D	3.7
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	R2	10	65%	18.30	LOS B	21.8
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	T1	571	65%	14.56	LOS B	21.8
B.12 Beamish Street / South Parade PM Peak	South Parade	East	L2	32	44%	58.36	LOS E	1.7
B.12 Beamish Street / South Parade PM Peak	South Parade	East	R2	110	83%	61.04	LOS E	6.1
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	T1	559	76%	13.75	LOS A	20.8
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	L2	175	21%	12.70	LOS A	5.0
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	T1	35	41%	48.24	LOS D	3.6
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	L2	39	41%	51.65	LOS D	3.6
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	T1	626	32%	0.32	LOS A	0.8
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	L2	48	19%	13.74	LOS A	0.8
H.11 Beamish Street / North Parade AM Peak	North Pde	East	L2	35	35%	41.70	LOS C	1.0
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	T1	646	42%	0.57	LOS A	1.1
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	L2	35	42%	7.71	LOS A	1.1
H.11 Beamish Street / North Parade AM Peak	North Pde	West	L2	56	56%	49.98	LOS D	1.9
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	T1	667	34%	0.40	LOS A	1.1
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	L2	59	27%	19.59	LOS B	1.1
H.11 Beamish Street / North Parade PM Peak	North Pde	East	L2	35	27%	31.23	LOS C	0.8
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	T1	645	40%	0.45	LOS A	0.8
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	L2	30	40%	7.58	LOS A	0.8
H.11 Beamish Street / North Parade PM Peak	North Pde	West	L2	44	55%	63.84	LOS E	1.8
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	T1	501	45%	7.43	LOS A	13.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	L2	74	45%	10.84	LOS A	13.8
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	T1	529	37%	3.28	LOS A	8.3
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	R2	4	37%	6.81	LOS A	8.3
H.12 Beamish Street / Amy Street AM Peak	Amy St	West	L2	37	40%	67.72	LOS E	2.3
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	T1	493	84%	8.01	LOS A	15.0
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	L2	102	84%	11.43	LOS A	15.0
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	T1	589	36%	1.45	LOS A	8.0
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	R2	2	36%	4.98	LOS A	8.0
H.12 Beamish Street / Amy Street PM Peak	Amy St	West	L2	80	57%	69.95	LOS E	5.2
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	R2	357	90%	50.98	LOS D	18.9
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	T1	599	90%	61.01	LOS E	21.5
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	L2	87	68%	62.76	LOS E	21.5
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	L2	265	40%	28.85	LOS C	17.2
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	T1	714	40%	23.24	LOS B	17.5
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	T1	382	94%	73.53	LOS F	15.2
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	L2	51	85%	70.02	LOS E	15.2
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	R2	69	23%	58.72	LOS E	3.9
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	R2	275	93%	78.30	LOS F	19.1
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	T1	1354	47%	13.42	LOS A	17.5
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	L2	74	38%	18.88	LOS B	17.5
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	R2	355	83%	41.85	LOS C	16.4
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	T1	418	66%	46.42	LOS D	13.1
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	L2	90	43%	53.87	LOS D	13.1
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	L2	177	42%	22.99	LOS B	18.0
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	T1	1044	42%	17.42	LOS B	18.1
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	T1	392	94%	70.28	LOS E	15.5
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	L2	46	84%	67.89	LOS E	15.5
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	R2	117	58%	59.83	LOS E	6.7
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	R2	172	61%	67.48	LOS E	10.5
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	T1	945	34%	17.95	LOS B	17.6
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	L2	91	27%	23.36	LOS B	17.6
H.34 Ninth Ave / Loch St AM	Loch St	South	R2	526	66%	7.15	LOS A	7.0
H.34 Ninth Ave / Loch St AM	Loch St	South	L2	252	66%	5.26	LOS A	7.0
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	L2	430	66%	7.42	LOS A	7.3
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	T1	202	66%	6.78	LOS A	7.3
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	R2	364	81%	18.14	LOS B	12.9
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	T1	294	81%	15.55	LOS B	12.9
H.34 Ninth Ave / Loch St PM	Loch St	South	R2	444	78%	11.99	LOS A	11.7
H.34 Ninth Ave / Loch St PM	Loch St	South	L2	378	78%	9.92	LOS A	11.7
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	L2	587	84%	11.51	LOS A	15.4
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	T1	285	84%	11.11	LOS A	15.4
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	R2	333	68%	13.05	LOS A	8.0
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	T1	253	68%	10.40	LOS A	8.0

6.2 Campsie Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	T1	400	101%	108.27	LOS F	35.5
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	L2	421	48%	5.96	LOS A	5.8
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	T1	337	56%	15.67	LOS B	10.9
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	R2	111	63%	48.74	LOS D	5.3
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	R2	351	46%	14.89	LOS B	7.1
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	L2	324	31%	5.39	LOS A	1.3
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	T1	383	81%	36.78	LOS C	19.9
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	L2	412	51%	9.87	LOS A	9.0
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	T1	483	58%	11.18	LOS A	13.9
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	R2	207	60%	37.45	LOS C	9.0
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	R2	372	65%	28.05	LOS B	14.0
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	L2	207	20%	5.59	LOS A	0.9
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	R2	71	75%	21.99	LOS B	28.0
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	T1	740	75%	17.95	LOS B	28.0
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	L2	53	6%	16.84	LOS B	1.3
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	R2	43	23%	48.81	LOS D	2.0
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	T1	683	81%	38.39	LOS C	18.4
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	L2	50	81%	41.31	LOS C	18.1
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	R2	121	105%	104.37	LOS F	66.6
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	T1	660	105%	98.49	LOS F	66.6
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	L2	72	22%	41.96	LOS C	3.1
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	R2	113	84%	61.19	LOS E	6.3
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	T1	726	87%	23.79	LOS B	32.2
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	L2	72	6%	4.06	LOS A	0.4
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	R2	13	65%	19.92	LOS B	23.4
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	T1	620	65%	16.17	LOS B	23.4
B.12 Beamish Street / South Parade AM Peak	South Parade	East	L2	52	43%	51.77	LOS D	2.5
B.12 Beamish Street / South Parade AM Peak	South Parade	East	R2	134	83%	57.64	LOS E	7.1
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	T1	513	73%	14.09	LOS A	18.2
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	L2	207	25%	14.42	LOS A	6.1
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	T1	52	36%	41.68	LOS C	4.1
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	L2	40	36%	45.11	LOS D	4.1
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	R2	11	74%	21.23	LOS B	25.9
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	T1	631	74%	17.50	LOS B	25.9
B.12 Beamish Street / South Parade PM Peak	South Parade	East	L2	35	41%	56.80	LOS F	1.8
B.12 Beamish Street / South Parade PM Peak	South Parade	East	R2	122	86%	62.78	LOS E	6.8
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	T1	618	86%	24.88	LOS B	28.8
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	L2	193	24%	13.32	LOS A	5.7
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	T1	39	41%	47.18	LOS D	3.9
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	L2	43	41%	50.58	LOS D	3.9
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	T1	687	35%	0.41	LOS A	1.0
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	L2	53	24%	16.82	LOS B	1.0
H.11 Beamish Street / North Parade AM Peak	North Pde	East	L2	38	57%	72.79	LOS F	1.7
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	T1	710	46%	0.76	LOS A	1.4
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	L2	38	46%	8.83	LOS A	1.4
H.11 Beamish Street / North Parade AM Peak	North Pde	West	L2	61	91%	130.46	LOS F	4.3
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	T1	727	37%	0.53	LOS A	1.5
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	L2	64	35%	24.76	LOS B	1.5
H.11 Beamish Street / North Parade PM Peak	North Pde	East	L2	38	42%	48.88	LOS D	1.2
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	T1	703	43%	0.58	LOS A	1.0
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	L2	33	43%	8.51	LOS A	1.0
H.11 Beamish Street / North Parade PM Peak	North Pde	West	L2	48	103%	241.51	LOS F	5.7
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	T1	550	51%	8.77	LOS A	16.9
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	L2	82	51%	12.18	LOS A	16.9
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	T1	580	41%	3.42	LOS A	9.6
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	R2	4	41%	6.96	LOS A	9.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.12 Beamish Street / Amy Street AM Peak	Amy St	West	L2	40	44%	67.93	LOS E	2.5
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	T1	545	106%	93.47	LOS F	68.2
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	L2	113	106%	96.88	LOS F	68.2
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	T1	651	40%	1.88	LOS A	10.7
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	R2	2	40%	5.42	LOS A	10.7
H.12 Beamish Street / Amy Street PM Peak	Amy St	West	L2	88	52%	67.46	LOS E	5.6
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	R2	392	95%	61.08	LOS E	23.1
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	T1	658	81%	49.18	LOS D	23.1
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	L2	96	61%	56.09	LOS D	23.1
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	L2	291	50%	34.28	LOS C	22.3
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	T1	784	50%	28.66	LOS C	22.7
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	T1	420	88%	64.20	LOS E	15.8
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	L2	55	79%	65.01	LOS E	15.8
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	R2	76	37%	65.80	LOS E	4.6
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	R2	302	92%	73.79	LOS F	20.3
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	T1	1487	53%	14.47	LOS A	20.7
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	L2	81	42%	19.93	LOS B	20.7
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	R2	392	94%	55.74	LOS D	21.5
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	T1	462	64%	42.93	LOS D	14.1
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	L2	99	41%	51.38	LOS D	14.1
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	L2	195	46%	22.48	LOS B	19.9
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	T1	1154	46%	16.91	LOS B	20.1
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	T1	434	88%	62.31	LOS E	16.5
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	L2	51	80%	63.71	LOS E	16.5
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	R2	130	92%	81.75	LOS F	9.2
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	R2	191	84%	73.72	LOS F	12.4
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	T1	1044	38%	18.86	LOS B	20.1
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	L2	100	30%	24.28	LOS B	20.1
H.34 Ninth Ave / Loch St AM	Loch St	South	R2	577	75%	8.73	LOS A	10.2
H.34 Ninth Ave / Loch St AM	Loch St	South	L2	276	75%	6.84	LOS A	10.2
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	L2	472	75%	9.90	LOS A	10.3
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	T1	222	75%	9.26	LOS A	10.3
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	R2	400	97%	43.84	LOS D	29.9
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	T1	323	97%	41.25	LOS C	29.9
H.34 Ninth Ave / Loch St PM	Loch St	South	R2	490	88%	17.49	LOS B	19.5
H.34 Ninth Ave / Loch St PM	Loch St	South	L2	417	88%	15.41	LOS B	19.5
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	L2	648	97%	28.71	LOS C	33.8
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	T1	315	97%	28.31	LOS B	33.8
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	R2	368	80%	17.81	LOS B	12.3
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	T1	280	80%	15.15	LOS B	12.3

6.3 Campsie Station: Future + Construction

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	T1	416	104%	123.76	LOS F	39.6
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	L2	421	46%	5.15	LOS A	4.8
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	T1	337	56%	15.67	LOS B	10.9
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	R2	111	77%	54.53	LOS D	5.6
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	R2	351	46%	14.89	LOS B	7.1
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	L2	324	33%	7.60	LOS A	2.7
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	T1	399	103%	117.13	LOS F	37.0
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	L2	412	52%	10.34	LOS A	9.4
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	T1	483	59%	11.79	LOS A	14.3
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	R2	207	67%	45.58	LOS D	9.2
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	R2	372	63%	26.75	LOS B	13.4
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	L2	207	19%	4.31	LOS A	0.4
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	R2	71	78%	21.45	LOS B	31.0
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	T1	756	78%	17.44	LOS B	31.0
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	L2	53	7%	19.76	LOS B	1.4
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	R2	43	23%	48.81	LOS D	2.0
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	T1	683	71%	29.82	LOS C	16.3
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	L2	50	71%	32.80	LOS C	16.0
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	R2	121	107%	121.71	LOS F	73.2
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	T1	675	107%	115.47	LOS F	73.2
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	L2	72	22%	41.96	LOS C	3.1
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	R2	113	84%	61.19	LOS E	6.3
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	T1	726	87%	23.79	LOS B	32.2
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	L2	72	6%	4.06	LOS A	0.4
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	R2	13	67%	20.18	LOS B	23.9
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	T1	628	67%	16.42	LOS B	23.9
B.12 Beamish Street / South Parade AM Peak	South Parade	East	L2	54	45%	52.00	LOS D	2.6
B.12 Beamish Street / South Parade AM Peak	South Parade	East	R2	134	85%	58.92	LOS E	7.2
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	T1	513	73%	14.09	LOS A	18.2
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	L2	207	25%	14.42	LOS A	6.1
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	T1	52	42%	43.15	LOS D	4.5
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	L2	48	42%	46.66	LOS D	4.5
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	R2	11	75%	21.61	LOS B	26.5
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	T1	639	75%	17.86	LOS B	26.5
B.12 Beamish Street / South Parade PM Peak	South Parade	East	L2	37	45%	57.08	LOS F	1.9
B.12 Beamish Street / South Parade PM Peak	South Parade	East	R2	122	94%	72.60	LOS F	7.4
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	T1	618	86%	24.88	LOS B	28.8
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	L2	193	24%	13.32	LOS A	5.7
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	T1	39	49%	47.96	LOS D	4.4
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	L2	51	49%	51.46	LOS D	4.4
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	T1	695	36%	0.52	LOS A	1.4
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	L2	61	31%	20.23	LOS B	1.4
H.11 Beamish Street / North Parade AM Peak	North Pde	East	L2	38	57%	72.79	LOS F	1.7
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	T1	710	46%	0.76	LOS A	1.4
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	L2	38	46%	8.83	LOS A	1.4
H.11 Beamish Street / North Parade AM Peak	North Pde	West	L2	69	121%	320.66	LOS F	12.0
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	T1	735	39%	0.01	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	L2	72	44%	29.96	LOS C	1.6
H.11 Beamish Street / North Parade PM Peak	North Pde	East	L2	38	42%	48.88	LOS D	1.2
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	T1	703	43%	0.58	LOS A	1.0
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	L2	33	43%	8.51	LOS A	1.0
H.11 Beamish Street / North Parade PM Peak	North Pde	West	L2	56	178%	876.97	LOS F	20.2
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	T1	558	52%	8.87	LOS A	17.3
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	L2	82	52%	12.28	LOS A	17.3
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	T1	582	41%	3.44	LOS A	9.6
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	R2	4	41%	6.97	LOS A	9.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.12 Beamish Street / Amy Street AM Peak	Amy St	West	L2	40	44%	67.93	LOS E	2.5
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	T1	552	107%	106.55	LOS F	72.5
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	L2	113	107%	109.96	LOS F	72.5
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	T1	653	40%	1.88	LOS A	10.7
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	R2	2	40%	5.41	LOS A	10.7
H.12 Beamish Street / Amy Street PM Peak	Amy St	West	L2	88	52%	67.46	LOS E	5.6
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	R2	392	95%	61.08	LOS E	23.1
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	T1	658	81%	49.18	LOS D	23.1
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	L2	96	61%	56.09	LOS D	23.1
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	L2	291	50%	34.28	LOS C	22.3
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	T1	784	50%	28.66	LOS C	22.7
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	T1	420	88%	64.20	LOS E	15.8
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	L2	55	79%	65.01	LOS E	15.8
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	R2	76	37%	65.80	LOS E	4.6
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	R2	302	92%	73.79	LOS F	20.3
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	T1	1487	53%	14.47	LOS A	20.7
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	L2	81	42%	19.93	LOS B	20.7
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	R2	392	94%	55.74	LOS D	21.5
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	T1	462	64%	42.93	LOS D	14.1
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	L2	99	41%	51.38	LOS D	14.1
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	L2	195	46%	22.48	LOS B	19.9
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	T1	1154	46%	16.91	LOS B	20.1
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	T1	434	88%	62.31	LOS E	16.5
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	L2	51	80%	63.71	LOS E	16.5
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	R2	130	92%	81.75	LOS F	9.2
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	R2	191	84%	73.72	LOS F	12.4
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	T1	1044	38%	18.86	LOS B	20.1
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	L2	100	30%	24.28	LOS B	20.1
H.34 Ninth Ave / Loch St AM	Loch St	South	R2	577	75%	8.73	LOS A	10.2
H.34 Ninth Ave / Loch St AM	Loch St	South	L2	276	75%	6.84	LOS A	10.2
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	L2	472	75%	9.90	LOS A	10.3
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	T1	222	75%	9.26	LOS A	10.3
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	R2	400	97%	43.84	LOS D	29.9
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	T1	323	97%	41.25	LOS C	29.9
H.34 Ninth Ave / Loch St PM	Loch St	South	R2	490	88%	17.49	LOS B	19.5
H.34 Ninth Ave / Loch St PM	Loch St	South	L2	417	88%	15.41	LOS B	19.5
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	L2	648	97%	28.71	LOS C	33.8
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	T1	315	97%	28.31	LOS B	33.8
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	R2	368	80%	17.81	LOS B	12.3
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	T1	280	80%	15.15	LOS B	12.3

6.4 Campsie Station: Future + Construction + Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	T1	416	105%	135.19	LOS F	41.3
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	L2	467	57%	5.80	LOS A	6.6
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	T1	337	55%	14.97	LOS B	10.6
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	R2	111	72%	52.22	LOS D	5.5
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	R2	397	59%	16.73	LOS B	10.0
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	L2	324	33%	7.60	LOS A	2.7
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	T1	399	104%	126.19	LOS F	38.3
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	L2	459	60%	8.55	LOS A	9.6
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	T1	483	64%	15.87	LOS B	16.6
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	R2	207	88%	62.56	LOS E	11.3
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	R2	419	65%	20.60	LOS B	13.2
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	L2	207	19%	4.31	LOS A	0.4
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	R2	71	81%	26.68	LOS B	27.8
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	T1	803	81%	21.47	LOS B	27.8
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	L2	53	6%	16.29	LOS B	1.3
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	R2	43	23%	48.81	LOS D	2.0
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	T1	731	94%	59.55	LOS E	24.6
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	L2	50	94%	61.80	LOS E	24.1
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	R2	121	141%	416.97	LOS F	136.0
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	T1	722	141%	377.61	LOS F	136.0
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	L2	72	22%	41.96	LOS C	3.1
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	R2	113	84%	61.19	LOS E	6.3
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	T1	773	97%	61.33	LOS E	54.4
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	L2	72	6%	4.06	LOS A	0.4
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	R2	13	73%	24.47	LOS B	25.7
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	T1	628	73%	20.72	LOS B	25.7
B.12 Beamish Street / South Parade AM Peak	South Parade	East	L2	54	29%	45.46	LOS D	2.4
B.12 Beamish Street / South Parade AM Peak	South Parade	East	R2	181	91%	66.31	LOS E	10.8
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	T1	513	88%	32.97	LOS C	25.1
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	L2	254	61%	18.45	LOS B	8.5
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	T1	52	31%	37.56	LOS C	4.2
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	L2	48	31%	41.08	LOS C	4.2
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	R2	11	79%	26.36	LOS B	28.7
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	T1	639	79%	22.61	LOS B	28.7
B.12 Beamish Street / South Parade PM Peak	South Parade	East	L2	37	31%	52.45	LOS D	1.8
B.12 Beamish Street / South Parade PM Peak	South Parade	East	R2	168	112%	185.47	LOS F	17.9
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	T1	618	98%	68.35	LOS E	43.4
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	L2	239	58%	16.10	LOS B	7.9
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	T1	39	38%	44.17	LOS D	4.2
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	L2	51	38%	47.67	LOS D	4.2
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	T1	742	36%	1.46	LOS A	2.2
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	L2	61	35%	21.34	LOS B	2.2
H.11 Beamish Street / North Parade AM Peak	North Pde	East	L2	38	78%	130.12	LOS F	2.6
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	T1	757	51%	0.78	LOS A	1.6
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	L2	38	51%	9.37	LOS A	1.6
H.11 Beamish Street / North Parade AM Peak	North Pde	West	L2	69	157%	643.61	LOS F	20.4
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	T1	782	44%	0.09	LOS A	1.6
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	L2	72	44%	29.94	LOS C	1.6
H.11 Beamish Street / North Parade PM Peak	North Pde	East	L2	38	56%	73.42	LOS F	1.7
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	T1	751	48%	0.59	LOS A	1.1
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	L2	33	48%	9.00	LOS A	1.1
H.11 Beamish Street / North Parade PM Peak	North Pde	West	L2	56	138%	510.88	LOS F	14.0
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	T1	558	52%	8.87	LOS A	17.3
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	L2	82	52%	12.28	LOS A	17.3
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	T1	582	41%	3.44	LOS A	9.6
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	R2	4	41%	6.97	LOS A	9.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.12 Beamish Street / Amy Street AM Peak	Amy St	West	L2	40	44%	67.93	LOS E	2.5
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	T1	552	107%	106.55	LOS F	72.5
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	L2	113	107%	109.96	LOS F	72.5
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	T1	653	40%	1.88	LOS A	10.7
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	R2	2	40%	5.41	LOS A	10.7
H.12 Beamish Street / Amy Street PM Peak	Amy St	West	L2	88	52%	67.46	LOS E	5.6
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	R2	392	90%	49.22	LOS D	20.3
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	T1	658	81%	48.81	LOS D	23.1
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	L2	96	61%	55.36	LOS D	23.1
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	L2	291	57%	37.89	LOS C	25.6
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	T1	819	57%	32.28	LOS C	25.6
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	T1	420	88%	64.24	LOS E	15.7
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	L2	55	79%	65.17	LOS E	15.7
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	R2	76	32%	63.40	LOS E	4.5
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	R2	302	91%	71.54	LOS F	20.0
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	T1	1523	56%	16.15	LOS B	23.0
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	L2	81	45%	21.57	LOS B	22.9
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	R2	392	94%	55.74	LOS D	21.5
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	T1	462	64%	42.93	LOS D	14.1
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	L2	99	41%	51.38	LOS D	14.1
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	L2	195	48%	22.67	LOS B	20.9
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	T1	1188	48%	17.10	LOS B	21.0
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	T1	434	88%	62.40	LOS E	16.5
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	L2	51	80%	63.90	LOS E	16.5
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	R2	130	92%	81.75	LOS F	9.2
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	R2	191	84%	73.72	LOS F	12.4
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	T1	1078	40%	19.07	LOS B	20.8
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	L2	100	32%	24.47	LOS B	20.8
H.34 Ninth Ave / Loch St AM	Loch St	South	R2	577	81%	12.15	LOS A	13.8
H.34 Ninth Ave / Loch St AM	Loch St	South	L2	276	81%	10.26	LOS A	13.8
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	L2	472	79%	10.37	LOS A	11.9
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	T1	269	79%	10.27	LOS A	11.9
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	R2	400	110%	122.87	LOS F	68.7
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	T1	370	110%	120.98	LOS F	68.7
H.34 Ninth Ave / Loch St PM	Loch St	South	R2	490	94%	27.42	LOS B	28.0
H.34 Ninth Ave / Loch St PM	Loch St	South	L2	417	94%	25.34	LOS B	28.0
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	L2	648	104%	63.33	LOS E	59.0
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	T1	362	104%	63.47	LOS E	59.0
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	R2	368	89%	24.98	LOS B	18.5
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	T1	327	89%	23.05	LOS B	18.5

6.5 Campsie Station: Future + Construction + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	T1	416	71%	18.36	LOS B	15.5
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	L2	436	47%	4.20	LOS A	3.3
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	T1	337	50%	11.13	LOS A	9.1
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	R2	111	53%	33.40	LOS C	4.5
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	R2	366	61%	23.00	LOS B	11.8
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	L2	324	46%	18.76	LOS B	8.1
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	T1	399	63%	15.78	LOS B	13.6
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	L2	427	46%	4.67	LOS A	4.2
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	T1	483	57%	10.57	LOS A	13.5
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	R2	207	79%	40.53	LOS C	10.6
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	R2	387	74%	30.14	LOS C	16.0
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	L2	207	31%	20.27	LOS B	5.1
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	R2	71	81%	26.61	LOS B	27.8
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	T1	797	81%	21.52	LOS B	27.8
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	L2	53	6%	16.29	LOS B	1.3
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	R2	43	23%	48.81	LOS D	2.0
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	T1	724	92%	55.74	LOS D	23.6
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	L2	50	92%	58.08	LOS E	23.2
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	R2	121	135%	365.25	LOS F	127.0
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	T1	716	135%	333.20	LOS F	127.0
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	L2	72	22%	41.96	LOS C	3.1
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	R2	113	84%	61.19	LOS E	6.3
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	T1	766	96%	54.37	LOS D	50.8
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	L2	72	6%	4.06	LOS A	0.4
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	R2	13	71%	23.70	LOS B	25.3
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	T1	628	71%	19.94	LOS B	25.3
B.12 Beamish Street / South Parade AM Peak	South Parade	East	L2	54	31%	46.66	LOS D	2.4
B.12 Beamish Street / South Parade AM Peak	South Parade	East	R2	175	91%	66.56	LOS E	10.4
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	T1	513	86%	27.55	LOS B	23.4
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	L2	248	55%	17.67	LOS B	8.2
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	T1	52	32%	38.62	LOS C	4.2
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	L2	48	32%	42.13	LOS C	4.2
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	R2	11	73%	20.11	LOS B	25.8
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	T1	639	73%	16.36	LOS B	25.8
B.12 Beamish Street / South Parade PM Peak	South Parade	East	L2	37	62%	61.70	LOS E	2.1
B.12 Beamish Street / South Parade PM Peak	South Parade	East	R2	162	179%	777.73	LOS F	38.2
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	T1	618	90%	31.76	LOS C	31.5
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	L2	233	43%	13.43	LOS A	7.1
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	T1	39	61%	51.21	LOS D	4.6
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	L2	51	61%	54.71	LOS D	4.6
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	T1	710	66%	0.94	LOS A	3.0
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	L2	87	66%	36.59	LOS C	3.0
H.11 Beamish Street / North Parade AM Peak	North Pde	East	L2	38	75%	118.50	LOS F	2.4
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	T1	751	51%	0.78	LOS A	1.6
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	L2	38	51%	9.29	LOS A	1.6
H.11 Beamish Street / North Parade AM Peak	North Pde	West	L2	69	134%	434.10	LOS F	15.4
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	T1	750	90%	1.63	LOS A	5.6
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	L2	98	90%	82.96	LOS F	5.6
H.11 Beamish Street / North Parade PM Peak	North Pde	East	L2	38	54%	69.10	LOS E	1.6
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	T1	745	48%	0.59	LOS A	1.1
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	L2	33	48%	8.93	LOS A	1.1
H.11 Beamish Street / North Parade PM Peak	North Pde	West	L2	56	178%	876.97	LOS F	20.2
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	T1	558	52%	8.87	LOS A	17.3
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	L2	82	52%	12.28	LOS A	17.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	T1	582	41%	3.44	LOS A	9.6
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	R2	4	41%	6.97	LOS A	9.6
H.12 Beamish Street / Amy Street AM Peak	Amy St	West	L2	40	44%	67.93	LOS E	2.5
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	T1	552	95%	28.13	LOS B	38.1
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	L2	113	95%	31.54	LOS C	38.1
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	T1	653	40%	1.38	LOS A	8.4
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	R2	2	40%	4.92	LOS A	8.4
H.12 Beamish Street / Amy Street PM Peak	Amy St	West	L2	88	90%	83.49	LOS F	6.5
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	R2	392	95%	59.51	LOS E	22.6
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	T1	658	83%	50.68	LOS D	23.3
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	L2	96	62%	56.50	LOS E	23.3
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	L2	291	53%	36.43	LOS C	23.4
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	T1	784	53%	30.80	LOS C	23.9
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	T1	420	88%	64.15	LOS E	15.7
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	L2	55	79%	64.97	LOS E	15.7
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	R2	76	32%	63.40	LOS E	4.5
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	R2	302	90%	69.01	LOS E	19.5
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	T1	1487	53%	15.20	LOS B	21.4
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	L2	81	43%	20.64	LOS B	21.3
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	R2	392	89%	46.94	LOS D	19.4
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	T1	462	61%	41.88	LOS C	13.8
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	L2	99	40%	50.12	LOS D	13.8
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	L2	195	47%	23.36	LOS B	20.7
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	T1	1154	47%	17.79	LOS B	20.9
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	T1	434	88%	62.31	LOS E	16.5
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	L2	51	80%	63.71	LOS E	16.5
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	R2	130	92%	81.75	LOS F	9.2
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	R2	191	84%	73.72	LOS F	12.4
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	T1	1044	39%	19.48	LOS B	20.5
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	L2	100	31%	24.89	LOS B	20.5
H.34 Ninth Ave / Loch St AM	Loch St	South	R2	577	77%	9.72	LOS A	11.4
H.34 Ninth Ave / Loch St AM	Loch St	South	L2	276	77%	7.83	LOS A	11.4
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	L2	472	77%	10.48	LOS A	11.1
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	T1	237	77%	10.04	LOS A	11.1
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	R2	400	101%	63.01	LOS E	40.2
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	T1	338	101%	60.66	LOS E	40.2
H.34 Ninth Ave / Loch St PM	Loch St	South	R2	490	91%	20.50	LOS B	22.3
H.34 Ninth Ave / Loch St PM	Loch St	South	L2	417	91%	18.42	LOS B	22.3
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	L2	648	99%	37.00	LOS C	40.7
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	T1	330	99%	36.79	LOS C	40.7
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	R2	368	83%	19.50	LOS B	13.9
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	T1	295	83%	17.09	LOS B	13.9
B.12 Beamish Street / South Parade PM Peak - Copy	Beamish St S	South	R2	11	76%	22.74	LOS B	27.0
B.12 Beamish Street / South Parade PM Peak - Copy	Beamish St S	South	T1	639	76%	19.00	LOS B	27.0
B.12 Beamish Street / South Parade PM Peak - Copy	South Parade	East	L2	37	39%	55.43	LOS D	1.9
B.12 Beamish Street / South Parade PM Peak - Copy	South Parade	East	R2	131	95%	74.32	LOS F	8.1
B.12 Beamish Street / South Parade PM Peak - Copy	Beamish St N	North	T1	618	89%	31.01	LOS C	31.4
B.12 Beamish Street / South Parade PM Peak - Copy	Beamish St N	North	L2	202	26%	14.01	LOS A	6.1
B.12 Beamish Street / South Parade PM Peak - Copy	Lilian St	West	T1	39	45%	46.65	LOS D	4.3
B.12 Beamish Street / South Parade PM Peak - Copy	Lilian St	West	L2	51	45%	50.14	LOS D	4.3

7.0 Belmore Station

7.1 Belmore Station: Base

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	R2	53	71%	25.78	LOS B	13.2
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	T1	647	71%	3.77	LOS A	13.2
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	L2	57	4%	4.93	LOS A	0.2
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	L2	10	21%	15.67	LOS B	0.6
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	R2	3	21%	186.52	LOS F	0.6
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	T1	1	21%	102.46	LOS F	0.6
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	T1	557	59%	0.92	LOS A	5.2
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	L2	81	59%	5.13	LOS A	5.2
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	R2	110	20%	8.39	LOS A	0.7
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	R2	31	95%	258.01	LOS F	4.4
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	T1	7	95%	265.75	LOS F	4.4
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	L2	179	32%	10.53	LOS A	1.3
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	R2	52	61%	19.16	LOS B	7.7
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	T1	533	61%	2.91	LOS A	7.7
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	L2	75	6%	5.06	LOS A	0.2
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	L2	8	41%	31.40	LOS C	1.3
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	R2	9	41%	129.03	LOS F	1.3
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	T1	7	41%	91.67	LOS F	1.3
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	T1	634	70%	2.98	LOS A	10.7
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	L2	102	70%	5.26	LOS A	10.7
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	R2	133	20%	7.28	LOS A	0.8
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	R2	37	89%	197.66	LOS F	3.9
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	T1	6	89%	194.17	LOS F	3.9
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	L2	138	20%	8.32	LOS A	0.7
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	R2	166	31%	10.78	LOS A	1.3
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	T1	617	54%	0.36	LOS A	4.8
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	L2	138	25%	10.82	LOS A	1.0
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	R2	15	20%	54.77	LOS D	0.6
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	T1	659	63%	0.43	LOS A	6.4
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	L2	56	63%	6.83	LOS A	6.4
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	R2	111	22%	10.33	LOS A	0.8
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	T1	568	49%	0.05	LOS A	4.0
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	L2	165	31%	11.82	LOS A	1.3
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	R2	20	26%	56.39	LOS D	0.8
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	T1	708	65%	0.08	LOS A	7.2
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	L2	53	65%	6.83	LOS A	7.2
Burwod Road / Belmore Station AM Peak	Burwood Road	South	T1	855	52%	2.69	LOS A	14.6
Burwod Road / Belmore Station AM Peak	Burwood Road	North	T1	822	49%	2.59	LOS A	13.5
Burwod Road / Belmore Station PM Peak	Burwood Road	South	T1	709	43%	2.44	LOS A	10.6
Burwod Road / Belmore Station PM Peak	Burwood Road	North	T1	909	54%	2.89	LOS A	16.1
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	R2	42	70%	26.15	LOS B	15.1
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	T1	471	70%	20.97	LOS B	15.1
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	L2	76	15%	20.38	LOS B	2.8
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	L2	89	10%	19.30	LOS B	2.1
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	R2	49	43%	28.96	LOS C	9.6
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	T1	256	43%	24.38	LOS B	9.6
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	T1	479	67%	20.91	LOS B	15.0
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	L2	54	13%	20.91	LOS B	2.4
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	R2	39	67%	26.03	LOS B	15.0
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	R2	121	84%	38.97	LOS C	16.4
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	T1	414	84%	28.51	LOS C	16.4
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	L2	59	19%	20.00	LOS B	4.5
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	R2	62	61%	24.61	LOS B	14.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	T1	488	61%	19.33	LOS B	14.8
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	L2	90	15%	18.86	LOS B	3.4
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	L2	89	10%	21.08	LOS B	2.2
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	R2	59	49%	26.35	LOS B	12.8
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	T1	357	49%	21.79	LOS B	12.8
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	T1	592	54%	18.08	LOS B	13.8
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	L2	46	22%	19.35	LOS B	5.1
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	R2	48	54%	23.96	LOS B	13.8
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	R2	112	62%	28.38	LOS B	11.4
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	T1	317	62%	21.93	LOS B	11.4
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	L2	56	14%	20.65	LOS B	3.3
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	R2	180	72%	28.39	LOS B	8.0
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	T1	632	45%	0.55	LOS A	1.4
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	L2	94	23%	46.22	LOS D	4.7
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	R2	105	49%	62.87	LOS E	6.4
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	T1	1444	63%	5.96	LOS A	13.5
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	L2	71	63%	11.57	LOS A	13.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	R2	219	68%	10.50	LOS A	7.3
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	T1	1259	68%	1.65	LOS A	7.3
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	L2	112	18%	34.64	LOS C	4.8
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	R2	170	85%	73.31	LOS F	11.7
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	T1	999	49%	12.49	LOS A	13.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	L2	51	49%	18.03	LOS B	13.3

7.2 Belmore Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	R2	54	73%	27.37	LOS B	14.4
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	T1	656	73%	4.24	LOS A	14.4
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	L2	58	4%	4.93	LOS A	0.2
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	L2	10	24%	18.13	LOS B	0.6
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	R2	3	24%	204.48	LOS F	0.6
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	T1	1	24%	111.84	LOS F	0.6
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	T1	565	60%	0.96	LOS A	5.3
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	L2	82	60%	5.21	LOS A	5.3
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	R2	112	20%	8.57	LOS A	0.8
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	R2	31	103%	312.64	LOS F	5.5
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	T1	7	103%	322.04	LOS F	5.5
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	L2	181	33%	10.76	LOS A	1.4
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	R2	53	64%	21.13	LOS B	8.9
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	T1	549	64%	3.48	LOS A	8.9
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	L2	77	6%	5.08	LOS A	0.2
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	L2	8	49%	44.13	LOS D	1.5
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	R2	9	49%	157.66	LOS F	1.5
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	T1	7	49%	113.47	LOS F	1.5
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	T1	653	73%	3.82	LOS A	13.0
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	L2	105	73%	6.02	LOS A	13.0
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	R2	137	22%	7.56	LOS A	0.8
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	R2	38	105%	297.16	LOS F	6.2
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	T1	6	105%	293.99	LOS F	6.2
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	L2	143	22%	8.55	LOS A	0.8
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	R2	183	42%	14.23	LOS A	1.9
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	T1	678	60%	0.46	LOS A	5.9
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	L2	151	33%	13.22	LOS A	1.3
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	R2	17	34%	93.31	LOS F	1.0
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	T1	723	69%	0.58	LOS A	8.2
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	L2	62	69%	7.65	LOS A	8.2
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	R2	123	31%	13.70	LOS A	1.2
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	T1	628	54%	0.07	LOS A	4.9
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	L2	182	43%	15.11	LOS B	1.8
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	R2	22	45%	103.16	LOS F	1.3
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	T1	782	72%	0.11	LOS A	9.7
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	L2	58	72%	7.77	LOS A	9.7
Burwod Road / Belmore Station AM Peak	Burwood Road	South	T1	939	81%	12.63	LOS A	21.4
Burwod Road / Belmore Station AM Peak	Burwood Road	North	T1	902	77%	10.29	LOS A	18.4
Burwod Road / Belmore Station PM Peak	Burwood Road	South	T1	784	67%	7.32	LOS A	13.0
Burwod Road / Belmore Station PM Peak	Burwood Road	North	T1	1005	85%	15.93	LOS B	25.9
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	R2	45	96%	63.30	LOS E	26.7
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	T1	504	96%	54.17	LOS D	26.7
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	L2	82	21%	23.31	LOS B	3.6
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	L2	95	9%	16.59	LOS B	2.0
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	R2	53	42%	25.61	LOS B	9.5
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	T1	274	42%	21.03	LOS B	9.5
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	T1	513	93%	43.84	LOS D	24.0
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	L2	57	19%	23.85	LOS B	3.1
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	R2	42	93%	51.70	LOS D	24.0
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	R2	129	79%	32.26	LOS C	15.7
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	T1	443	79%	23.13	LOS B	15.7
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	L2	63	18%	17.18	LOS B	4.2
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	R2	68	90%	44.18	LOS D	22.6
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	T1	539	90%	35.70	LOS C	22.6
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	L2	99	22%	22.00	LOS B	5.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	L2	98	10%	18.52	LOS B	2.2

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	R2	65	51%	25.20	LOS B	13.9
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	T1	394	51%	20.63	LOS B	13.9
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	T1	654	81%	26.07	LOS B	17.7
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	L2	51	32%	22.83	LOS B	7.8
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	R2	54	81%	35.02	LOS C	17.7
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	R2	124	67%	27.98	LOS B	12.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	T1	350	67%	20.64	LOS B	12.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	L2	61	15%	18.23	LOS B	3.7
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	R2	198	54%	28.12	LOS B	7.1
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	T1	694	46%	0.45	LOS A	1.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	L2	103	23%	42.98	LOS D	5.0
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	R2	115	91%	85.21	LOS F	8.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	T1	1586	73%	9.22	LOS A	22.2
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	L2	78	73%	14.82	LOS B	22.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	R2	242	74%	26.05	LOS B	19.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	T1	1392	74%	5.68	LOS A	19.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	L2	124	14%	21.90	LOS B	4.0
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	R2	188	97%	98.16	LOS F	15.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	T1	1104	76%	32.78	LOS C	29.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	L2	56	76%	38.32	LOS C	29.0

7.3 Belmore Station: Future + Construction

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	R2	54	76%	30.60	LOS C	16.9
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	T1	672	76%	5.17	LOS A	16.9
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	L2	60	5%	4.97	LOS A	0.2
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	L2	10	27%	23.34	LOS B	0.7
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	R2	3	27%	240.28	LOS F	0.7
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	T1	1	27%	132.03	LOS F	0.7
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	T1	581	62%	1.02	LOS A	5.8
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	L2	82	62%	5.32	LOS A	5.8
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	R2	112	21%	9.04	LOS A	0.8
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	R2	33	139%	611.13	LOS F	11.5
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	T1	7	139%	607.52	LOS F	11.5
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	L2	181	34%	11.24	LOS A	1.4
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	R2	53	67%	23.21	LOS B	10.3
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	T1	565	67%	4.09	LOS A	10.3
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	L2	79	6%	5.12	LOS A	0.3
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	L2	8	57%	60.87	LOS E	1.7
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	R2	9	57%	191.50	LOS F	1.7
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	T1	7	57%	140.66	LOS F	1.7
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	T1	669	77%	4.72	LOS A	15.6
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	L2	105	77%	6.84	LOS A	15.6
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	R2	137	22%	7.94	LOS A	0.9
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	R2	41	139%	580.57	LOS F	12.7
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	T1	6	139%	565.50	LOS F	12.7
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	L2	143	22%	8.88	LOS A	0.8
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	R2	183	44%	15.22	LOS B	2.0
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	T1	693	62%	0.50	LOS A	6.4
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	L2	151	34%	13.90	LOS A	1.4
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	R2	17	39%	109.54	LOS F	1.1
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	T1	739	72%	0.62	LOS A	8.9
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	L2	62	72%	7.84	LOS A	8.9
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	R2	123	32%	14.58	LOS B	1.3
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	T1	643	56%	0.07	LOS A	5.3
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	L2	182	45%	16.01	LOS B	1.9
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	R2	22	52%	124.00	LOS F	1.5
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	T1	798	74%	0.12	LOS A	10.6
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	L2	58	74%	8.00	LOS A	10.6
Burwod Road / Belmore Station AM Peak	Burwood Road	South	T1	955	84%	14.74	LOS B	23.6
Burwod Road / Belmore Station AM Peak	Burwood Road	North	T1	918	80%	11.76	LOS A	20.1
Burwod Road / Belmore Station PM Peak	Burwood Road	South	T1	795	69%	7.45	LOS A	13.4
Burwod Road / Belmore Station PM Peak	Burwood Road	North	T1	1016	87%	17.98	LOS B	27.9
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	R2	45	89%	42.68	LOS D	21.4
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	T1	504	89%	35.73	LOS C	21.4
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	L2	82	19%	21.78	LOS B	3.4
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	L2	95	10%	17.81	LOS B	2.1
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	R2	53	50%	30.02	LOS C	10.5
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	T1	274	50%	25.42	LOS B	10.5
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	T1	513	91%	38.77	LOS C	22.8
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	L2	57	18%	22.38	LOS B	3.2
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	R2	51	91%	46.63	LOS D	22.8
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	R2	129	92%	49.11	LOS D	19.4
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	T1	443	92%	33.99	LOS C	19.4
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	L2	63	21%	18.59	LOS B	5.0
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	R2	68	90%	44.83	LOS D	22.8
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	T1	539	90%	36.20	LOS C	22.8
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	L2	99	22%	22.00	LOS B	5.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	L2	98	10%	18.52	LOS B	2.2

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	R2	65	51%	25.20	LOS B	13.9
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	T1	394	51%	20.63	LOS B	13.9
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	T1	654	87%	29.86	LOS C	19.2
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	L2	51	35%	23.06	LOS B	8.6
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	R2	63	87%	42.03	LOS C	19.2
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	R2	124	67%	27.98	LOS B	12.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	T1	350	67%	20.64	LOS B	12.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	L2	61	15%	18.23	LOS B	3.7
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	R2	198	54%	28.12	LOS B	7.1
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	T1	694	46%	0.45	LOS A	1.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	L2	103	23%	42.98	LOS D	5.0
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	R2	115	91%	85.21	LOS F	8.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	T1	1586	73%	9.22	LOS A	22.2
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	L2	78	73%	14.82	LOS B	22.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	R2	242	74%	26.05	LOS B	19.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	T1	1392	74%	5.68	LOS A	19.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	L2	124	14%	21.90	LOS B	4.0
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	R2	188	97%	98.16	LOS F	15.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	T1	1104	76%	32.78	LOS C	29.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	L2	56	76%	38.32	LOS C	29.0

7.4 Belmore Station: Future + Construction + Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	R2	54	76%	30.60	LOS C	16.9
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	T1	672	76%	5.17	LOS A	16.9
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	L2	60	5%	4.97	LOS A	0.2
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	L2	10	29%	26.69	LOS B	0.8
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	R2	3	29%	264.08	LOS F	0.8
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	T1	1	29%	139.03	LOS F	0.8
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	T1	581	62%	1.02	LOS A	5.8
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	L2	82	62%	5.32	LOS A	5.8
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	R2	123	25%	10.20	LOS A	1.0
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	R2	33	144%	660.13	LOS F	12.2
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	T1	7	144%	655.81	LOS F	12.2
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	L2	192	38%	12.17	LOS A	1.7
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	R2	53	67%	23.21	LOS B	10.3
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	T1	565	67%	4.09	LOS A	10.3
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	L2	79	6%	5.12	LOS A	0.3
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	L2	8	60%	71.87	LOS F	1.9
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	R2	9	60%	214.32	LOS F	1.9
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	T1	7	60%	154.42	LOS F	1.9
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	T1	669	77%	4.83	LOS A	15.9
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	L2	105	77%	6.95	LOS A	15.9
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	R2	148	26%	8.74	LOS A	1.1
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	R2	41	144%	626.79	LOS F	13.5
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	T1	6	144%	611.00	LOS F	13.5
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	L2	154	26%	9.61	LOS A	1.0
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	R2	183	53%	19.14	LOS B	2.4
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	T1	740	68%	0.62	LOS A	8.1
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	L2	151	40%	16.41	LOS B	1.6
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	R2	17	58%	194.71	LOS F	1.6
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	T1	786	78%	0.81	LOS A	11.7
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	L2	62	78%	8.58	LOS A	11.7
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	R2	123	39%	17.96	LOS B	1.5
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	T1	690	62%	0.09	LOS A	6.6
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	L2	182	53%	19.52	LOS B	2.3
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	R2	22	77%	248.11	LOS F	2.4
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	T1	844	80%	0.16	LOS A	14.4
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	L2	58	80%	8.92	LOS A	14.4
Burwod Road / Belmore Station AM Peak	Burwood Road	South	T1	1003	83%	12.69	LOS A	25.9
Burwod Road / Belmore Station AM Peak	Burwood Road	North	T1	967	79%	10.00	LOS A	22.1
Burwod Road / Belmore Station PM Peak	Burwood Road	South	T1	848	70%	6.77	LOS A	15.6
Burwod Road / Belmore Station PM Peak	Burwood Road	North	T1	1069	86%	16.39	LOS B	31.5
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	R2	93	99%	77.69	LOS F	29.6
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	T1	504	99%	59.02	LOS E	29.6
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	L2	82	21%	16.28	LOS B	4.1
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	L2	142	26%	24.84	LOS B	3.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	R2	53	68%	36.49	LOS C	11.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	T1	274	68%	31.90	LOS C	11.9
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	T1	513	76%	22.60	LOS B	16.7
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	L2	57	15%	17.00	LOS B	2.8
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	R2	51	76%	29.13	LOS C	16.7
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	R2	129	130%	329.01	LOS F	55.7
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	T1	443	130%	206.08	LOS F	55.7
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	L2	63	30%	24.66	LOS B	6.5
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	R2	115	99%	77.30	LOS F	29.1
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	T1	539	99%	52.35	LOS D	29.1
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	L2	99	25%	16.60	LOS B	6.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	L2	145	27%	26.40	LOS B	4.2

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	R2	65	113%	176.44	LOS F	44.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	T1	394	113%	171.87	LOS F	44.1
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	T1	654	67%	18.23	LOS B	14.4
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	L2	51	27%	16.78	LOS B	6.9
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	R2	63	67%	26.80	LOS B	14.4
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	R2	124	144%	448.89	LOS F	47.7
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	T1	350	144%	211.30	LOS F	47.7
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	L2	61	33%	25.53	LOS B	7.4
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	R2	198	54%	28.12	LOS B	7.1
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	T1	694	46%	0.45	LOS A	1.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	L2	103	23%	42.98	LOS D	5.0
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	R2	115	91%	85.21	LOS F	8.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	T1	1586	73%	9.22	LOS A	22.2
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	L2	78	73%	14.82	LOS B	22.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	R2	242	74%	26.05	LOS B	19.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	T1	1392	74%	5.68	LOS A	19.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	L2	124	14%	21.90	LOS B	4.0
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	R2	188	97%	98.16	LOS F	15.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	T1	1104	76%	32.78	LOS C	29.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	L2	56	76%	38.32	LOS C	29.0

7.5 Belmore Station: Future + Construction + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	R2	54	76%	30.60	LOS C	16.9
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	T1	672	76%	5.17	LOS A	16.9
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	L2	60	5%	4.97	LOS A	0.2
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	L2	10	30%	28.11	LOS B	0.8
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	R2	3	30%	273.42	LOS F	0.8
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	T1	1	30%	141.82	LOS F	0.8
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	T1	581	62%	1.02	LOS A	5.8
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	L2	82	62%	5.32	LOS A	5.8
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	R2	127	27%	10.62	LOS A	1.1
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	R2	33	146%	678.64	LOS F	12.5
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	T1	7	146%	674.06	LOS F	12.5
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	L2	196	40%	12.52	LOS A	1.8
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	R2	53	67%	23.21	LOS B	10.3
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	T1	565	67%	4.09	LOS A	10.3
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	L2	79	6%	5.12	LOS A	0.3
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	L2	8	62%	76.53	LOS F	1.9
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	R2	9	62%	223.56	LOS F	1.9
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	T1	7	62%	160.12	LOS F	1.9
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	T1	669	77%	4.88	LOS A	16.0
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	L2	105	77%	7.00	LOS A	16.0
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	R2	152	27%	9.02	LOS A	1.1
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	R2	41	146%	644.19	LOS F	13.8
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	T1	6	146%	628.12	LOS F	13.8
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	L2	158	27%	9.87	LOS A	1.1
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	R2	183	47%	16.31	LOS B	2.1
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	T1	709	64%	0.53	LOS A	6.9
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	L2	151	36%	14.63	LOS B	1.4
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	R2	17	44%	129.89	LOS F	1.3
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	T1	754	74%	0.68	LOS A	9.7
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	L2	62	74%	8.05	LOS A	9.7
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	R2	123	34%	15.55	LOS B	1.4
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	T1	658	58%	0.08	LOS A	5.7
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	L2	182	47%	17.00	LOS B	2.0
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	R2	22	59%	151.56	LOS F	1.7
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	T1	813	76%	0.13	LOS A	11.6
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	L2	58	76%	8.25	LOS A	11.6
Burwod Road / Belmore Station AM Peak	Burwood Road	South	T1	970	86%	17.62	LOS B	26.4
Burwod Road / Belmore Station AM Peak	Burwood Road	North	T1	934	83%	13.68	LOS A	22.2
Burwod Road / Belmore Station PM Peak	Burwood Road	South	T1	816	65%	6.37	LOS A	14.1
Burwod Road / Belmore Station PM Peak	Burwood Road	North	T1	1037	81%	11.28	LOS A	25.3
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	R2	61	69%	22.52	LOS B	14.8
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	T1	504	69%	16.99	LOS B	14.8
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	L2	82	15%	16.41	LOS B	2.8
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	L2	110	17%	23.86	LOS B	2.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	R2	53	70%	37.83	LOS C	12.1
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	T1	274	70%	33.25	LOS C	12.1
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	T1	513	64%	16.90	LOS B	14.6
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	L2	57	13%	16.84	LOS B	2.3
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	R2	51	64%	22.24	LOS B	14.6
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	R2	129	151%	521.02	LOS F	76.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	T1	443	151%	347.61	LOS F	76.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	L2	63	35%	24.42	LOS B	5.9

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	R2	83	71%	24.86	LOS B	16.1
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	T1	539	71%	18.56	LOS B	16.1
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	L2	99	18%	16.11	LOS B	4.2
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	L2	113	22%	24.99	LOS B	4.2
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	R2	65	111%	160.77	LOS F	38.8
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	T1	394	111%	144.05	LOS F	38.8
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	T1	654	60%	16.24	LOS B	14.3
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	L2	51	24%	16.56	LOS B	6.0
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	R2	63	60%	23.11	LOS B	14.3
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	R2	124	155%	550.17	LOS F	52.6
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	T1	350	155%	248.94	LOS F	52.6
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	L2	61	36%	25.59	LOS B	7.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	R2	198	54%	28.12	LOS B	7.1
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	T1	694	46%	0.45	LOS A	1.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	L2	103	23%	42.98	LOS D	5.0
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	R2	115	91%	85.21	LOS F	8.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	T1	1586	73%	9.22	LOS A	22.2
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	L2	78	73%	14.82	LOS B	22.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	R2	242	74%	26.05	LOS B	19.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	T1	1392	74%	5.68	LOS A	19.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	L2	124	14%	21.90	LOS B	4.0
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	R2	188	97%	98.16	LOS F	15.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	T1	1104	76%	32.78	LOS C	29.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	L2	56	76%	38.32	LOS C	29.0

8.0 Lakemba Station

8.1 Lakemba Station: Base

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.07 The Boulevard / Haldon Street AM Peak	Haldon St S	South	T1	365	90%	38.30	LOS C	12.7
B.07 The Boulevard / Haldon Street AM Peak	Haldon St S	South	L2	60	31%	30.22	LOS C	3.2
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	L2	36	14%	15.81	LOS B	1.8
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	R2	81	63%	33.39	LOS C	5.7
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	T1	146	63%	22.38	LOS B	5.7
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	T1	335	93%	31.55	LOS C	19.2
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	L2	136	28%	13.56	LOS A	4.8
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	R2	222	93%	51.35	LOS D	19.2
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	R2	61	69%	30.61	LOS C	9.7
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	T1	244	69%	26.00	LOS B	9.7
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	L2	278	26%	11.89	LOS A	4.5
B.07 The Boulevard / Haldon Street PM Peak	Haldon St S	South	T1	284	87%	34.14	LOS C	10.0
B.07 The Boulevard / Haldon Street PM Peak	Haldon St S	South	L2	102	39%	31.97	LOS C	2.9
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	L2	45	28%	18.16	LOS B	3.0
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	R2	128	94%	52.99	LOS D	10.9
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	T1	240	94%	31.51	LOS C	10.9
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	T1	324	95%	33.27	LOS C	19.5
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	L2	151	29%	13.85	LOS A	4.6
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	R2	236	95%	51.19	LOS D	19.5
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	R2	48	58%	28.65	LOS C	6.2
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	T1	173	58%	24.06	LOS B	6.2
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	L2	257	24%	10.90	LOS A	3.7
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	R2	46	23%	21.58	LOS B	2.8
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	T1	271	23%	14.68	LOS B	5.6
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	L2	68	11%	27.32	LOS B	2.1
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	R2	346	55%	29.31	LOS C	12.4
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	T1	466	49%	5.54	LOS A	6.0
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	L2	369	24%	4.40	LOS A	1.8
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	R2	63	32%	19.28	LOS B	5.8
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	T1	472	32%	14.20	LOS A	8.3
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	L2	91	15%	28.68	LOS C	2.9
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	R2	420	73%	33.11	LOS C	16.6
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	T1	370	38%	2.99	LOS A	2.5
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	L2	305	19%	4.37	LOS A	1.4
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	R2	78	49%	7.81	LOS A	4.1
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	T1	409	49%	2.32	LOS A	4.1
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	L2	117	9%	4.41	LOS A	0.4
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	L2	70	16%	6.44	LOS A	0.5
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	R2	4	16%	35.48	LOS C	0.5
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	T1	10	16%	27.16	LOS B	0.5
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	T1	499	59%	3.44	LOS A	6.7
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	L2	26	59%	7.15	LOS A	6.7
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	R2	40	59%	14.22	LOS A	6.7
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	R2	62	72%	64.91	LOS E	3.4
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	T1	14	72%	49.83	LOS D	3.4
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	L2	47	72%	29.96	LOS C	3.4
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	R2	50	46%	7.34	LOS A	3.6
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	T1	367	46%	3.37	LOS A	3.6
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	L2	168	14%	4.82	LOS A	0.6
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	L2	108	20%	6.37	LOS A	0.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	R2	4	20%	29.51	LOS C	0.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	T1	16	20%	24.13	LOS B	0.7
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	T1	473	62%	5.48	LOS A	7.4

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	L2	42	62%	8.62	LOS A	7.4
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	R2	26	62%	18.49	LOS B	7.4
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	R2	84	74%	57.32	LOS E	3.5
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	T1	10	74%	45.34	LOS D	3.5
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	L2	33	74%	30.52	LOS C	3.5
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	R2	303	45%	28.66	LOS C	10.5
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	L2	134	23%	30.00	LOS C	4.5
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	L2	347	22%	3.76	LOS A	0.2
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	T1	257	27%	0.58	LOS A	0.3
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	R2	197	58%	22.59	LOS B	10.8
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	T1	519	58%	16.31	LOS B	11.0
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	R2	237	37%	28.70	LOS C	8.0
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	L2	181	32%	31.06	LOS C	6.3
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	L2	378	24%	3.78	LOS A	0.2
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	T1	488	49%	4.51	LOS A	5.3
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	R2	176	52%	22.70	LOS B	9.1
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	T1	444	52%	15.07	LOS B	9.1
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	East	T1	428	25%	2.70	LOS A	3.6
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	West	T1	583	41%	3.27	LOS A	6.9
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	East	T1	577	34%	2.84	LOS A	5.0
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	West	T1	478	34%	2.95	LOS A	5.0
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	R2	77	43%	19.98	LOS B	3.8
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	T1	737	43%	4.98	LOS A	10.3
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	L2	56	45%	55.86	LOS D	8.5
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	R2	237	45%	56.74	LOS E	8.5
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	T1	1507	58%	6.53	LOS A	14.9
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	L2	165	58%	12.12	LOS A	14.9
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	R2	98	57%	12.99	LOS A	10.8
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	T1	1319	57%	5.25	LOS A	11.1
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	L2	67	44%	50.99	LOS D	9.7
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	R2	281	44%	51.95	LOS D	9.7
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	T1	1113	60%	7.75	LOS A	12.4
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	L2	171	60%	13.34	LOS A	12.2

8.2 Lakemba Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.07 The Boulevard / Haldon Street AM Peak	Haldon St S	South	T1	391	103%	92.22	LOS F	22.3
B.07 The Boulevard / Haldon Street AM Peak	Haldon St S	South	L2	64	36%	31.43	LOS C	3.5
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	L2	38	22%	19.69	LOS B	3.2
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	R2	87	102%	89.72	LOS F	8.0
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	T1	157	102%	36.60	LOS C	8.0
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	T1	358	103%	58.43	LOS E	29.3
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	L2	145	31%	14.29	LOS A	5.4
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	R2	238	103%	96.04	LOS F	29.3
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	R2	65	105%	109.10	LOS F	22.5
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	T1	261	105%	104.49	LOS F	22.5
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	L2	297	27%	11.46	LOS A	4.7
B.07 The Boulevard / Haldon Street PM Peak	Haldon St S	South	T1	306	110%	142.48	LOS F	23.9
B.07 The Boulevard / Haldon Street PM Peak	Haldon St S	South	L2	109	62%	36.69	LOS C	3.5
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	L2	49	31%	19.24	LOS B	3.4
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	R2	138	103%	93.43	LOS F	15.8
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	T1	258	103%	49.93	LOS D	15.8
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	T1	349	102%	61.11	LOS E	29.8
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	L2	162	32%	15.19	LOS B	5.0
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	R2	253	102%	88.23	LOS F	29.8
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	R2	52	64%	29.61	LOS C	6.9
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	T1	186	64%	25.03	LOS B	6.9
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	L2	277	24%	9.99	LOS A	3.7
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	R2	51	21%	14.27	LOS A	2.2
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	T1	299	21%	8.60	LOS A	4.9
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	L2	75	18%	36.76	LOS C	2.8
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	R2	382	92%	58.64	LOS E	21.4
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	T1	515	44%	0.52	LOS A	0.8
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	L2	407	26%	4.42	LOS A	2.0
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	R2	69	35%	17.77	LOS B	6.0
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	T1	521	35%	12.69	LOS A	9.0
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	L2	100	19%	32.15	LOS C	3.5
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	R2	464	90%	51.84	LOS D	24.6
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	T1	409	40%	2.86	LOS A	2.9
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	L2	337	22%	4.39	LOS A	1.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	R2	86	55%	9.15	LOS A	5.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	T1	449	55%	3.32	LOS A	5.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	L2	129	10%	4.50	LOS A	0.4
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	L2	76	21%	6.71	LOS A	0.7
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	R2	5	21%	45.24	LOS D	0.7
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	T1	11	21%	33.86	LOS C	0.7
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	T1	548	67%	5.10	LOS A	9.5
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	L2	29	67%	8.59	LOS A	9.5
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	R2	44	67%	17.79	LOS B	9.5
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	R2	68	103%	185.58	LOS F	10.8
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	T1	16	103%	160.86	LOS F	10.8
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	L2	51	103%	129.50	LOS F	10.8
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	R2	55	53%	8.56	LOS A	4.9
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	T1	406	53%	4.59	LOS A	4.9
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	L2	186	16%	4.97	LOS A	0.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	L2	119	26%	6.98	LOS A	1.0
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	R2	4	26%	37.57	LOS C	1.0
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	T1	18	26%	30.24	LOS C	1.0
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	T1	523	72%	8.16	LOS A	10.7
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	L2	46	72%	10.92	LOS A	10.7
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	R2	29	72%	24.32	LOS B	10.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	R2	93	106%	176.76	LOS F	12.1

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	T1	11	106%	159.41	LOS F	12.1
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	L2	36	106%	138.46	LOS F	12.1
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	R2	333	58%	33.68	LOS C	12.9
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	L2	147	31%	34.59	LOS C	5.4
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	L2	381	25%	3.77	LOS A	0.2
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	T1	282	27%	0.52	LOS A	0.3
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	R2	216	59%	19.81	LOS B	10.7
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	T1	570	59%	13.49	LOS A	11.6
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	R2	262	57%	37.43	LOS C	10.5
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	L2	200	51%	40.01	LOS C	8.2
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	L2	418	27%	3.79	LOS A	0.3
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	T1	539	46%	0.53	LOS A	0.9
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	R2	195	50%	15.50	LOS B	7.8
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	T1	491	50%	9.61	LOS A	8.2
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	East	T1	470	28%	3.10	LOS A	4.3
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	West	T1	640	46%	3.84	LOS A	8.4
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	East	T1	638	38%	3.32	LOS A	6.1
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	West	T1	529	38%	3.45	LOS A	6.0
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	R2	84	43%	16.23	LOS B	4.3
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	T1	810	43%	3.84	LOS A	11.4
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	L2	61	86%	76.78	LOS F	11.7
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	R2	261	86%	77.05	LOS F	11.7
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	T1	1655	58%	3.00	LOS A	9.2
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	L2	181	58%	8.58	LOS A	9.2
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	R2	109	54%	11.79	LOS A	12.3
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	T1	1457	54%	4.14	LOS A	12.3
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	L2	74	90%	78.65	LOS F	14.5
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	R2	311	90%	79.03	LOS F	14.5
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	T1	1230	66%	7.96	LOS A	15.1
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	L2	189	66%	13.54	LOS A	14.9

8.3 Lakemba Station: Future + Construction

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.07 The Boulevard / Haldon Street AM Peak	Haldon St S	South	T1	399	110%	138.98	LOS F	30.0
B.07 The Boulevard / Haldon Street AM Peak	Haldon St S	South	L2	71	38%	31.78	LOS C	3.5
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	L2	48	23%	17.94	LOS B	3.3
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	R2	87	104%	103.30	LOS F	8.9
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	T1	157	104%	40.58	LOS C	8.9
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	T1	366	109%	81.97	LOS F	36.2
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	L2	145	32%	14.97	LOS B	5.7
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	R2	238	109%	135.85	LOS F	36.2
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	R2	70	112%	161.57	LOS F	29.1
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	T1	261	112%	156.90	LOS F	29.1
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	L2	297	29%	11.47	LOS A	4.7
B.07 The Boulevard / Haldon Street PM Peak	Haldon St S	South	T1	314	116%	197.59	LOS F	30.3
B.07 The Boulevard / Haldon Street PM Peak	Haldon St S	South	L2	116	70%	37.87	LOS C	3.8
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	L2	58	31%	17.96	LOS B	3.5
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	R2	138	104%	100.13	LOS F	16.6
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	T1	258	104%	53.19	LOS D	16.6
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	T1	357	108%	89.22	LOS F	37.7
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	L2	162	34%	15.93	LOS B	5.3
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	R2	253	108%	129.25	LOS F	37.7
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	R2	57	66%	30.24	LOS C	7.2
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	T1	186	66%	25.58	LOS B	7.2
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	L2	277	24%	9.99	LOS A	3.7
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	R2	51	21%	14.27	LOS A	2.2
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	T1	299	21%	8.60	LOS A	4.9
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	L2	75	18%	36.76	LOS C	2.8
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	R2	382	92%	58.64	LOS E	21.4
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	T1	515	44%	0.52	LOS A	0.8
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	L2	407	26%	4.42	LOS A	2.0
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	R2	69	35%	17.77	LOS B	6.0
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	T1	521	35%	12.69	LOS A	9.0
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	L2	100	19%	32.15	LOS C	3.5
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	R2	464	90%	51.84	LOS D	24.6
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	T1	409	40%	2.86	LOS A	2.9
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	L2	337	22%	4.39	LOS A	1.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	R2	91	56%	9.54	LOS A	5.8
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	T1	449	56%	3.43	LOS A	5.8
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	L2	132	11%	4.52	LOS A	0.4
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	L2	81	22%	7.03	LOS A	0.8
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	R2	5	22%	47.39	LOS D	0.8
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	T1	11	22%	35.46	LOS C	0.8
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	T1	548	67%	5.10	LOS A	9.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	L2	29	67%	8.60	LOS A	9.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	R2	44	67%	17.87	LOS B	9.6
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	R2	71	122%	326.19	LOS F	21.2
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	T1	16	122%	294.18	LOS F	21.2
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	L2	51	122%	261.63	LOS F	21.2
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	R2	60	53%	8.97	LOS A	5.0
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	T1	406	53%	4.69	LOS A	5.0
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	L2	189	17%	5.00	LOS A	0.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	L2	124	27%	7.22	LOS A	1.1
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	R2	4	27%	38.55	LOS C	1.1
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	T1	18	27%	31.10	LOS C	1.1
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	T1	523	72%	8.16	LOS A	10.7
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	L2	46	72%	10.93	LOS A	10.7
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	R2	29	72%	24.40	LOS B	10.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	R2	96	118%	270.87	LOS F	19.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	T1	11	118%	249.97	LOS F	19.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	L2	36	118%	228.60	LOS F	19.7
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	R2	333	58%	33.68	LOS C	12.9
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	L2	147	31%	34.59	LOS C	5.4
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	L2	381	25%	3.77	LOS A	0.2
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	T1	282	27%	0.52	LOS A	0.3
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	R2	216	59%	19.81	LOS B	10.7
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	T1	570	59%	13.49	LOS A	11.6
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	R2	262	57%	37.43	LOS C	10.5
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	L2	200	51%	40.01	LOS C	8.2
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	L2	418	27%	3.79	LOS A	0.3
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	T1	539	46%	0.53	LOS A	0.9
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	R2	195	50%	15.50	LOS B	7.8
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	T1	491	50%	9.61	LOS A	8.2
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	East	T1	470	28%	3.10	LOS A	4.3
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	West	T1	640	46%	3.84	LOS A	8.4
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	East	T1	638	38%	3.32	LOS A	6.1
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	West	T1	529	38%	3.45	LOS A	6.0
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	R2	84	43%	16.23	LOS B	4.3
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	T1	810	43%	3.84	LOS A	11.4
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	L2	61	86%	76.78	LOS F	11.7
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	R2	261	86%	77.05	LOS F	11.7
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	T1	1655	58%	3.00	LOS A	9.2
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	L2	181	58%	8.58	LOS A	9.2
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	R2	109	54%	11.79	LOS A	12.3
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	T1	1457	54%	4.14	LOS A	12.3
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	L2	74	90%	78.65	LOS F	14.5
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	R2	311	90%	79.03	LOS F	14.5
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	T1	1230	66%	7.96	LOS A	15.1
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	L2	189	66%	13.54	LOS A	14.9

8.4 Lakemba Station: Future + Construction + Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.07 The Boulevard / Haldon Street AM Peak	Haldon St S	South	T1	399	132%	342.90	LOS F	56.1
B.07 The Boulevard / Haldon Street AM Peak	Haldon St S	South	L2	106	92%	54.75	LOS D	4.6
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	L2	48	21%	16.46	LOS B	3.2
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	R2	87	98%	69.99	LOS E	7.4
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	T1	168	98%	30.18	LOS C	7.4
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	T1	366	128%	171.98	LOS F	57.8
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	L2	145	38%	17.83	LOS B	6.8
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	R2	238	128%	303.83	LOS F	57.8
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	R2	105	147%	471.58	LOS F	60.9
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	T1	273	147%	433.88	LOS F	60.9
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	L2	297	37%	12.55	LOS A	5.6
B.07 The Boulevard / Haldon Street PM Peak	Haldon St S	South	T1	314	117%	212.41	LOS F	31.5
B.07 The Boulevard / Haldon Street PM Peak	Haldon St S	South	L2	151	123%	265.48	LOS F	17.3
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	L2	58	40%	20.04	LOS B	4.7
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	R2	138	132%	331.90	LOS F	27.9
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	T1	270	132%	94.10	LOS F	27.9
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	T1	357	126%	174.59	LOS F	57.9
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	L2	162	39%	17.59	LOS B	6.2
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	R2	253	126%	279.11	LOS F	57.9
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	R2	92	116%	196.48	LOS F	26.8
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	T1	197	116%	180.66	LOS F	26.8
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	L2	277	29%	11.71	LOS A	4.4
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	R2	51	21%	14.27	LOS A	2.2
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	T1	299	21%	8.60	LOS A	4.9
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	L2	75	18%	36.76	LOS C	2.8
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	R2	382	92%	58.64	LOS E	21.4
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	T1	515	44%	0.52	LOS A	0.8
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	L2	407	26%	4.42	LOS A	2.0
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	R2	69	35%	17.77	LOS B	6.0
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	T1	521	35%	12.69	LOS A	9.0
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	L2	100	19%	32.15	LOS C	3.5
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	R2	464	90%	51.84	LOS D	24.6
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	T1	409	40%	2.86	LOS A	2.9
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	L2	337	22%	4.39	LOS A	1.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	R2	91	56%	9.54	LOS A	5.8
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	T1	449	56%	3.43	LOS A	5.8
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	L2	132	11%	4.52	LOS A	0.4
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	L2	81	22%	7.03	LOS A	0.8
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	R2	5	22%	47.39	LOS D	0.8
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	T1	11	22%	35.46	LOS C	0.8
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	T1	548	67%	5.10	LOS A	9.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	L2	29	67%	8.60	LOS A	9.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	R2	44	67%	17.87	LOS B	9.6
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	R2	71	122%	326.19	LOS F	21.2
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	T1	16	122%	294.18	LOS F	21.2
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	L2	51	122%	261.63	LOS F	21.2
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	R2	60	53%	8.97	LOS A	5.0
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	T1	406	53%	4.69	LOS A	5.0
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	L2	189	17%	5.00	LOS A	0.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	L2	124	27%	7.22	LOS A	1.1
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	R2	4	27%	38.55	LOS C	1.1
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	T1	18	27%	31.10	LOS C	1.1
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	T1	523	72%	8.16	LOS A	10.7
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	L2	46	72%	10.93	LOS A	10.7
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	R2	29	72%	24.40	LOS B	10.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	R2	96	118%	270.87	LOS F	19.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	T1	11	118%	249.97	LOS F	19.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	L2	36	118%	228.60	LOS F	19.7
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	R2	333	58%	33.68	LOS C	12.9
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	L2	147	31%	34.59	LOS C	5.4
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	L2	381	25%	3.77	LOS A	0.2
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	T1	282	27%	0.52	LOS A	0.3
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	R2	216	59%	19.81	LOS B	10.7
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	T1	570	59%	13.49	LOS A	11.6
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	R2	262	57%	37.43	LOS C	10.5
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	L2	200	51%	40.01	LOS C	8.2
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	L2	418	27%	3.79	LOS A	0.3
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	T1	539	46%	0.53	LOS A	0.9
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	R2	195	50%	15.50	LOS B	7.8
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	T1	491	50%	9.61	LOS A	8.2
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	East	T1	524	34%	3.29	LOS A	5.2
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	West	T1	691	53%	4.18	LOS A	9.9
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	East	T1	691	46%	3.61	LOS A	7.4
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	West	T1	580	45%	3.74	LOS A	7.2
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	R2	118	58%	42.94	LOS D	7.7
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	T1	810	45%	3.78	LOS A	12.2
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	L2	94	92%	85.21	LOS F	13.6
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	R2	261	92%	83.96	LOS F	13.6
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	T1	1655	60%	4.56	LOS A	13.0
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	L2	181	60%	10.14	LOS A	13.0
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	R2	143	60%	16.61	LOS B	13.9
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	T1	1457	60%	5.52	LOS A	14.2
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	L2	109	90%	79.06	LOS F	15.4
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	R2	311	90%	78.70	LOS F	15.4
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	T1	1230	67%	8.07	LOS A	15.4
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	L2	189	67%	13.66	LOS A	15.2

8.5 Lakemba Station: Future + Construction + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.07 The Boulevard / Haldon Street AM Peak	Haldon St S	South	T1	399	110%	138.98	LOS F	30.0
B.07 The Boulevard / Haldon Street AM Peak	Haldon St S	South	L2	71	38%	31.78	LOS C	3.5
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	L2	48	24%	18.36	LOS B	3.3
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	R2	87	112%	159.79	LOS F	12.9
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard E	East	T1	172	112%	66.56	LOS E	12.9
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	T1	366	109%	81.97	LOS F	36.2
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	L2	145	32%	14.97	LOS B	5.7
B.07 The Boulevard / Haldon Street AM Peak	Haldon St N	North	R2	238	109%	135.85	LOS F	36.2
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	R2	70	121%	244.45	LOS F	39.7
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	T1	277	121%	239.78	LOS F	39.7
B.07 The Boulevard / Haldon Street AM Peak	The Boulevard W	West	L2	297	33%	11.82	LOS A	4.9
B.07 The Boulevard / Haldon Street PM Peak	Haldon St S	South	T1	314	116%	197.59	LOS F	30.3
B.07 The Boulevard / Haldon Street PM Peak	Haldon St S	South	L2	116	70%	37.87	LOS C	3.8
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	L2	58	35%	19.31	LOS B	4.0
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	R2	138	118%	212.58	LOS F	25.2
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard E	East	T1	274	118%	91.87	LOS F	25.2
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	T1	357	113%	113.30	LOS F	43.7
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	L2	162	35%	16.65	LOS B	5.5
B.07 The Boulevard / Haldon Street PM Peak	Haldon St N	North	R2	253	113%	164.77	LOS F	43.7
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	R2	57	78%	34.67	LOS C	8.5
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	T1	201	78%	30.01	LOS C	8.5
B.07 The Boulevard / Haldon Street PM Peak	The Boulevard W	West	L2	277	26%	10.07	LOS A	3.7
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	R2	51	21%	14.27	LOS A	2.2
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	T1	299	21%	8.60	LOS A	4.9
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	L2	75	18%	36.76	LOS C	2.8
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	R2	382	92%	58.64	LOS E	21.4
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	T1	515	44%	0.52	LOS A	0.8
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	L2	407	26%	4.42	LOS A	2.0
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	R2	69	35%	17.77	LOS B	6.0
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	T1	521	35%	12.69	LOS A	9.0
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	L2	100	19%	32.15	LOS C	3.5
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	R2	464	90%	51.84	LOS D	24.6
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	T1	409	40%	2.86	LOS A	2.9
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	L2	337	22%	4.39	LOS A	1.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	R2	91	56%	9.54	LOS A	5.8
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	T1	449	56%	3.43	LOS A	5.8
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	L2	132	11%	4.52	LOS A	0.4
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	L2	81	22%	7.03	LOS A	0.8
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	R2	5	22%	47.39	LOS D	0.8
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	T1	11	22%	35.46	LOS C	0.8
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	T1	548	67%	5.10	LOS A	9.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	L2	29	67%	8.60	LOS A	9.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	R2	44	67%	17.87	LOS B	9.6
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	R2	71	122%	326.19	LOS F	21.2
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	T1	16	122%	294.18	LOS F	21.2
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	L2	51	122%	261.63	LOS F	21.2
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	R2	60	53%	8.97	LOS A	5.0
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	T1	406	53%	4.69	LOS A	5.0
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	L2	189	17%	5.00	LOS A	0.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	L2	124	27%	7.22	LOS A	1.1
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	R2	4	27%	38.55	LOS C	1.1
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	T1	18	27%	31.10	LOS C	1.1
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	T1	523	72%	8.16	LOS A	10.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	L2	46	72%	10.93	LOS A	10.7
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	R2	29	72%	24.40	LOS B	10.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	R2	96	118%	270.87	LOS F	19.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	T1	11	118%	249.97	LOS F	19.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	L2	36	118%	228.60	LOS F	19.7
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	R2	333	58%	33.68	LOS C	12.9
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	L2	147	31%	34.59	LOS C	5.4
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	L2	381	25%	3.77	LOS A	0.2
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	T1	282	27%	0.52	LOS A	0.3
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	R2	216	59%	19.81	LOS B	10.7
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	T1	570	59%	13.49	LOS A	11.6
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	R2	262	57%	37.43	LOS C	10.5
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	L2	200	51%	40.01	LOS C	8.2
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	L2	418	27%	3.79	LOS A	0.3
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	T1	539	46%	0.53	LOS A	0.9
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	R2	195	50%	15.50	LOS B	7.8
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	T1	491	50%	9.61	LOS A	8.2
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	East	T1	493	31%	3.19	LOS A	4.7
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	West	T1	661	49%	3.97	LOS A	9.0
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	East	T1	661	42%	3.47	LOS A	6.8
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	West	T1	549	41%	3.56	LOS A	6.5
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	R2	84	43%	16.23	LOS B	4.3
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	T1	810	43%	3.84	LOS A	11.4
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	L2	61	86%	76.78	LOS F	11.7
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	R2	261	86%	77.05	LOS F	11.7
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	T1	1655	58%	3.00	LOS A	9.2
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	L2	181	58%	8.58	LOS A	9.2
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	R2	109	54%	11.79	LOS A	12.3
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	T1	1457	54%	4.14	LOS A	12.3
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	L2	74	90%	78.65	LOS F	14.5
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	R2	311	90%	79.03	LOS F	14.5
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	T1	1230	66%	7.96	LOS A	15.1
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	L2	189	66%	13.54	LOS A	14.9

9.0 Wiley Park Station

9.1 Wiley Park Station: Base

Note: Wiley Park Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
B.06 King Georges Road / The Boulevard AM Peak	King Georges Rd	South	Ahead Left	917	78.8%	29.9	LOS C	30.6
B.06 King Georges Road / The Boulevard AM Peak	King Georges Rd	South	Ahead	913	78.4%	29.7	LOS C	30.5
B.06 King Georges Road / The Boulevard AM Peak	King Georges Rd	South	Ahead	916	78.7%	29.9	LOS C	30.6
B.06 King Georges Road / The Boulevard AM Peak	The boulevard	West	Left Ahead	419	94.5%	105.	LOS F	16.3
B.06 King Georges Road / The Boulevard AM Peak	King Georges Rd	North	Ahead Left	107	77.5%	9	LOS A	7.7
B.06 King Georges Road / The Boulevard AM Peak	King Georges Rd	North	Ahead	113	81.8%	9.5	LOS A	6.6
B.06 King Georges Road / The Boulevard AM Peak	King Georges Rd	North	Ahead Right	149	92.8%	153.	LOS F	9.8
B.06 King Georges Road / The Boulevard AM Peak	The boulevard	East	Right Left Ahead	348	69.0%	105.	LOS F	9.8
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead Left	987	65.2%	4.6	LOS A	2.7
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead	996	66.0%	4.6	LOS A	2.6
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead Right	103	67.1%	12.7	LOS A	17.2
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba St	West	Left Ahead Right	331	80.2%	81.3	LOS F	11.7
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Left Ahead	106	86.0%	31.7	LOS C	38.6
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Ahead	104	84.4%	30.2	LOS C	36.7
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Ahead	137	11.0%	12.1	LOS A	2.3
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba St	East	Right Ahead Left	282	76.8%	73	LOS F	7.9
B.06 King Georges Road / The Boulevard PM Peak	King Georges Rd	South	Ahead Left	760	82.8%	45.3	LOS D	29.6
B.06 King Georges Road / The Boulevard PM Peak	King Georges Rd	South	Ahead	762	83.0%	45.4	LOS D	29.9
B.06 King Georges Road / The Boulevard PM Peak	King Georges Rd	South	Ahead	704	76.7%	40.9	LOS C	25.7
B.06 King Georges Road / The Boulevard PM Peak	The boulevard	West	Left Ahead	379	82.2%	71	LOS F	11.1
B.06 King Georges Road / The Boulevard PM Peak	King Georges Rd	North	Ahead Left	923	69.9%	9.2	LOS A	7.4
B.06 King Georges Road / The Boulevard PM Peak	King Georges Rd	North	Ahead	967	73.3%	8.5	LOS A	5.9
B.06 King Georges Road / The Boulevard PM Peak	King Georges Rd	North	Ahead Right	768	83.3%	27.8	LOS B	12.3
B.06 King Georges Road / The Boulevard PM Peak	The boulevard	East	Right Left Ahead	533	84.1%	75.1	LOS F	17.5
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead Left	862	59.9%	3.6	LOS A	1.9
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead	848	59.0%	3.4	LOS A	1.4
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead Right	770	76.8%	20.9	LOS B	9.1
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba St	West	Left Ahead Right	193	53.3%	65.1	LOS E	4.1
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Left Ahead	879	77.2%	30.3	LOS C	29.3
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Ahead	865	76.0%	29.6	LOS C	28.2
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Ahead	706	62.0%	24.3	LOS B	19.8
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba St	East	Right Ahead Left	533	83.2%	64.9	LOS E	13.6

9.2 Wiley Park Station: Future

Note: Wiley Park Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
B.06 King Georges Road / The Boulevard AM Peak	King Georges Rd	South	Ahead Left	101	90.0%	42.6	LOS D	41.1
B.06 King Georges Road / The Boulevard AM Peak	King Georges Rd	South	Ahead	101	89.9%	42.3	LOS D	40.9
B.06 King Georges Road / The Boulevard AM Peak	King Georges Rd	South	Ahead	100	89.1%	41.1	LOS C	40
B.06 King Georges Road / The Boulevard AM Peak	The boulevard	West	Left Ahead	462	98.3%	124.	LOS F	21.5
B.06 King Georges Road / The Boulevard AM Peak	King Georges Rd	North	Ahead Left	119	87.8%	14.6	LOS B	12.2
B.06 King Georges Road / The Boulevard AM Peak	King Georges Rd	North	Ahead	123	91.2%	16.8	LOS B	9.5
B.06 King Georges Road / The Boulevard AM Peak	King Georges Rd	North	Ahead Right	165	94.6%	157.	LOS F	11.1
B.06 King Georges Road / The Boulevard AM Peak	The boulevard	East	Right Left Ahead	384	72.4%	111.	LOS F	11.5
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead Left	111	73.2%	5.5	LOS A	3.2
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead	112	74.2%	5.6	LOS A	3.1
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead Right	108	78.9%	14.7	LOS B	25.5
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba St	West	Left Ahead Right	366	89.4%	97.9	LOS F	15.2
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Left Ahead	117	94.5%	46.3	LOS D	51.4
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Ahead	115	93.3%	43.1	LOS D	49.3
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Ahead	151	12.2%	12.2	LOS A	2.5
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba St	East	Right Ahead Left	311	73.9%	68.1	LOS E	8
B.06 King Georges Road / The Boulevard PM Peak	King Georges Rd	South	Ahead Left	942	95.8%	66.9	LOS E	45.6
B.06 King Georges Road / The Boulevard PM Peak	King Georges Rd	South	Ahead	941	95.7%	66.4	LOS E	45.5
B.06 King Georges Road / The Boulevard PM Peak	King Georges Rd	South	Ahead	587	59.7%	30.7	LOS C	18
B.06 King Georges Road / The Boulevard PM Peak	The boulevard	West	Left Ahead	420	91.0%	88.3	LOS F	14.2
B.06 King Georges Road / The Boulevard PM Peak	King Georges Rd	North	Ahead Left	123	92.7%	22.4	LOS B	23.6
B.06 King Georges Road / The Boulevard PM Peak	King Georges Rd	North	Ahead	125	94.1%	23	LOS B	12.6
B.06 King Georges Road / The Boulevard PM Peak	King Georges Rd	North	Ahead Right	460	97.7%	99.8	LOS F	19.9
B.06 King Georges Road / The Boulevard PM Peak	The boulevard	East	Right Left Ahead	592	97.4%	121.	LOS F	26.1
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead Left	107	73.0%	5.3	LOS A	3
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead	106	72.8%	5	LOS A	2.3
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead Right	610	95.3%	60.7	LOS E	15.1
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba St	West	Left Ahead Right	214	67.6%	73	LOS F	4.9
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Left Ahead	115	97.7%	64.5	LOS E	57.5
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Ahead	114	97.1%	61.1	LOS E	55.8
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Ahead	426	36.2%	17.3	LOS B	9.2
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba St	East	Right Ahead Left	592	95.5%	95	LOS F	20.3

9.3 Wiley Park Station: Future + Construction

Note: Wiley Park Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn.	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh) ¹
King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Left	1174	94%	43.0	LOS D	50.0
King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Ahead	1161	93%	40.5	LOS C	47.8
King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Ahead	148	12%	11.8	LOS A	2.4
King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead Left	1109	72%	5.4	LOS A	3.2
King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead	1136	74%	5.6	LOS A	3.2
King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead Right	1108	77%	13.8	LOS A	18.3
King Georges Road / Lakemba Street AM Peak	Lakemba Street	West	Left Ahead Right	381	97%	133.4	LOS F	20.1
King Georges Road / Lakemba Street AM Peak	Lakemba Street	East	Right Ahead Left	311	80%	75.4	LOS F	8.6
King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead Left	1022	90%	41.6	LOS C	41.3
King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead	1018	89%	41.0	LOS C	40.7
King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead	1016	89%	40.8	LOS C	40.6
King Georges Road / The Boulevarde AM Peak	The Boulevarde	East	Right Left Ahead	388	75%	113.5	LOS F	11.7
King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead Left	1198	87%	14.0	LOS B	12.1
King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead	1236	90%	15.3	LOS B	9.7
King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead Right	162	95%	160.2	LOS F	11.0
King Georges Road / The Boulevarde AM Peak	The Boulevarde	West	Left Ahead	477	101%	153.9	LOS F	25.9
King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Left	1178	94%	43.9	LOS D	50.4
King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Ahead	1160	93%	40.3	LOS C	47.7
King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Ahead	145	12%	11.8	LOS A	2.4
King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead Left	1131	73%	4.6	LOS A	2.4
King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead	1130	73%	4.6	LOS A	2.2
King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead Right	1092	79%	13.9	LOS A	16.9
King Georges Road / Lakemba Street PM Peak	Lakemba Street	West	Left Ahead Right	381	98%	136.2	LOS F	20.5
King Georges Road / Lakemba Street PM Peak	Lakemba Street	East	Right Ahead Left	311	80%	75.7	LOS F	8.6
King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead Left	1020	101%	106.0	LOS F	62.0
King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead	1018	101%	103.5	LOS F	61.2
King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead	1018	101%	103.5	LOS F	61.2
King Georges Road / The Boulevarde PM Peak	The Boulevarde	East	Right Left Ahead	476	74%	97.0	LOS F	13.1
King Georges Road / The Boulevarde PM Peak	King Georges Road	North	Ahead Left	1213	98%	45.5	LOS D	52.5
King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead	1224	99%	46.3	LOS D	34.1
King Georges Road / The Boulevarde PM Peak	King Georges Road	North	Ahead Right	159	95%	161.7	LOS F	11.0
King Georges Road / The Boulevarde PM Peak	The Boulevarde	West	Left Ahead	565	101%	141.0	LOS F	32.2

9.4 Wiley Park Station: Future + Construction + TTP

Note: Wiley Park Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn.	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh) ²
King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Left	1178	94%	43.9	LOS D	50.4
King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Ahead	1160	93%	40.3	LOS C	47.7
King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Ahead	145	12%	11.8	LOS A	2.4
King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead Left	1131	73%	4.6	LOS A	2.4
King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead	1130	73%	4.6	LOS A	2.2
King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead Right	1092	79%	13.9	LOS A	16.9
King Georges Road / Lakemba Street AM Peak	Lakemba Street	West	Left Ahead Right	381	98%	136.2	LOS F	20.5
King Georges Road / Lakemba Street AM Peak	Lakemba Street	East	Right Ahead Left	311	80%	75.7	LOS F	8.6
King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead Left	1020	101%	106	LOS F	62
King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead	1018	101%	103.5	LOS F	61.2
King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead	1018	101%	103.5	LOS F	61.2
King Georges Road / The Boulevarde AM Peak	The Boulevarde	East	Right Left Ahead	476	74%	97	LOS F	13.1
King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead Left	1213	98%	45.5	LOS D	52.5
King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead	1224	99%	46.3	LOS D	34.1
King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead Right	159	95%	161.7	LOS F	11
King Georges Road / The Boulevarde AM Peak	The Boulevarde	West	Left Ahead	565	101%	141	LOS F	32.2
King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Left	1162	99%	71.4	LOS F	61.2
King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Ahead	1156	98%	67.8	LOS E	59.1
King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Ahead	401	34%	16.9	LOS B	8.5
King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead Left	1021	69%	4.3	LOS A	2.4
King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead	1006	68%	4.1	LOS A	1.9
King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead Right	755	95%	50	LOS D	21.8
King Georges Road / Lakemba Street PM Peak	Lakemba Street	West	Left Ahead Right	229	64%	69.2	LOS E	5
King Georges Road / Lakemba Street PM Peak	Lakemba Street	East	Right Ahead Left	592	98%	111.7	LOS F	23
King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead Left	884	99%	92.8	LOS F	49.3
King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead	884	99%	92.8	LOS F	49.3
King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead	732	82%	46	LOS D	28.7
King Georges Road / The Boulevarde PM Peak	The Boulevarde	East	Right Left Ahead	684	100%	136.4	LOS F	33.7
King Georges Road / The Boulevarde PM Peak	King Georges Road	North	Ahead Left	1253	101%	74	LOS F	73
King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead	1261	102%	78.5	LOS F	76.6
King Georges Road / The Boulevarde PM Peak	King Georges Road	North	Ahead Right	436	98%	104.4	LOS F	19.7
King Georges Road / The Boulevarde PM Peak	The Boulevarde	West	Left Ahead	523	99%	118.7	LOS F	25.9

9.5 Wiley Park Station: Future + Construction + Refined Baseline TTP

Note: Wiley Park Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	South	Ahead Left	101	96.1%	63.1	LOS E	49.1
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	South	Ahead	101	96.1%	63.1	LOS E	49.1
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	South	Ahead	101	96.0%	62.6	LOS E	49.0
B.06 King Georges Road / The Boulevarde AM Peak	The boulevarde	West	Left Ahead	507	95.4%	99.6	LOS F	21.1
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	North	Ahead Left	121	93.7%	26.9	LOS C	41.5
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	North	Ahead	122	94.6%	24.3	LOS C	24
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	North	Ahead Right	159	94.6%	162.	LOS F	11.0
B.06 King Georges Road / The Boulevarde AM Peak	The boulevarde	East	Right Left Ahead	418	70.3%	102.	LOS F	11.3
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead Left	113	73.9%	5.7	LOS A	3.5
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead	113	74.5%	5.6	LOS A	3.0
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead Right	109	82.1%	15.3	LOS B	27.6
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba St	West	Left Ahead Right	381	94.5%	116	LOS F	18.3
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Left Ahead	117	93.9%	43.9	LOS D	50.4
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Ahead	116	92.5%	40.3	LOS D	47.7
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Ahead	145	11.6%	11.8	LOS B	2.4
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba St	East	Right Ahead Left	311	79.4%	74	LOS E	8.5
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	South	Ahead Left	867	93.1%	60.5	LOS E	39.7
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	South	Ahead	866	93.0%	60.2	LOS E	39.3
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	South	Ahead	767	82.4%	44.2	LOS D	29.8
B.06 King Georges Road / The Boulevarde PM Peak	The boulevarde	West	Left Ahead	465	96.6%	108.	LOS F	19.5
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	North	Ahead Left	118	91.8%	22.2	LOS C	32.7
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	North	Ahead	120	92.9%	20.9	LOS C	11.7
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	North	Ahead Right	561	94.8%	69.2	LOS E	17.9
B.06 King Georges Road / The Boulevarde PM Peak	The boulevarde	East	Right Left Ahead	626	94.9%	100.	LOS F	25.2
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead Left	100	68.4%	4.7	LOS A	2.5
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead	990	67.9%	4.3	LOS A	1.9
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead Right	790	95.5%	48.2	LOS D	23.1
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba St	West	Left Ahead Right	229	64.1%	69.2	LOS E	5
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Left Ahead	110	94.0%	48.4	LOS D	48.7
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Ahead	109	92.8%	45.2	LOS D	46.3
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Ahead	521	44.3%	18.6	LOS B	12
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba St	East	Right Ahead Left	592	98.2%	111.	LOS F	23

10.0 Punchbowl Station

10.1 Punchbowl Station: Base

Note: Punchbowl Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Ahead	554	43.0%	8	LOS A	6.3
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Right	365	82.2%	55.4	LOS D	12.3
B.04 Punchbowl Road / South Terrace AM Peak	South Tce	West	Ahead Left	872	94.8%	56.1	LOS E	31.9
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	North	Left Right	634	78.7%	39.7	LOS C	18.3
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead Left	562	64.7%	28.4	LOS C	14.5
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead	229	26.4%	20.6	LOS B	4.5
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Left	375	48.3%	27.9	LOS B	9.7
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Right	338	94.7%	105.9	LOS F	16.4
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead	1064	82.6%	17.4	LOS B	29.9
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead Right	333	59.4%	32.8	LOS C	9.8
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	East	Left Ahead	696	38.7%	1.6	LOS A	0.3
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	East	Ahead	365	20.3%	1.3	LOS A	0.1
H.22 The Boulevarde / Arthur Street AM Peak	The Boulevarde	East	Ahead Left	567	44.3%	9.5	LOS A	3.2
H.22 The Boulevarde / Arthur Street AM Peak	Arthur St	South	Left Right	273	45.5%	22.3	LOS B	3.1
H.22 The Boulevarde / Arthur Street AM Peak	The Boulevarde	West	Right Ahead	438	60.0%	17	LOS B	11.2
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Ahead	660	53.4%	10.7	LOS A	8.7
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Right	516	74.7%	34.6	LOS C	14.6
B.04 Punchbowl Road / South Terrace PM Peak	South Tce	West	Ahead Left	532	64.0%	31.1	LOS C	11.5
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	North	Left Right	689	79.4%	35.6	LOS C	17.9
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead Left	593	79.3%	41.5	LOS C	18.7
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead	293	39.2%	28.1	LOS C	7
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Left	550	61.1%	23.7	LOS B	12.9
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Right	245	59.5%	48.1	LOS D	8
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead	648	52.4%	11.2	LOS A	13.6
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead Right	387	70.6%	43.2	LOS D	11.2
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	East	Left Ahead	786	43.7%	1.8	LOS A	0.4
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	East	Ahead	516	28.7%	1.4	LOS A	0.2
H.22 The Boulevarde / Arthur Street PM Peak	The Boulevarde	East	Ahead Left	691	56.8%	9.8	LOS A	5.2
H.22 The Boulevarde / Arthur Street PM Peak	Arthur St	South	Left Right	228	43.3%	24.7	LOS B	2.7
H.22 The Boulevarde / Arthur Street PM Peak	The Boulevarde	West	Right Ahead	521	79.5%	34	LOS C	10.5

10.2 Punchbowl Station: Future

Note: Punchbowl Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Ahead	603	47.4%	8.3	LOS A	6.6
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Right	396	102.1%	154.8	LOS F	25.2
B.04 Punchbowl Road / South Terrace AM Peak	South Tce	West	Ahead Left	948	101.3%	102.3	LOS F	49
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	North	Left Right	690	87.3%	48.2	LOS D	22.6
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead Left	611	69.1%	29.2	LOS C	16.2
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead	249	28.2%	20.3	LOS B	4.9
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Left	407	53.5%	30.2	LOS C	9.4
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Right	367	98.5%	126.2	LOS F	20
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead	1157	90.2%	26	LOS B	36.7
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead Right	362	71.7%	43	LOS D	11.5
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	East	Left Ahead	757	42.1%	1.7	LOS A	0.4
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	East	Ahead	396	22.0%	1.3	LOS A	0.1
H.22 The Boulevarde / Arthur Street AM Peak	The Boulevarde	East	Ahead Left	616	45.0%	9.5	LOS A	4.9
H.22 The Boulevarde / Arthur Street AM Peak	Arthur St	South	Left Right	296	62.9%	48.7	LOS D	7.6
H.22 The Boulevarde / Arthur Street AM Peak	The Boulevarde	West	Right Ahead	476	49.1%	5.9	LOS A	4.5
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Ahead	722	58.4%	11.5	LOS A	9.8
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Right	563	86.4%	49.2	LOS D	19.4
B.04 Punchbowl Road / South Terrace PM Peak	South Tce	West	Ahead Left	581	69.9%	33.2	LOS C	13.5
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	North	Left Right	754	87.0%	42.3	LOS D	23.9
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead Left	649	86.8%	48.7	LOS D	22.4
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead	320	42.8%	28.7	LOS C	7.8
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Left	601	66.8%	28.6	LOS C	15.3
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Right	268	65.1%	54.6	LOS D	8.2
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead	708	57.3%	12.7	LOS A	15.9
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead Right	423	81.3%	54.2	LOS D	14.4
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	East	Left Ahead	860	47.8%	1.9	LOS A	0.5
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	East	Ahead	563	31.3%	1.5	LOS A	0.2
H.22 The Boulevarde / Arthur Street PM Peak	The Boulevarde	East	Ahead Left	755	56.3%	10.2	LOS A	9
H.22 The Boulevarde / Arthur Street PM Peak	Arthur St	South	Left Right	249	57.8%	50.1	LOS D	6.3
H.22 The Boulevarde / Arthur Street PM Peak	The Boulevarde	West	Right Ahead	570	71.1%	10.7	LOS A	12

10.3 Punchbowl Station: Future + Construction

Note: Punchbowl Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Ahead	603	47.4%	8.3	LOS A	6.6
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Right	402	99.6%	126.2	LOS F	22.4
B.04 Punchbowl Road / South Terrace AM Peak	South Tce	West	Ahead Left	948	103.0%	125.4	LOS F	55.2
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	North	Left Right	696	86.4%	46.3	LOS D	22.3
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead Left	617	71.0%	30.7	LOS C	16.8
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead	255	29.3%	21	LOS B	5.1
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Left	407	52.5%	30.6	LOS C	9.4
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Right	373	100.2%	141.8	LOS F	21.8
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead	1163	89.7%	25.2	LOS B	35.9
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead Right	362	70.4%	42.2	LOS D	11.2
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	East	Left Ahead	757	42.1%	1.7	LOS A	0.4
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	East	Ahead	402	22.3%	1.3	LOS A	0.1
H.22 The Boulevarde / Arthur Street AM Peak	The Boulevarde	East	Ahead Left	622	44.8%	9.1	LOS A	4.7
H.22 The Boulevarde / Arthur Street AM Peak	Arthur St	South	Left Right	296	65.0%	50.5	LOS D	7.7
H.22 The Boulevarde / Arthur Street AM Peak	The Boulevarde	West	Right Ahead	482	48.6%	7	LOS A	4.6
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Ahead	722	58.4%	11.5	LOS A	9.8
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Right	569	87.3%	50.5	LOS D	19.8
B.04 Punchbowl Road / South Terrace PM Peak	South Tce	West	Ahead Left	581	69.9%	33.2	LOS C	13.5
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	North	Left Right	760	87.2%	42.6	LOS D	24.1
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead Left	655	87.6%	49.9	LOS D	23
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead	326	43.6%	28.9	LOS C	8
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Left	601	66.8%	29.9	LOS C	15.1
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Right	274	66.5%	56.5	LOS E	8.4
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead	714	57.8%	12.9	LOS A	16.3
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead Right	423	81.9%	55.4	LOS D	14.6
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	East	Left Ahead	860	47.8%	1.9	LOS A	0.5
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	East	Ahead	569	31.6%	1.5	LOS A	0.2
H.22 The Boulevarde / Arthur Street PM Peak	The Boulevarde	East	Ahead Left	761	53.6%	7.9	LOS A	7.3
H.22 The Boulevarde / Arthur Street PM Peak	Arthur St	South	Left Right	249	70.2%	61.5	LOS E	7.1
H.22 The Boulevarde / Arthur Street PM Peak	The Boulevarde	West	Right Ahead	576	63.7%	8	LOS A	11.9

10.4 Punchbowl Station: Future + Construction + Baseline TTP

Note: Punchbowl Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Ahead	603	46.8%	7.5	LOS A	6
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Right	490	105.3%	182.9	LOS F	35.3
B.04 Punchbowl Road / South Terrace AM Peak	South Tce	West	Ahead Left	948	108.5%	208.8	LOS F	75.6
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	North	Left Right	784	92.4%	54.4	LOS D	28.1
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead Left	617	75.0%	34.7	LOS C	17.8
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead	255	31.0%	23.1	LOS B	5.4
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Left	495	60.2%	31.3	LOS C	12.1
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Right	373	104.5%	195	LOS F	27.4
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead	1163	85.9%	20.5	LOS B	33.1
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead Right	450	78.8%	48.8	LOS D	13.8
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	East	Left Ahead	757	42.1%	1.7	LOS A	0.4
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	East	Ahead	490	27.2%	1.4	LOS A	0.2
H.22 The Boulevarde / Arthur Street AM Peak	The Boulevarde	East	Ahead Left	710	50.5%	8.5	LOS A	5.8
H.22 The Boulevarde / Arthur Street AM Peak	Arthur St	South	Left Right	296	72.4%	57.7	LOS E	8.4
H.22 The Boulevarde / Arthur Street AM Peak	The Boulevarde	West	Right Ahead	570	56.1%	7.6	LOS A	8.4
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Ahead	722	57.0%	10.6	LOS A	9.2
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Right	657	94.0%	63.9	LOS E	26.1
B.04 Punchbowl Road / South Terrace PM Peak	South Tce	West	Ahead Left	581	73.9%	37.2	LOS C	14.6
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	North	Left Right	848	93.3%	52.2	LOS D	30.7
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead Left	655	93.3%	65.6	LOS E	26.2
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead	326	46.5%	31.6	LOS C	8.3
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Left	689	72.9%	31.3	LOS C	18.5
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Right	274	71.8%	62.2	LOS E	8.9
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead	714	56.4%	11.1	LOS A	15.3
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead Right	511	88.4%	60.5	LOS E	18.7
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	East	Left Ahead	860	47.8%	1.9	LOS A	0.5
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	East	Ahead	657	36.5%	1.6	LOS A	0.3
H.22 The Boulevarde / Arthur Street PM Peak	The Boulevarde	East	Ahead Left	849	59.0%	7.9	LOS A	9.2
H.22 The Boulevarde / Arthur Street PM Peak	Arthur St	South	Left Right	249	76.8%	69.7	LOS E	7.7
H.22 The Boulevarde / Arthur Street PM Peak	The Boulevarde	West	Right Ahead	664	76.8%	16.1	LOS B	15.9

10.5 Punchbowl Station: Future + Construction + Refined Baseline TTP

Note: Punchbowl Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Ahead	603	46.8%	7.5	LOS A	6.1
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Right	432	103.1%	160.8	LOS F	28.5
B.04 Punchbowl Road / South Terrace AM Peak	South Tce	West	Ahead Left	948	103.0%	124.7	LOS F	55.2
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	North	Left Right	726	90.3%	52.3	LOS D	25
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead Left	617	71.0%	30.7	LOS C	16.8
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead	255	29.3%	21.0	LOS C	5.1
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Left	437	56.3%	22.4	LOS C	8.4
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Right	373	104.5%	185.1	LOS F	27
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead	1163	88.6%	23.5	LOS C	35.5
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead Right	392	74.0%	45	LOS D	12.2
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	East	Left Ahead	757	42.1%	1.7	LOS A	0.4
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	East	Ahead	432	24.0%	1.3	LOS A	0.2
H.22 The Boulevarde / Arthur Street AM Peak	The Boulevarde	East	Ahead Left	652	45.8%	8.1	LOS A	4.8
H.22 The Boulevarde / Arthur Street AM Peak	Arthur St	South	Left Right	296	72.4%	57.7	LOS E	8.4
H.22 The Boulevarde / Arthur Street AM Peak	The Boulevarde	West	Right Ahead	512	49.7%	24.5	LOS C	9.9
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Ahead	722	57.0%	11	LOS B	9.2
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Right	599	85.7%	44.1	LOS D	19.8
B.04 Punchbowl Road / South Terrace PM Peak	South Tce	West	Ahead Left	581	73.9%	37.2	LOS D	14.6
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	North	Left Right	790	91.4%	48.1	LOS D	27.5
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead Left	655	93.3%	65.6	LOS E	26.2
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead	326	46.5%	31.6	LOS C	8.3
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Left	631	68.7%	28.8	LOS C	15.8
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Right	274	71.8%	62.4	LOS E	8.9
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead	714	56.4%	10.3	LOS B	14.2
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead Right	453	78.4%	46.6	LOS D	14.5
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	East	Left Ahead	722	47.8%	1.9	LOS A	0.5
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	East	Ahead	599	33.3%	1.5	LOS A	0.2
H.22 The Boulevarde / Arthur Street PM Peak	The Boulevarde	East	Ahead Left	791	54.7%	7.3	LOS A	7.4
H.22 The Boulevarde / Arthur Street PM Peak	Arthur St	South	Left Right	249	76.8%	69.7	LOS E	7.7
H.22 The Boulevarde / Arthur Street PM Peak	The Boulevarde	West	Right Ahead	606	66.1%	8.5	LOS A	13.1

11.0 Bankstown Station

11.1 Bankstown Station: Base

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	R2	958	71%	30.84	LOS C	24.9
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	L2	146	71%	30.22	LOS C	23.4
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	L2	1	81%	76.58	LOS F	1.4
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	R2	19	81%	77.36	LOS F	1.4
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	R2	37	27%	41.98	LOS C	2.6
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	T1	21	27%	38.25	LOS C	2.6
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	R2	809	68%	31.36	LOS C	20.6
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	L2	137	68%	30.36	LOS C	18.9
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	L2	4	53%	63.56	LOS E	1.4
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	R2	21	53%	64.34	LOS E	1.4
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	R2	35	27%	39.60	LOS C	2.6
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	T1	25	27%	35.87	LOS C	2.6
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	T1	498	65%	19.67	LOS B	15.6
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	L2	1	1%	40.60	LOS C	0.0
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	L2	256	34%	20.55	LOS B	6.9
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	R2	479	92%	52.95	LOS D	24.5
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	T1	1	0%	21.89	LOS B	0.0
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	North	T1	37	9%	14.85	LOS B	0.9
B.02 Restwell Street / Raymond Street AM Peak	Greenfield Parade	West	L2	173	9%	2.89	LOS A	0.0
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	T1	397	63%	21.68	LOS B	12.2
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	L2	1	1%	37.32	LOS C	0.0
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	L2	329	37%	16.73	LOS B	7.6
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	R2	539	89%	42.60	LOS D	23.9
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	T1	10	2%	17.83	LOS B	0.3
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	North	T1	40	11%	17.74	LOS B	1.0
B.02 Restwell Street / Raymond Street PM Peak	Greenfield Parade	West	L2	1	0%	2.88	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	L2	205	60%	51.67	LOS D	11.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	R2	509	74%	54.68	LOS D	14.4
B.03 South Terrace / West Terrace AM Peak	Underpass	North	T1	387	49%	27.62	LOS B	16.3
B.03 South Terrace / West Terrace AM Peak	Underpass	North	L2	285	24%	12.16	LOS A	6.7
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	R2	121	7%	3.93	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	T1	248	51%	40.85	LOS C	12.3
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	L2	567	43%	10.84	LOS A	13.3
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	L2	239	71%	54.83	LOS D	13.6
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	R2	377	55%	52.21	LOS D	10.2
B.03 South Terrace / West Terrace PM Peak	Underpass	North	T1	443	54%	27.36	LOS B	19.1
B.03 South Terrace / West Terrace PM Peak	Underpass	North	L2	438	36%	12.52	LOS A	11.2
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	R2	125	7%	3.91	LOS A	0.0
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	T1	280	67%	43.76	LOS D	14.6
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	L2	387	29%	9.80	LOS A	7.9
H.01 Meredith St / Marion St AM Peak	Car Park	South	R2	4	24%	70.45	LOS E	0.3
H.01 Meredith St / Marion St AM Peak	Car Park	South	T1	7	30%	39.48	LOS C	1.2
H.01 Meredith St / Marion St AM Peak	Car Park	South	L2	19	30%	39.48	LOS C	1.2
H.01 Meredith St / Marion St AM Peak	Marion St	East	L2	42	19%	21.12	LOS B	5.2
H.01 Meredith St / Marion St AM Peak	Marion St	East	R2	72	47%	58.17	LOS E	3.9
H.01 Meredith St / Marion St AM Peak	Marion St	East	T1	339	19%	14.23	LOS A	5.3
H.01 Meredith St / Marion St AM Peak	RoadName	North	T1	42	78%	59.95	LOS E	14.0
H.01 Meredith St / Marion St AM Peak	RoadName	North	L2	33	78%	55.17	LOS D	14.0
H.01 Meredith St / Marion St AM Peak	RoadName	North	R2	426	78%	55.53	LOS D	14.0
H.01 Meredith St / Marion St AM Peak	Marion St	West	R2	93	61%	64.01	LOS E	5.1
H.01 Meredith St / Marion St AM Peak	Marion St	West	T1	683	74%	21.55	LOS B	26.6
H.01 Meredith St / Marion St AM Peak	Marion St	West	L2	884	69%	10.14	LOS A	17.4
H.01 Meredith St / Marion St PM Peak	Car Park	South	R2	24	13%	47.40	LOS D	1.2

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.01 Meredith St / Marion St PM Peak	Car Park	South	T1	48	58%	29.86	LOS C	4.0
H.01 Meredith St / Marion St PM Peak	Car Park	South	L2	82	58%	29.86	LOS C	4.0
H.01 Meredith St / Marion St PM Peak	Marion St	East	L2	16	52%	38.03	LOS C	12.7
H.01 Meredith St / Marion St PM Peak	Marion St	East	R2	52	49%	58.04	LOS E	2.7
H.01 Meredith St / Marion St PM Peak	Marion St	East	T1	565	52%	30.83	LOS C	12.7
H.01 Meredith St / Marion St PM Peak	RoadName	North	T1	18	88%	56.83	LOS E	27.6
H.01 Meredith St / Marion St PM Peak	RoadName	North	L2	38	88%	52.05	LOS D	27.6
H.01 Meredith St / Marion St PM Peak	RoadName	North	R2	921	88%	52.25	LOS D	27.6
H.01 Meredith St / Marion St PM Peak	Marion St	West	R2	36	34%	61.85	LOS E	1.9
H.01 Meredith St / Marion St PM Peak	Marion St	West	T1	461	81%	39.96	LOS C	22.6
H.01 Meredith St / Marion St PM Peak	Marion St	West	L2	502	45%	10.45	LOS A	7.5
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	R2	172	73%	81.47	LOS F	13.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	T1	1965	80%	11.98	LOS A	37.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	L2	58	4%	6.51	LOS A	0.2
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	L2	281	32%	7.43	LOS A	5.0
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	R2	130	52%	84.58	LOS F	5.1
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	T1	20	32%	3.03	LOS A	5.0
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	T1	1728	57%	8.64	LOS A	15.7
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	L2	184	57%	10.56	LOS A	8.9
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	R2	16	8%	73.80	LOS F	1.1
H.02 Stacey St / Wattle St AM Peak	Car Park	West	R2	12	5%	79.90	LOS F	0.5
H.02 Stacey St / Wattle St AM Peak	Car Park	West	T1	10	23%	75.87	LOS F	2.4
H.02 Stacey St / Wattle St AM Peak	Car Park	West	L2	21	23%	80.17	LOS F	2.4
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	R2	271	80%	73.16	LOS F	19.5
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	T1	1506	85%	23.90	LOS B	35.8
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	L2	153	12%	13.01	LOS A	2.3
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	L2	630	81%	42.04	LOS C	33.9
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	R2	94	51%	83.56	LOS F	3.5
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	T1	53	81%	37.65	LOS C	33.9
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	T1	2645	87%	24.75	LOS B	53.1
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	L2	163	87%	27.95	LOS B	50.3
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	R2	69	20%	63.03	LOS E	4.1
H.02 Stacey St / Wattle St PM Peak	Car Park	West	R2	159	91%	95.95	LOS F	6.7
H.02 Stacey St / Wattle St PM Peak	Car Park	West	T1	34	50%	63.81	LOS E	9.4
H.02 Stacey St / Wattle St PM Peak	Car Park	West	L2	104	50%	68.11	LOS E	9.4
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	U	3	32%	8.83	LOS A	2.7
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	R2	530	32%	7.31	LOS A	2.7
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	T1	787	34%	3.62	LOS A	3.1
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	L2	416	62%	13.53	LOS A	6.9
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	U	9	16%	16.75	LOS B	0.9
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	R2	50	16%	15.19	LOS B	0.9
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	T1	653	66%	10.28	LOS A	7.7
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	L2	256	25%	6.25	LOS A	1.7
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	U	14	66%	15.31	LOS B	7.7
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	U	9	35%	9.78	LOS A	2.8
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	R2	325	35%	8.32	LOS A	2.8
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	T1	880	65%	4.62	LOS A	8.3
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	L2	317	77%	27.97	LOS B	9.1
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	U	11	43%	26.12	LOS B	2.6
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	R2	93	43%	24.55	LOS B	2.6
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	T1	685	74%	10.68	LOS A	10.0
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	L2	84	9%	5.39	LOS A	0.5
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	U	7	74%	15.73	LOS B	10.0
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	T1	1934	72%	11.95	LOS A	35.2
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	L2	28	2%	12.50	LOS A	0.4
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	L2	1	86%	94.34	LOS F	9.9
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	R2	194	86%	94.37	LOS F	9.9
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	T1	38	86%	89.78	LOS F	9.9
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	T1	1885	66%	20.59	LOS B	54.9

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	L2	26	2%	17.04	LOS B	1.0
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	R2	72	87%	97.70	LOS F	6.0
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	R2	107	71%	80.40	LOS F	12.1
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	T1	47	71%	75.83	LOS F	12.1
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	L2	118	45%	71.89	LOS F	8.5
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	T1	1848	71%	13.30	LOS A	32.5
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	L2	51	4%	14.28	LOS A	0.8
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	L2	1	75%	83.02	LOS F	7.7
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	R2	137	75%	83.05	LOS F	7.7
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	T1	63	75%	78.46	LOS F	7.7
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	T1	3015	96%	5.11	LOS A	40.2
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	L2	85	5%	6.88	LOS A	0.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	R2	85	79%	82.86	LOS F	6.4
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	R2	158	87%	83.45	LOS F	16.3
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	T1	47	87%	78.89	LOS F	16.3
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	L2	58	15%	55.44	LOS D	3.4
H.30 The Appian Way / Nth Tce AM	North Tce	East	T1	567	60%	3.98	LOS A	7.3
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	L2	565	42%	6.79	LOS A	3.2
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	R2	132	43%	17.72	LOS B	1.6
H.30 The Appian Way / Nth Tce PM	North Tce	East	T1	446	55%	5.55	LOS A	5.5
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	L2	709	57%	8.88	LOS A	8.2
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	R2	212	74%	26.36	LOS B	3.7
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	R2	294	65%	53.83	LOS D	9.9
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	L2	72	65%	52.91	LOS D	9.9
H.31 Marion St / Oxford Ave AM	Marion St	East	L2	115	35%	17.80	LOS B	11.1
H.31 Marion St / Oxford Ave AM	Marion St	East	T1	655	35%	13.21	LOS A	11.2
H.31 Marion St / Oxford Ave AM	Marion St	West	R2	241	73%	12.39	LOS A	11.1
H.31 Marion St / Oxford Ave AM	Marion St	West	T1	1298	73%	2.21	LOS A	11.1
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	R2	198	86%	61.60	LOS E	11.4
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	L2	189	35%	36.79	LOS C	7.8
H.31 Marion St / Oxford Ave PM	Marion St	East	L2	192	58%	13.14	LOS A	13.0
H.31 Marion St / Oxford Ave PM	Marion St	East	T1	1111	58%	8.57	LOS A	13.1
H.31 Marion St / Oxford Ave PM	Marion St	West	R2	318	42%	18.34	LOS B	10.6
H.31 Marion St / Oxford Ave PM	Marion St	West	T1	608	42%	0.58	LOS A	10.6
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	T1	513	91%	66.55	LOS E	17.8
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	L2	22	91%	71.44	LOS F	17.5
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	L2	40	23%	21.60	LOS B	6.1
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	T1	372	23%	17.62	LOS B	6.6
H.32 Marion St / Greenwood Ave AM	Marion St	North	T1	257	46%	26.40	LOS B	14.0
H.32 Marion St / Greenwood Ave AM	Marion St	North	L2	89	46%	30.99	LOS C	14.0
H.32 Marion St / Greenwood Ave AM	Marion St	North	R2	439	67%	45.31	LOS D	8.8
H.32 Marion St / Greenwood Ave AM	Marion St	West	T1	459	75%	22.04	LOS B	17.5
H.32 Marion St / Greenwood Ave AM	Marion St	West	L2	1215	50%	17.84	LOS B	28.5
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	T1	408	75%	49.57	LOS D	12.9
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	L2	66	75%	54.32	LOS D	12.5
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	L2	58	61%	42.06	LOS C	14.3
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	T1	574	61%	37.17	LOS C	14.6
H.32 Marion St / Greenwood Ave PM	Marion St	North	T1	590	61%	14.74	LOS B	22.7
H.32 Marion St / Greenwood Ave PM	Marion St	North	L2	102	61%	19.34	LOS B	22.7
H.32 Marion St / Greenwood Ave PM	Marion St	North	R2	756	56%	30.37	LOS C	12.4
H.32 Marion St / Greenwood Ave PM	Marion St	West	T1	344	94%	32.70	LOS C	14.9
H.32 Marion St / Greenwood Ave PM	Marion St	West	L2	651	23%	8.56	LOS A	4.9

11.2 Bankstown Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	R2	1052	64%	22.80	LOS B	23.4
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	L2	160	64%	22.19	LOS B	21.8
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	L2	1	45%	65.07	LOS E	1.3
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	R2	21	45%	65.84	LOS E	1.3
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	R2	40	63%	59.98	LOS E	3.6
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	T1	24	63%	56.25	LOS D	3.6
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	R2	894	61%	24.65	LOS B	20.2
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	L2	152	61%	23.68	LOS B	18.3
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	L2	5	49%	61.47	LOS E	1.5
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	R2	23	49%	62.24	LOS E	1.5
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	R2	39	57%	54.10	LOS D	3.5
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	T1	28	57%	50.37	LOS D	3.5
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	T1	547	83%	31.03	LOS C	22.4
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	L2	1	1%	41.93	LOS C	0.0
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	L2	282	32%	17.27	LOS B	6.8
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	R2	526	81%	33.48	LOS C	20.8
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	T1	1	0%	17.50	LOS B	0.0
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	North	T1	41	11%	18.48	LOS B	1.1
B.02 Restwell Street / Raymond Street AM Peak	Greenfield Parade	West	L2	190	10%	2.89	LOS A	0.0
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	T1	439	81%	31.12	LOS C	16.8
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	L2	1	1%	38.61	LOS C	0.0
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	L2	363	37%	14.36	LOS A	7.7
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	R2	596	82%	31.02	LOS C	22.3
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	T1	11	1%	14.39	LOS A	0.2
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	North	T1	44	15%	21.11	LOS B	1.2
B.02 Restwell Street / Raymond Street PM Peak	Greenfield Parade	West	L2	1	0%	2.88	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	L2	225	50%	44.97	LOS D	11.3
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	R2	559	61%	46.36	LOS D	14.4
B.03 South Terrace / West Terrace AM Peak	Underpass	North	T1	424	63%	34.45	LOS C	20.3
B.03 South Terrace / West Terrace AM Peak	Underpass	North	L2	312	26%	12.33	LOS A	7.5
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	R2	133	8%	3.93	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	T1	273	61%	41.49	LOS C	13.8
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	L2	623	51%	14.73	LOS B	18.4
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	L2	265	69%	51.74	LOS D	14.6
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	R2	416	54%	49.61	LOS D	11.0
B.03 South Terrace / West Terrace PM Peak	Underpass	North	T1	490	69%	34.44	LOS C	24.2
B.03 South Terrace / West Terrace PM Peak	Underpass	North	L2	484	42%	14.91	LOS B	14.1
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	R2	138	8%	3.91	LOS A	0.0
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	T1	309	68%	40.56	LOS C	15.7
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	L2	427	33%	11.21	LOS A	9.8
H.01 Meredith St / Marion St AM Peak	Car Park	South	R2	4	4%	55.41	LOS D	0.2
H.01 Meredith St / Marion St AM Peak	Car Park	South	T1	8	17%	30.93	LOS C	1.1
H.01 Meredith St / Marion St AM Peak	Car Park	South	L2	21	17%	30.93	LOS C	1.1
H.01 Meredith St / Marion St AM Peak	Marion St	East	L2	47	22%	23.02	LOS B	6.2
H.01 Meredith St / Marion St AM Peak	Marion St	East	R2	79	67%	62.39	LOS E	4.5
H.01 Meredith St / Marion St AM Peak	Marion St	East	T1	373	22%	16.15	LOS B	6.2
H.01 Meredith St / Marion St AM Peak	RoadName	North	T1	47	90%	72.42	LOS F	17.7
H.01 Meredith St / Marion St AM Peak	RoadName	North	L2	37	90%	67.64	LOS E	17.7
H.01 Meredith St / Marion St AM Peak	RoadName	North	R2	468	90%	67.77	LOS E	17.7
H.01 Meredith St / Marion St AM Peak	Marion St	West	R2	102	86%	73.02	LOS F	6.2
H.01 Meredith St / Marion St AM Peak	Marion St	West	T1	750	85%	31.37	LOS C	36.5
H.01 Meredith St / Marion St AM Peak	Marion St	West	L2	970	80%	12.67	LOS A	21.2
H.01 Meredith St / Marion St PM Peak	Car Park	South	R2	27	17%	48.81	LOS D	1.3
H.01 Meredith St / Marion St PM Peak	Car Park	South	T1	54	70%	35.21	LOS C	5.0
H.01 Meredith St / Marion St PM Peak	Car Park	South	L2	90	70%	35.21	LOS C	5.0
H.01 Meredith St / Marion St PM Peak	Marion St	East	L2	18	59%	39.66	LOS C	14.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.01 Meredith St / Marion St PM Peak	Marion St	East	R2	57	54%	58.39	LOS E	3.0
H.01 Meredith St / Marion St PM Peak	Marion St	East	T1	624	59%	32.40	LOS C	14.6
H.01 Meredith St / Marion St PM Peak	RoadName	North	T1	20	91%	62.10	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	RoadName	North	L2	42	91%	57.33	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	RoadName	North	R2	1018	91%	57.46	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	Marion St	West	R2	40	37%	62.04	LOS E	2.1
H.01 Meredith St / Marion St PM Peak	Marion St	West	T1	509	92%	55.62	LOS D	30.6
H.01 Meredith St / Marion St PM Peak	Marion St	West	L2	555	49%	10.37	LOS A	8.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	R2	189	85%	87.21	LOS F	15.3
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	T1	2158	86%	11.42	LOS A	44.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	L2	64	4%	7.02	LOS A	0.3
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	L2	308	36%	8.12	LOS A	6.5
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	R2	142	89%	99.63	LOS F	6.2
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	T1	22	36%	3.72	LOS A	6.5
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	T1	1897	61%	7.88	LOS A	17.0
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	L2	202	61%	9.80	LOS A	9.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	R2	18	9%	75.04	LOS F	1.2
H.02 Stacey St / Wattle St AM Peak	Car Park	West	R2	13	8%	85.90	LOS F	0.5
H.02 Stacey St / Wattle St AM Peak	Car Park	West	T1	11	20%	72.13	LOS F	2.5
H.02 Stacey St / Wattle St AM Peak	Car Park	West	L2	24	20%	76.43	LOS F	2.5
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	R2	280	90%	82.59	LOS F	22.0
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	T1	1551	88%	27.22	LOS B	39.8
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	L2	158	13%	13.51	LOS A	2.5
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	L2	648	84%	47.69	LOS D	36.7
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	R2	97	61%	85.98	LOS F	3.7
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	T1	55	84%	43.29	LOS D	36.7
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	T1	2724	90%	28.38	LOS B	59.6
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	L2	168	90%	31.57	LOS C	57.4
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	R2	71	23%	65.15	LOS E	4.3
H.02 Stacey St / Wattle St PM Peak	Car Park	West	R2	164	110%	188.57	LOS F	10.0
H.02 Stacey St / Wattle St PM Peak	Car Park	West	T1	35	46%	60.68	LOS E	9.4
H.02 Stacey St / Wattle St PM Peak	Car Park	West	L2	107	46%	64.98	LOS E	9.4
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	U	3	35%	8.88	LOS A	3.1
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	R2	582	35%	7.36	LOS A	3.1
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	T1	865	38%	3.65	LOS A	3.6
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	L2	456	77%	21.95	LOS B	11.1
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	U	10	20%	17.84	LOS B	1.2
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	R2	55	20%	16.28	LOS B	1.2
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	T1	717	76%	14.27	LOS A	11.5
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	L2	281	29%	6.73	LOS A	2.0
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	U	15	76%	19.30	LOS B	11.5
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	U	10	40%	9.99	LOS A	3.3
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	R2	359	40%	8.53	LOS A	3.3
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	T1	972	73%	4.96	LOS A	10.5
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	L2	350	99%	81.34	LOS F	22.6
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	U	12	57%	35.22	LOS C	3.9
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	R2	103	57%	34.00	LOS C	3.9
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	T1	757	85%	16.47	LOS B	16.2
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	L2	93	11%	5.65	LOS A	0.6
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	U	8	85%	21.51	LOS B	16.2
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	T1	2123	80%	13.43	LOS A	45.4
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	L2	30	2%	12.63	LOS A	0.5
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	L2	1	95%	104.13	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	R2	213	95%	104.18	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	T1	41	95%	99.56	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	T1	2069	71%	19.01	LOS B	59.3
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	L2	28	2%	16.06	LOS B	1.1
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	R2	80	32%	87.77	LOS F	6.1
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	R2	118	92%	99.85	LOS F	15.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	T1	52	92%	95.28	LOS F	15.3
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	L2	130	48%	71.34	LOS F	9.4
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	T1	1876	68%	9.05	LOS A	25.0
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	L2	52	4%	11.69	LOS A	0.6
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	L2	1	105%	152.10	LOS F	11.1
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	R2	139	105%	152.18	LOS F	11.1
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	T1	64	105%	147.53	LOS F	11.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	T1	3061	90%	1.21	LOS A	19.2
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	L2	86	5%	6.80	LOS A	0.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	R2	86	70%	80.33	LOS F	6.3
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	R2	161	110%	193.88	LOS F	26.1
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	T1	48	110%	189.32	LOS F	26.1
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	L2	59	17%	58.30	LOS E	3.6
H.30 The Appian Way / Nth Tce AM	North Tce	East	T1	622	68%	5.93	LOS A	10.6
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	L2	620	47%	6.96	LOS A	3.9
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	R2	145	61%	25.74	LOS B	2.5
H.30 The Appian Way / Nth Tce PM	North Tce	East	T1	486	63%	7.51	LOS A	7.4
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	L2	773	63%	10.15	LOS A	11.0
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	R2	231	107%	121.48	LOS F	17.0
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	R2	323	74%	55.19	LOS D	11.3
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	L2	79	74%	54.40	LOS D	11.3
H.31 Marion St / Oxford Ave AM	Marion St	East	L2	126	75%	44.94	LOS D	21.9
H.31 Marion St / Oxford Ave AM	Marion St	East	T1	719	75%	40.31	LOS C	22.1
H.31 Marion St / Oxford Ave AM	Marion St	West	R2	265	74%	18.69	LOS B	15.7
H.31 Marion St / Oxford Ave AM	Marion St	West	T1	1425	74%	4.47	LOS A	15.7
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	R2	219	90%	65.79	LOS E	13.2
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	L2	209	35%	34.58	LOS C	8.4
H.31 Marion St / Oxford Ave PM	Marion St	East	L2	212	67%	15.98	LOS B	18.5
H.31 Marion St / Oxford Ave PM	Marion St	East	T1	1228	67%	11.40	LOS A	18.7
H.31 Marion St / Oxford Ave PM	Marion St	West	R2	352	49%	27.81	LOS B	15.9
H.31 Marion St / Oxford Ave PM	Marion St	West	T1	672	48%	0.49	LOS A	1.3
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	T1	564	87%	60.28	LOS E	18.8
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	L2	25	87%	65.15	LOS E	18.4
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	L2	44	25%	22.98	LOS B	7.1
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	T1	409	25%	18.88	LOS B	7.5
H.32 Marion St / Greenwood Ave AM	Marion St	North	T1	282	49%	26.58	LOS B	15.7
H.32 Marion St / Greenwood Ave AM	Marion St	North	L2	97	49%	31.16	LOS C	15.7
H.32 Marion St / Greenwood Ave AM	Marion St	North	R2	482	85%	42.96	LOS D	11.0
H.32 Marion St / Greenwood Ave AM	Marion St	West	T1	504	89%	40.60	LOS C	26.7
H.32 Marion St / Greenwood Ave AM	Marion St	West	L2	1334	58%	20.11	LOS B	33.5
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	T1	451	88%	59.06	LOS E	16.0
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	L2	73	88%	63.89	LOS E	15.4
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	L2	64	54%	37.47	LOS C	14.3
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	T1	635	54%	31.40	LOS C	14.7
H.32 Marion St / Greenwood Ave PM	Marion St	North	T1	652	75%	20.70	LOS B	31.0
H.32 Marion St / Greenwood Ave PM	Marion St	North	L2	113	75%	25.30	LOS B	31.0
H.32 Marion St / Greenwood Ave PM	Marion St	North	R2	836	90%	40.70	LOS C	18.2
H.32 Marion St / Greenwood Ave PM	Marion St	West	T1	380	57%	13.95	LOS A	9.9
H.32 Marion St / Greenwood Ave PM	Marion St	West	L2	719	25%	8.35	LOS A	5.3

11.3 Bankstown Station: Future + Construction

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	R2	1060	65%	22.93	LOS B	23.7
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	L2	160	65%	22.32	LOS B	22.1
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	L2	9	60%	67.02	LOS E	1.8
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	R2	21	60%	67.37	LOS E	1.8
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	R2	40	63%	59.98	LOS E	3.6
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	T1	24	63%	56.25	LOS D	3.6
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	R2	902	62%	24.79	LOS B	20.4
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	L2	152	62%	23.81	LOS B	18.6
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	L2	13	54%	60.86	LOS E	2.0
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	R2	23	54%	61.33	LOS E	2.0
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	R2	39	61%	56.00	LOS D	3.6
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	T1	28	61%	52.27	LOS D	3.6
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	T1	547	83%	31.03	LOS C	22.4
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	L2	1	1%	41.93	LOS C	0.0
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	L2	282	32%	17.27	LOS B	6.8
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	R2	534	83%	35.47	LOS C	22.0
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	T1	1	0%	17.50	LOS B	0.0
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	North	T1	41	11%	18.48	LOS B	1.1
B.02 Restwell Street / Raymond Street AM Peak	Greenfield Parade	West	L2	190	10%	2.89	LOS A	0.0
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	T1	439	81%	31.12	LOS C	16.8
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	L2	1	1%	38.61	LOS C	0.0
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	L2	363	37%	14.36	LOS A	7.7
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	R2	604	85%	33.10	LOS C	23.6
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	T1	11	1%	14.39	LOS A	0.2
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	North	T1	44	15%	21.11	LOS B	1.2
B.02 Restwell Street / Raymond Street PM Peak	Greenfield Parade	West	L2	1	0%	2.88	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	L2	225	52%	45.96	LOS D	11.4
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	R2	559	63%	47.40	LOS D	14.6
B.03 South Terrace / West Terrace AM Peak	Underpass	North	T1	424	64%	35.38	LOS C	20.6
B.03 South Terrace / West Terrace AM Peak	Underpass	North	L2	312	27%	13.26	LOS A	7.9
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	R2	133	8%	3.93	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	T1	281	62%	39.93	LOS C	13.9
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	L2	623	51%	14.18	LOS A	17.9
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	L2	265	69%	51.74	LOS D	14.6
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	R2	416	54%	49.61	LOS D	11.0
B.03 South Terrace / West Terrace PM Peak	Underpass	North	T1	490	70%	35.38	LOS C	24.5
B.03 South Terrace / West Terrace PM Peak	Underpass	North	L2	484	42%	15.46	LOS B	14.4
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	R2	138	8%	3.91	LOS A	0.0
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	T1	317	69%	40.00	LOS C	16.0
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	L2	427	33%	11.21	LOS A	9.8
H.01 Meredith St / Marion St AM Peak	Car Park	South	R2	4	4%	55.41	LOS D	0.2
H.01 Meredith St / Marion St AM Peak	Car Park	South	T1	8	17%	30.93	LOS C	1.1
H.01 Meredith St / Marion St AM Peak	Car Park	South	L2	21	17%	30.93	LOS C	1.1
H.01 Meredith St / Marion St AM Peak	Marion St	East	L2	47	22%	23.02	LOS B	6.2
H.01 Meredith St / Marion St AM Peak	Marion St	East	R2	79	67%	62.39	LOS E	4.5
H.01 Meredith St / Marion St AM Peak	Marion St	East	T1	373	22%	16.15	LOS B	6.2
H.01 Meredith St / Marion St AM Peak	RoadName	North	T1	47	90%	72.42	LOS F	17.7
H.01 Meredith St / Marion St AM Peak	RoadName	North	L2	37	90%	67.64	LOS E	17.7
H.01 Meredith St / Marion St AM Peak	RoadName	North	R2	468	90%	67.77	LOS E	17.7
H.01 Meredith St / Marion St AM Peak	Marion St	West	R2	102	86%	73.02	LOS F	6.2
H.01 Meredith St / Marion St AM Peak	Marion St	West	T1	750	85%	31.37	LOS C	36.5
H.01 Meredith St / Marion St AM Peak	Marion St	West	L2	970	80%	12.67	LOS A	21.2
H.01 Meredith St / Marion St PM Peak	Car Park	South	R2	27	17%	48.81	LOS D	1.3
H.01 Meredith St / Marion St PM Peak	Car Park	South	T1	54	70%	35.21	LOS C	5.0
H.01 Meredith St / Marion St PM Peak	Car Park	South	L2	90	70%	35.21	LOS C	5.0
H.01 Meredith St / Marion St PM Peak	Marion St	East	L2	18	59%	39.66	LOS C	14.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.01 Meredith St / Marion St PM Peak	Marion St	East	R2	57	54%	58.39	LOS E	3.0
H.01 Meredith St / Marion St PM Peak	Marion St	East	T1	624	59%	32.40	LOS C	14.6
H.01 Meredith St / Marion St PM Peak	RoadName	North	T1	20	91%	62.10	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	RoadName	North	L2	42	91%	57.33	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	RoadName	North	R2	1018	91%	57.46	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	Marion St	West	R2	40	37%	62.04	LOS E	2.1
H.01 Meredith St / Marion St PM Peak	Marion St	West	T1	509	92%	55.62	LOS D	30.6
H.01 Meredith St / Marion St PM Peak	Marion St	West	L2	555	49%	10.37	LOS A	8.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	R2	197	86%	87.75	LOS F	16.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	T1	2158	87%	12.23	LOS A	47.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	L2	64	4%	7.30	LOS A	0.3
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	L2	316	37%	8.44	LOS A	7.0
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	R2	142	89%	99.63	LOS F	6.2
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	T1	22	37%	4.05	LOS A	7.0
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	T1	1897	61%	8.50	LOS A	17.9
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	L2	202	61%	10.35	LOS A	10.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	R2	18	9%	73.91	LOS F	1.2
H.02 Stacey St / Wattle St AM Peak	Car Park	West	R2	13	8%	85.90	LOS F	0.5
H.02 Stacey St / Wattle St AM Peak	Car Park	West	T1	11	20%	72.13	LOS F	2.5
H.02 Stacey St / Wattle St AM Peak	Car Park	West	L2	24	20%	76.42	LOS F	2.5
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	R2	287	91%	83.59	LOS F	22.9
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	T1	1551	88%	27.85	LOS B	40.6
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	L2	158	13%	13.51	LOS A	2.5
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	L2	656	86%	50.70	LOS D	38.5
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	R2	97	61%	85.98	LOS F	3.7
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	T1	55	86%	46.30	LOS D	38.5
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	T1	2724	90%	28.41	LOS B	59.6
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	L2	168	90%	31.65	LOS C	57.4
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	R2	71	22%	64.12	LOS E	4.3
H.02 Stacey St / Wattle St PM Peak	Car Park	West	R2	164	110%	188.57	LOS F	10.0
H.02 Stacey St / Wattle St PM Peak	Car Park	West	T1	35	47%	61.76	LOS E	9.5
H.02 Stacey St / Wattle St PM Peak	Car Park	West	L2	107	47%	66.06	LOS E	9.5
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	U	3	36%	8.94	LOS A	3.2
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	R2	582	36%	7.42	LOS A	3.2
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	T1	865	38%	3.68	LOS A	3.6
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	L2	456	77%	22.07	LOS B	11.1
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	U	10	24%	18.00	LOS B	1.4
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	R2	63	24%	17.55	LOS B	1.4
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	T1	717	77%	14.43	LOS A	11.7
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	L2	289	31%	6.84	LOS A	2.1
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	U	15	77%	19.46	LOS B	11.7
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	U	10	41%	10.15	LOS A	3.4
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	R2	359	41%	8.70	LOS A	3.4
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	T1	972	74%	5.14	LOS A	10.8
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	L2	350	99%	81.34	LOS F	22.6
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	U	12	60%	36.27	LOS C	4.3
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	R2	110	60%	36.02	LOS C	4.3
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	T1	757	85%	16.63	LOS B	16.4
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	L2	100	12%	5.86	LOS A	0.7
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	U	8	85%	21.66	LOS B	16.4
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	T1	2136	83%	14.40	LOS A	50.0
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	L2	38	3%	13.37	LOS A	0.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	L2	1	95%	104.13	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	R2	213	95%	104.18	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	T1	41	95%	99.56	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	T1	2077	73%	22.00	LOS B	62.5
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	L2	28	2%	17.05	LOS B	1.1
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	R2	80	32%	87.77	LOS F	6.1
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	R2	131	91%	98.15	LOS F	16.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	T1	52	91%	93.49	LOS F	16.5
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	L2	130	43%	68.13	LOS E	9.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	T1	1889	68%	8.46	LOS A	24.5
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	L2	60	5%	11.54	LOS A	0.7
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	L2	1	120%	276.14	LOS F	15.4
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	R2	139	120%	276.20	LOS F	15.4
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	T1	64	120%	271.58	LOS F	15.4
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	T1	3068	90%	1.19	LOS A	18.5
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	L2	86	5%	6.79	LOS A	0.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	R2	86	70%	80.33	LOS F	6.3
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	R2	173	124%	307.48	LOS F	35.7
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	T1	48	124%	302.86	LOS F	35.7
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	L2	59	17%	58.30	LOS E	3.6
H.30 The Appian Way / Nth Tce AM	North Tce	East	T1	622	68%	5.93	LOS A	10.6
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	L2	620	47%	6.96	LOS A	3.9
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	R2	145	61%	25.74	LOS B	2.5
H.30 The Appian Way / Nth Tce PM	North Tce	East	T1	486	63%	7.51	LOS A	7.4
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	L2	773	63%	10.15	LOS A	11.0
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	R2	231	107%	121.48	LOS F	17.0
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	R2	323	74%	55.19	LOS D	11.3
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	L2	79	74%	54.40	LOS D	11.3
H.31 Marion St / Oxford Ave AM	Marion St	East	L2	126	75%	44.94	LOS D	21.9
H.31 Marion St / Oxford Ave AM	Marion St	East	T1	719	75%	40.31	LOS C	22.1
H.31 Marion St / Oxford Ave AM	Marion St	West	R2	265	74%	18.69	LOS B	15.7
H.31 Marion St / Oxford Ave AM	Marion St	West	T1	1425	74%	4.47	LOS A	15.7
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	R2	219	90%	65.79	LOS E	13.2
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	L2	209	35%	34.58	LOS C	8.4
H.31 Marion St / Oxford Ave PM	Marion St	East	L2	212	67%	15.98	LOS B	18.5
H.31 Marion St / Oxford Ave PM	Marion St	East	T1	1228	67%	11.40	LOS A	18.7
H.31 Marion St / Oxford Ave PM	Marion St	West	R2	352	49%	27.81	LOS B	15.9
H.31 Marion St / Oxford Ave PM	Marion St	West	T1	672	48%	0.49	LOS A	1.3
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	T1	564	87%	60.28	LOS E	18.8
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	L2	25	87%	65.15	LOS E	18.4
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	L2	44	25%	22.98	LOS B	7.1
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	T1	409	25%	18.88	LOS B	7.5
H.32 Marion St / Greenwood Ave AM	Marion St	North	T1	282	49%	26.58	LOS B	15.7
H.32 Marion St / Greenwood Ave AM	Marion St	North	L2	97	49%	31.16	LOS C	15.7
H.32 Marion St / Greenwood Ave AM	Marion St	North	R2	482	85%	42.96	LOS D	11.0
H.32 Marion St / Greenwood Ave AM	Marion St	West	T1	504	89%	40.60	LOS C	26.7
H.32 Marion St / Greenwood Ave AM	Marion St	West	L2	1334	58%	20.11	LOS B	33.5
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	T1	451	88%	59.06	LOS E	16.0
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	L2	73	88%	63.89	LOS E	15.4
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	L2	64	54%	37.47	LOS C	14.3
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	T1	635	54%	31.40	LOS C	14.7
H.32 Marion St / Greenwood Ave PM	Marion St	North	T1	652	75%	20.70	LOS B	31.0
H.32 Marion St / Greenwood Ave PM	Marion St	North	L2	113	75%	25.30	LOS B	31.0
H.32 Marion St / Greenwood Ave PM	Marion St	North	R2	836	90%	40.70	LOS C	18.2
H.32 Marion St / Greenwood Ave PM	Marion St	West	T1	380	57%	13.95	LOS A	9.9
H.32 Marion St / Greenwood Ave PM	Marion St	West	L2	719	25%	8.35	LOS A	5.3

11.4 Bankstown Station: Future + Construction + Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	R2	1105	88%	45.13	LOS D	38.1
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	L2	160	88%	45.55	LOS D	34.9
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	L2	54	88%	74.21	LOS F	6.4
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	R2	42	88%	74.49	LOS F	6.4
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	R2	40	83%	67.60	LOS E	5.2
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	T1	44	83%	63.86	LOS E	5.2
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	R2	948	88%	46.15	LOS D	34.0
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	L2	152	88%	47.55	LOS D	27.9
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	L2	33	84%	64.82	LOS E	6.2
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	R2	69	84%	65.16	LOS E	6.2
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	R2	39	87%	68.95	LOS E	5.4
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	T1	48	87%	65.21	LOS E	5.4
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	T1	547	89%	39.61	LOS C	25.6
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	L2	1	1%	41.93	LOS C	0.0
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	L2	282	31%	15.96	LOS B	6.5
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	R2	581	91%	47.32	LOS D	29.1
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	T1	1	0%	16.16	LOS B	0.0
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	North	T1	41	12%	20.02	LOS B	1.1
B.02 Restwell Street / Raymond Street AM Peak	Greenfield Parade	West	L2	190	10%	2.89	LOS A	0.0
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	T1	439	89%	40.16	LOS C	19.3
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	L2	1	1%	38.61	LOS C	0.0
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	L2	363	35%	13.12	LOS A	7.3
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	R2	649	91%	43.42	LOS D	30.4
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	T1	11	1%	13.11	LOS A	0.2
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	North	T1	44	16%	22.88	LOS B	1.3
B.02 Restwell Street / Raymond Street PM Peak	Greenfield Parade	West	L2	1	0%	2.88	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	L2	225	58%	49.06	LOS D	11.8
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	R2	559	71%	51.37	LOS D	15.4
B.03 South Terrace / West Terrace AM Peak	Underpass	North	T1	424	69%	38.26	LOS C	21.5
B.03 South Terrace / West Terrace AM Peak	Underpass	North	L2	312	29%	16.32	LOS B	9.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	R2	133	8%	3.93	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	T1	326	71%	37.22	LOS C	16.1
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	L2	623	49%	12.62	LOS A	16.6
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	L2	265	75%	55.49	LOS D	15.3
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	R2	416	58%	51.74	LOS D	11.3
B.03 South Terrace / West Terrace PM Peak	Underpass	North	T1	490	75%	38.71	LOS C	25.7
B.03 South Terrace / West Terrace PM Peak	Underpass	North	L2	484	45%	18.38	LOS B	16.0
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	R2	138	8%	3.91	LOS A	0.0
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	T1	361	77%	40.27	LOS C	19.1
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	L2	427	32%	10.38	LOS A	9.3
H.01 Meredith St / Marion St AM Peak	Car Park	South	R2	4	4%	55.41	LOS D	0.2
H.01 Meredith St / Marion St AM Peak	Car Park	South	T1	8	17%	30.93	LOS C	1.1
H.01 Meredith St / Marion St AM Peak	Car Park	South	L2	21	17%	30.93	LOS C	1.1
H.01 Meredith St / Marion St AM Peak	Marion St	East	L2	47	22%	23.02	LOS B	6.2
H.01 Meredith St / Marion St AM Peak	Marion St	East	R2	79	67%	62.39	LOS E	4.5
H.01 Meredith St / Marion St AM Peak	Marion St	East	T1	373	22%	16.15	LOS B	6.2
H.01 Meredith St / Marion St AM Peak	RoadName	North	T1	47	90%	72.42	LOS F	17.7
H.01 Meredith St / Marion St AM Peak	RoadName	North	L2	37	90%	67.64	LOS E	17.7
H.01 Meredith St / Marion St AM Peak	RoadName	North	R2	468	90%	67.77	LOS E	17.7
H.01 Meredith St / Marion St AM Peak	Marion St	West	R2	102	86%	73.02	LOS F	6.2
H.01 Meredith St / Marion St AM Peak	Marion St	West	T1	750	85%	31.37	LOS C	36.5
H.01 Meredith St / Marion St AM Peak	Marion St	West	L2	970	80%	12.67	LOS A	21.2
H.01 Meredith St / Marion St PM Peak	Car Park	South	R2	27	17%	48.81	LOS D	1.3
H.01 Meredith St / Marion St PM Peak	Car Park	South	T1	54	70%	35.21	LOS C	5.0
H.01 Meredith St / Marion St PM Peak	Car Park	South	L2	90	70%	35.21	LOS C	5.0
H.01 Meredith St / Marion St PM Peak	Marion St	East	L2	18	59%	39.66	LOS C	14.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.01 Meredith St / Marion St PM Peak	Marion St	East	R2	57	54%	58.39	LOS E	3.0
H.01 Meredith St / Marion St PM Peak	Marion St	East	T1	624	59%	32.40	LOS C	14.6
H.01 Meredith St / Marion St PM Peak	RoadName	North	T1	20	91%	62.10	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	RoadName	North	L2	42	91%	57.33	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	RoadName	North	R2	1018	91%	57.46	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	Marion St	West	R2	40	37%	62.04	LOS E	2.1
H.01 Meredith St / Marion St PM Peak	Marion St	West	T1	509	92%	55.62	LOS D	30.6
H.01 Meredith St / Marion St PM Peak	Marion St	West	L2	555	49%	10.37	LOS A	8.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	R2	197	86%	87.75	LOS F	16.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	T1	2158	87%	12.23	LOS A	47.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	L2	64	4%	7.30	LOS A	0.3
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	L2	316	37%	8.44	LOS A	7.0
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	R2	142	89%	99.63	LOS F	6.2
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	T1	22	37%	4.05	LOS A	7.0
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	T1	1897	61%	8.50	LOS A	17.9
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	L2	202	61%	10.35	LOS A	10.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	R2	18	9%	73.91	LOS F	1.2
H.02 Stacey St / Wattle St AM Peak	Car Park	West	R2	13	8%	85.90	LOS F	0.5
H.02 Stacey St / Wattle St AM Peak	Car Park	West	T1	11	20%	72.13	LOS F	2.5
H.02 Stacey St / Wattle St AM Peak	Car Park	West	L2	24	20%	76.42	LOS F	2.5
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	R2	287	91%	83.59	LOS F	22.9
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	T1	1551	88%	27.85	LOS B	40.6
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	L2	158	13%	13.51	LOS A	2.5
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	L2	656	86%	50.70	LOS D	38.5
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	R2	97	61%	85.98	LOS F	3.7
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	T1	55	86%	46.30	LOS D	38.5
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	T1	2724	90%	28.41	LOS B	59.6
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	L2	168	90%	31.65	LOS C	57.4
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	R2	71	22%	64.12	LOS E	4.3
H.02 Stacey St / Wattle St PM Peak	Car Park	West	R2	164	110%	188.57	LOS F	10.0
H.02 Stacey St / Wattle St PM Peak	Car Park	West	T1	35	47%	61.76	LOS E	9.5
H.02 Stacey St / Wattle St PM Peak	Car Park	West	L2	107	47%	66.06	LOS E	9.5
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	U	3	36%	8.94	LOS A	3.2
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	R2	582	36%	7.42	LOS A	3.2
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	T1	865	38%	3.68	LOS A	3.6
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	L2	456	77%	22.07	LOS B	11.1
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	U	10	24%	18.00	LOS B	1.4
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	R2	63	24%	17.55	LOS B	1.4
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	T1	717	77%	14.43	LOS A	11.7
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	L2	289	31%	6.84	LOS A	2.1
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	U	15	77%	19.46	LOS B	11.7
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	U	10	41%	10.15	LOS A	3.4
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	R2	359	41%	8.70	LOS A	3.4
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	T1	972	74%	5.14	LOS A	10.8
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	L2	350	99%	81.34	LOS F	22.6
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	U	12	60%	36.27	LOS C	4.3
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	R2	110	60%	36.02	LOS C	4.3
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	T1	757	85%	16.63	LOS B	16.4
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	L2	100	12%	5.86	LOS A	0.7
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	U	8	85%	21.66	LOS B	16.4
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	T1	2136	83%	14.40	LOS A	50.0
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	L2	38	3%	13.37	LOS A	0.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	L2	1	95%	104.13	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	R2	213	95%	104.18	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	T1	41	95%	99.56	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	T1	2077	73%	22.00	LOS B	62.5
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	L2	28	2%	17.05	LOS B	1.1
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	R2	80	32%	87.77	LOS F	6.1
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	R2	131	91%	98.15	LOS F	16.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	T1	52	91%	93.49	LOS F	16.5
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	L2	130	43%	68.13	LOS E	9.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	T1	1889	68%	8.46	LOS A	24.5
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	L2	60	5%	11.54	LOS A	0.7
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	L2	1	120%	276.14	LOS F	15.4
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	R2	139	120%	276.20	LOS F	15.4
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	T1	64	120%	271.58	LOS F	15.4
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	T1	3068	90%	1.19	LOS A	18.5
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	L2	86	5%	6.79	LOS A	0.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	R2	86	70%	80.33	LOS F	6.3
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	R2	173	124%	307.48	LOS F	35.7
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	T1	48	124%	302.86	LOS F	35.7
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	L2	59	17%	58.30	LOS E	3.6
H.30 The Appian Way / Nth Tce AM	North Tce	East	T1	622	68%	5.93	LOS A	10.6
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	L2	620	47%	6.96	LOS A	3.9
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	R2	167	76%	34.37	LOS C	3.6
H.30 The Appian Way / Nth Tce PM	North Tce	East	T1	486	63%	7.51	LOS A	7.4
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	L2	773	63%	10.15	LOS A	11.0
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	R2	252	125%	267.48	LOS F	37.3
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	R2	323	74%	55.19	LOS D	11.3
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	L2	79	74%	54.40	LOS D	11.3
H.31 Marion St / Oxford Ave AM	Marion St	East	L2	126	75%	44.94	LOS D	21.9
H.31 Marion St / Oxford Ave AM	Marion St	East	T1	719	75%	40.31	LOS C	22.1
H.31 Marion St / Oxford Ave AM	Marion St	West	R2	265	74%	18.69	LOS B	15.7
H.31 Marion St / Oxford Ave AM	Marion St	West	T1	1425	74%	4.47	LOS A	15.7
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	R2	219	90%	65.79	LOS E	13.2
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	L2	209	35%	34.58	LOS C	8.4
H.31 Marion St / Oxford Ave PM	Marion St	East	L2	212	67%	15.98	LOS B	18.5
H.31 Marion St / Oxford Ave PM	Marion St	East	T1	1228	67%	11.40	LOS A	18.7
H.31 Marion St / Oxford Ave PM	Marion St	West	R2	352	49%	27.81	LOS B	15.9
H.31 Marion St / Oxford Ave PM	Marion St	West	T1	672	48%	0.49	LOS A	1.3
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	T1	549	85%	57.96	LOS E	17.8
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	L2	24	85%	62.81	LOS E	17.5
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	L2	43	25%	22.87	LOS B	6.9
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	T1	399	25%	18.79	LOS B	7.3
H.32 Marion St / Greenwood Ave AM	Marion St	North	T1	275	48%	26.40	LOS B	15.2
H.32 Marion St / Greenwood Ave AM	Marion St	North	L2	95	48%	30.98	LOS C	15.2
H.32 Marion St / Greenwood Ave AM	Marion St	North	R2	469	83%	41.14	LOS C	10.5
H.32 Marion St / Greenwood Ave AM	Marion St	West	T1	491	86%	33.91	LOS C	23.8
H.32 Marion St / Greenwood Ave AM	Marion St	West	L2	1300	56%	20.12	LOS B	32.8
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	T1	451	88%	59.06	LOS E	16.0
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	L2	73	88%	63.89	LOS E	15.4
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	L2	64	54%	37.47	LOS C	14.3
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	T1	635	54%	31.40	LOS C	14.7
H.32 Marion St / Greenwood Ave PM	Marion St	North	T1	652	75%	20.70	LOS B	31.0
H.32 Marion St / Greenwood Ave PM	Marion St	North	L2	113	75%	25.30	LOS B	31.0
H.32 Marion St / Greenwood Ave PM	Marion St	North	R2	836	90%	40.70	LOS C	18.2
H.32 Marion St / Greenwood Ave PM	Marion St	West	T1	380	57%	13.95	LOS A	9.9
H.32 Marion St / Greenwood Ave PM	Marion St	West	L2	719	25%	8.35	LOS A	5.3

11.5 Bankstown Station: Future + Construction + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	R2	1075	79%	31.90	LOS C	30.4
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	L2	160	79%	31.54	LOS C	27.3
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	L2	24	79%	66.86	LOS E	4.1
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	R2	42	79%	67.15	LOS E	4.1
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	R2	40	76%	63.00	LOS E	5.0
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	T1	44	76%	59.26	LOS E	5.0
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	R2	918	79%	34.51	LOS C	27.8
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	L2	152	79%	34.90	LOS C	22.3
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	L2	33	78%	62.66	LOS E	4.2
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	R2	39	78%	63.00	LOS E	4.2
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	R2	39	74%	58.38	LOS E	4.9
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	T1	48	74%	54.63	LOS D	4.9
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	T1	547	86%	34.66	LOS C	23.8
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	L2	1	1%	41.93	LOS C	0.0
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	L2	282	31%	16.60	LOS B	6.6
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	R2	550	85%	37.08	LOS C	23.5
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	T1	1	0%	16.82	LOS B	0.0
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	North	T1	41	12%	19.24	LOS B	1.1
B.02 Restwell Street / Raymond Street AM Peak	Greenfield Parade	West	L2	190	10%	2.89	LOS A	0.0
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	T1	439	85%	34.75	LOS C	17.9
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	L2	1	1%	38.61	LOS C	0.0
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	L2	363	36%	13.73	LOS A	7.5
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	R2	619	86%	34.40	LOS C	25.0
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	T1	11	1%	13.74	LOS A	0.2
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	North	T1	44	16%	21.98	LOS B	1.3
B.02 Restwell Street / Raymond Street PM Peak	Greenfield Parade	West	L2	1	0%	2.88	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	L2	241	62%	48.06	LOS D	12.6
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	R2	559	66%	48.44	LOS D	14.8
B.03 South Terrace / West Terrace AM Peak	Underpass	North	T1	424	66%	36.33	LOS C	20.9
B.03 South Terrace / West Terrace AM Peak	Underpass	North	L2	312	28%	14.24	LOS A	8.3
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	R2	133	8%	3.93	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	T1	296	67%	38.83	LOS C	14.6
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	L2	623	50%	13.65	LOS A	17.5
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	L2	280	74%	53.09	LOS D	15.9
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	R2	416	52%	48.57	LOS D	10.9
B.03 South Terrace / West Terrace PM Peak	Underpass	North	T1	490	74%	37.30	LOS C	25.2
B.03 South Terrace / West Terrace PM Peak	Underpass	North	L2	484	43%	16.02	LOS B	14.8
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	R2	138	8%	3.91	LOS A	0.0
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	T1	332	74%	41.24	LOS C	17.4
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	L2	427	34%	11.64	LOS A	10.1
H.01 Meredith St / Marion St AM Peak	Car Park	South	R2	4	4%	55.41	LOS D	0.2
H.01 Meredith St / Marion St AM Peak	Car Park	South	T1	8	17%	30.93	LOS C	1.1
H.01 Meredith St / Marion St AM Peak	Car Park	South	L2	21	17%	30.93	LOS C	1.1
H.01 Meredith St / Marion St AM Peak	Marion St	East	L2	47	22%	23.02	LOS B	6.2
H.01 Meredith St / Marion St AM Peak	Marion St	East	R2	79	67%	62.39	LOS E	4.5
H.01 Meredith St / Marion St AM Peak	Marion St	East	T1	373	22%	16.15	LOS B	6.2
H.01 Meredith St / Marion St AM Peak	RoadName	North	T1	47	90%	72.42	LOS F	17.7
H.01 Meredith St / Marion St AM Peak	RoadName	North	L2	37	90%	67.64	LOS E	17.7
H.01 Meredith St / Marion St AM Peak	RoadName	North	R2	468	90%	67.77	LOS E	17.7
H.01 Meredith St / Marion St AM Peak	Marion St	West	R2	102	86%	73.02	LOS F	6.2
H.01 Meredith St / Marion St AM Peak	Marion St	West	T1	750	85%	31.37	LOS C	36.5
H.01 Meredith St / Marion St AM Peak	Marion St	West	L2	970	80%	12.67	LOS A	21.2
H.01 Meredith St / Marion St PM Peak	Car Park	South	R2	27	17%	48.81	LOS D	1.3
H.01 Meredith St / Marion St PM Peak	Car Park	South	T1	54	70%	35.21	LOS C	5.0
H.01 Meredith St / Marion St PM Peak	Car Park	South	L2	90	70%	35.21	LOS C	5.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.01 Meredith St / Marion St PM Peak	Marion St	East	L2	18	59%	39.66	LOS C	14.6
H.01 Meredith St / Marion St PM Peak	Marion St	East	R2	57	54%	58.39	LOS E	3.0
H.01 Meredith St / Marion St PM Peak	Marion St	East	T1	624	59%	32.40	LOS C	14.6
H.01 Meredith St / Marion St PM Peak	RoadName	North	T1	20	91%	62.10	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	RoadName	North	L2	42	91%	57.33	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	RoadName	North	R2	1018	91%	57.46	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	Marion St	West	R2	40	37%	62.04	LOS E	2.1
H.01 Meredith St / Marion St PM Peak	Marion St	West	T1	509	92%	55.62	LOS D	30.6
H.01 Meredith St / Marion St PM Peak	Marion St	West	L2	555	49%	10.37	LOS A	8.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	R2	197	86%	87.75	LOS F	16.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	T1	2158	87%	12.23	LOS A	47.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	L2	64	4%	7.30	LOS A	0.3
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	L2	316	37%	8.44	LOS A	7.0
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	R2	142	89%	99.63	LOS F	6.2
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	T1	22	37%	4.05	LOS A	7.0
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	T1	1897	61%	8.50	LOS A	17.9
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	L2	202	61%	10.35	LOS A	10.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	R2	18	9%	73.91	LOS F	1.2
H.02 Stacey St / Wattle St AM Peak	Car Park	West	R2	13	8%	85.90	LOS F	0.5
H.02 Stacey St / Wattle St AM Peak	Car Park	West	T1	11	20%	72.13	LOS F	2.5
H.02 Stacey St / Wattle St AM Peak	Car Park	West	L2	24	20%	76.42	LOS F	2.5
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	R2	287	91%	83.59	LOS F	22.9
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	T1	1551	88%	27.85	LOS B	40.6
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	L2	158	13%	13.51	LOS A	2.5
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	L2	656	86%	50.70	LOS D	38.5
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	R2	97	61%	85.98	LOS F	3.7
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	T1	55	86%	46.30	LOS D	38.5
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	T1	2724	90%	28.41	LOS B	59.6
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	L2	168	90%	31.65	LOS C	57.4
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	R2	71	22%	64.12	LOS E	4.3
H.02 Stacey St / Wattle St PM Peak	Car Park	West	R2	164	110%	188.57	LOS F	10.0
H.02 Stacey St / Wattle St PM Peak	Car Park	West	T1	35	47%	61.76	LOS E	9.5
H.02 Stacey St / Wattle St PM Peak	Car Park	West	L2	107	47%	66.06	LOS E	9.5
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	U	3	36%	8.94	LOS A	3.2
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	R2	582	36%	7.42	LOS A	3.2
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	T1	865	38%	3.68	LOS A	3.6
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	L2	456	77%	22.07	LOS B	11.1
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	U	10	24%	18.00	LOS B	1.4
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	R2	63	24%	17.55	LOS B	1.4
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	T1	717	77%	14.43	LOS A	11.7
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	L2	289	31%	6.84	LOS A	2.1
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	U	15	77%	19.46	LOS B	11.7
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	U	10	41%	10.15	LOS A	3.4
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	R2	359	41%	8.70	LOS A	3.4
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	T1	972	74%	5.14	LOS A	10.8
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	L2	350	99%	81.34	LOS F	22.6
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	U	12	60%	36.27	LOS C	4.3
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	R2	110	60%	36.02	LOS C	4.3
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	T1	757	85%	16.63	LOS B	16.4
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	L2	100	12%	5.86	LOS A	0.7
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	U	8	85%	21.66	LOS B	16.4
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	T1	2136	83%	14.40	LOS A	50.0
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	L2	38	3%	13.37	LOS A	0.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	L2	1	95%	104.13	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	R2	213	95%	104.18	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	T1	41	95%	99.56	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	T1	2077	73%	22.00	LOS B	62.5
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	L2	28	2%	17.05	LOS B	1.1

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	R2	80	32%	87.77	LOS F	6.1
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	R2	131	91%	98.15	LOS F	16.5
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	T1	52	91%	93.49	LOS F	16.5
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	L2	130	43%	68.13	LOS E	9.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	T1	1889	68%	8.46	LOS A	24.5
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	L2	60	5%	11.54	LOS A	0.7
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	L2	1	120%	276.14	LOS F	15.4
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	R2	139	120%	276.20	LOS F	15.4
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	T1	64	120%	271.58	LOS F	15.4
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	T1	3068	90%	1.19	LOS A	18.5
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	L2	86	5%	6.79	LOS A	0.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	R2	86	70%	80.33	LOS F	6.3
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	R2	173	124%	307.48	LOS F	35.7
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	T1	48	124%	302.86	LOS F	35.7
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	L2	59	17%	58.30	LOS E	3.6
H.30 The Appian Way / Nth Tce AM	North Tce	East	T1	622	68%	5.93	LOS A	10.6
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	L2	620	47%	6.96	LOS A	3.9
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	R2	167	76%	34.37	LOS C	3.6
H.30 The Appian Way / Nth Tce PM	North Tce	East	T1	486	63%	7.51	LOS A	7.4
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	L2	773	63%	10.15	LOS A	11.0
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	R2	252	125%	267.48	LOS F	37.3
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	R2	323	74%	55.19	LOS D	11.3
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	L2	79	74%	54.40	LOS D	11.3
H.31 Marion St / Oxford Ave AM	Marion St	East	L2	126	75%	44.94	LOS D	21.9
H.31 Marion St / Oxford Ave AM	Marion St	East	T1	719	75%	40.31	LOS C	22.1
H.31 Marion St / Oxford Ave AM	Marion St	West	R2	265	74%	18.69	LOS B	15.7
H.31 Marion St / Oxford Ave AM	Marion St	West	T1	1425	74%	4.47	LOS A	15.7
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	R2	219	90%	65.79	LOS E	13.2
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	L2	209	35%	34.58	LOS C	8.4
H.31 Marion St / Oxford Ave PM	Marion St	East	L2	212	67%	15.98	LOS B	18.5
H.31 Marion St / Oxford Ave PM	Marion St	East	T1	1228	67%	11.40	LOS A	18.7
H.31 Marion St / Oxford Ave PM	Marion St	West	R2	352	49%	27.81	LOS B	15.9
H.31 Marion St / Oxford Ave PM	Marion St	West	T1	672	48%	0.49	LOS A	1.3
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	T1	564	87%	60.28	LOS E	18.8
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	L2	25	87%	65.15	LOS E	18.4
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	L2	44	25%	22.98	LOS B	7.1
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	T1	409	25%	18.88	LOS B	7.5
H.32 Marion St / Greenwood Ave AM	Marion St	North	T1	282	49%	26.58	LOS B	15.7
H.32 Marion St / Greenwood Ave AM	Marion St	North	L2	97	49%	31.16	LOS C	15.7
H.32 Marion St / Greenwood Ave AM	Marion St	North	R2	482	85%	42.96	LOS D	11.0
H.32 Marion St / Greenwood Ave AM	Marion St	West	T1	504	89%	40.60	LOS C	26.7
H.32 Marion St / Greenwood Ave AM	Marion St	West	L2	1334	58%	20.11	LOS B	33.5
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	T1	451	88%	59.06	LOS E	16.0
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	L2	73	88%	63.89	LOS E	15.4
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	L2	64	52%	36.87	LOS C	14.1
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	T1	635	52%	30.64	LOS C	14.4
H.32 Marion St / Greenwood Ave PM	Marion St	North	T1	652	77%	21.55	LOS B	31.6
H.32 Marion St / Greenwood Ave PM	Marion St	North	L2	113	77%	26.15	LOS B	31.6
H.32 Marion St / Greenwood Ave PM	Marion St	North	R2	836	91%	44.55	LOS D	19.2
H.32 Marion St / Greenwood Ave PM	Marion St	West	T1	380	55%	12.88	LOS A	9.3
H.32 Marion St / Greenwood Ave PM	Marion St	West	L2	719	25%	8.35	LOS A	5.3

12.0 Regents Park Station

12.1 Regents Park Station: Base

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.35 Auburn Rd / Amy St AM Peak	Auburn Rd	South	T1	495	70%	11.13	LOS A	7.8
H.35 Auburn Rd / Amy St AM Peak	Auburn Rd	South	L2	435	62%	10.52	LOS A	5.8
H.35 Auburn Rd / Amy St AM Peak	Amy St	North	T1	298	38%	5.33	LOS A	2.6
H.35 Auburn Rd / Amy St AM Peak	Amy St	North	R2	368	49%	8.45	LOS A	3.5
H.35 Auburn Rd / Amy St AM Peak	Bridge	West	R2	270	45%	11.40	LOS A	3.5
H.35 Auburn Rd / Amy St AM Peak	Bridge	West	L2	351	59%	12.88	LOS A	5.6
H.35 Auburn Rd / Amy St PM Peak	Auburn Rd	South	T1	218	40%	9.06	LOS A	2.4
H.35 Auburn Rd / Amy St PM Peak	Auburn Rd	South	L2	213	39%	10.17	LOS A	2.4
H.35 Auburn Rd / Amy St PM Peak	Amy St	North	T1	472	56%	7.85	LOS A	4.8
H.35 Auburn Rd / Amy St PM Peak	Amy St	North	R2	414	50%	9.88	LOS A	3.8
H.35 Auburn Rd / Amy St PM Peak	Bridge	West	R2	331	47%	8.41	LOS A	3.3
H.35 Auburn Rd / Amy St PM Peak	Bridge	West	L2	337	48%	6.91	LOS A	3.4

12.2 Regents Park Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.35 Auburn Rd / Amy St AM Peak	Auburn Rd	South	T1	543	81%	16.21	LOS B	11.7
H.35 Auburn Rd / Amy St AM Peak	Auburn Rd	South	L2	478	71%	13.52	LOS A	8.1
H.35 Auburn Rd / Amy St AM Peak	Amy St	North	T1	327	44%	5.72	LOS A	3.1
H.35 Auburn Rd / Amy St AM Peak	Amy St	North	R2	404	55%	9.74	LOS A	4.7
H.35 Auburn Rd / Amy St AM Peak	Bridge	West	R2	296	54%	14.01	LOS A	4.8
H.35 Auburn Rd / Amy St AM Peak	Bridge	West	L2	385	70%	17.65	LOS B	8.1
H.35 Auburn Rd / Amy St PM Peak	Auburn Rd	South	T1	241	47%	10.86	LOS A	3.2
H.35 Auburn Rd / Amy St PM Peak	Auburn Rd	South	L2	235	46%	11.96	LOS A	3.1
H.35 Auburn Rd / Amy St PM Peak	Amy St	North	T1	522	65%	9.74	LOS A	6.7
H.35 Auburn Rd / Amy St PM Peak	Amy St	North	R2	457	58%	11.38	LOS A	5.1
H.35 Auburn Rd / Amy St PM Peak	Bridge	West	R2	366	53%	9.37	LOS A	4.2
H.35 Auburn Rd / Amy St PM Peak	Bridge	West	L2	372	55%	8.11	LOS A	4.5

12.3 Regents Park Station: Future + Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.35 Auburn Rd / Amy St AM Peak	Auburn Rd	South	T1	550	82%	17.38	LOS B	12.5
H.35 Auburn Rd / Amy St AM Peak	Auburn Rd	South	L2	478	71%	13.55	LOS A	8.1
H.35 Auburn Rd / Amy St AM Peak	Amy St	North	T1	327	44%	5.83	LOS A	3.1
H.35 Auburn Rd / Amy St AM Peak	Amy St	North	R2	404	56%	10.01	LOS A	4.8
H.35 Auburn Rd / Amy St AM Peak	Bridge	West	R2	303	56%	14.85	LOS B	5.1
H.35 Auburn Rd / Amy St AM Peak	Bridge	West	L2	385	71%	18.33	LOS B	8.3
H.35 Auburn Rd / Amy St PM Peak	Auburn Rd	South	T1	241	47%	10.87	LOS A	3.2
H.35 Auburn Rd / Amy St PM Peak	Auburn Rd	South	L2	241	48%	12.50	LOS A	3.4
H.35 Auburn Rd / Amy St PM Peak	Amy St	North	T1	522	65%	10.02	LOS A	6.8
H.35 Auburn Rd / Amy St PM Peak	Amy St	North	R2	457	58%	11.60	LOS A	5.3
H.35 Auburn Rd / Amy St PM Peak	Bridge	West	R2	372	55%	9.65	LOS A	4.4
H.35 Auburn Rd / Amy St PM Peak	Bridge	West	L2	372	55%	8.11	LOS A	4.5

12.4 Regents Park Station: Future + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.35 Auburn Rd / Amy St AM Peak	Auburn Rd	South	T1	550	82%	17.38	LOS B	12.5
H.35 Auburn Rd / Amy St AM Peak	Auburn Rd	South	L2	478	71%	13.55	LOS A	8.1
H.35 Auburn Rd / Amy St AM Peak	Amy St	North	T1	327	44%	5.83	LOS A	3.1
H.35 Auburn Rd / Amy St AM Peak	Amy St	North	R2	404	56%	10.01	LOS A	4.8
H.35 Auburn Rd / Amy St AM Peak	Bridge	West	R2	303	56%	14.85	LOS B	5.1
H.35 Auburn Rd / Amy St AM Peak	Bridge	West	L2	385	71%	18.33	LOS B	8.3
H.35 Auburn Rd / Amy St PM Peak	Auburn Rd	South	T1	241	47%	10.87	LOS A	3.2
H.35 Auburn Rd / Amy St PM Peak	Auburn Rd	South	L2	241	48%	12.50	LOS A	3.4
H.35 Auburn Rd / Amy St PM Peak	Amy St	North	T1	522	65%	10.02	LOS A	6.8
H.35 Auburn Rd / Amy St PM Peak	Amy St	North	R2	457	58%	11.60	LOS A	5.3
H.35 Auburn Rd / Amy St PM Peak	Bridge	West	R2	372	55%	9.65	LOS A	4.4
H.35 Auburn Rd / Amy St PM Peak	Bridge	West	L2	372	55%	8.11	LOS A	4.5

13.0 Lidcombe Station

13.1 Lidcombe Station: Base

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.26 Joseph St / Geoges Ave AM Peak	Joseph St	South	R2	356	73%	55.56	LOS D	16.4
H.26 Joseph St / Geoges Ave AM Peak	Joseph St	South	T1	2611	75%	4.69	LOS A	16.1
H.26 Joseph St / Geoges Ave AM Peak	Joseph St	South	L2	44	75%	11.15	LOS A	16.1
H.26 Joseph St / Geoges Ave AM Peak	Geoges Ave	East	L2	97	30%	50.95	LOS D	7.9
H.26 Joseph St / Geoges Ave AM Peak	Geoges Ave	East	R2	11	43%	64.81	LOS E	8.8
H.26 Joseph St / Geoges Ave AM Peak	Geoges Ave	East	T1	163	43%	56.75	LOS E	8.8
H.26 Joseph St / Geoges Ave AM Peak	Joseph St	North	T1	1414	54%	16.69	LOS B	17.8
H.26 Joseph St / Geoges Ave AM Peak	Joseph St	North	L2	80	54%	23.24	LOS B	17.8
H.26 Joseph St / Geoges Ave AM Peak	Joseph St	North	R2	82	27%	68.86	LOS E	5.4
H.26 Joseph St / Geoges Ave AM Peak	Georges Ave	West	R2	90	89%	79.41	LOS F	19.1
H.26 Joseph St / Geoges Ave AM Peak	Georges Ave	West	T1	252	89%	67.56	LOS E	19.1
H.26 Joseph St / Geoges Ave AM Peak	Georges Ave	West	L2	187	71%	59.60	LOS E	17.8
H.26 Joseph St / Geoges Ave PM Peak	Joseph St	South	R2	91	32%	67.74	LOS E	5.8
H.26 Joseph St / Geoges Ave PM Peak	Joseph St	South	T1	1615	52%	12.99	LOS A	15.9
H.26 Joseph St / Geoges Ave PM Peak	Joseph St	South	L2	59	52%	19.38	LOS B	15.9
H.26 Joseph St / Geoges Ave PM Peak	Geoges Ave	East	L2	310	47%	50.52	LOS D	23.4
H.26 Joseph St / Geoges Ave PM Peak	Geoges Ave	East	R2	34	47%	60.94	LOS E	20.7
H.26 Joseph St / Geoges Ave PM Peak	Geoges Ave	East	T1	399	47%	53.74	LOS D	23.4
H.26 Joseph St / Geoges Ave PM Peak	Joseph St	North	T1	2258	71%	8.89	LOS A	19.8
H.26 Joseph St / Geoges Ave PM Peak	Joseph St	North	L2	24	71%	15.25	LOS B	19.8
H.26 Joseph St / Geoges Ave PM Peak	Joseph St	North	R2	206	70%	72.30	LOS F	14.3
H.26 Joseph St / Geoges Ave PM Peak	Geoges Ave	West	R2	27	58%	62.94	LOS E	11.1
H.26 Joseph St / Geoges Ave PM Peak	Geoges Ave	West	T1	191	58%	55.02	LOS D	11.1
H.26 Joseph St / Geoges Ave PM Peak	Geoges Ave	West	L2	86	26%	49.12	LOS D	7.3
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	R1	614	75%	12.26	LOS A	13.6
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	T1	2203	33%	0.02	LOS A	0.0
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	NorthEast	L1	183	14%	37.28	LOS C	4.4
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	T1	1546	55%	5.11	LOS A	8.1
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	L3	114	55%	12.51	LOS A	7.8
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	R1	314	69%	9.67	LOS A	3.9
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	T1	1387	25%	0.02	LOS A	0.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	NorthEast	L1	380	49%	54.97	LOS D	11.7
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	T1	2332	63%	1.52	LOS A	4.5
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	L3	82	63%	8.95	LOS A	4.4
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	T1	271	57%	12.32	LOS A	4.0
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	L2	369	35%	8.30	LOS A	3.1
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	T1	108	22%	4.54	LOS A	1.6
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	R2	126	22%	10.67	LOS A	1.6
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	R2	255	75%	21.13	LOS B	4.5
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	L2	194	26%	11.69	LOS A	2.1
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	T1	200	46%	18.62	LOS B	4.4
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	L2	502	44%	9.55	LOS A	6.2
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	T1	176	38%	9.19	LOS A	3.3
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	R2	131	38%	16.59	LOS B	3.3
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	R2	275	52%	21.09	LOS B	5.8
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	L2	157	16%	10.96	LOS A	1.9
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	T1	2690	80%	20.67	LOS B	49.4
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	L1	132	80%	27.75	LOS B	49.4
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	L3	243	77%	26.06	LOS B	10.3
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	R1	138	77%	68.10	LOS E	10.3
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	T1	11	77%	20.58	LOS B	10.3
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	T1	1419	42%	9.55	LOS A	15.8
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	L1	153	42%	15.67	LOS B	15.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	R3	17	58%	98.11	LOS F	1.4
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	R1	7	31%	67.72	LOS E	4.8
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	T1	67	31%	64.53	LOS E	4.8
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	L3	11	31%	70.13	LOS E	4.8
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	T1	1589	53%	20.45	LOS B	24.0
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	L1	85	53%	26.77	LOS B	23.9
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	L3	490	90%	65.95	LOS E	39.2
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	R1	287	86%	74.24	LOS F	21.8
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	T1	9	90%	60.49	LOS E	39.2
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	T1	2040	62%	17.15	LOS B	30.9
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	L1	139	62%	23.26	LOS B	30.9
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	R3	16	48%	93.95	LOS F	1.3
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	R1	64	66%	68.97	LOS E	9.1
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	T1	58	66%	65.76	LOS E	9.1
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	L3	25	66%	71.25	LOS F	9.1

13.2 Lidcombe Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	R2	390	96%	67.95	LOS E	24.6
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	T1	2867	75%	1.14	LOS A	5.3
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	L2	49	75%	7.60	LOS A	5.3
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	L2	106	30%	47.78	LOS D	8.4
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	R2	12	43%	61.39	LOS E	9.5
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	T1	179	43%	53.46	LOS D	9.5
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	T1	1553	60%	17.47	LOS B	21.1
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	L2	88	60%	24.07	LOS B	21.1
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	R2	90	70%	85.44	LOS F	6.8
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	R2	99	90%	80.24	LOS F	21.0
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	T1	276	90%	66.70	LOS E	21.0
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	L2	205	72%	56.51	LOS E	19.3
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	R2	100	41%	71.51	LOS F	6.7
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	T1	1785	53%	14.00	LOS A	17.7
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	L2	65	53%	20.39	LOS B	17.6
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	L2	343	77%	57.81	LOS E	32.7
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	R2	37	77%	73.48	LOS F	20.7
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	T1	441	77%	62.51	LOS E	32.7
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	T1	2495	75%	8.56	LOS A	25.8
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	L2	27	75%	15.21	LOS B	25.8
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	R2	228	91%	89.45	LOS F	18.3
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	R2	29	89%	87.14	LOS F	12.4
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	T1	211	89%	69.70	LOS E	12.4
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	L2	95	41%	55.10	LOS D	10.8
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	R1	674	76%	11.79	LOS A	15.3
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	T1	2419	44%	0.04	LOS A	0.0
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	NorthEast	L1	201	12%	26.46	LOS B	4.0
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	T1	1698	76%	6.67	LOS A	14.0
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	L3	125	76%	14.07	LOS A	13.6
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	R1	347	72%	9.67	LOS A	4.7
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	T1	1532	27%	0.02	LOS A	0.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	NorthEast	L1	420	55%	53.71	LOS D	12.8
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	T1	2577	71%	1.72	LOS A	6.2
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	L3	90	71%	9.15	LOS A	6.1
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	T1	297	69%	13.98	LOS A	4.7
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	L2	406	39%	8.53	LOS A	3.5
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	T1	119	33%	4.29	LOS A	1.5
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	R2	139	33%	11.99	LOS A	1.5
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	R2	280	80%	21.77	LOS B	5.0
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	L2	213	28%	11.26	LOS A	2.2
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	T1	221	56%	20.01	LOS B	5.0
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	L2	555	48%	9.76	LOS A	7.1
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	T1	194	44%	10.16	LOS A	3.8
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	R2	144	44%	18.35	LOS B	3.8
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	R2	304	54%	20.41	LOS B	6.3
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	L2	173	17%	10.47	LOS A	2.1
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	T1	2954	96%	55.47	LOS D	88.4
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	L1	145	96%	62.84	LOS E	86.9
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	L3	267	49%	13.58	LOS A	10.4
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	R1	152	44%	61.62	LOS E	9.9
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	T1	12	49%	8.10	LOS A	10.4
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	T1	1558	48%	12.36	LOS A	20.2
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	L1	168	48%	18.50	LOS B	20.2
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	R3	19	32%	89.59	LOS F	1.4
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	R1	8	82%	100.20	LOS F	7.8
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	T1	74	82%	97.00	LOS F	7.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	L3	12	82%	102.60	LOS F	7.8
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	T1	1756	88%	54.16	LOS D	45.3
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	L1	94	88%	60.65	LOS E	44.7
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	L3	541	71%	35.61	LOS C	24.9
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	R1	317	46%	41.01	LOS C	17.1
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	T1	10	71%	30.14	LOS C	24.9
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	T1	2255	94%	60.62	LOS E	66.2
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	L1	154	94%	66.67	LOS E	66.2
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	R3	18	27%	86.18	LOS F	1.3
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	R1	70	84%	90.94	LOS F	12.2
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	T1	64	84%	87.73	LOS F	12.2
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	L3	28	84%	93.22	LOS F	12.2

13.3 Lidcombe Station: Future + Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	R2	390	96%	67.37	LOS E	24.1
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	T1	2867	77%	1.18	LOS A	5.7
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	L2	49	77%	7.64	LOS A	5.7
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	L2	106	28%	46.08	LOS D	8.2
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	R2	12	41%	60.27	LOS E	9.4
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	T1	179	41%	52.22	LOS D	9.4
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	T1	1553	62%	17.91	LOS B	21.5
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	L2	88	62%	24.52	LOS B	21.5
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	R2	90	70%	85.44	LOS F	6.8
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	R2	99	89%	75.04	LOS F	21.1
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	T1	276	89%	63.41	LOS E	21.1
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	L2	219	71%	53.96	LOS D	19.0
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	R2	100	41%	71.51	LOS F	6.7
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	T1	1785	55%	14.65	LOS B	18.1
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	L2	65	55%	21.04	LOS B	18.1
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	L2	343	67%	53.71	LOS D	29.9
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	R2	37	67%	69.18	LOS E	21.5
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	T1	441	67%	59.12	LOS E	29.9
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	T1	2495	79%	8.97	LOS A	27.9
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	L2	27	79%	15.63	LOS B	27.9
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	R2	228	91%	89.45	LOS F	18.3
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	R2	29	94%	95.45	LOS F	14.6
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	T1	211	94%	77.02	LOS F	14.6
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	L2	109	43%	52.02	LOS D	10.3
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	R1	688	78%	11.90	LOS A	16.6
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	T1	2419	44%	0.04	LOS A	0.0
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	NorthEast	L1	201	11%	25.87	LOS B	3.9
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	T1	1698	77%	6.75	LOS A	14.4
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	L3	125	77%	14.15	LOS A	14.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	R1	361	72%	9.68	LOS A	5.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	T1	1532	27%	0.02	LOS A	0.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	NorthEast	L1	420	50%	50.92	LOS D	12.5
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	T1	2577	73%	1.59	LOS A	6.6
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	L3	90	73%	9.02	LOS A	6.5
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	T1	312	76%	15.34	LOS B	5.3
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	L2	406	39%	8.53	LOS A	3.5
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	T1	119	12%	4.27	LOS A	1.0
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	R2	139	34%	12.85	LOS A	1.5
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	R2	280	80%	21.77	LOS B	5.0
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	L2	213	28%	11.26	LOS A	2.2
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	T1	236	58%	19.38	LOS B	5.3
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	L2	555	48%	9.76	LOS A	7.1
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	T1	194	43%	9.45	LOS A	3.7
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	R2	144	43%	17.65	LOS B	3.7
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	R2	304	58%	21.42	LOS B	6.5
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	L2	173	18%	11.03	LOS A	2.2
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	T1	2954	98%	69.02	LOS E	97.1
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	L1	145	98%	76.32	LOS F	95.2
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	L3	281	53%	15.43	LOS B	13.0
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	R1	152	41%	59.57	LOS E	9.7
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	T1	12	53%	9.91	LOS A	13.0
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	T1	1558	49%	13.39	LOS A	21.0
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	L1	168	49%	19.54	LOS B	21.0
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	R3	19	32%	89.59	LOS F	1.4
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	R1	8	82%	100.53	LOS F	8.0
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	T1	74	82%	97.33	LOS F	8.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	L3	12	82%	102.93	LOS F	8.0
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	T1	1756	91%	62.98	LOS E	49.0
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	L1	94	91%	69.52	LOS E	48.4
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	L3	555	73%	35.80	LOS C	25.0
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	R1	317	45%	39.36	LOS C	16.7
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	T1	10	73%	30.31	LOS C	25.0
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	T1	2255	97%	74.57	LOS F	72.8
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	L1	154	97%	80.61	LOS F	72.8
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	R3	18	27%	86.18	LOS F	1.3
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	R1	70	84%	92.03	LOS F	12.6
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	T1	64	84%	88.82	LOS F	12.6
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	L3	28	84%	94.31	LOS F	12.6

13.4 Lidcombe Station: Future + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	R2	390	96%	67.37	LOS E	24.1
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	T1	2867	77%	1.18	LOS A	5.7
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	L2	49	77%	7.64	LOS A	5.7
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	L2	106	28%	46.08	LOS D	8.2
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	R2	12	41%	60.27	LOS E	9.4
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	T1	179	41%	52.22	LOS D	9.4
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	T1	1553	62%	17.91	LOS B	21.5
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	L2	88	62%	24.52	LOS B	21.5
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	R2	90	70%	85.44	LOS F	6.8
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	R2	99	89%	75.04	LOS F	21.1
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	T1	276	89%	63.41	LOS E	21.1
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	L2	219	71%	53.96	LOS D	19.0
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	R2	100	41%	71.51	LOS F	6.7
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	T1	1785	55%	14.65	LOS B	18.1
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	L2	65	55%	21.04	LOS B	18.1
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	L2	343	67%	53.71	LOS D	29.9
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	R2	37	67%	69.18	LOS E	21.5
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	T1	441	67%	59.12	LOS E	29.9
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	T1	2495	79%	8.97	LOS A	27.9
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	L2	27	79%	15.63	LOS B	27.9
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	R2	228	91%	89.45	LOS F	18.3
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	R2	29	94%	95.45	LOS F	14.6
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	T1	211	94%	77.02	LOS F	14.6
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	L2	109	43%	52.02	LOS D	10.3
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	R1	688	78%	11.90	LOS A	16.6
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	T1	2419	44%	0.04	LOS A	0.0
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	NorthEast	L1	201	11%	25.87	LOS B	3.9
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	T1	1698	77%	6.75	LOS A	14.4
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	L3	125	77%	14.15	LOS A	14.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	R1	361	72%	9.68	LOS A	5.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	T1	1532	27%	0.02	LOS A	0.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	NorthEast	L1	420	50%	50.92	LOS D	12.5
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	T1	2577	73%	1.59	LOS A	6.6
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	L3	90	73%	9.02	LOS A	6.5
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	T1	312	76%	15.34	LOS B	5.3
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	L2	406	39%	8.53	LOS A	3.5
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	T1	119	12%	4.27	LOS A	1.0
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	R2	139	34%	12.85	LOS A	1.5
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	R2	280	80%	21.77	LOS B	5.0
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	L2	213	28%	11.26	LOS A	2.2
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	T1	236	58%	19.38	LOS B	5.3
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	L2	555	48%	9.76	LOS A	7.1
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	T1	194	43%	9.45	LOS A	3.7
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	R2	144	43%	17.65	LOS B	3.7
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	R2	304	58%	21.42	LOS B	6.5
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	L2	173	18%	11.03	LOS A	2.2
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	T1	2954	98%	69.02	LOS E	97.1
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	L1	145	98%	76.32	LOS F	95.2
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	L3	281	53%	15.43	LOS B	13.0
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	R1	152	41%	59.57	LOS E	9.7
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	T1	12	53%	9.91	LOS A	13.0
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	T1	1558	49%	13.39	LOS A	21.0
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	L1	168	49%	19.54	LOS B	21.0
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	R3	19	32%	89.59	LOS F	1.4
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	R1	8	82%	100.53	LOS F	8.0
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	T1	74	82%	97.33	LOS F	8.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	L3	12	82%	102.93	LOS F	8.0
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	T1	1756	91%	62.98	LOS E	49.0
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	L1	94	91%	69.52	LOS E	48.4
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	L3	555	73%	35.80	LOS C	25.0
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	R1	317	45%	39.36	LOS C	16.7
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	T1	10	73%	30.31	LOS C	25.0
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	T1	2255	97%	74.57	LOS F	72.8
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	L1	154	97%	80.61	LOS F	72.8
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	R3	18	27%	86.18	LOS F	1.3
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	R1	70	84%	92.03	LOS F	12.6
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	T1	64	84%	88.82	LOS F	12.6
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	L3	28	84%	94.31	LOS F	12.6

14.0 Birrong Station

14.1 Birrong Station: Base

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	R2	8	35%	11.63	LOS A	0.3
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	T1	636	35%	0.17	LOS A	0.3
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	L2	4	35%	5.97	LOS A	0.3
H.44 Auburn Rd / Moller Ave AM Peak	Moller Ave	East	L2	10	3%	12.26	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Moller Ave	East	R2	1	3%	22.42	LOS B	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	T1	592	32%	0.07	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	L2	1	32%	5.72	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	R2	3	32%	11.85	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Birong Rd	West	R2	8	9%	30.81	LOS C	0.3
H.44 Auburn Rd / Moller Ave AM Peak	Birong Rd	West	L2	8	9%	13.01	LOS A	0.3
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	R2	2	33%	12.47	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	T1	604	33%	0.04	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	L2	4	33%	5.56	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Moller Ave	East	L2	3	1%	13.54	LOS A	0.0
H.44 Auburn Rd / Moller Ave PM Peak	Moller Ave	East	R2	1	1%	21.77	LOS B	0.0
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	T1	678	36%	0.06	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	L2	2	36%	5.60	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	R2	3	36%	11.53	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Birong Rd	West	R2	2	2%	21.74	LOS B	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Birong Rd	West	L2	4	2%	11.73	LOS A	0.1

14.2 Birrong Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	R2	9	39%	13.27	LOS A	0.4
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	T1	698	39%	0.24	LOS A	0.4
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	L2	4	39%	6.00	LOS A	0.4
H.44 Auburn Rd / Moller Ave AM Peak	Moller Ave	East	L2	11	4%	14.02	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Moller Ave	East	R2	1	4%	28.52	LOS C	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	T1	650	36%	0.10	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	L2	1	36%	5.76	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	R2	3	36%	13.54	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Birong Rd	West	R2	9	12%	40.58	LOS C	0.4
H.44 Auburn Rd / Moller Ave AM Peak	Birong Rd	West	L2	9	12%	15.01	LOS B	0.4
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	R2	2	37%	14.53	LOS B	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	T1	668	37%	0.06	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	L2	5	37%	5.57	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Moller Ave	East	L2	3	2%	15.94	LOS B	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Moller Ave	East	R2	1	2%	27.80	LOS B	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	T1	749	40%	0.08	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	L2	2	40%	5.62	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	R2	3	40%	13.24	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Birong Rd	West	R2	2	3%	27.72	LOS B	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Birong Rd	West	L2	5	3%	13.41	LOS A	0.1

14.3 Birrong Station: Future + Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	R2	9	41%	14.27	LOS A	0.4
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	T1	718	41%	0.26	LOS A	0.4
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	L2	4	41%	6.02	LOS A	0.4
H.44 Auburn Rd / Moller Ave AM Peak	Moller Ave	East	L2	11	5%	14.99	LOS B	0.2
H.44 Auburn Rd / Moller Ave AM Peak	Moller Ave	East	R2	1	5%	32.17	LOS C	0.2
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	T1	670	38%	0.11	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	L2	1	38%	5.77	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	R2	3	38%	14.55	LOS B	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Birong Rd	West	R2	9	14%	46.63	LOS D	0.4
H.44 Auburn Rd / Moller Ave AM Peak	Birong Rd	West	L2	9	14%	16.08	LOS B	0.4
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	R2	2	39%	15.68	LOS B	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	T1	688	39%	0.06	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	L2	5	39%	5.58	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Moller Ave	East	L2	3	2%	17.11	LOS B	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Moller Ave	East	R2	1	2%	31.10	LOS C	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	T1	769	42%	0.09	LOS A	0.2
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	L2	2	42%	5.62	LOS A	0.2
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	R2	3	42%	14.24	LOS A	0.2
H.44 Auburn Rd / Moller Ave PM Peak	Birong Rd	West	R2	2	3%	31.01	LOS C	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Birong Rd	West	L2	5	3%	14.31	LOS A	0.1

14.4 Birrong Station: Future + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	R2	9	41%	14.27	LOS A	0.4
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	T1	718	41%	0.26	LOS A	0.4
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	L2	4	41%	6.02	LOS A	0.4
H.44 Auburn Rd / Moller Ave AM Peak	Moller Ave	East	L2	11	5%	14.99	LOS B	0.2
H.44 Auburn Rd / Moller Ave AM Peak	Moller Ave	East	R2	1	5%	32.17	LOS C	0.2
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	T1	670	38%	0.11	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	L2	1	38%	5.77	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	R2	3	38%	14.55	LOS B	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Birong Rd	West	R2	9	14%	46.63	LOS D	0.4
H.44 Auburn Rd / Moller Ave AM Peak	Birong Rd	West	L2	9	14%	16.08	LOS B	0.4
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	R2	2	39%	15.68	LOS B	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	T1	688	39%	0.06	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	L2	5	39%	5.58	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Moller Ave	East	L2	3	2%	17.11	LOS B	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Moller Ave	East	R2	1	2%	31.10	LOS C	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	T1	769	42%	0.09	LOS A	0.2
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	L2	2	42%	5.62	LOS A	0.2
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	R2	3	42%	14.24	LOS A	0.2
H.44 Auburn Rd / Moller Ave PM Peak	Birong Rd	West	R2	2	3%	31.01	LOS C	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Birong Rd	West	L2	5	3%	14.31	LOS A	0.1

15.0 Yagoona Station

15.1 Yagoona Station: Base

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.42 Chapel Rd / Hume Hwy AM peak	Chapel Rd	South	R2	8	69%	58.79	LOS E	19.4
H.42 Chapel Rd / Hume Hwy AM peak	Chapel Rd	South	T1	398	69%	55.53	LOS D	19.4
H.42 Chapel Rd / Hume Hwy AM peak	Chapel Rd	South	L2	184	69%	59.56	LOS E	18.3
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	East	L2	104	45%	37.63	LOS C	20.6
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	East	R2	45	20%	68.07	LOS E	3.0
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	East	T1	1115	45%	33.67	LOS C	21.3
H.42 Chapel Rd / Hume Hwy AM peak	Rockwood Rd	North	T1	264	34%	37.67	LOS C	11.4
H.42 Chapel Rd / Hume Hwy AM peak	Rockwood Rd	North	L2	33	13%	37.55	LOS C	4.0
H.42 Chapel Rd / Hume Hwy AM peak	Rockwood Rd	North	R2	147	82%	57.57	LOS E	9.0
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	West	R2	167	67%	73.02	LOS F	11.8
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	West	T1	1680	71%	20.29	LOS B	27.8
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	West	L2	215	71%	23.15	LOS B	26.8
H.42 Chapel Rd / Hume Hwy PM peak	Chapel Rd	South	R2	4	74%	66.26	LOS E	20.1
H.42 Chapel Rd / Hume Hwy PM peak	Chapel Rd	South	T1	327	74%	60.52	LOS E	23.5
H.42 Chapel Rd / Hume Hwy PM peak	Chapel Rd	South	L2	301	74%	59.79	LOS E	23.5
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	East	L2	60	69%	30.27	LOS C	23.5
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	East	R2	91	29%	68.69	LOS E	6.0
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	East	T1	1486	69%	24.54	LOS B	24.2
H.42 Chapel Rd / Hume Hwy PM peak	Rockwood Rd	North	T1	802	69%	34.51	LOS C	23.2
H.42 Chapel Rd / Hume Hwy PM peak	Rockwood Rd	North	L2	33	52%	38.67	LOS C	21.9
H.42 Chapel Rd / Hume Hwy PM peak	Rockwood Rd	North	R2	284	80%	53.77	LOS D	17.1
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	West	R2	237	76%	75.55	LOS F	17.4
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	West	T1	1290	64%	23.70	LOS B	20.9
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	West	L2	143	64%	28.62	LOS C	20.1
H.43 Church Rd / Hume Hwy AM	Hume Hwy	East	R2	5	62%	608.23	LOS F	1.5
H.43 Church Rd / Hume Hwy AM	Hume Hwy	East	T1	1529	42%	0.01	LOS A	0.0
H.43 Church Rd / Hume Hwy AM	Church Rd	North	L2	94	70%	53.62	LOS D	2.7
H.43 Church Rd / Hume Hwy AM	Church Rd	North	R2	12	91%	438.75	LOS F	2.2
H.43 Church Rd / Hume Hwy AM	Hume Hwy	West	T1	2347	44%	0.03	LOS A	0.5
H.43 Church Rd / Hume Hwy AM	Hume Hwy	West	L2	43	44%	5.99	LOS A	0.5
H.43 Church Rd / Hume Hwy PM	Hume Hwy	East	R2	30	34%	53.26	LOS D	1.0
H.43 Church Rd / Hume Hwy PM	Hume Hwy	East	T1	2111	38%	0.01	LOS A	0.0
H.43 Church Rd / Hume Hwy PM	Church Rd	North	L2	123	58%	30.40	LOS C	2.3
H.43 Church Rd / Hume Hwy PM	Church Rd	North	R2	14	91%	316.74	LOS F	1.9
H.43 Church Rd / Hume Hwy PM	Hume Hwy	West	T1	1840	51%	0.03	LOS A	0.7
H.43 Church Rd / Hume Hwy PM	Hume Hwy	West	L2	57	51%	5.86	LOS A	0.7

15.2 Yagoona Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.42 Chapel Rd / Hume Hwy AM peak	Chapel Rd	South	R2	9	82%	67.55	LOS E	23.1
H.42 Chapel Rd / Hume Hwy AM peak	Chapel Rd	South	T1	426	82%	64.16	LOS E	23.1
H.42 Chapel Rd / Hume Hwy AM peak	Chapel Rd	South	L2	197	82%	67.80	LOS E	22.2
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	East	L2	111	52%	38.30	LOS C	22.6
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	East	R2	49	24%	69.81	LOS E	3.3
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	East	T1	1193	52%	34.33	LOS C	23.6
H.42 Chapel Rd / Hume Hwy AM peak	Rockwood Rd	North	T1	282	36%	37.99	LOS C	12.3
H.42 Chapel Rd / Hume Hwy AM peak	Rockwood Rd	North	L2	36	14%	37.68	LOS C	4.3
H.42 Chapel Rd / Hume Hwy AM peak	Rockwood Rd	North	R2	158	81%	53.67	LOS D	9.4
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	West	R2	178	83%	79.64	LOS F	13.6
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	West	T1	1797	82%	20.71	LOS B	34.3
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	West	L2	230	82%	22.99	LOS B	32.7
H.42 Chapel Rd / Hume Hwy PM peak	Chapel Rd	South	R2	5	89%	82.51	LOS F	25.5
H.42 Chapel Rd / Hume Hwy PM peak	Chapel Rd	South	T1	361	89%	76.91	LOS F	31.5
H.42 Chapel Rd / Hume Hwy PM peak	Chapel Rd	South	L2	333	89%	77.43	LOS F	31.5
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	East	L2	67	77%	31.05	LOS C	28.5
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	East	R2	100	34%	70.12	LOS E	6.7
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	East	T1	1643	77%	25.32	LOS B	29.2
H.42 Chapel Rd / Hume Hwy PM peak	Rockwood Rd	North	T1	886	77%	34.94	LOS C	25.5
H.42 Chapel Rd / Hume Hwy PM peak	Rockwood Rd	North	L2	37	58%	39.21	LOS C	25.5
H.42 Chapel Rd / Hume Hwy PM peak	Rockwood Rd	North	R2	314	76%	47.08	LOS D	17.7
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	West	R2	262	88%	85.03	LOS F	21.0
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	West	T1	1425	71%	24.39	LOS B	25.0
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	West	L2	158	71%	29.30	LOS C	24.1
H.43 Church Rd / Hume Hwy AM	Hume Hwy	East	R2	6	91%	943.42	LOS F	2.3
H.43 Church Rd / Hume Hwy AM	Hume Hwy	East	T1	1679	70%	30.55	LOS C	137.6
H.43 Church Rd / Hume Hwy AM	Church Rd	North	L2	103	110%	211.72	LOS F	11.0
H.43 Church Rd / Hume Hwy AM	Church Rd	North	R2	14	91%	375.47	LOS F	2.0
H.43 Church Rd / Hume Hwy AM	Hume Hwy	West	T1	2577	49%	0.03	LOS A	0.6
H.43 Church Rd / Hume Hwy AM	Hume Hwy	West	L2	48	49%	6.07	LOS A	0.6
H.43 Church Rd / Hume Hwy PM	Hume Hwy	East	R2	33	58%	103.99	LOS F	1.8
H.43 Church Rd / Hume Hwy PM	Hume Hwy	East	T1	2333	42%	0.01	LOS A	0.0
H.43 Church Rd / Hume Hwy PM	Church Rd	North	L2	136	88%	69.96	LOS E	4.6
H.43 Church Rd / Hume Hwy PM	Church Rd	North	R2	16	91%	283.52	LOS F	1.9
H.43 Church Rd / Hume Hwy PM	Hume Hwy	West	T1	2034	56%	0.04	LOS A	0.8
H.43 Church Rd / Hume Hwy PM	Hume Hwy	West	L2	63	56%	5.96	LOS A	0.8

15.3 Yagoona Station: Future + Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.42 Chapel Rd / Hume Hwy AM peak	Chapel Rd	South	R2	9	89%	74.69	LOS F	26.1
H.42 Chapel Rd / Hume Hwy AM peak	Chapel Rd	South	T1	426	89%	71.39	LOS F	26.1
H.42 Chapel Rd / Hume Hwy AM peak	Chapel Rd	South	L2	217	89%	75.42	LOS F	24.5
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	East	L2	111	56%	41.61	LOS C	23.7
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	East	R2	49	20%	65.32	LOS E	3.2
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	East	T1	1193	56%	37.63	LOS C	24.7
H.42 Chapel Rd / Hume Hwy AM peak	Rockwood Rd	North	T1	282	36%	37.99	LOS C	12.3
H.42 Chapel Rd / Hume Hwy AM peak	Rockwood Rd	North	L2	36	14%	37.68	LOS C	4.3
H.42 Chapel Rd / Hume Hwy AM peak	Rockwood Rd	North	R2	158	78%	51.87	LOS D	9.2
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	West	R2	199	82%	76.56	LOS F	14.9
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	West	T1	1797	90%	31.14	LOS C	46.0
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	West	L2	230	90%	34.45	LOS C	46.0
H.42 Chapel Rd / Hume Hwy PM peak	Chapel Rd	South	R2	5	89%	81.58	LOS F	26.3
H.42 Chapel Rd / Hume Hwy PM peak	Chapel Rd	South	T1	361	89%	76.04	LOS F	32.3
H.42 Chapel Rd / Hume Hwy PM peak	Chapel Rd	South	L2	353	89%	75.93	LOS F	32.3
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	East	L2	67	86%	37.56	LOS C	35.0
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	East	R2	100	30%	66.88	LOS E	6.6
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	East	T1	1643	86%	31.60	LOS C	36.0
H.42 Chapel Rd / Hume Hwy PM peak	Rockwood Rd	North	T1	886	76%	33.92	LOS C	25.1
H.42 Chapel Rd / Hume Hwy PM peak	Rockwood Rd	North	L2	37	57%	38.37	LOS C	25.1
H.42 Chapel Rd / Hume Hwy PM peak	Rockwood Rd	North	R2	314	76%	47.21	LOS D	17.6
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	West	R2	283	89%	84.88	LOS F	22.9
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	West	T1	1425	77%	29.29	LOS C	28.8
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	West	L2	158	77%	34.18	LOS C	28.0
H.43 Church Rd / Hume Hwy AM	Hume Hwy	East	R2	26	100%	292.62	LOS F	3.3
H.43 Church Rd / Hume Hwy AM	Hume Hwy	East	T1	1679	72%	6.68	LOS A	28.8
H.43 Church Rd / Hume Hwy AM	Church Rd	North	L2	124	176%	777.78	LOS F	38.7
H.43 Church Rd / Hume Hwy AM	Church Rd	North	R2	14	91%	372.70	LOS F	2.0
H.43 Church Rd / Hume Hwy AM	Hume Hwy	West	T1	2577	49%	0.03	LOS A	0.6
H.43 Church Rd / Hume Hwy AM	Hume Hwy	West	L2	48	49%	6.07	LOS A	0.6
H.43 Church Rd / Hume Hwy PM	Hume Hwy	East	R2	54	179%	926.40	LOS F	19.7
H.43 Church Rd / Hume Hwy PM	Hume Hwy	East	T1	2333	61%	2.52	LOS A	4.4
H.43 Church Rd / Hume Hwy PM	Church Rd	North	L2	156	125%	297.95	LOS F	24.7
H.43 Church Rd / Hume Hwy PM	Church Rd	North	R2	16	91%	287.55	LOS F	1.9
H.43 Church Rd / Hume Hwy PM	Hume Hwy	West	T1	2034	56%	0.04	LOS A	0.8
H.43 Church Rd / Hume Hwy PM	Hume Hwy	West	L2	63	56%	5.96	LOS A	0.8

15.4 Yagoona Station: Future + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.42 Chapel Rd / Hume Hwy AM peak	Chapel Rd	South	R2	9	89%	74.69	LOS F	26.1
H.42 Chapel Rd / Hume Hwy AM peak	Chapel Rd	South	T1	426	89%	71.39	LOS F	26.1
H.42 Chapel Rd / Hume Hwy AM peak	Chapel Rd	South	L2	217	89%	75.42	LOS F	24.5
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	East	L2	111	56%	41.61	LOS C	23.7
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	East	R2	49	20%	65.32	LOS E	3.2
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	East	T1	1193	56%	37.63	LOS C	24.7
H.42 Chapel Rd / Hume Hwy AM peak	Rockwood Rd	North	T1	282	36%	37.99	LOS C	12.3
H.42 Chapel Rd / Hume Hwy AM peak	Rockwood Rd	North	L2	36	14%	37.68	LOS C	4.3
H.42 Chapel Rd / Hume Hwy AM peak	Rockwood Rd	North	R2	158	78%	51.87	LOS D	9.2
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	West	R2	199	82%	76.56	LOS F	14.9
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	West	T1	1797	90%	31.14	LOS C	46.0
H.42 Chapel Rd / Hume Hwy AM peak	Hume Hwy	West	L2	230	90%	34.45	LOS C	46.0
H.42 Chapel Rd / Hume Hwy PM peak	Chapel Rd	South	R2	5	89%	81.58	LOS F	26.3
H.42 Chapel Rd / Hume Hwy PM peak	Chapel Rd	South	T1	361	89%	76.04	LOS F	32.3
H.42 Chapel Rd / Hume Hwy PM peak	Chapel Rd	South	L2	353	89%	75.93	LOS F	32.3
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	East	L2	67	86%	37.56	LOS C	35.0
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	East	R2	100	30%	66.88	LOS E	6.6
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	East	T1	1643	86%	31.60	LOS C	36.0
H.42 Chapel Rd / Hume Hwy PM peak	Rockwood Rd	North	T1	886	76%	33.92	LOS C	25.1
H.42 Chapel Rd / Hume Hwy PM peak	Rockwood Rd	North	L2	37	57%	38.37	LOS C	25.1
H.42 Chapel Rd / Hume Hwy PM peak	Rockwood Rd	North	R2	314	76%	47.21	LOS D	17.6
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	West	R2	283	89%	84.88	LOS F	22.9
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	West	T1	1425	77%	29.29	LOS C	28.8
H.42 Chapel Rd / Hume Hwy PM peak	Hume Hwy	West	L2	158	77%	34.18	LOS C	28.0
H.43 Church Rd / Hume Hwy AM	Hume Hwy	East	R2	26	100%	292.62	LOS F	3.3
H.43 Church Rd / Hume Hwy AM	Hume Hwy	East	T1	1679	72%	6.68	LOS A	28.8
H.43 Church Rd / Hume Hwy AM	Church Rd	North	L2	124	176%	777.78	LOS F	38.7
H.43 Church Rd / Hume Hwy AM	Church Rd	North	R2	14	91%	372.70	LOS F	2.0
H.43 Church Rd / Hume Hwy AM	Hume Hwy	West	T1	2577	49%	0.03	LOS A	0.6
H.43 Church Rd / Hume Hwy AM	Hume Hwy	West	L2	48	49%	6.07	LOS A	0.6
H.43 Church Rd / Hume Hwy PM	Hume Hwy	East	R2	54	179%	926.40	LOS F	19.7
H.43 Church Rd / Hume Hwy PM	Hume Hwy	East	T1	2333	61%	2.52	LOS A	4.4
H.43 Church Rd / Hume Hwy PM	Church Rd	North	L2	156	125%	297.95	LOS F	24.7
H.43 Church Rd / Hume Hwy PM	Church Rd	North	R2	16	91%	287.55	LOS F	1.9
H.43 Church Rd / Hume Hwy PM	Hume Hwy	West	T1	2034	56%	0.04	LOS A	0.8
H.43 Church Rd / Hume Hwy PM	Hume Hwy	West	L2	63	56%	5.96	LOS A	0.8

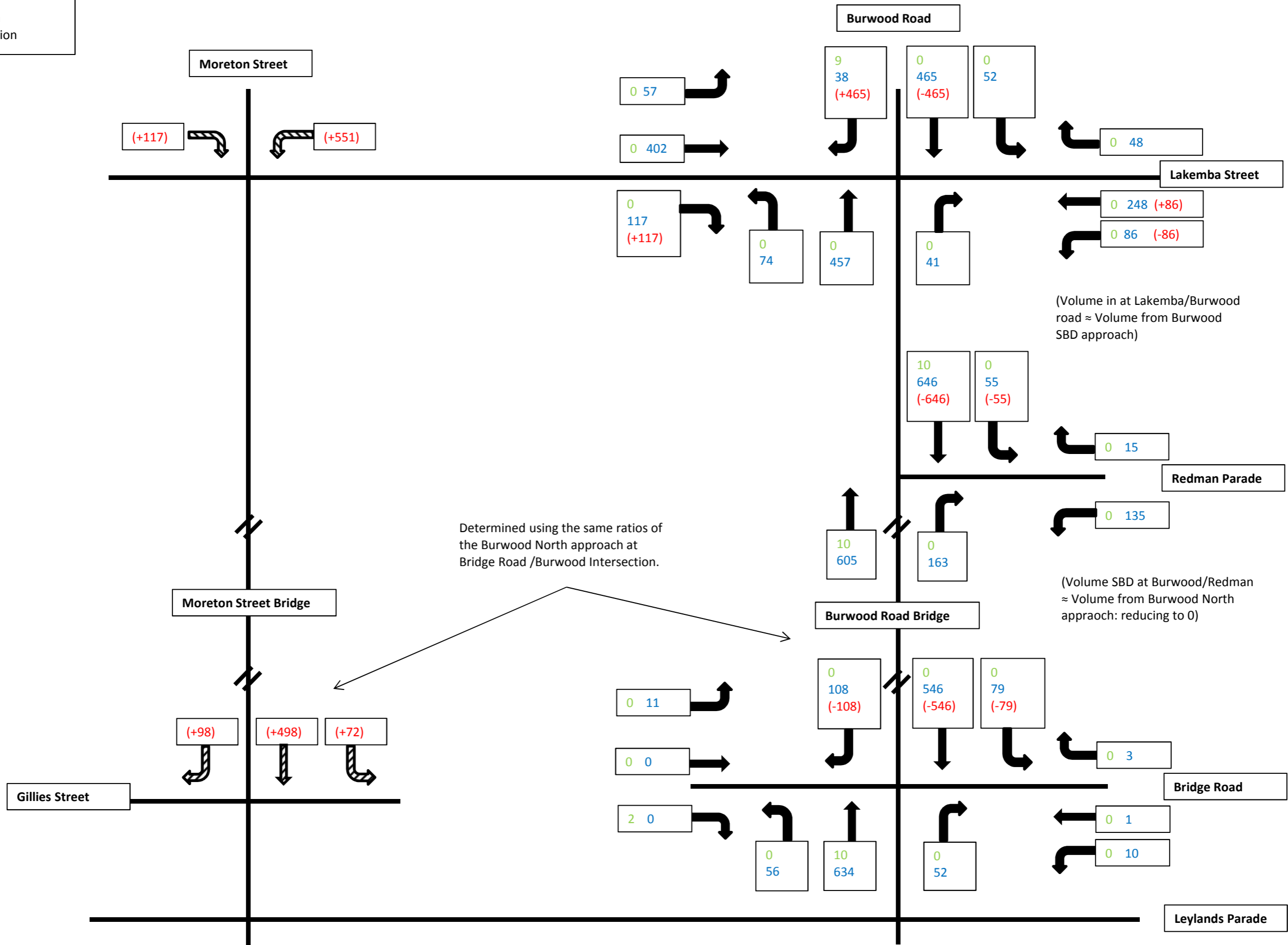


Appendix G

Bridge Works Diversion Routes

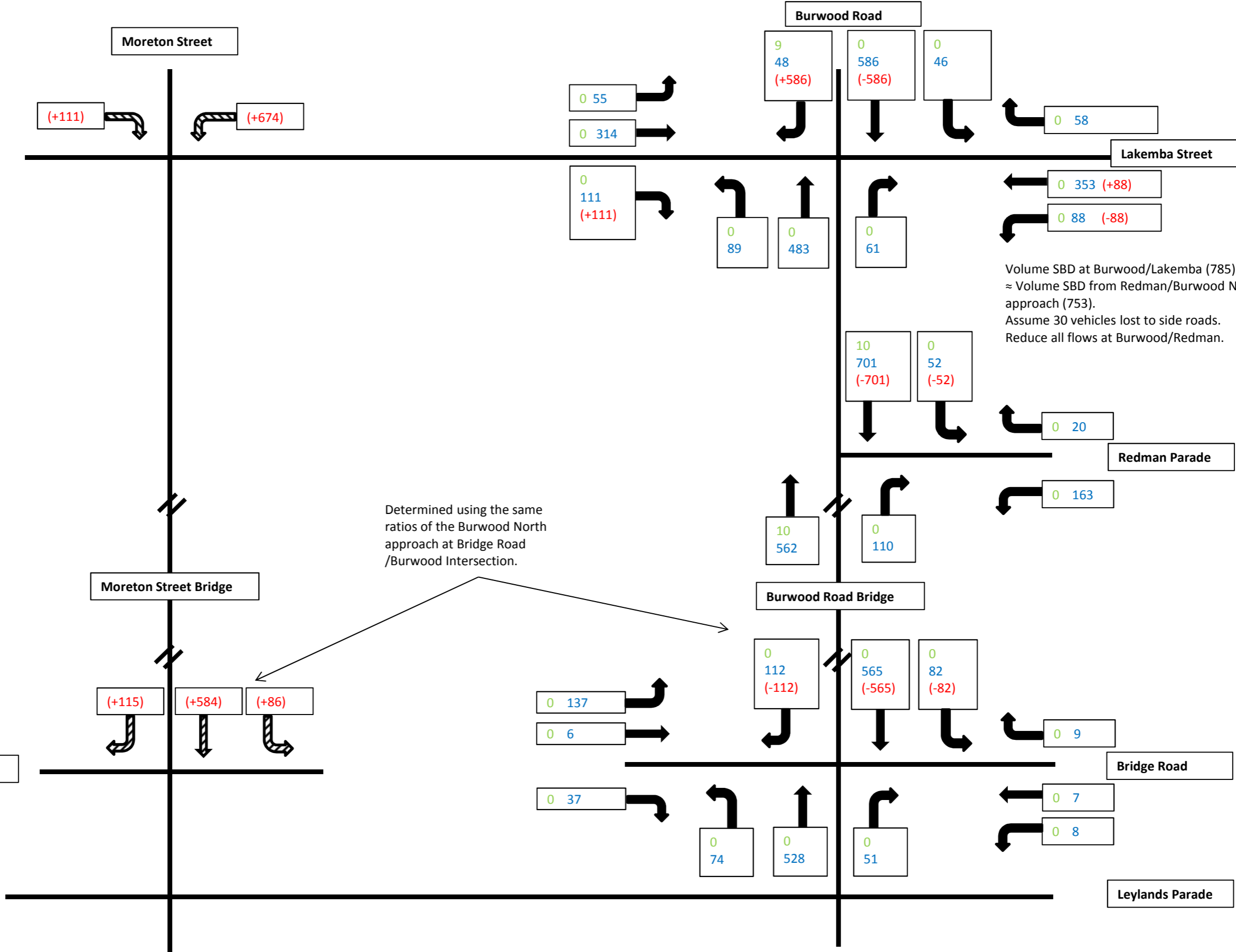
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 ## Additional Vehicles
 ## Vehicles
 ## Construction
 // Bridge Location

Burwood Overbridge Southbound traffic diverted to Moreton Street Bridge - AM Peak



LEGEND
 ## Additional Vehicles
 ## Vehicles
 ## Construction
 // Bridge Location

**Burwood Overbridge Southbound traffic diverted to Moreton Street Bridge - PM Peak
 (Parking removed from Lakemba Street)**



(+111)

(+674)

0 55

0 314

9
48
(+586)

0
586
(-586)

0
46

0 58

0
111
(+111)

0
89

0
483

0
61

0 353 (+88)

0 88 (-88)

10
701
(-701)

0
52
(-52)

0 20

0 163

Moreton Street Bridge

Burwood Road Bridge

(+115)

(+584)

(+86)

0 137

0 6

0
112
(-112)

0
565
(-565)

0
82
(-82)

0 9

Gillies Street

0 37

0
74

0
528

0
51

0 7

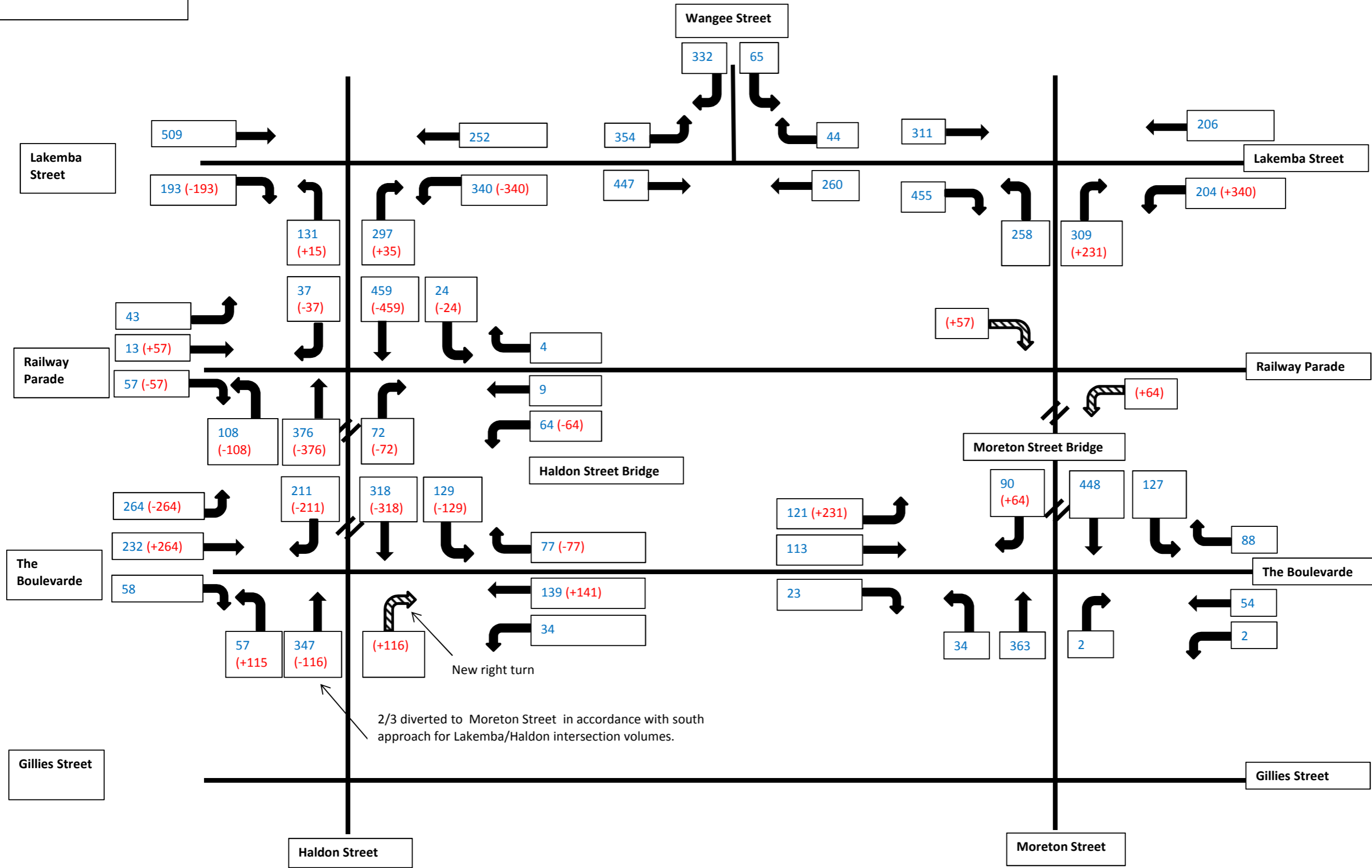
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Bridge Road

Leylands Parade

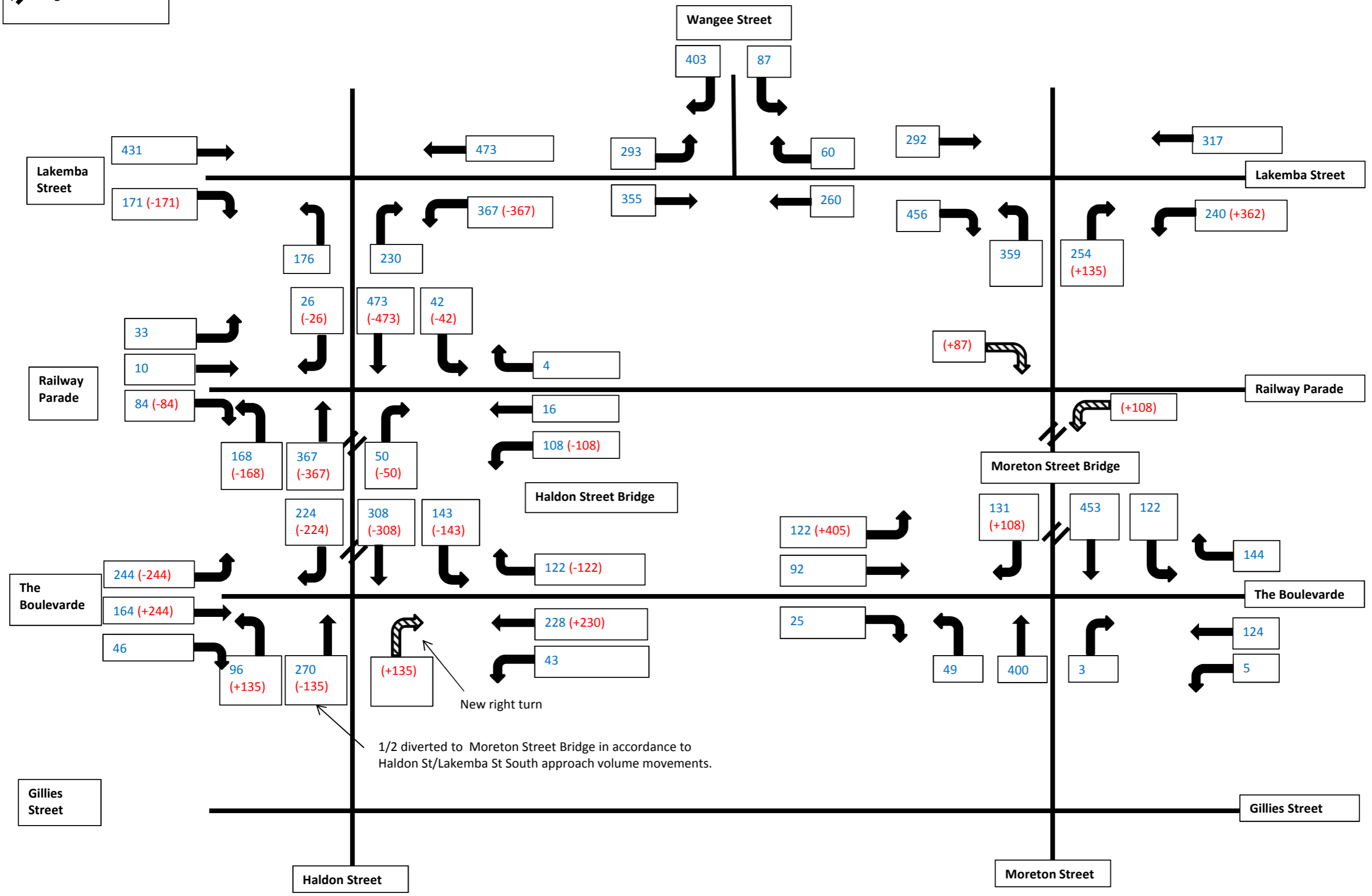
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 ## Additional Vehicles
 ## Vehicles
 // Bridge Location

Haldon Street Overbridge Northbound and Southbound Diversion - AM Peak



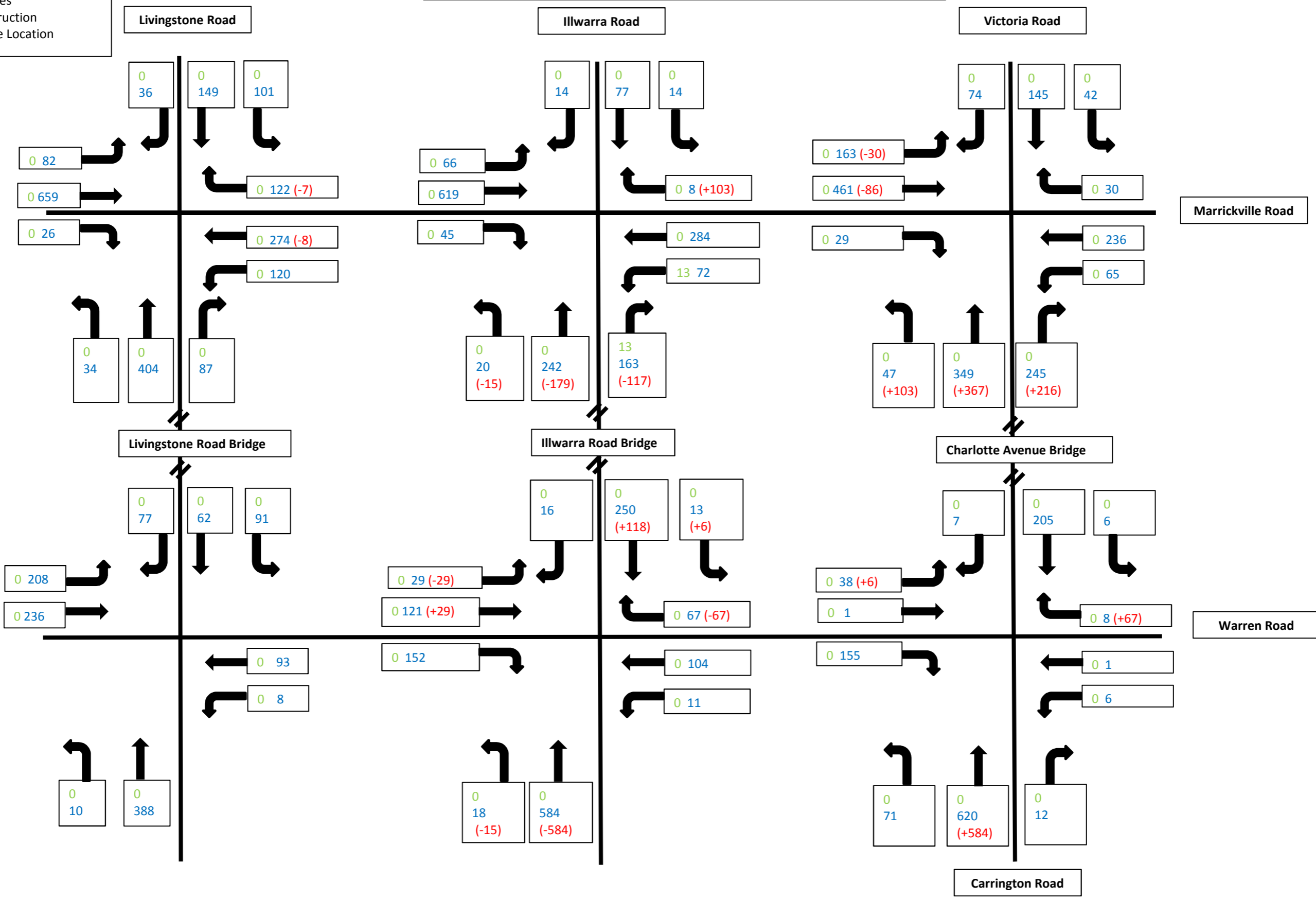
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 ## Additional Vehicles
 ## Vehicles
 // Bridge Location

Haldon Street Overbridge Northbound and Southbound Diversion - PM Peak



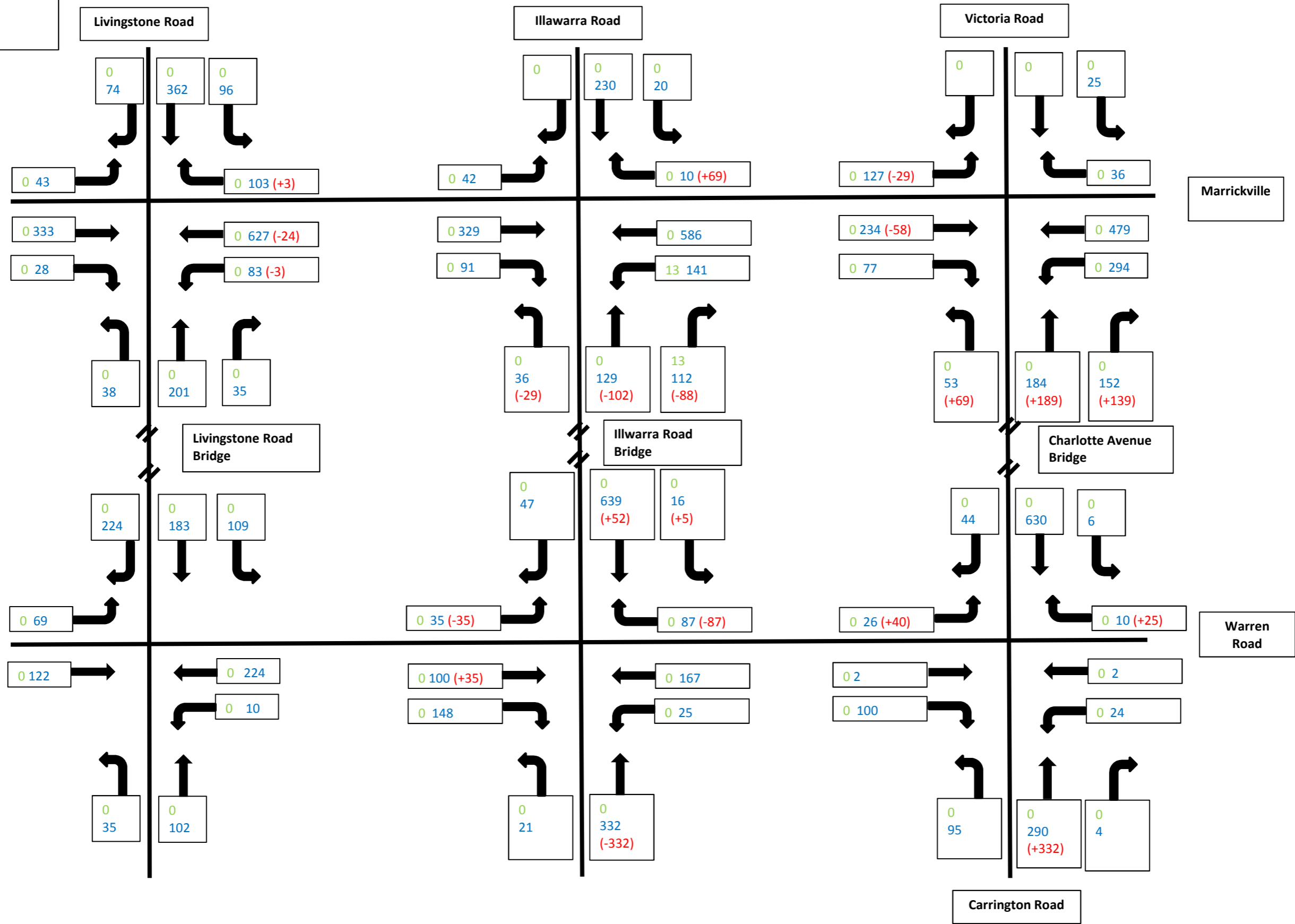
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 ## Additional Vehicles
 ## Vehicles
 ## Construction
 // Bridge Location

Illwarra Bridge Northbound Diverted - AM Peak



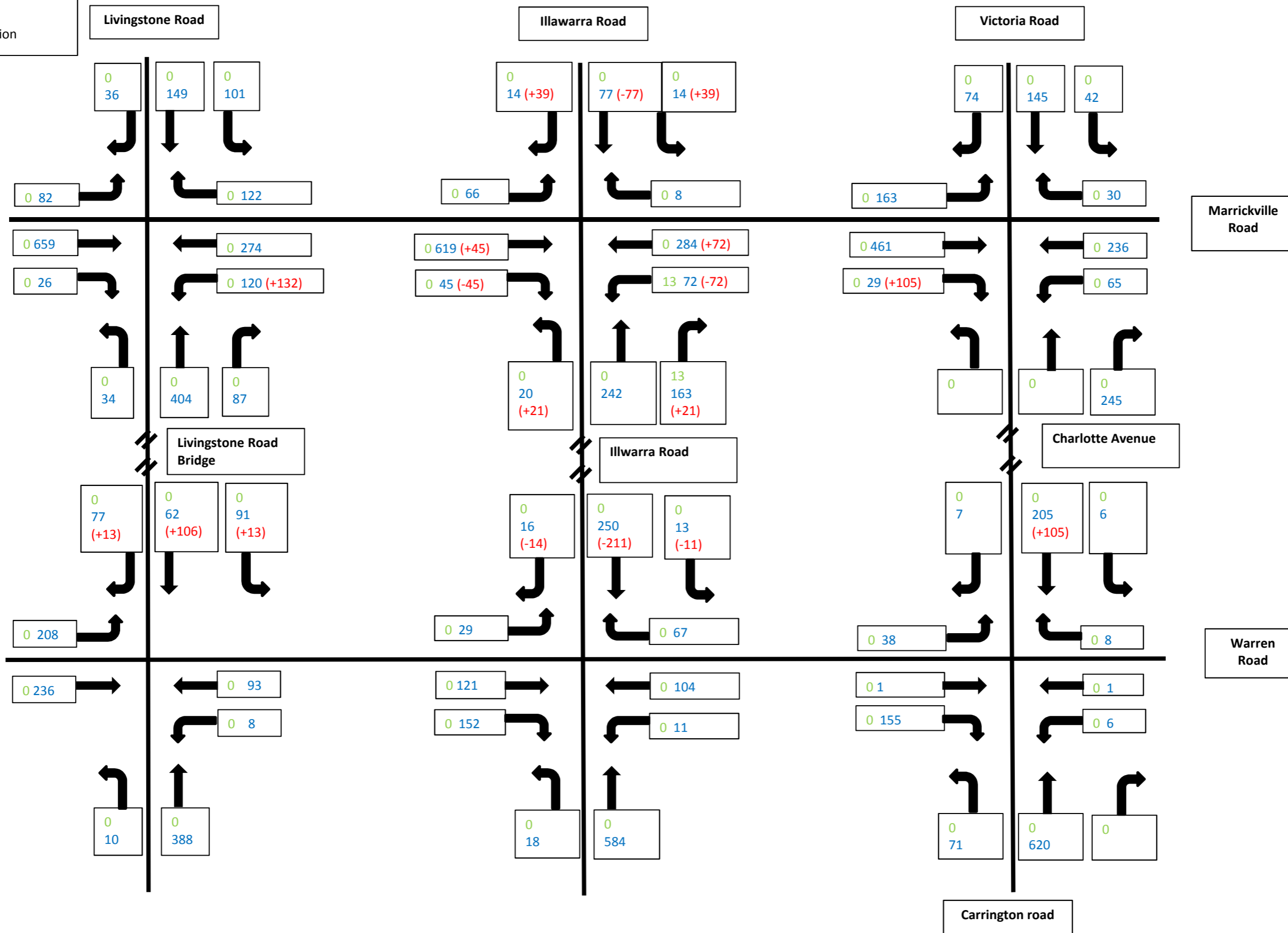
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 ## Additional Vehicles
 ## Vehicles
 ## Construction
 // Bridge Location

Illawarra Bridge Northbound Diverted - PM Peak



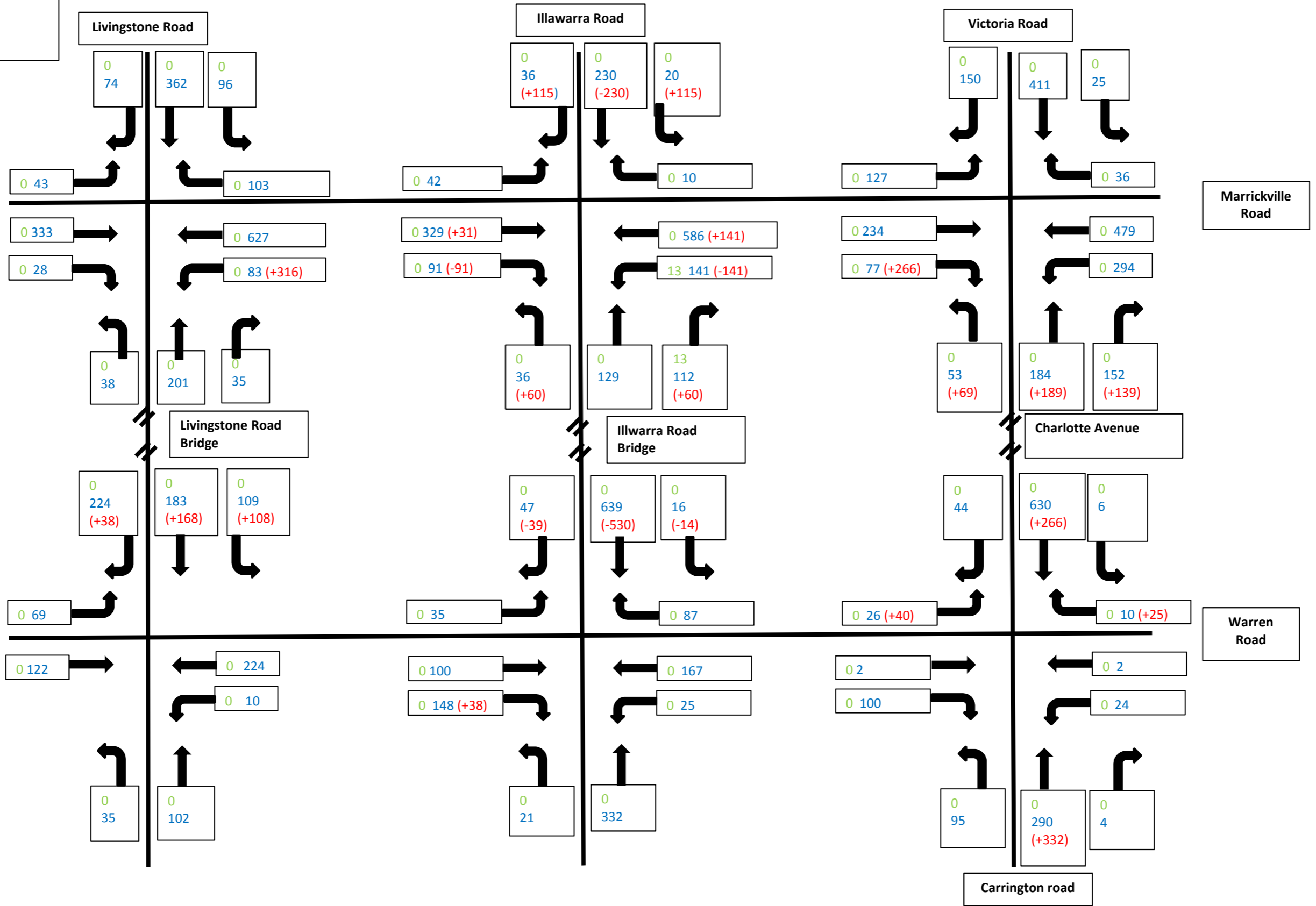
Illwarra Bridge Southbound Diverted - AM Peak

LEGEND
 ## Additional Vehicles
 ## Vehicles
 ## Construction
 // Bridge Location

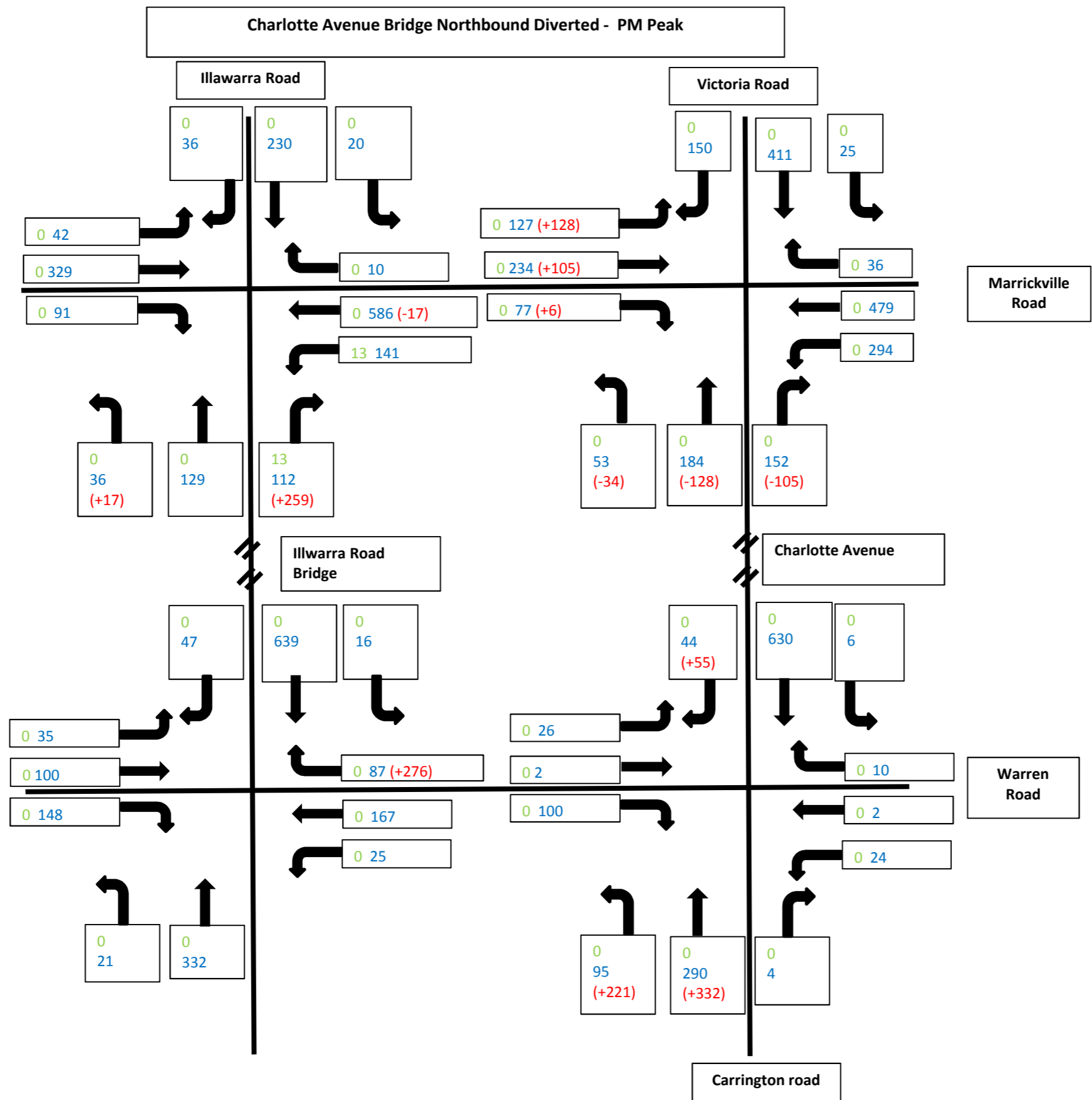


LEGEND
 ## Additional Vehicles
 ## Vehicles
 ## Construction
 // Bridge Location

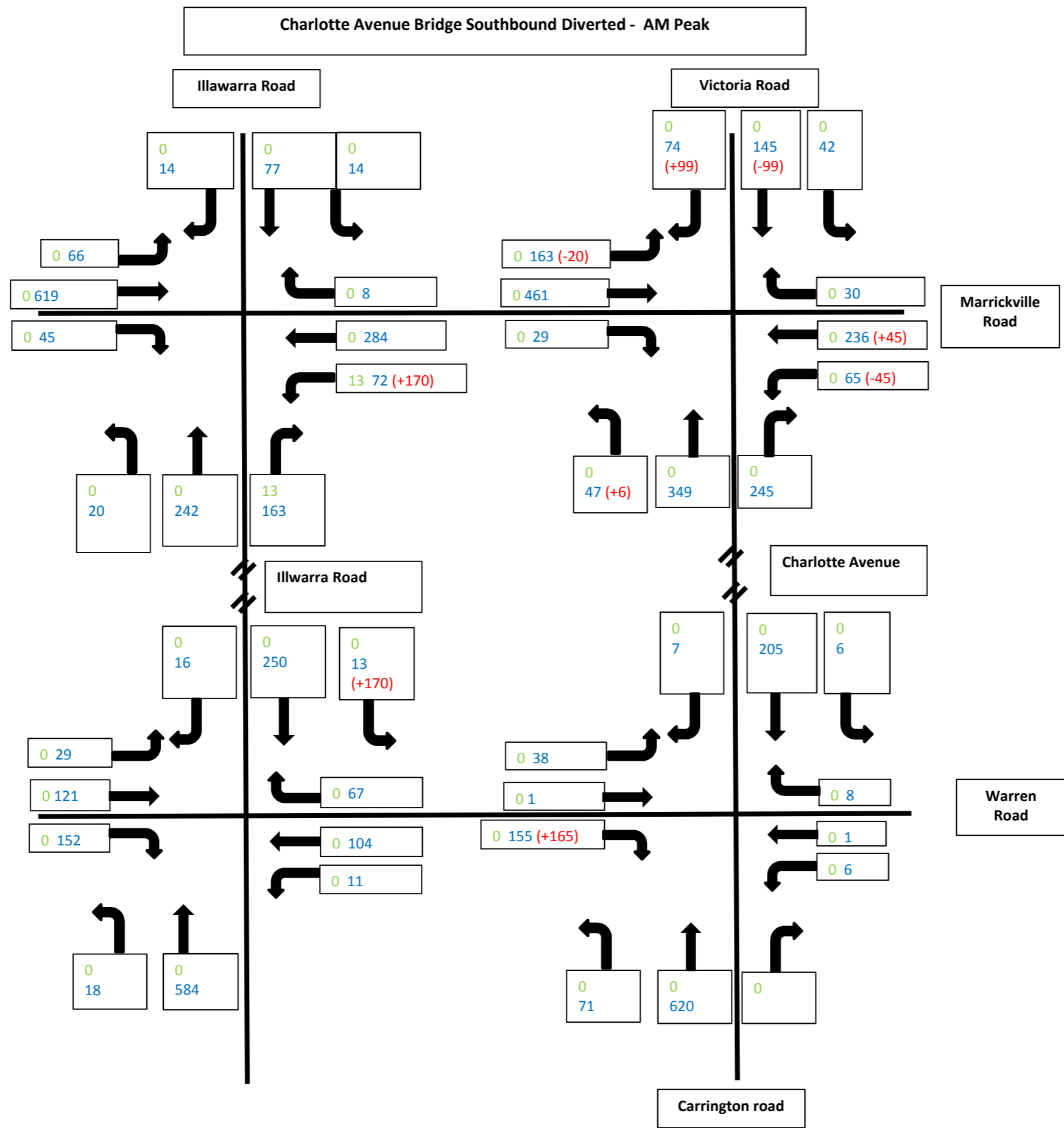
Illawarra Bridge Southbound Diverted - PM Peak



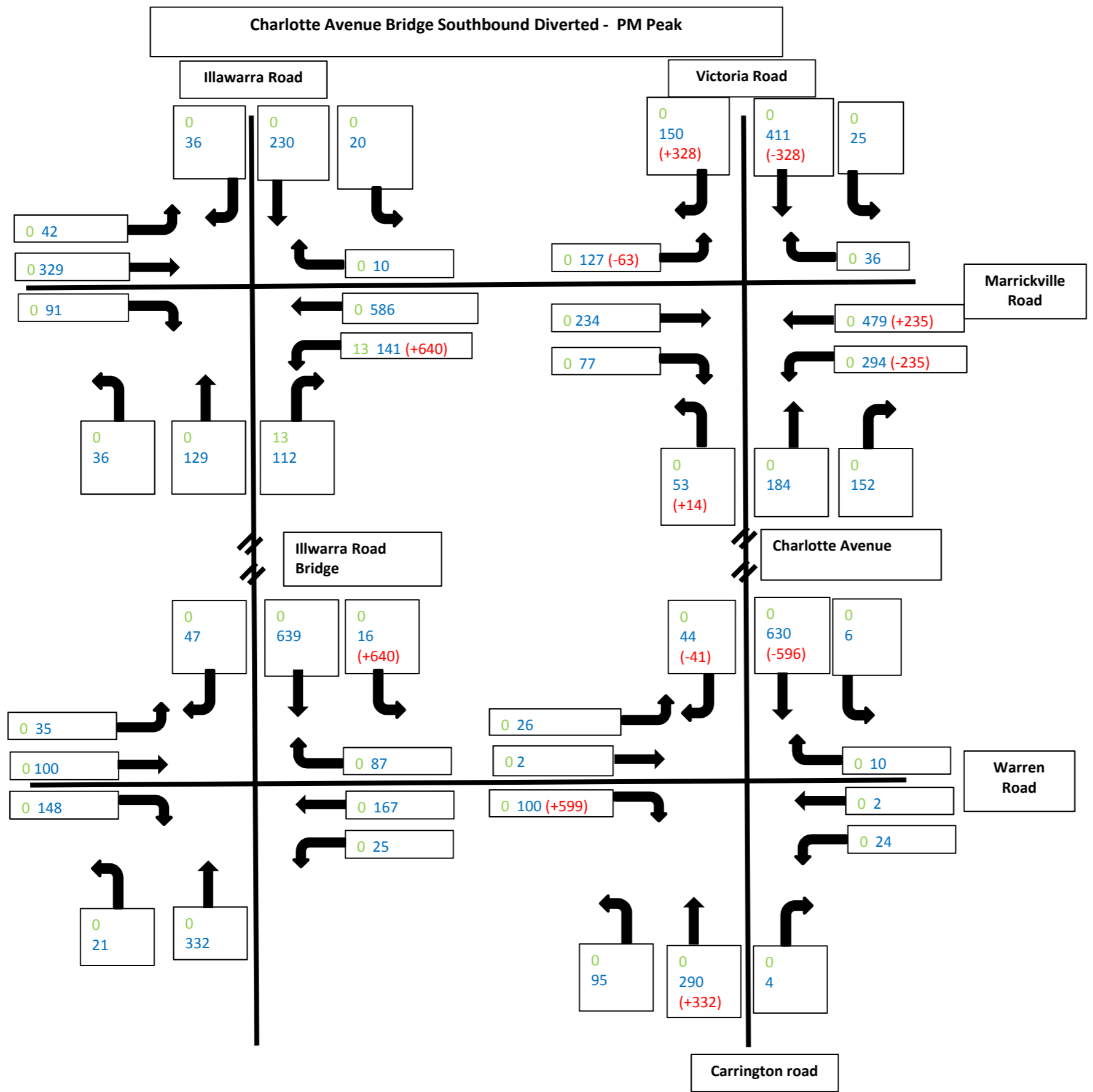
LEGEND
 ## Additional Vehicles
 ## Vehicles
 ## Construction
 // Bridge Location



LEGEND
 ## Additional Vehicles
 ## Vehicles
 ## Construction
 // Bridge Location



LEGEND
 ## Additional Vehicles
 ## Vehicles
 ## Construction
 // Bridge Location





Appendix H

Detailed Intersection
Summary Tables -
Bridge Construction
Phase

H.1 Illawarra Road Overbridge

H.1.1 Northbound

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	L2	22	2%	15.01	LOS B	0.5
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	L2	12	23%	31.84	LOS C	4.6
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	T1	119	23%	27.28	LOS B	4.6
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	T1	414	81%	28.76	LOS C	20.5
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	L2	15	4%	19.58	LOS B	0.6
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	R2	31	81%	33.61	LOS C	20.5
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	R2	171	83%	47.71	LOS D	17.2
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	T1	170	83%	43.12	LOS D	17.2
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	South	R2	73	55%	51.42	LOS D	3.3
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	South	T1	84	52%	44.14	LOS D	4.9
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	South	L2	28	52%	48.88	LOS D	4.9
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	East	L2	106	10%	8.86	LOS A	1.4
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	East	R2	50	43%	9.75	LOS A	8.1
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	East	T1	426	43%	5.16	LOS A	8.1
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	North	T1	89	57%	37.76	LOS C	4.9
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	North	L2	16	57%	42.32	LOS C	4.9
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	North	R2	17	57%	42.39	LOS C	4.9
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	West	R2	55	57%	5.51	LOS A	2.3
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	West	T1	716	57%	0.93	LOS A	2.3
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	West	L2	75	11%	6.01	LOS A	0.5
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	R2	525	130%	333.68	LOS F	114.3
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	T1	809	130%	329.25	LOS F	116.1
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	L2	169	130%	333.89	LOS F	116.1
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	L2	73	54%	30.32	LOS C	13.2
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	R2	45	23%	42.43	LOS C	1.9
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	T1	278	54%	25.74	LOS B	13.2
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	T1	167	117%	191.59	LOS F	22.8
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	L2	59	117%	196.25	LOS F	22.8
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	R2	101	64%	53.88	LOS D	5.0
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	R2	33	19%	19.74	LOS B	1.2
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	T1	434	90%	26.77	LOS B	26.2
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	L2	163	90%	32.13	LOS C	26.2
Carrington Rd \ Warren Rd - AM	Carrington Rd	South	R2	14	43%	6.10	LOS A	0.2
Carrington Rd \ Warren Rd - AM	Carrington Rd	South	T1	729	43%	0.05	LOS A	0.2
Carrington Rd \ Warren Rd - AM	Carrington Rd	South	L2	82	43%	4.80	LOS A	0.2
Carrington Rd \ Warren Rd - AM	Warren Rd	East	L2	8	34%	7.50	LOS A	1.3
Carrington Rd \ Warren Rd - AM	Warren Rd	East	R2	88	34%	19.57	LOS C	1.3
Carrington Rd \ Warren Rd - AM	Warren Rd	East	T1	1	34%	16.13	LOS C	1.3
Carrington Rd \ Warren Rd - AM	Carrington Rd	North	T1	248	15%	0.54	LOS A	0.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
Carrington Rd \ Warren Rd - AM	Carrington Rd	North	L2	7	15%	9.65	LOS A	0.3
Carrington Rd \ Warren Rd - AM	Carrington Rd	North	R2	9	15%	10.95	LOS B	0.3
Carrington Rd \ Warren Rd - AM	Warren Rd	West	R2	180	78%	31.32	LOS D	4.8
Carrington Rd \ Warren Rd - AM	Warren Rd	West	T1	1	78%	26.43	LOS D	4.8
Carrington Rd \ Warren Rd - AM	Warren Rd	West	L2	58	78%	21.43	LOS C	4.8
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	L2	24	2%	14.67	LOS B	0.5
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	L2	28	41%	36.22	LOS C	8.5
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	T1	188	41%	31.66	LOS C	8.5
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	T1	794	68%	7.38	LOS A	14.2
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	L2	18	14%	10.22	LOS A	1.5
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	R2	59	68%	12.26	LOS A	14.2
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	R2	132	90%	60.50	LOS E	16.3
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	T1	152	90%	55.90	LOS D	16.3
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	South	R2	43	31%	53.93	LOS D	2.1
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	South	T1	30	9%	39.54	LOS C	1.6
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	South	L2	6	9%	44.10	LOS D	1.6
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	East	L2	185	80%	11.67	LOS A	16.7
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	East	R2	88	16%	13.31	LOS A	1.4
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	East	T1	672	80%	6.98	LOS A	16.7
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	North	T1	257	82%	35.83	LOS C	14.7
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	North	L2	22	82%	40.40	LOS C	14.7
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	North	R2	40	82%	40.40	LOS C	14.7
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	West	R2	102	37%	22.80	LOS B	3.2
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	West	T1	379	52%	9.86	LOS A	10.0
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	West	L2	47	52%	14.42	LOS A	10.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	R2	333	113%	185.26	LOS F	64.2
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	T1	425	113%	120.08	LOS F	64.2
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	L2	140	62%	39.25	LOS C	13.8
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	L2	336	114%	193.50	LOS F	75.9
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	R2	48	68%	43.59	LOS D	13.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	T1	557	114%	126.25	LOS F	75.9
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	T1	473	91%	46.76	LOS D	19.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	L2	35	91%	52.58	LOS D	19.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	R2	190	91%	48.81	LOS D	18.3
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	R2	89	68%	52.79	LOS D	5.3
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	T1	207	68%	26.95	LOS B	11.4
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	L2	121	54%	30.04	LOS C	11.4
Carrington Rd \ Warren Rd - PM	Carrington Rd	South	R2	5	25%	10.01	LOS B	0.1
Carrington Rd \ Warren Rd - PM	Carrington Rd	South	T1	347	25%	0.15	LOS A	0.1
Carrington Rd \ Warren Rd - PM	Carrington Rd	South	L2	112	25%	4.95	LOS A	0.1
Carrington Rd \ Warren Rd - PM	Warren Rd	East	L2	28	27%	9.86	LOS A	0.9
Carrington Rd \ Warren Rd - PM	Warren Rd	East	R2	42	27%	24.31	LOS C	0.9
Carrington Rd \ Warren Rd - PM	Warren Rd	East	T1	2	27%	19.45	LOS C	0.9

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
Carrington Rd \ Warren Rd - PM	Carrington Rd	North	T1	751	45%	0.46	LOS A	1.1
Carrington Rd \ Warren Rd - PM	Carrington Rd	North	L2	8	45%	7.83	LOS A	1.1
Carrington Rd \ Warren Rd - PM	Carrington Rd	North	R2	52	45%	7.97	LOS A	1.1
Carrington Rd \ Warren Rd - PM	Warren Rd	West	R2	117	69%	35.78	LOS E	3.8
Carrington Rd \ Warren Rd - PM	Warren Rd	West	T1	2	69%	29.14	LOS D	3.8
Carrington Rd \ Warren Rd - PM	Warren Rd	West	L2	77	69%	16.19	LOS C	3.8

H.1.2 Southbound

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	T1	660	68%	18.94	LOS B	23.7
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	L2	22	68%	23.59	LOS B	23.7
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	L2	12	37%	30.45	LOS C	7.3
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	R2	75	37%	30.47	LOS C	7.3
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	T1	119	37%	25.89	LOS B	7.3
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	T1	53	14%	18.12	LOS B	1.8
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	L2	2	1%	22.13	LOS B	0.1
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	R2	2	14%	22.68	LOS B	1.8
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	R2	180	67%	33.43	LOS C	14.0
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	T1	137	67%	28.80	LOS C	14.0
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	L2	33	67%	33.39	LOS C	14.0
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	South	R2	266	84%	46.35	LOS D	12.1
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	South	T1	280	76%	34.45	LOS C	13.8
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	South	L2	52	76%	39.11	LOS C	13.8
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	East	L2	14	9%	17.28	LOS B	1.6
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	East	R2	9	47%	20.77	LOS B	11.2
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	East	T1	444	47%	15.62	LOS B	11.2
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	North	L2	61	38%	30.85	LOS C	3.9
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	North	R2	61	38%	30.85	LOS C	3.9
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	West	T1	771	86%	20.03	LOS B	23.5
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	West	L2	75	17%	16.74	LOS B	2.5
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	R2	283	315%	2004.06	LOS F	114.8
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	T1	397	350%	2265.51	LOS F	133.9
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	L2	53	350%	2319.84	LOS F	133.9
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	L2	73	27%	10.18	LOS A	5.7
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	R2	45	54%	55.18	LOS D	3.2
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	T1	278	54%	8.60	LOS A	5.7
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	T1	167	180%	452.65	LOS F	44.0
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	L2	59	108%	116.64	LOS F	12.2
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	R2	101	180%	788.76	LOS F	44.0
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	R2	154	206%	984.16	LOS F	95.7
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	T1	538	206%	388.54	LOS F	95.7
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	L2	205	44%	11.62	LOS A	11.3
Carrington Rd \ Warren Rd - AM	Carrington Rd	South	R2	14	44%	7.09	LOS A	0.3
Carrington Rd \ Warren Rd - AM	Carrington Rd	South	T1	729	44%	0.09	LOS A	0.3
Carrington Rd \ Warren Rd - AM	Carrington Rd	South	L2	82	44%	5.00	LOS A	0.3
Carrington Rd \ Warren Rd - AM	Warren Rd	East	L2	8	7%	6.18	LOS A	0.2
Carrington Rd \ Warren Rd - AM	Warren Rd	East	R2	10	7%	21.34	LOS C	0.2
Carrington Rd \ Warren Rd - AM	Warren Rd	East	T1	1	7%	15.72	LOS C	0.2
Carrington Rd \ Warren Rd - AM	Carrington Rd	North	T1	371	22%	0.41	LOS A	0.3
Carrington Rd \ Warren Rd - AM	Carrington Rd	North	L2	7	22%	10.14	LOS B	0.3
Carrington Rd \ Warren Rd - AM	Carrington Rd	North	R2	9	22%	11.56	LOS B	0.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
Carrington Rd \ Warren Rd - AM	Warren Rd	West	R2	180	90%	52.98	LOS F	7.2
Carrington Rd \ Warren Rd - AM	Warren Rd	West	T1	1	90%	47.16	LOS E	7.2
Carrington Rd \ Warren Rd - AM	Warren Rd	West	L2	44	90%	38.27	LOS E	7.2
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	T1	379	50%	23.31	LOS B	14.2
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	L2	24	50%	27.88	LOS B	14.2
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	L2	28	40%	23.61	LOS B	9.9
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	R2	98	40%	23.61	LOS B	9.9
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	T1	188	40%	19.04	LOS B	9.9
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	T1	133	19%	6.97	LOS A	1.3
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	L2	2	4%	11.13	LOS A	0.2
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	R2	9	19%	11.61	LOS A	1.3
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	R2	171	51%	25.67	LOS B	11.1
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	T1	113	51%	21.08	LOS B	11.1
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	L2	39	51%	25.64	LOS B	11.1
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	South	R2	208	69%	46.54	LOS D	9.7
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	South	T1	145	67%	39.43	LOS C	11.5
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	South	L2	107	67%	44.00	LOS D	11.5
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	East	L2	13	16%	14.58	LOS B	2.5
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	East	R2	11	81%	20.85	LOS B	22.3
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	East	T1	839	81%	15.19	LOS B	22.3
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	North	L2	151	80%	36.52	LOS C	14.2
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	North	R2	167	80%	36.52	LOS C	14.2
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	West	T1	481	50%	15.42	LOS B	13.2
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	West	L2	47	10%	21.91	LOS B	2.1
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	R2	174	177%	755.14	LOS F	68.2
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	T1	210	177%	460.90	LOS F	68.2
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	L2	60	97%	82.53	LOS F	10.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	L2	336	64%	21.79	LOS B	21.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	R2	48	39%	21.11	LOS B	9.8
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	T1	557	64%	16.83	LOS B	21.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	T1	473	91%	44.20	LOS D	19.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	L2	35	91%	48.85	LOS D	19.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	R2	190	91%	48.81	LOS D	18.3
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	R2	392	188%	864.00	LOS F	98.7
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	T1	273	48%	14.19	LOS A	12.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	L2	154	48%	18.73	LOS B	12.1
Carrington Rd \ Warren Rd - PM	Carrington Rd	South	R2	5	25%	16.82	LOS C	0.4
Carrington Rd \ Warren Rd - PM	Carrington Rd	South	T1	347	25%	0.52	LOS A	0.4
Carrington Rd \ Warren Rd - PM	Carrington Rd	South	L2	112	25%	5.90	LOS A	0.4
Carrington Rd \ Warren Rd - PM	Warren Rd	East	L2	28	58%	27.71	LOS D	2.0
Carrington Rd \ Warren Rd - PM	Warren Rd	East	R2	42	58%	60.51	LOS F	2.0
Carrington Rd \ Warren Rd - PM	Warren Rd	East	T1	2	58%	52.40	LOS F	2.0
Carrington Rd \ Warren Rd - PM	Carrington Rd	North	T1	1061	61%	0.53	LOS A	1.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
Carrington Rd \ Warren Rd - PM	Carrington Rd	North	L2	8	61%	9.12	LOS A	1.6
Carrington Rd \ Warren Rd - PM	Carrington Rd	North	R2	52	61%	9.36	LOS A	1.6
Carrington Rd \ Warren Rd - PM	Warren Rd	West	R2	117	144%	489.12	LOS F	43.8
Carrington Rd \ Warren Rd - PM	Warren Rd	West	T1	2	144%	473.23	LOS F	43.8
Carrington Rd \ Warren Rd - PM	Warren Rd	West	L2	77	144%	429.55	LOS F	43.8

H.2 Charlotte Avenue Underbridge

H.2.1 Northbound Closure

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	SouthEast	R2	761	130%	330.19	LOS F	139.6
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	SouthEast	T1	119	130%	325.61	LOS F	139.6
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	SouthEast	L2	12	130%	330.17	LOS F	139.6
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	NorthEast	L2	15	22%	33.80	LOS C	2.4
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	NorthEast	R2	18	110%	163.69	LOS F	25.8
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	NorthEast	T1	284	110%	138.61	LOS F	25.8
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	NorthWest	T1	137	42%	14.12	LOS A	9.4
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	NorthWest	L2	33	42%	18.71	LOS B	9.4
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	NorthWest	R2	171	42%	18.71	LOS B	9.4
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	SouthWest	T1	660	109%	143.85	LOS F	65.9
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	SouthWest	L2	22	109%	148.50	LOS F	65.9
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	SouthEast	R2	9	88%	50.30	LOS D	16.4
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	SouthEast	T1	326	88%	45.73	LOS D	16.4
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	SouthEast	L2	106	30%	35.42	LOS C	3.8
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	NorthEast	L2	16	68%	44.98	LOS D	5.2
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	NorthEast	R2	17	68%	45.05	LOS D	5.2
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	NorthEast	T1	89	68%	40.42	LOS C	5.2
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	NorthWest	T1	716	129%	313.03	LOS F	64.8
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	NorthWest	L2	75	129%	319.06	LOS F	64.8
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	NorthWest	R2	55	129%	315.95	LOS F	54.0
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	SouthWest	R2	896	125%	281.36	LOS F	117.0
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	SouthWest	T1	280	66%	17.60	LOS B	11.8
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	SouthWest	L2	53	66%	22.25	LOS B	11.8
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	SouthEast	R2	45	19%	20.66	LOS B	1.3
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	SouthEast	T1	278	27%	4.20	LOS A	5.3
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	SouthEast	L2	73	27%	8.78	LOS A	5.3
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	NorthEast	L2	59	93%	69.64	LOS E	13.1
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	NorthEast	R2	101	60%	52.35	LOS D	4.9
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	NorthEast	T1	167	93%	64.98	LOS E	13.1
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	NorthWest	T1	810	95%	45.19	LOS D	44.2
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	NorthWest	L2	583	44%	7.10	LOS A	8.8
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	NorthWest	R2	33	95%	49.79	LOS D	44.2
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	SouthWest	R2	11	12%	55.99	LOS D	0.5
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	SouthWest	T1	19	10%	41.43	LOS C	1.0
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	SouthWest	L2	3	10%	46.29	LOS D	1.0
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	NorthEast	R3	31	78%	51.00	LOS D	12.4
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	NorthEast	T1	220	78%	45.77	LOS D	12.4
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	North	L3	74	93%	63.98	LOS E	15.7
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	North	R1	214	93%	62.48	LOS E	15.7
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	SouthWest	T1	1258	101%	74.55	LOS F	102.9

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	SouthWest	L1	208	13%	5.17	LOS A	1.1
H.38 Marrickville Station Overbridge AM	Illawarra Road	NorthEast	T1	427	30%	3.42	LOS A	5.8
H.38 Marrickville Station Overbridge AM	Illawarra Road	SouthWest	T1	1439	98%	48.02	LOS D	96.9
Carrington Rd \ Warren Rd - AM	Warren Rd	SouthEast	R2	10	3%	9.26	LOS A	0.1
Carrington Rd \ Warren Rd - AM	Warren Rd	SouthEast	T1	1	3%	16.23	LOS C	0.1
Carrington Rd \ Warren Rd - AM	Warren Rd	SouthEast	L2	8	3%	5.59	LOS A	0.1
Carrington Rd \ Warren Rd - AM	Carrington Rd	NorthEast	L2	7	37%	11.41	LOS B	2.9
Carrington Rd \ Warren Rd - AM	Carrington Rd	NorthEast	R2	154	37%	11.49	LOS B	2.9
Carrington Rd \ Warren Rd - AM	Carrington Rd	NorthEast	T1	248	37%	5.23	LOS A	2.9
Carrington Rd \ Warren Rd - AM	Warren Rd	NorthWest	T1	1	53%	13.91	LOS B	2.7
Carrington Rd \ Warren Rd - AM	Warren Rd	NorthWest	L2	44	53%	8.02	LOS A	2.7
Carrington Rd \ Warren Rd - AM	Warren Rd	NorthWest	R2	180	53%	17.59	LOS C	2.7
Carrington Rd \ Warren Rd - AM	Carrington Rd	SouthWest	R2	14	45%	6.15	LOS A	0.3
Carrington Rd \ Warren Rd - AM	Carrington Rd	SouthWest	T1	153	45%	0.16	LOS A	0.3
Carrington Rd \ Warren Rd - AM	Carrington Rd	SouthWest	L2	659	45%	4.63	LOS A	0.3
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	SouthEast	R2	409	104%	113.73	LOS F	54.6
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	SouthEast	T1	188	104%	109.15	LOS F	54.6
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	SouthEast	L2	28	104%	113.71	LOS F	54.6
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	NorthEast	L2	18	20%	11.31	LOS A	1.7
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	NorthEast	R2	53	101%	61.35	LOS E	38.8
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	NorthEast	T1	735	101%	47.68	LOS D	38.8
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	NorthWest	T1	113	59%	26.80	LOS B	12.5
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	NorthWest	L2	39	59%	31.36	LOS C	12.5
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	NorthWest	R2	171	59%	31.39	LOS C	12.5
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	SouthWest	T1	379	45%	20.14	LOS B	13.2
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	SouthWest	L2	24	45%	24.70	LOS B	13.2
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	SouthEast	R2	11	88%	31.43	LOS C	26.5
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	SouthEast	T1	653	88%	26.86	LOS B	26.5
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	SouthEast	L2	185	25%	20.31	LOS B	4.3
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	NorthEast	L2	22	47%	21.50	LOS B	8.7
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	NorthEast	R2	40	47%	21.50	LOS B	8.7
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	NorthEast	T1	257	47%	16.94	LOS B	8.7
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	NorthWest	T1	379	103%	87.05	LOS F	31.6
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	NorthWest	L2	47	21%	23.49	LOS B	4.6
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	NorthWest	R2	102	103%	118.93	LOS F	31.6
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	SouthWest	R2	305	104%	129.61	LOS F	25.4
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	SouthWest	T1	145	52%	34.92	LOS C	8.9
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	SouthWest	L2	59	52%	39.48	LOS C	8.9
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	SouthEast	R2	48	52%	43.17	LOS D	8.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	SouthEast	T1	557	87%	31.82	LOS C	35.8
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	SouthEast	L2	336	87%	34.29	LOS C	35.8
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	NorthEast	L2	35	91%	55.14	LOS D	19.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	NorthEast	R2	190	91%	48.81	LOS D	18.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	NorthEast	T1	473	91%	48.52	LOS D	19.3
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	NorthWest	T1	393	96%	39.82	LOS C	18.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	NorthWest	L2	300	77%	17.84	LOS B	15.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	NorthWest	R2	96	96%	83.83	LOS F	18.1
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	SouthWest	R2	55	64%	56.84	LOS E	4.8
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	SouthWest	T1	64	64%	51.52	LOS D	4.8
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	SouthWest	L2	22	35%	54.96	LOS D	2.3
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	NorthEast	R3	74	62%	12.71	LOS A	15.9
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	NorthEast	T1	613	62%	7.51	LOS A	15.9
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	North	L3	35	58%	48.09	LOS D	10.3
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	North	R1	202	58%	46.58	LOS D	10.3
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	SouthWest	T1	667	50%	4.80	LOS A	11.6
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	SouthWest	L1	127	8%	5.30	LOS A	0.7
H.38 Marrickville Station Overbridge PM	Illawarra Road	NorthEast	T1	807	56%	4.83	LOS A	14.8
H.38 Marrickville Station Overbridge PM	Illawarra Road	SouthWest	T1	787	54%	4.75	LOS A	14.2
Carrington Rd \ Warren Rd - PM	Warren Rd	SouthEast	R2	13	14%	25.93	LOS D	0.4
Carrington Rd \ Warren Rd - PM	Warren Rd	SouthEast	T1	2	14%	30.51	LOS D	0.4
Carrington Rd \ Warren Rd - PM	Warren Rd	SouthEast	L2	28	14%	8.45	LOS A	0.4
Carrington Rd \ Warren Rd - PM	Carrington Rd	NorthEast	L2	8	55%	12.26	LOS B	3.8
Carrington Rd \ Warren Rd - PM	Carrington Rd	NorthEast	R2	116	55%	12.32	LOS B	3.8
Carrington Rd \ Warren Rd - PM	Carrington Rd	NorthEast	T1	751	55%	2.50	LOS A	3.8
Carrington Rd \ Warren Rd - PM	Warren Rd	NorthWest	T1	2	93%	81.74	LOS F	7.0
Carrington Rd \ Warren Rd - PM	Warren Rd	NorthWest	L2	30	93%	61.81	LOS F	7.0
Carrington Rd \ Warren Rd - PM	Warren Rd	NorthWest	R2	117	93%	90.71	LOS F	7.0
Carrington Rd \ Warren Rd - PM	Carrington Rd	SouthWest	R2	5	39%	11.40	LOS B	0.2
Carrington Rd \ Warren Rd - PM	Carrington Rd	SouthWest	T1	347	39%	0.19	LOS A	0.2
Carrington Rd \ Warren Rd - PM	Carrington Rd	SouthWest	L2	369	39%	4.75	LOS A	0.2

H.2.2 Southbound Closure

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	SouthEast	R2	75	48%	37.72	LOS C	8.3
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	SouthEast	T1	119	48%	33.14	LOS C	8.3
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	SouthEast	L2	12	48%	37.70	LOS C	8.3
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	NorthEast	L2	202	44%	24.50	LOS B	7.4
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	NorthEast	R2	18	60%	25.32	LOS B	11.6
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	NorthEast	T1	284	60%	20.76	LOS B	11.6
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	NorthWest	T1	137	81%	40.45	LOS C	16.4
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	NorthWest	L2	33	81%	45.04	LOS D	16.4
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	NorthWest	R2	171	81%	45.04	LOS D	16.4
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	SouthWest	T1	660	59%	13.66	LOS A	20.1
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	SouthWest	L2	22	59%	18.31	LOS B	20.1
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	SouthEast	R2	9	38%	16.40	LOS B	8.6
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	SouthEast	T1	351	38%	11.83	LOS A	8.6
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	SouthEast	L2	296	32%	16.59	LOS B	7.0
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	NorthEast	L2	16	26%	26.54	LOS B	3.4
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	NorthEast	R2	17	26%	26.61	LOS B	3.4
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	NorthEast	T1	89	26%	21.98	LOS B	3.4
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	NorthWest	T1	716	87%	18.01	LOS B	21.7
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	NorthWest	L2	75	17%	13.36	LOS A	2.4
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	NorthWest	R2	55	87%	23.87	LOS B	21.7
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	SouthWest	R2	220	88%	52.82	LOS D	10.6
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	SouthWest	T1	280	82%	39.61	LOS C	13.5
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	SouthWest	L2	28	82%	44.35	LOS D	13.5
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	SouthEast	R2	45	45%	33.24	LOS C	8.4
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	SouthEast	T1	328	45%	23.39	LOS B	8.4
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	SouthEast	L2	23	23%	22.30	LOS B	5.2
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	NorthEast	L2	59	43%	32.20	LOS C	3.3
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	NorthEast	R2	211	87%	59.58	LOS E	11.6
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	NorthEast	T1	58	43%	27.54	LOS B	3.3
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	NorthWest	T1	538	80%	16.90	LOS B	18.0
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	NorthWest	L2	205	20%	8.39	LOS A	3.0
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	NorthWest	R2	11	80%	21.56	LOS B	18.0
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	SouthWest	R2	283	82%	48.96	LOS D	17.4
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	SouthWest	T1	397	91%	53.88	LOS D	22.9
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	SouthWest	L2	60	91%	60.33	LOS E	22.9
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	NorthEast	R3	31	42%	14.92	LOS B	10.5
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	NorthEast	T1	412	42%	9.69	LOS A	10.5
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	North	L3	74	48%	44.95	LOS D	12.3
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	North	R1	214	48%	43.46	LOS D	12.3
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	SouthWest	T1	551	52%	8.62	LOS A	12.7
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	SouthWest	L1	208	13%	5.17	LOS A	1.1
H.38 Marrickville Station Overbridge AM	Illawarra Road	NorthEast	T1	618	43%	3.94	LOS A	9.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.38 Marrickville Station Overbridge AM	Illawarra Road	SouthWest	T1	739	50%	4.33	LOS A	12.8
Carrington Rd \ Warren Rd - AM	Warren Rd	SouthEast	R2	10	4%	13.64	LOS B	0.1
Carrington Rd \ Warren Rd - AM	Warren Rd	SouthEast	T1	1	4%	10.07	LOS B	0.1
Carrington Rd \ Warren Rd - AM	Warren Rd	SouthEast	L2	8	4%	4.90	LOS A	0.1
Carrington Rd \ Warren Rd - AM	Carrington Rd	NorthEast	L2	7	5%	8.98	LOS A	0.2
Carrington Rd \ Warren Rd - AM	Carrington Rd	NorthEast	R2	6	5%	10.72	LOS B	0.2
Carrington Rd \ Warren Rd - AM	Carrington Rd	NorthEast	T1	62	5%	1.15	LOS A	0.2
Carrington Rd \ Warren Rd - AM	Warren Rd	NorthWest	T1	1	110%	125.04	LOS F	35.0
Carrington Rd \ Warren Rd - AM	Warren Rd	NorthWest	L2	44	110%	122.04	LOS F	35.0
Carrington Rd \ Warren Rd - AM	Warren Rd	NorthWest	R2	366	110%	129.29	LOS F	35.0
Carrington Rd \ Warren Rd - AM	Carrington Rd	SouthWest	R2	14	43%	4.95	LOS A	0.2
Carrington Rd \ Warren Rd - AM	Carrington Rd	SouthWest	T1	729	43%	0.01	LOS A	0.2
Carrington Rd \ Warren Rd - AM	Carrington Rd	SouthWest	L2	82	43%	4.61	LOS A	0.2
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	SouthEast	R2	98	233%	1261.90	LOS F	90.1
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	SouthEast	T1	188	233%	1257.33	LOS F	90.1
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	SouthEast	L2	28	233%	1261.89	LOS F	90.1
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	NorthEast	L2	740	105%	110.11	LOS F	55.7
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	NorthEast	R2	53	92%	34.72	LOS C	28.0
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	NorthEast	T1	735	92%	30.16	LOS C	28.0
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	NorthWest	T1	113	324%	2076.85	LOS F	108.6
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	NorthWest	L2	39	324%	2081.41	LOS F	108.6
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	NorthWest	R2	171	324%	2081.44	LOS F	108.6
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	SouthWest	T1	379	25%	2.71	LOS A	4.8
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	SouthWest	L2	24	25%	7.28	LOS A	4.8
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	SouthEast	R2	11	114%	188.09	LOS F	67.7
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	SouthEast	T1	672	114%	183.52	LOS F	67.7
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	SouthEast	L2	899	113%	168.64	LOS F	80.9
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	NorthEast	L2	22	113%	175.66	LOS F	32.7
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	NorthEast	R2	40	113%	175.67	LOS F	32.7
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	NorthEast	T1	257	113%	171.10	LOS F	32.7
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	NorthWest	T1	379	143%	101.83	LOS F	32.5
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	NorthWest	L2	47	29%	11.08	LOS A	6.4
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	NorthWest	R2	102	143%	451.47	LOS F	32.5
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	SouthWest	R2	141	139%	419.47	LOS F	23.8
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	SouthWest	T1	145	77%	49.82	LOS D	9.1
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	SouthWest	L2	40	77%	54.39	LOS D	9.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	SouthEast	R2	48	105%	124.35	LOS F	16.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	SouthEast	T1	825	174%	623.51	LOS F	173.4
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	SouthEast	L2	68	174%	732.77	LOS F	173.4
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	NorthEast	L2	35	13%	5.09	LOS A	0.1
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	NorthEast	R2	564	90%	17.59	LOS B	10.8
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	NorthEast	T1	99	13%	0.45	LOS A	0.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	NorthWest	T1	273	101%	87.58	LOS F	30.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	NorthWest	L2	154	101%	93.47	LOS F	30.5
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	NorthWest	R2	17	34%	59.11	LOS E	1.4
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	SouthWest	R2	174	22%	13.84	LOS A	3.8
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	SouthWest	T1	210	25%	8.06	LOS A	5.9
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	SouthWest	L2	76	25%	12.81	LOS A	5.9
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	NorthEast	R3	74	99%	60.58	LOS E	99.3
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	NorthEast	T1	1334	99%	55.38	LOS D	99.3
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	North	L3	35	84%	55.21	LOS D	11.4
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	North	R1	202	84%	53.70	LOS D	11.4
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	SouthWest	T1	356	25%	2.86	LOS A	4.2
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	SouthWest	L1	127	8%	5.30	LOS A	0.7
H.38 Marrickville Station Overbridge PM	Illawarra Road	NorthEast	T1	1528	105%	98.98	LOS F	136.4
H.38 Marrickville Station Overbridge PM	Illawarra Road	SouthWest	T1	476	33%	3.71	LOS A	6.7
Carrington Rd \ Warren Rd - PM	Warren Rd	SouthEast	R2	13	4%	7.60	LOS A	0.1
Carrington Rd \ Warren Rd - PM	Warren Rd	SouthEast	T1	2	4%	5.90	LOS A	0.1
Carrington Rd \ Warren Rd - PM	Warren Rd	SouthEast	L2	28	4%	4.73	LOS A	0.1
Carrington Rd \ Warren Rd - PM	Carrington Rd	NorthEast	L2	8	4%	5.44	LOS A	0.1
Carrington Rd \ Warren Rd - PM	Carrington Rd	NorthEast	R2	5	4%	6.32	LOS A	0.1
Carrington Rd \ Warren Rd - PM	Carrington Rd	NorthEast	T1	58	4%	0.21	LOS A	0.1
Carrington Rd \ Warren Rd - PM	Warren Rd	NorthWest	T1	2	133%	310.60	LOS F	145.5
Carrington Rd \ Warren Rd - PM	Warren Rd	NorthWest	L2	30	133%	309.14	LOS F	145.5
Carrington Rd \ Warren Rd - PM	Warren Rd	NorthWest	R2	814	133%	314.13	LOS F	145.5
Carrington Rd \ Warren Rd - PM	Carrington Rd	SouthWest	R2	5	25%	4.82	LOS A	0.0
Carrington Rd \ Warren Rd - PM	Carrington Rd	SouthWest	T1	347	25%	0.00	LOS A	0.0
Carrington Rd \ Warren Rd - PM	Carrington Rd	SouthWest	L2	112	25%	4.58	LOS A	0.0

H.3 Burwood Road Overbridge

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	R2	54	40%	4.65	LOS A	0.0
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	T1	672	40%	0.03	LOS A	0.0
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	L2	60	4%	4.66	LOS A	0.0
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	L2	10	1%	4.56	LOS A	0.1
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	R2	3	1%	28.13	LOS B	0.1
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	T1	1	1%	17.37	LOS B	0.1
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	R2	33	9%	11.21	LOS A	0.3
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	T1	7	9%	7.39	LOS A	0.3
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	L2	181	24%	8.56	LOS A	1.0
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	R2	53	34%	4.59	LOS A	0.0
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	T1	565	34%	0.02	LOS A	0.0
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	L2	79	4%	4.60	LOS A	0.0
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	L2	8	3%	4.56	LOS A	0.1
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	R2	9	3%	12.06	LOS A	0.1
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	T1	7	3%	8.22	LOS A	0.1
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	R2	41	8%	9.03	LOS A	0.3
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	T1	6	8%	6.49	LOS A	0.3
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	L2	143	16%	7.27	LOS A	0.6
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	R2	183	10%	3.17	LOS A	0.0
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	T1	693	38%	0.01	LOS A	0.0
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	L2	151	8%	4.60	LOS A	0.0
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	R2	17	3%	8.89	LOS A	0.1
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	R2	123	7%	3.17	LOS A	0.0
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	T1	643	35%	0.00	LOS A	0.0
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	L2	182	10%	4.58	LOS A	0.0
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	R2	22	3%	8.35	LOS A	0.1
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	R2	45	36%	9.55	LOS A	7.9
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	T1	504	36%	4.78	LOS A	7.9
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	L2	82	8%	8.70	LOS A	1.2
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	R2	53	78%	46.52	LOS D	6.8
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	T1	366	78%	39.74	LOS C	10.2
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	L2	57	5%	9.65	LOS A	0.8
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	R2	588	103%	104.21	LOS F	48.3
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	T1	443	71%	36.51	LOS C	10.7
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	L2	63	71%	41.53	LOS C	8.8
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	R2	68	112%	182.84	LOS F	44.2
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	T1	539	112%	134.99	LOS F	44.2
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	L2	99	28%	22.46	LOS B	6.6
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	R2	65	28%	19.87	LOS B	6.5
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	T1	493	28%	14.91	LOS B	7.2
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	L2	705	92%	47.22	LOS D	34.4
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	R2	60	45%	47.30	LOS D	2.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	T1	350	18%	13.78	LOS A	5.2
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	L2	61	18%	18.40	LOS B	4.3
Lakemba St / Moreton St AM peak - Bridge	Moreton St	South	R2	359	55%	7.70	LOS A	5.4
Lakemba St / Moreton St AM peak - Bridge	Moreton St	South	L2	295	55%	5.43	LOS A	5.4
Lakemba St / Moreton St AM peak - Bridge	Lakemba St	East	L2	864	181%	749.51	LOS F	328.8
Lakemba St / Moreton St AM peak - Bridge	Lakemba St	East	T1	236	181%	749.42	LOS F	328.8
Lakemba St / Moreton St AM peak - Bridge	Lakemba St	West	R2	654	93%	21.03	LOS B	23.5
Lakemba St / Moreton St AM peak - Bridge	Lakemba St	West	T1	356	93%	18.40	LOS B	23.5
Lakemba St / Moreton St PM peak - Bridge	Moreton St	South	R2	289	61%	8.08	LOS A	6.3
Lakemba St / Moreton St PM peak - Bridge	Moreton St	South	L2	409	61%	5.82	LOS A	6.3
Lakemba St / Moreton St PM peak - Bridge	Lakemba St	East	L2	1041	223%	1125.44	LOS F	507.5
Lakemba St / Moreton St PM peak - Bridge	Lakemba St	East	T1	361	223%	1125.18	LOS F	507.5
Lakemba St / Moreton St PM peak - Bridge	Lakemba St	West	R2	646	93%	21.12	LOS B	24.7
Lakemba St / Moreton St PM peak - Bridge	Lakemba St	West	T1	333	93%	18.61	LOS B	24.7
The Blvd / Moreton St AM peak - Bridge	Moreton St	South	R2	6	53%	8.97	LOS A	4.1
The Blvd / Moreton St AM peak - Bridge	Moreton St	South	T1	415	53%	6.43	LOS A	4.1
The Blvd / Moreton St AM peak - Bridge	Moreton St	South	L2	39	53%	7.03	LOS A	4.1
The Blvd / Moreton St AM peak - Bridge	The Blvd	East	L2	2	87%	68.11	LOS E	8.8
The Blvd / Moreton St AM peak - Bridge	The Blvd	East	R2	101	87%	70.32	LOS E	8.8
The Blvd / Moreton St AM peak - Bridge	The Blvd	East	T1	59	87%	68.71	LOS E	8.8
The Blvd / Moreton St AM peak - Bridge	Moreton St	North	T1	1276	140%	372.73	LOS F	311.2
The Blvd / Moreton St AM peak - Bridge	Moreton St	North	L2	145	140%	373.28	LOS F	311.2
The Blvd / Moreton St AM peak - Bridge	Moreton St	North	R2	103	140%	375.33	LOS F	311.2
The Blvd / Moreton St AM peak - Bridge	The Blvd	West	R2	26	63%	18.56	LOS B	4.9
The Blvd / Moreton St AM peak - Bridge	The Blvd	West	T1	129	63%	16.26	LOS B	4.9
The Blvd / Moreton St AM peak - Bridge	The Blvd	West	L2	138	63%	16.59	LOS B	4.9
The Blvd / Moreton St PM peak - Bridge	Moreton St	South	R2	3	61%	10.38	LOS A	5.6
The Blvd / Moreton St PM peak - Bridge	Moreton St	South	T1	456	61%	7.84	LOS A	5.6
The Blvd / Moreton St PM peak - Bridge	Moreton St	South	L2	56	61%	8.50	LOS A	5.6
The Blvd / Moreton St PM peak - Bridge	The Blvd	East	L2	6	186%	819.81	LOS F	103.2
The Blvd / Moreton St PM peak - Bridge	The Blvd	East	R2	164	186%	821.85	LOS F	103.2
The Blvd / Moreton St PM peak - Bridge	The Blvd	East	T1	141	186%	819.51	LOS F	103.2
The Blvd / Moreton St PM peak - Bridge	Moreton St	North	T1	1410	148%	445.51	LOS F	390.5
The Blvd / Moreton St PM peak - Bridge	Moreton St	North	L2	139	148%	446.12	LOS F	390.5
The Blvd / Moreton St PM peak - Bridge	Moreton St	North	R2	150	148%	448.08	LOS F	390.5
The Blvd / Moreton St PM peak - Bridge	The Blvd	West	R2	28	61%	18.93	LOS B	4.6
The Blvd / Moreton St PM peak - Bridge	The Blvd	West	T1	105	61%	16.26	LOS B	4.6
The Blvd / Moreton St PM peak - Bridge	The Blvd	West	L2	139	61%	16.62	LOS B	4.6

H.4 Haldon Road Bridge

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St S	South	R2	256	52%	22.14	LOS B	6.2
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St S	South	L2	211	30%	15.14	LOS B	4.0
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevard E	East	L2	48	10%	12.59	LOS A	1.3
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevard E	East	T1	312	48%	19.61	LOS B	7.7
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevard W	West	R2	70	49%	20.64	LOS B	7.0
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevard W	West	T1	327	49%	14.76	LOS B	7.0
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St S	South	R2	169	68%	31.49	LOS C	4.9
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St S	South	L2	266	61%	23.17	LOS B	6.6
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevard E	East	L2	58	22%	12.08	LOS A	2.9
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevard E	East	T1	519	73%	14.33	LOS A	9.6
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevard W	West	R2	57	34%	12.27	LOS A	4.0
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevard W	West	T1	295	34%	6.98	LOS A	4.0
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	R2	51	21%	14.27	LOS A	2.2
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	T1	299	21%	8.60	LOS A	4.9
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	L2	75	18%	36.76	LOS C	2.8
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	R2	382	92%	58.64	LOS E	21.4
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	T1	515	44%	0.52	LOS A	0.8
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	L2	407	26%	4.42	LOS A	2.0
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	R2	69	35%	17.77	LOS B	6.0
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	T1	521	35%	12.69	LOS A	9.0
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	L2	100	19%	32.15	LOS C	3.5
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	R2	464	90%	51.84	LOS D	24.6
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	T1	409	40%	2.86	LOS A	2.9
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	L2	337	22%	4.39	LOS A	1.6
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	R2	5	1%	6.79	LOS A	0.0
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	T1	11	1%	3.17	LOS A	0.0
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	T1	87	8%	3.24	LOS A	0.0
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	L2	51	8%	4.59	LOS A	0.0
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	R2	4	1%	5.81	LOS A	0.1
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	T1	18	1%	3.17	LOS A	0.1
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	T1	11	3%	3.18	LOS A	0.0
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	L2	36	3%	4.59	LOS A	0.0
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	R2	372	42%	21.14	LOS B	10.9
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	L2	168	21%	22.20	LOS B	4.8
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	T1	282	32%	8.16	LOS A	3.3
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	T1	570	43%	22.50	LOS B	11.8
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	R2	262	91%	60.37	LOS E	14.3
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	L2	200	93%	66.00	LOS E	11.4
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	T1	539	33%	0.36	LOS A	0.6
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	T1	491	21%	4.74	LOS A	4.7
The Blvd / Moreton St AM peak - Bridge	Moreton St	South	R2	6	60%	11.73	LOS A	5.3
The Blvd / Moreton St AM peak - Bridge	Moreton St	South	T1	415	60%	9.21	LOS A	5.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
The Blvd / Moreton St AM peak - Bridge	Moreton St	South	L2	39	60%	9.82	LOS A	5.3
The Blvd / Moreton St AM peak - Bridge	The Blvd	East	L2	2	49%	17.42	LOS B	3.3
The Blvd / Moreton St AM peak - Bridge	The Blvd	East	R2	101	49%	19.57	LOS B	3.3
The Blvd / Moreton St AM peak - Bridge	The Blvd	East	T1	59	49%	17.60	LOS B	3.3
The Blvd / Moreton St AM peak - Bridge	Moreton St	North	T1	512	78%	6.57	LOS A	11.6
The Blvd / Moreton St AM peak - Bridge	Moreton St	North	L2	145	78%	7.08	LOS A	11.6
The Blvd / Moreton St AM peak - Bridge	Moreton St	North	R2	176	78%	9.12	LOS A	11.6
The Blvd / Moreton St AM peak - Bridge	The Blvd	West	R2	26	120%	216.57	LOS F	75.1
The Blvd / Moreton St AM peak - Bridge	The Blvd	West	T1	129	120%	214.35	LOS F	75.1
The Blvd / Moreton St AM peak - Bridge	The Blvd	West	L2	403	120%	214.56	LOS F	75.1
The Blvd / Moreton St PM peak - Bridge	Moreton St	South	R2	3	88%	30.86	LOS C	15.0
The Blvd / Moreton St PM peak - Bridge	Moreton St	South	T1	456	88%	28.39	LOS B	15.0
The Blvd / Moreton St PM peak - Bridge	Moreton St	South	L2	56	88%	29.14	LOS C	15.0
The Blvd / Moreton St PM peak - Bridge	The Blvd	East	L2	6	100%	88.36	LOS F	20.7
The Blvd / Moreton St PM peak - Bridge	The Blvd	East	R2	164	100%	90.39	LOS F	20.7
The Blvd / Moreton St PM peak - Bridge	The Blvd	East	T1	141	100%	88.01	LOS F	20.7
The Blvd / Moreton St PM peak - Bridge	Moreton St	North	T1	516	76%	5.12	LOS A	12.1
The Blvd / Moreton St PM peak - Bridge	Moreton St	North	L2	139	76%	5.68	LOS A	12.1
The Blvd / Moreton St PM peak - Bridge	Moreton St	North	R2	273	76%	7.68	LOS A	12.1
The Blvd / Moreton St PM peak - Bridge	The Blvd	West	R2	28	184%	784.64	LOS F	225.1
The Blvd / Moreton St PM peak - Bridge	The Blvd	West	T1	105	184%	781.95	LOS F	225.1
The Blvd / Moreton St PM peak - Bridge	The Blvd	West	L2	600	184%	782.16	LOS F	225.1
Lakemba St / Moreton St AM peak - Bridge	Moreton St	South	R2	623	86%	14.03	LOS A	17.5
Lakemba St / Moreton St AM peak - Bridge	Moreton St	South	L2	295	86%	11.79	LOS A	17.5
Lakemba St / Moreton St AM peak - Bridge	Lakemba St	East	L2	622	107%	90.89	LOS F	62.9
Lakemba St / Moreton St AM peak - Bridge	Lakemba St	East	T1	236	107%	90.76	LOS F	62.9
Lakemba St / Moreton St AM peak - Bridge	Lakemba St	West	R2	520	119%	200.15	LOS F	109.3
Lakemba St / Moreton St AM peak - Bridge	Lakemba St	West	T1	356	119%	197.52	LOS F	109.3
Lakemba St / Moreton St PM peak - Bridge	Moreton St	South	R2	443	84%	14.50	LOS B	15.8
Lakemba St / Moreton St PM peak - Bridge	Moreton St	South	L2	409	84%	12.26	LOS A	15.8
Lakemba St / Moreton St PM peak - Bridge	Lakemba St	East	L2	686	138%	360.32	LOS F	201.8
Lakemba St / Moreton St PM peak - Bridge	Lakemba St	East	T1	361	138%	360.03	LOS F	201.8
Lakemba St / Moreton St PM peak - Bridge	Lakemba St	West	R2	519	105%	76.55	LOS F	52.8
Lakemba St / Moreton St PM peak - Bridge	Lakemba St	West	T1	333	105%	74.07	LOS F	52.8

H.5 King Georges Road Bridge

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn.	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh) ¹
King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Left	129	10%	11.60	LOS A	2.1
King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Ahead	1173	94%	42.80	LOS C	49.9
King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Ahead	1181	94%	44.60	LOS D	51.1
King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead Left	1118	72%	5.50	LOS A	3.3
King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead	1117	73%	5.40	LOS A	3.0
King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead Right	1118	76%	13.80	LOS A	17.7
King Georges Road / Lakemba Street AM Peak	Lakemba Street	West	Left Ahead Right	381	97%	134.80	LOS F	20.4
King Georges Road / Lakemba Street AM Peak	Lakemba Street	East	Right Ahead Left	311	80%	75.50	LOS F	8.6
King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead Left	1021	89%	39.30	LOS C	40.0
King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead	1019	89%	39.00	LOS C	39.9
King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead	1016	88%	38.70	LOS C	39.7
King Georges Road / The Boulevarde AM Peak	The Boulevarde	East	Right Left Ahead	388	75%	113.50	LOS F	11.7
King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead Left	1292	94%	22.60	LOS B	27.5
King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead Right	1304	93%	26.00	LOS B	49.7
King Georges Road / The Boulevarde AM Peak	The Boulevarde	West	Left Ahead	477	101%	154.30	LOS F	25.9
King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Left	111	9%	14.00	LOS B	2.0
King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Ahead	1303	111%	241.40	LOS F	127.4
King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Ahead	1305	111%	244.10	LOS F	128.5
King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead Left	1073	73%	5.30	LOS A	3.2
King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead	1067	73%	5.10	LOS A	2.5
King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead Right	642	95%	58.10	LOS E	15.2
King Georges Road / Lakemba Street PM Peak	Lakemba Street	West	Left Ahead Right	229	64%	69.20	LOS E	5.0
King Georges Road / Lakemba Street PM Peak	Lakemba Street	East	Right Ahead Left	592	98%	111.70	LOS F	23.0
King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead Left	941	96%	66.40	LOS E	45.5
King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead	940	96%	66.00	LOS E	45.3
King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead	619	63%	31.70	LOS C	19.4
King Georges Road / The Boulevarde PM Peak	The Boulevarde	East	Right Left Ahead	596	98%	125.90	LOS F	27.1
King Georges Road / The Boulevarde PM Peak	King Georges Road	North	Ahead Left	1440	99%	42.60	LOS C	22.2
King Georges Road / The Boulevarde PM Peak	King Georges Road	North	Ahead Right	1510	98%	48.40	LOS D	51.4
King Georges Road / The Boulevarde PM Peak	The Boulevarde	West	Left Ahead	435	91%	87.50	LOS F	14.3

¹ Mean Maximum Queue: The average of the maximum queue lengths from each cycle during the analysis time period.

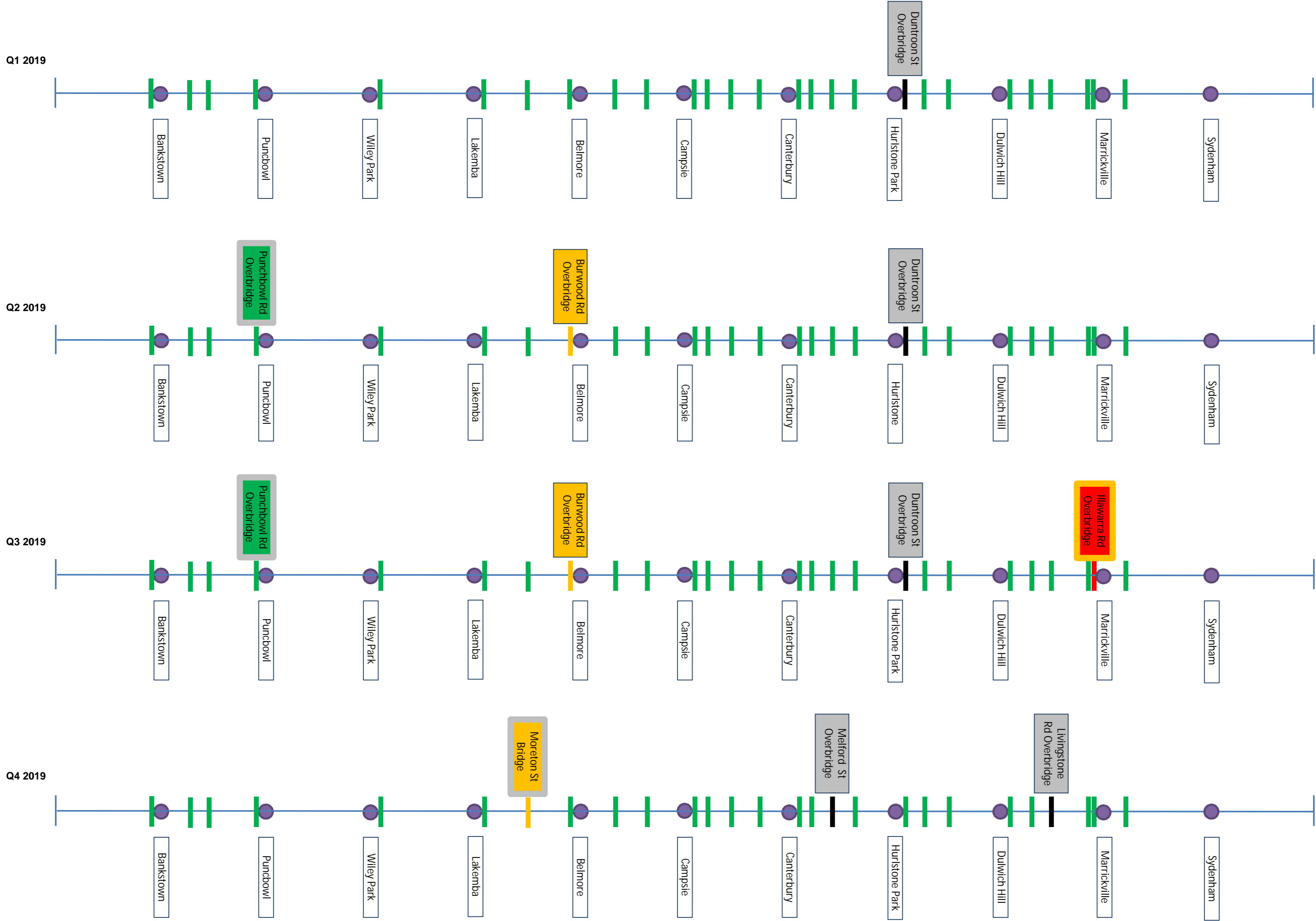
H.6 Stacey Street Bridge

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.02 Stacey St / Wattle St AM Peak - Bridge	Stacey St	South	R2	197	114%	367.03	LOS F	27.3
H.02 Stacey St / Wattle St AM Peak - Bridge	Stacey St	South	T1	2158	113%	176.39	LOS F	154.0
H.02 Stacey St / Wattle St AM Peak - Bridge	Stacey St	South	L2	64	5%	12.36	LOS A	1.2
H.02 Stacey St / Wattle St AM Peak - Bridge	Wattle St	East	L2	316	47%	40.49	LOS C	17.4
H.02 Stacey St / Wattle St AM Peak - Bridge	Wattle St	East	R2	142	104%	150.49	LOS F	7.8
H.02 Stacey St / Wattle St AM Peak - Bridge	Wattle St	East	T1	22	47%	36.09	LOS C	17.4
H.02 Stacey St / Wattle St AM Peak - Bridge	Stacey St	North	T1	1897	109%	150.80	LOS F	123.6
H.02 Stacey St / Wattle St AM Peak - Bridge	Stacey St	North	L2	202	18%	11.01	LOS A	2.7
H.02 Stacey St / Wattle St AM Peak - Bridge	Stacey St	North	R2	18	3%	48.94	LOS D	0.9
H.02 Stacey St / Wattle St AM Peak - Bridge	Car Park	West	R2	13	10%	87.69	LOS F	0.5
H.02 Stacey St / Wattle St AM Peak - Bridge	Car Park	West	T1	11	31%	79.02	LOS F	2.7
H.02 Stacey St / Wattle St AM Peak - Bridge	Car Park	West	L2	24	31%	83.32	LOS F	2.7
H.02 Stacey St / Wattle St PM Peak - Bridge	Stacey St	South	R2	287	134%	467.45	LOS F	52.1
H.02 Stacey St / Wattle St PM Peak - Bridge	Stacey St	South	T1	1551	93%	40.38	LOS C	51.7
H.02 Stacey St / Wattle St PM Peak - Bridge	Stacey St	South	L2	158	13%	10.41	LOS A	2.6
H.02 Stacey St / Wattle St PM Peak - Bridge	Wattle St	East	L2	656	96%	81.61	LOS F	54.8
H.02 Stacey St / Wattle St PM Peak - Bridge	Wattle St	East	R2	97	61%	85.98	LOS F	3.7
H.02 Stacey St / Wattle St PM Peak - Bridge	Wattle St	East	T1	55	96%	77.21	LOS F	54.8
H.02 Stacey St / Wattle St PM Peak - Bridge	Stacey St	North	T1	2724	130%	327.97	LOS F	248.1
H.02 Stacey St / Wattle St PM Peak - Bridge	Stacey St	North	L2	168	13%	8.95	LOS A	1.5
H.02 Stacey St / Wattle St PM Peak - Bridge	Stacey St	North	R2	71	14%	51.91	LOS D	3.6
H.02 Stacey St / Wattle St PM Peak - Bridge	Car Park	West	R2	164	110%	188.57	LOS F	10.0
H.02 Stacey St / Wattle St PM Peak - Bridge	Car Park	West	T1	35	95%	97.36	LOS F	12.5
H.02 Stacey St / Wattle St PM Peak - Bridge	Car Park	West	L2	107	95%	101.65	LOS F	12.5

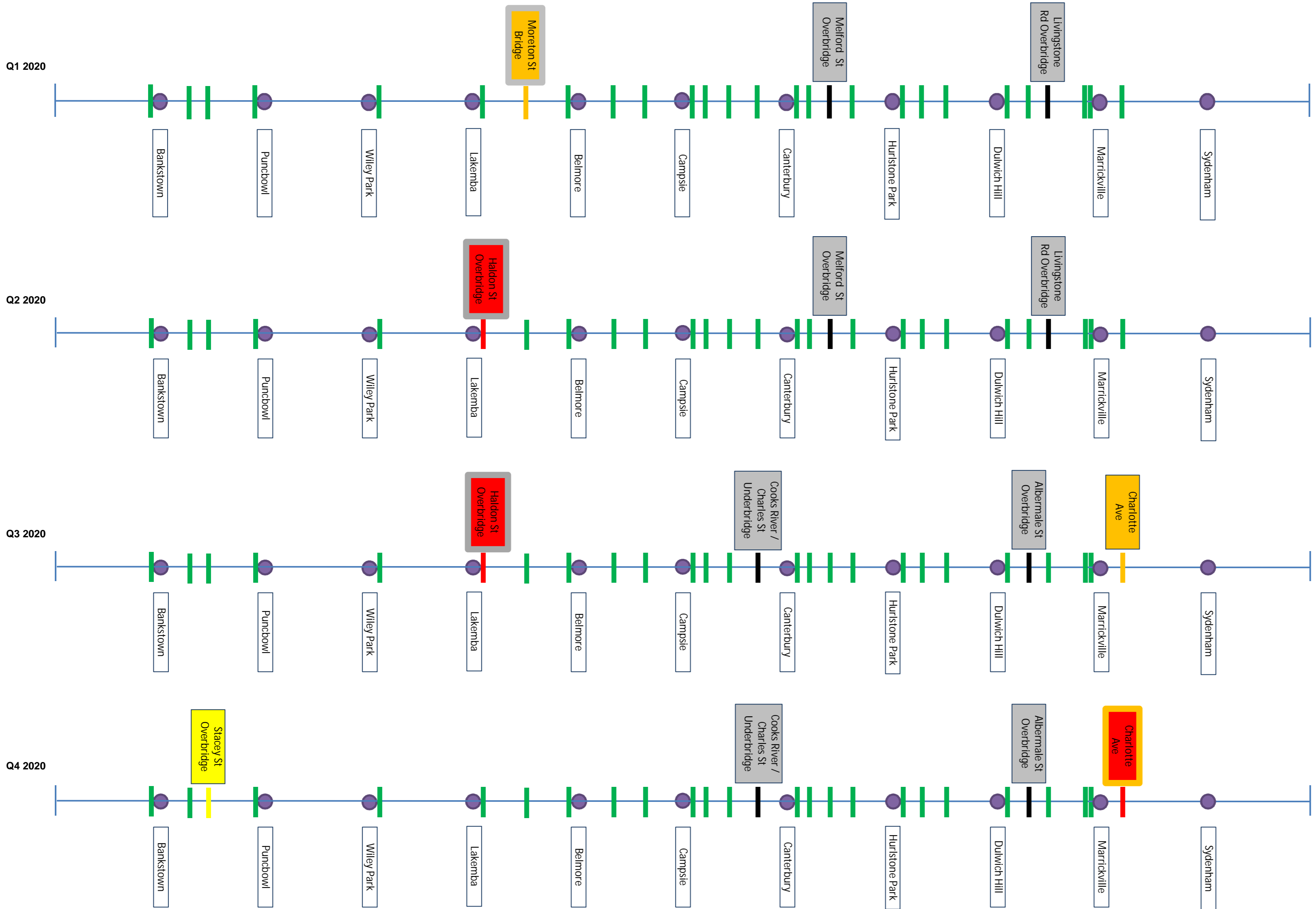


Appendix I

Bridge Closure Timeline

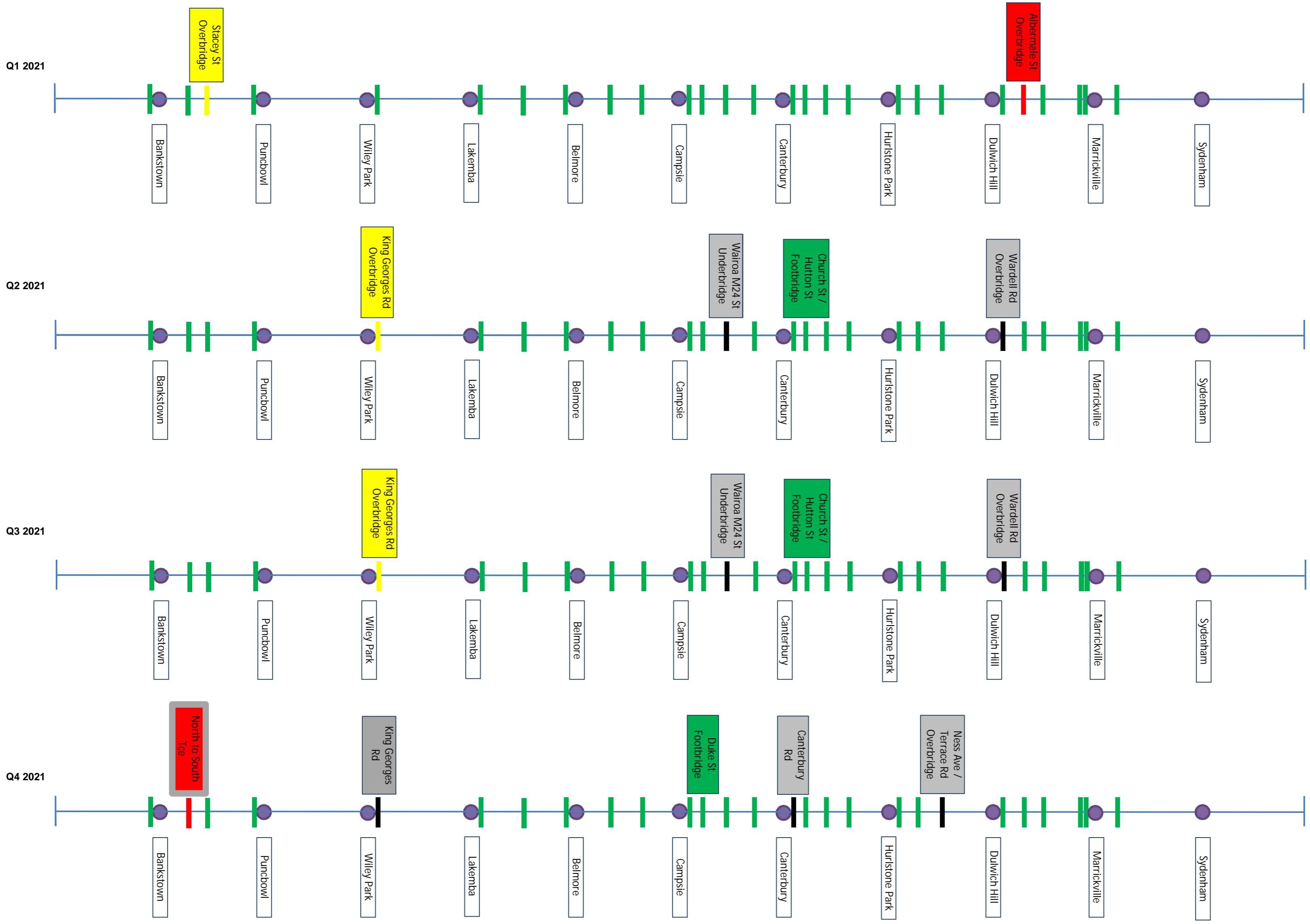


Key	
■	Closure does not impact general traffic
■	Half lane closure with two direction flow remaining
■	Half lane closure with one way traffic
■	Full closure
■	Weekend/night works only

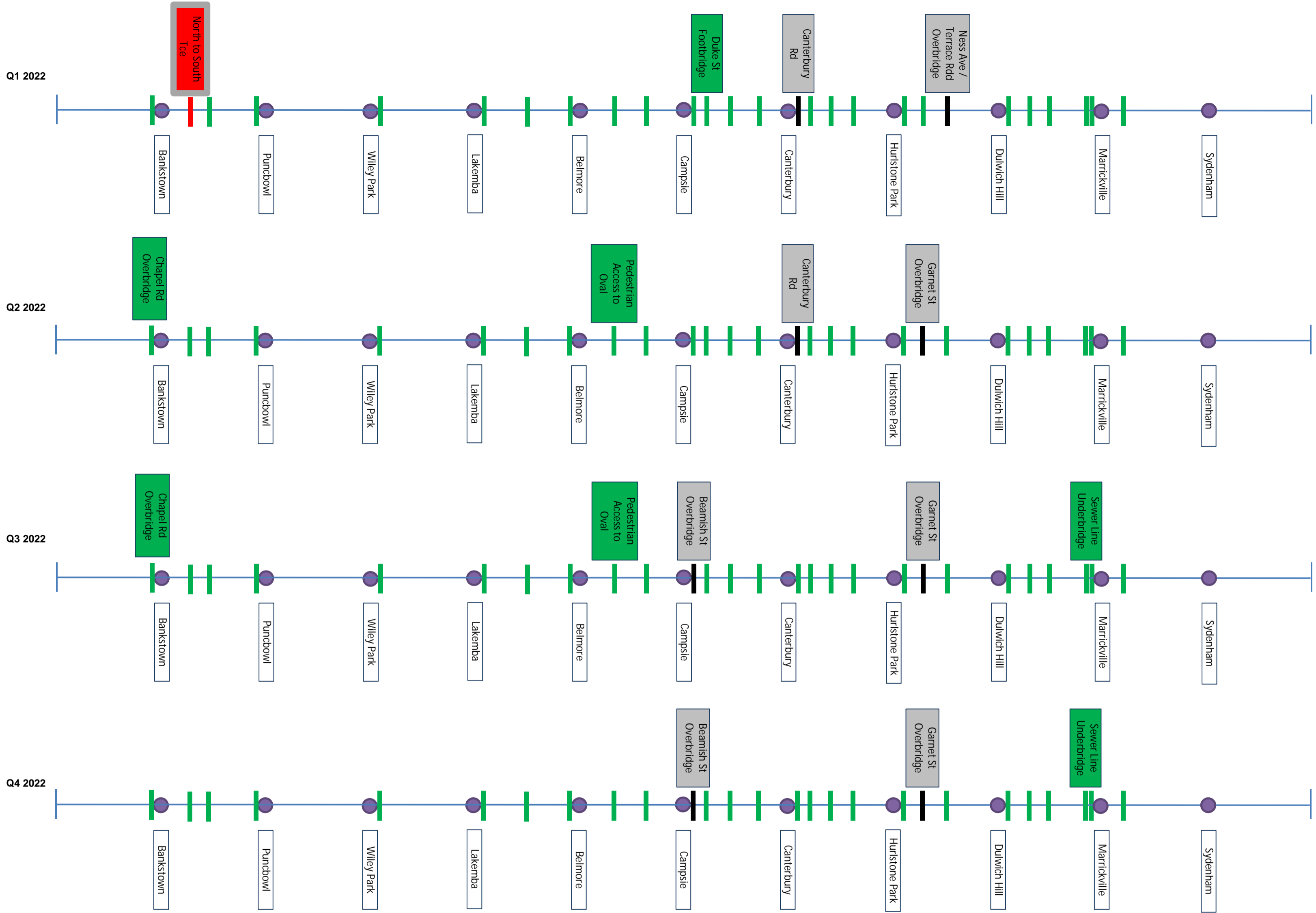


Key

- █ Closure does not impact general traffic
- █ Half lane closure with two direction flow remaining
- █ Half lane closure with one way traffic
- █ Full closure
- █ Weekend/night works only



Key	
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SYDENHAM TO BANKSTOWN

ENVIRONMENTAL IMPACT STATEMENT

> Technical Paper 1 – Traffic, transport and access assessment