

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Sydenham to Bankstown – Staging of the Bankstown Station works and extension of the final possession
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1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown

SSI_8256 Sydney Metro City & Southwest – Sydenham to Bankstown Station: Modification 1 – October 2020

Date of determination:	Infrastructure Approval date – 12 December 2018 Modification 1 Approval date – 22 October 2020	Type of planning approval:	Critical State Significant Infrastructure
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Relevant background information (including EA, REF, Submissions Report, Director General’s Report, MCoA):

Sydenham to Bankstown Environmental Impact Statement (EIS) – September 2017

Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR) – June 2018

Sydenham to Bankstown Submissions Report (SR) – September 2018

Sydenham to Bankstown Modified Conditions of Approval – October 2020

All proposed works identified in the assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR and SR and the Conditions of Approval.

Description of existing approved project you are assessing for consistency:

The approved project includes construction and operation of a metro rail line, approximately 13km long, between west of Sydenham Station and west of Bankstown Station, including ten metro stations west of Sydenham (Marrickville to Bankstown inclusive) and associated ancillary infrastructure. The works include station works, track and rail system facility works and other works to support metro operations. The below describes the existing approved project as it relates to the scope of this consistency assessment: the works at Bankstown Station and the final rail possession.

Bankstown Station

The Bankstown Station works, as modified, includes:

- New Sydney Metro platforms constructed to the east of a new at-grade corridor crossing and west of the existing West Terrace Bridge. A new corridor crossing to align with, and connect at-grade to, The Appian Way and Restwell Street, providing a new north-south connection across the rail corridor and integrating the two sides of the town centre. This would provide access to the Sydney Trains platform and new Sydney Metro platforms.
- The existing station plaza would be integrated with the new at-grade corridor crossing between The Appian Way and Restwell Street
- Removal of around 55 metres of platform from the eastern end of the existing Sydney Trains platform and the extension of the platform to the west by about 70m.
- Relocation of the services building from the north-eastern side of the proposed metro station, to the south-eastern side of the proposed station

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- Removal of the heritage-listed Bankstown Parcels Office (former) to enable the provision of the new at-grade corridor crossing resulting in an improved local precinct; and
- Minor adjustments to the existing bus layover facility to accommodate the at-grade corridor crossing and the provision of additional bike parking.

Rail possessions

Some construction works would need to be undertaken during rail possession periods when trains are not operating, to ensure that works are carried out as efficiently as possible and that worker safety is maintained. Works that may need to be undertaken during possession periods include:

- Station works and activities on stations which cannot be undertaken during operation of the network
- Track and corridor work
- Bridge works and temporary shutdown of part of the T3 Bankstown rail Line

A final possession period is required to enable the works that can only be completed once Sydney Trains services are no longer operating and to enable the line to be converted to Sydney Metro systems. The works would include the installation of new signalling, communication systems, and platform screen doors, as well as all testing and commissioning activities.

The EIS presented a Temporary Transport Strategy (TTS) which outlined the use of bus replacement services during track possession periods. The TTS provides a framework to plan and deliver an integrated, multi-modal transport network during these possession periods. The EIS and TTS identified a number of different types of rail possession periods – compromising of normal weekend maintenance possession periods with longer possession periods during school holidays. The possession periods that were assessed in the EIS and TTS included school holiday possession periods (two (2) weeks in July and six (6) weeks in December/January for five (5) years), four (4) additional weekend possessions per year (in addition to the standard Sydney Trains possessions) and a final possession of up to six (6) months.

Following exhibition of the EIS, changes were made to the exhibited project in the Submissions and Preferred Infrastructure Report (SPIR). Given the reduction in the construction activities required to deliver the scope of works identified in the SPIR, there was also a change to the proposed temporary transport arrangements. Key changes to these arrangements included:

- Changes to possession periods:
 - Additional eight (8) weekend possessions per year
 - Two (2) week possessions during December holiday periods only
 - Occasional weekday night-time possessions
- Concurrent closure of three (3) stations for up to two (2) months.
- No change to the final possession of up to 6 months.

No changes were made to the TTS as part of the SPIR.

It is acknowledged in the EIS and SPIR that the indicative possession program would be reviewed during tendering, detailed design and construction planning to ensure the available possessions are sufficient to complete the works and that the overall impacts to the community are reduced as far as possible. The timing and duration of the final possession was not confirmed in the EIS and SPIR and would be dependent on the system operators' testing and commissioning processes.

In line with Condition of Approval E48, a Temporary Transport Management Plan (TTMP) must be prepared in accordance with the TTS one month before the implementation of the Plan.

The TTS identified that, as the possessions occur over a number of years, the nature of each possession is different due to progression in construction activities and forecasted transport demand growth along the corridor. Therefore, a TTP will be developed for each possession which will comprise a service plan (TTSP) and management plan (TTMP), to define the initiatives that will be implemented for that possession.

Possessions to date

To date, in accordance with Condition of Approval E48, a TTMP has been successfully delivered across school holiday possession periods in 2019, 2020 and 2021, including a July school holiday period in 2021 and 2022, October school holiday period in 2022 and an extended weekend possession during the April school holiday period in 2023. Various methods have been used to capture community feedback during the implementation of each these rail possessions to inform or optimise the next TTMP for the possession period.

2. Description of proposed change which is the subject of this assessment

The purpose of this Consistency Assessment is to assess the proposed:

1. Staged delivery of the Bankstown Station works
2. An extension of the final possession to up to 12 months.

1. Staged delivery of the Bankstown Station works (Appendix A)

Bankstown Station works are proposed to be delivered in two stages; an interim stage (Stage 1) to enable the operation of the metro line between Sydenham and Bankstown and a final stage (Stage 2) to enable completion of the full scope of the station works at Bankstown. While subject to change as remaining planning, procurement and delivery progresses, it is anticipated that Stage 1 will be completed around mid-2025 to enable commencement of metro operations; with Stage 2 works to be completed in mid-late 2026. Refer to Table 1 for details on the staging of the station works at Bankstown.

Table 1 - Proposed staging of Bankstown Station works

Approved Bankstown Station works	Proposed staging	
	Stage 1 (before metro services commence)	Stage 2 (post metro services commencing)
Station works		
The existing Sydney Trains station entrance at Bankstown City Plaza would be retained.	Delivered	
A new at-grade corridor crossing would be provided to link The Appian Way and Restwell Street. The crossing would be provided at the new eastern end of the Sydney Trains platform and would provide access to Sydney Trains and new Sydney Metro platforms. Toilet facilities would be provided as part of the new metro station.	Not Delivered. Simplified access to the new metro platforms would be provided in the interim. Access to the Sydney Trains platforms would be via simplified access from the Sydney Metro platform in addition to utilising the existing Sydney Trains station access.	Delivered
Modification of the existing plazas on both sides of the rail corridor to integrate with the new at-grade corridor crossing between The Appian Way and Restwell Street. The existing toilet block located just north of the station would be removed.	Not Delivered	Delivered
The heritage listed Sydney Trains Island platform would be largely retained. Around 55 metres of the existing Sydney Trains platforms would be removed from the eastern end of the station and the platform would be extended to the west by about 70 metres. Minor works may be required to regrade the existing platform to meet Disability Discrimination Act 1992 (DDA) requirements.	Delivered	
New Sydney Metro side platforms would be constructed to the east of the new at-grade corridor crossing and to the west of the West Terrace rail bridge. The services building would be located on the south-eastern side of the project site where it would be next to the Sydney Metro station.	Delivered	
All station buildings (including the heritage listed station building) on the Sydney Trains platforms would be retained. The heritage listed Bankstown Parcels Office (former) would be	Not Delivered It is noted that the existing station buildings on the Sydney	Delivered

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removed to enable the provision of the at-grade corridor crossing and consequent improvement of the local precinct.	Trains platforms would continue to be retained.	
A new canopy would be constructed over the Sydney Trains platform between the new station entrance and the existing platform building.	Not Delivered	Delivered
Station Area		
The bus layover area on South Terrace would be retained with minor adjustments to accommodate the new at-grade corridor crossing.	Delivered	
The bus interchange area on South Terrace, near the existing station entrance, would be retained.	Delivered	
The existing bus stop on the northern side of station on North Terrace would be retained.	Delivered	
A new 'at-grade' corridor crossing would be provided at the eastern end of the existing Sydney Trains platform and would provide access to both Sydney Trains and new Sydney Metro platforms.	Not Delivered Simplified access to the new metro platforms would be provided in the interim. Access to the Sydney Trains platforms would be via simplified access from the Sydney Metro platform in addition to utilising the existing Sydney Trains station access	Delivered
Changes would be made to kerbside facilities and parking along North Terrace, between the new station entrances and the existing entrance. Existing kerbside facilities (i.e. taxi rank) on northern side of North Terrace would be retained.	Not Delivered It is noted that existing kerbside facilities (i.e. taxi rank) on the northern side of North Terrace would be retained.	Delivered
New bike parking would be provided close to the station entrance.	Not Delivered	Delivered
Removal of existing car park located adjacent to The Appian Way off North Terrace, resulting in the loss of 10 off-street spaces. Parking loss would be offset accordingly along the rail corridor.	Not Delivered	Delivered

Construction methodology for the proposed staging of the Bankstown station works will be consistent with approved project. Table 2 outlines the construction methodology for the approved project compared to the proposed staging of the Bankstown Station works.

Table 2 - Construction Methodology

Construction Element	Approved Project	Proposed Change	
		Stage 1	Stage 2
Construction Program	Upgraded stations would be progressively delivered until 2022. The project is due to open in 2024.	Project is due to open around mid-2025	Full station works at Bankstown are due to be completed around mid-late 2026
Construction compounds	Construction compounds would be required at each station to support construction activities and associated works. Compounds would generally be located within the rail corridor. Some compounds would need to be located on land outside of the rail corridor on other public land (i.e. owned by a government agency or council). One compound at Bankstown on the southern end would be required for a period of up to about 18 months.	As per the approved Project	Utilising one existing compound at the southern end

2. Extended final possession

It is proposed to extend the duration of the final possession from up to 6 months to up to 12 months, commencing around mid-2024 depending on the progress of remaining planning, procurement and delivery. The EIS and the SPIR did not specify the definitive length of the final possession however the relevant impacts were assessed. The extended final possession is required to complete the remaining construction activities along the line from Sydenham to Bankstown, undertake Stage 1 of the Bankstown Station works, and complete all testing and commissioning activities. It is noted that due to the unexpected challenges encountered over the last few years, including Covid-19, wet weather and ongoing industrial action, an extended final possession period is required to complete this construction, and testing and commissioning activities. Table 2 shows a comparison of the proposed possession program compared to the Approved project.

It is noted that the Chatswood to Sydenham component of Sydney Metro City & Southwest would be open for customer operations prior to the extended final possession of the Sydenham to Bankstown section commencing, so additional transport services provided by this portion of the line would be available to customers.

Table 2 – Comparison of the proposed change with the Approved Project

Approved Project	Proposed change
<p>The EIS and SPIR noted an indicative final possession of three to six months would be required and the timeframe for the final possession would be reviewed during detailed design and construction planning and would also be dependent on the system operators’ testing and commissioning processes, to ensure the available possessions are sufficient to complete the works and that the overall impacts to the community are reduced as far as possible.</p>	<p>A final possession of up to 12 months would be required to complete the remaining construction activities along the line from Sydenham to Bankstown, undertake Stage 1 of the Bankstown Station works, and complete all testing and commissioning activities in accordance with the system operator’s processes.</p> <p>It is anticipated that about three weekend possessions of the new Sydney Metro line would be required to complete the Stage 2 works at Bankstown Station, which would form part of the scheduled routine maintenance possessions to support the approved operations of Sydney Metro.</p>

During the extended final possession, stations between Marrickville and Birrong, along the T3 Bankstown Line, would be temporarily closed. Sydenham Station, including the operations of the Chatswood to Sydenham component of Sydney Metro City & Southwest, would remain open during the possession as an interchange station between trains and replacement bus services. Trains would continue to operate west of Birrong Station and along the City Circle line.

Frequent bus services would replace trains during this period. Bus replacement services would be provided on five routes on weekdays and weekends, with lower frequency of bus services on the weekend. The train replacement bus map can be found in Figure 1 which visually represents the bus replacement routes.

For travel between Sydenham and Bankstown, the replacement bus routes would be:

1. 10T3 – All stops between Sydenham and Bankstown
2. 33T3 – Limited Stops: Sydenham to Belmore, then all stops to Bankstown
3. 13T3 – Limited stops: Sydenham to Canterbury, then Campsie

For travel between Bankstown and Lidcombe, the replacement bus routes would be:

4. 8T3 – All stops between Bankstown and Lidcombe
5. 8AT3 – Express: Bankstown then Lidcombe

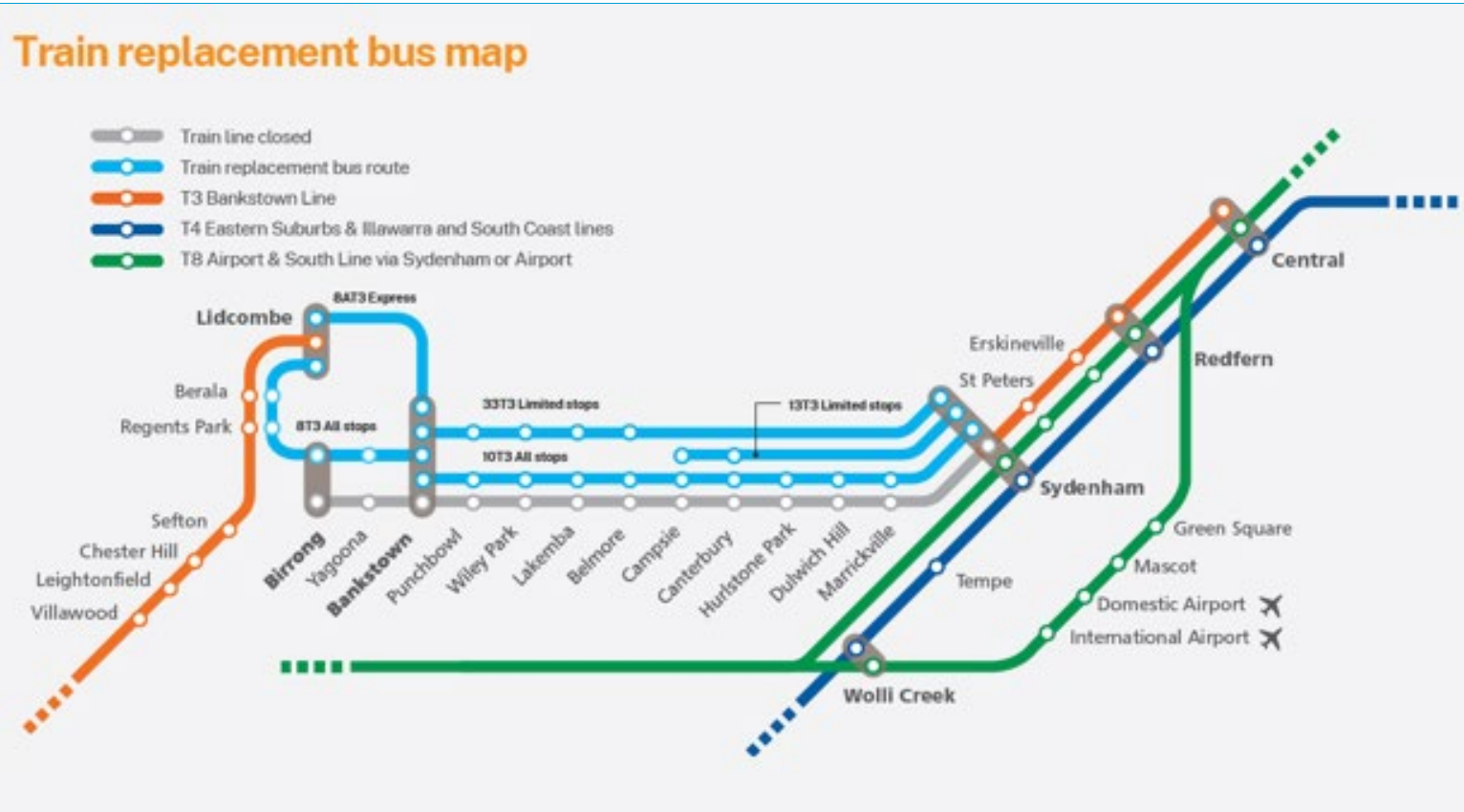


Figure 1 – Train line closure and proposed train replace bus route.

Table 3 outlines the indicative bus frequencies for weekdays by route and direction that would be used during the extended final possession (excluding school holidays). These bus frequency numbers are currently an estimate, and the final frequency and timetable would not be confirmed until closer to the start of the final possession and will be documented in the TTMP in accordance with Condition E48. Low floor accessible buses will also be provided on the majority of services. The detour maps and bus stop locations would also be provided in the TTMP.

Similarly, a separate timetable would be implemented during weekday school holiday periods and on weekends when there is a reduction in patronage demand compared to during the school term. The respective bus volumes for the school holiday possession period and weekends can be seen in Table 4 and Table 5 (subject to detailed planning).

Where events are held (such as the Easter Show and Ramadan Nights Lakemba event in April and the NRL grand final day in October), frequencies would be adjusted as required. This would be incorporated into the TTMP.

Table 3 – Proposed weekday bus frequencies by route and direction for the final possession (subject to detailed planning)

Weekday - School Day – Bus frequency (number of services per hour)																							
Route	Direction	4:00 AM*	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM*
10T3	Inbound	2	5	11	27	27	11	7	7	6	6	7	9	9	9	7	6	6	4	4	4	4	4
10T3	Outbound	2	4	6	7	7	6	6	6	6	6	9	13	13	20	20	10	6	6	4	4	4	4
13T3	Inbound	2	8	11	18	18	10	6	6	6	6	6	6	6	6	6	6	6	4	4	4	4	4
13T3	Outbound	2	4	6	6	6	6	6	6	6	6	6	10	10	15	15	9	6	6	6	4	4	4
33T3	Inbound	3	11	17	32	32	13	8	8	8	8	8	10	10	10	6	6	6	4	4	4	4	4
33T3	Outbound	2	4	6	7	7	6	6	6	6	7	10	16	16	25	25	14	9	6	5	5	4	4
8AT3	Inbound	2	4	4	4	4	4	4	4	4	4	4	4	5	5	5	4	4	4	4	4	4	4
8AT3	Outbound	2	4	4	7	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8T3	Inbound	2	4	4	6	6	4	4	4	4	4	4	7	7	7	4	4	4	4	4	4	4	4
8T3	Outbound	2	4	4	6	6	4	4	4	4	4	4	7	6	6	4	4	4	4	4	4	4	4

* - The frequencies will be modified based on the first and last train service times.

Table 4 – Proposed weekday bus frequencies by route and direction for school holidays in extended final possession (subject to detailed planning)

Weekday - School Holiday – Bus frequency (number of services per hour)																							
Route	Direction	4:00 AM*	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM*
10T3	Inbound	2	5	10	20	20	11	7	7	6	6	7	8	9	9	7	6	6	4	4	4	4	4
10T3	Outbound	2	4	6	6	6	6	6	6	6	6	9	12	13	18	18	8	6	5	4	4	4	4
13T3	Inbound	2	7	10	16	16	9	6	6	6	6	6	6	6	6	6	6	6	4	4	4	4	4
13T3	Outbound	2	4	6	6	6	6	6	6	6	6	6	8	10	15	15	9	6	6	6	4	4	4
33T3	Inbound	3	10	16	25	25	12	8	8	8	8	8	10	10	10	6	6	6	4	4	4	4	4
33T3	Outbound	2	4	6	6	6	6	6	6	6	7	10	15	15	25	25	13	9	6	5	4	4	4
8AT3	Inbound	2	4	4	4	4	4	4	4	4	4	4	4	5	7	5	4	4	4	4	4	4	4
8AT3	Outbound	2	4	4	6	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8T3	Inbound	2	4	4	4	5	4	4	4	4	4	4	5	6	6	5	4	4	4	4	4	4	4
8T3	Outbound	2	4	4	4	5	5	4	4	4	4	4	5	5	7	4	4	4	4	4	4	4	4

* - The frequencies will be modified based on the first and last train service times.

Table 5 – Proposed bus frequencies by route and direction for weekends throughout the Stage -1 final possession (subject to detailed planning)

Weekend – Bus frequency (number of services per hour)																							
Route	Direction	4:00 AM*	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM*
10T3	Inbound	2	4	5	5	8	10	10	10	10	8	8	8	8	8	7	5	5	4	4	4	4	4
10T3	Outbound	2	4	5	5	5	5	6	6	7	7	8	9	9	9	8	5	5	4	4	4	4	4
13T3	Inbound	2	4	5	5	5	6	6	6	6	5	5	5	5	5	5	5	5	4	4	4	4	4
13T3	Outbound	2	4	5	5	5	5	5	5	5	5	5	5	7	7	7	5	5	4	4	4	4	4
33T3	Inbound	2	4	5	5	9	9	9	9	9	8	8	8	8	8	5	5	5	4	4	4	4	4
33T3	Outbound	2	4	5	5	5	5	5	6	6	6	8	8	11	11	11	6	6	6	5	5	4	4
8AT3	Inbound	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8AT3	Outbound	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8T3	Inbound	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8T3	Outbound	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

* - The frequencies will be modified based on the first and last train service times.

3. Timeframe

The Bankstown Station Stage 1 works would be completed during the extended final possession. While subject to change as remaining planning, procurement and delivery progresses, it is anticipated the final possession would commence around mid-2024 and be completed around mid-2025, when passenger operations would then commence. The Stage 2 works would commence around mid-2025 and be completed around mid-late 2026.

4. Site description

The proposed change relates to staging of the Bankstown Station works and an extension of the final possession period. There would be no change to the site description as a result of the proposed change.

The temporary bus stops and routes, to support alternative transport arrangements during the final possession, are in the streets surrounding the Sydenham to Bankstown rail corridor, with focus on the streets between Bankstown and Sydenham, Campsie and Sydenham, and Lidcombe and Bankstown. Key corridors include Illawarra Road, Canterbury Road, The Boulevarde, and Sydenham Road and intersections along each route. The temporary bus replacement routes have also been planned to allow express bus routes to use main road corridors (e.g. Canterbury Road). All-station bus routes will predominantly use local roads to access stations. See Appendix B for further details regarding the site.

5. Site Environmental Characteristics

The proposed change relates to staging of the Bankstown Station works and an extension of the final possession period and there is no change to site environmental characteristics as identified for the approved project.

6. Justification for the proposed change

Staged Bankstown Station works

Delivering the complete Bankstown Station works for day one operations could require further extended rail possessions and may delay the commencement of metro operations on the Sydenham to Bankstown Line. It is therefore proposed that the Bankstown Station works are delivered in staged manner to meet the operational requirements for the metro line in the short-term and achieve the broader transport network benefits of this metro line in a timely manner, while enabling the full benefits and outcomes at Bankstown Station to be delivered at a later stage.

Final possession

The final possession period is required to complete the remaining construction activities along the T3 Bankstown Line Work to date to upgrade the T3 Bankstown Line to metro standards has been significantly impacted by several factors outside of Sydney Metro's control, including the COVID pandemic, wet weather and industrial action at Sydney Trains from November 2021 to December 2022. Due to these unexpected challenges encountered over the last few years, additional possession periods are required to complete the approved construction activities.

The extension of the final possession to 12 months is also required to undertake all testing and commissioning activities, as identified by the system operator's processes.

A number of possession options were considered in identifying this preferred approach, including longer multiple extended school holiday possessions (including significant time outside of school holidays) or completion of all activities within a longer final possession period of up to 15 months. This preferred approach was identified to minimise the final possession duration to as short as possible to complete the remaining works, and testing and commissioning activities.

Traffic survey for the key interactions along the corridor was completed in March 2023 (Refer to Appendix B for further details) to better understand the current traffic volumes noting there was potentially significant changes since the data captured for the purposes of the EIS years earlier. The Traffic Assessment (June 2023) completed for extended final possession shows that the replacement bus services to support the extended final possession would have minimal impacts to the road network and would be consistent with the EIS assessment and can be effectively managed in accordance with the Approved Project.

7. Environmental Benefit

Not applicable.

8. Control Measures

Will a project and site specific EMP be prepared?	<input checked="" type="checkbox"/> Yes An EMP would continue to be implemented to deliver the Bankstown Station works. The EMP will be updated if required to include additional measures to support the staged approach. A TTMP would also be prepared to plan and deliver an integrated, multi-modal transport network during the extended final possession.	Are appropriate control measures already identified in an existing EMP?	<input type="checkbox"/> Yes
	<input type="checkbox"/> No		<input checked="" type="checkbox"/> No – Control measures would be identified in the TTMP to be prepared for the extended final possession.

9. Conditions of approval / Environmental mitigation measures

Number	Condition of Approval / Environmental mitigation measure	Discussion on relevance and consistency for proposed change
Staged works – Bankstown Station		
A12	The CSSI may be constructed and operated in stages. Where staged Construction or Operation is proposed, a Staging Report (for either or both Construction and Operation as the case may be) must be prepared and submitted to the Planning Secretary for information. The Staging Report must be submitted to the Planning Secretary no later than one (1) month before the commencement of Construction of the first of the proposed stages of Construction (or if only staged Operation is proposed, one (1)	An updated Staging Report would be prepared to outline the staged construction and operations proposed, including at Bankstown Station. The proposed change would be consistent with the Condition.

	month before the commencement of Operation of the first of the proposed stages of Operation).	
A14	The CSSI must be staged in accordance with the Staging Report, as submitted to the Planning Secretary	The proposed works would be staged in accordance with an updated Staging Report. Therefore, the proposed change would be consistent with the Condition.
A15	Where staging is proposed, the terms of this approval that apply or are relevant to the Works or activities to be carried out in a specific stage must be complied with at the relevant time for that stage	The updated Staging Report will outline which conditions of approval would apply to the proposed staged construction and operation. The proposed change would be consistent with the Condition.
D1	An Operational Environmental Management Plan (OEMP) must be prepared to detail how the performance outcomes, commitments and mitigation measures made and identified in the documents listed in Condition A1 will be implemented and achieved during Operation. This condition (Condition D1) does not apply if Condition D2 of this approval applies.	An OEMP will be prepared for operations of the Project as per Condition D1 and will be updated if required following the completion of the Stage 2 works at Bankstown Station.
D5	<p>Within 15 months of the commencement of Operation, or any other timeframe as agreed by the Planning Secretary, the Proponent must commission an independent, qualified person or team to undertake and Operational Performance Audit of the CSSI. The independent person or team must be approved by the Planning Secretary before the commencement of the Audit. The Operational Audit Report must be submitted to the Planning Secretary within one month of the completion of the Audit or other timeframe agreed with the Planning Secretary. The Audit must:</p> <p>(a) assess compliance with the requirements of this approval.</p> <p>(b) assess the environmental performance of the CSSI against the predictions made and conclusions drawn in the documents listed in Condition A1 as amended by this approval; and</p> <p>(c) review the effectiveness of the environmental management of the CSSI, including any environmental impact mitigation.</p>	The Stage 2 works are expected to be completed within 15 months of the commencement of the operations. The Operational Audit will be commissioned within 15 months of the commencement of Operations, and is anticipated to capture all operations, and hence Condition D5 will be complied with.

(Uncontrolled when printed)

Extended Rail Possession		
E48	The Proponent must prepare a Temporary Transport Management Plan in accordance with the Temporary Transport Strategy included in documents listed in Condition A1 one (1) month before the implementation of the Plan.	A Temporary Transport Management Plan would be prepared and implemented for the extended final possession. Therefore, the proposed change would be consistent with the Condition.
E69	The Proponent must co-ordinate utility providers and relevant council(s) to identify opportunities for maintenance, replacement or augmentation of utilities that cross the rail corridor and facilitate and co-ordinate requests by the utility providers and relevant council(s) to undertake the Work during rail shutdowns, with particular reference to the final three (3) to six (6) month shutdown before metro services commence.	The proposed change would be consistent with the condition. Coordination of utility works can continue throughout the extended final possession.
E52	Safe pedestrian and cyclist access must be maintained around Work sites during Construction. In circumstances where pedestrian and cyclist access is restricted or removed due to Construction activities, an alternate route which complies with the relevant standards must be provided and signposted	Safe pedestrian and cyclist access would continue to be maintained around construction sites. In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, an alternate route which complies with the relevant standards would be provided and signposted. Therefore, the proposed change would be consistent with the Condition.
TC6	<p><i>Impacts of intersection performance</i></p> <p>Further consideration of the need for intersection modifications would be undertaken, to improve intersection performance at locations most affected by the addition of construction heavy vehicles and rail replacement buses. This would be undertaken in consultation with Roads and Maritime Services, the Sydney Coordination Office, and the relevant road authority. The improvements considered would include:</p> <ul style="list-style-type: none"> • modification to the existing traffic signal phasing • lane priority changes • changing lane designations (line markings and signage) • kerbside changes (such as removing on street parking or implementing no standing zones at peak times to increase lane capacity) • physical geometric changes (such as minor kerb cut-backs to enable large vehicles to safely move through intersections) • restricting turning movements where traffic demand is low. 	The Traffic Assessment (Appendix B) has assessed the impact of rail replacement buses during the proposed extended final possession on intersection performance. The assessment has not identified the need for any intersection modifications.
TC7	<i>Changes to cyclist facilities during construction</i>	In accordance with REMM TC7, where existing cycle facilities (e.g. bike parking) would be temporarily unavailable at a station during the extended

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	<p>Where existing cycle facilities (e.g. bike parking) would be temporarily unavailable at a station, suitable replacement facilities would be provided while the facility is unavailable.</p>	<p>final possession or during delivery of the staged works at Bankstown Station, suitable replacement facilities would be provided.</p>
<p>TC10</p>	<p>Transport for NSW would undertake an extensive community awareness and information campaign before changes to public transport services are implemented. This would include a range of communication activities such as:</p> <ul style="list-style-type: none"> • information at stations • wayfinding signage • clearly marked bus stop locations • letter box drops • web based information and transport ‘app’ where changes to travel are found in a single place • information via 131 500 • advertising in local papers • email information bulletins 	<p>The proposed change would remain consistent with REMM TC10. A Communications action plan will be implemented to ensure changes to public transport services are effectively communicated and extensive community awareness is achieved. In addition, following additional communication platforms will be used:</p> <ul style="list-style-type: none"> • Local Council Traffic Committee Meetings • Email notification to following stakeholder groups <ul style="list-style-type: none"> • Business associations • CALD Community groups • Health providers • Shopping centres • Hotels • Clubs and Sporting facilities • Community services • Aged care facilities • Tertiary Education institutions • MySydney webpage updates
<p>Will the proposed change be consistent with the conditions of approval?</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	

10. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Flora and fauna	No change from Approved Project.	No additional measures required	Y	N	Y	
Water	No change from Approved Project.	No additional measures required	Y	N	Y	
Soils and contamination	No change from Approved Project.	No additional measures required	Y	N	Y	
Air quality	<p>Works to be undertaken during Stage 2 at Bankstown Station are the same activities assessed for the Approved project but will be delivered in a staged manner. Therefore the air quality impacts would be consistent with the impacts assessed for the Approved Project.</p> <p>The replacement bus services have the potential for localised air quality impacts however, this is anticipated to be balanced by the line-wide shutdown of the rail corridor during the possessions. Nevertheless, any localised air quality impacts are considered to be negligible relative to the Approved Project.</p>	No additional measures required	Y	N	Y	
Noise and vibration	<p>Works to be undertaken during Stage 2 at Bankstown Station are the same activities assessed for the Approved project but will be delivered in a staged manner. Therefore the noise and vibration impacts would be consistent with the impacts assessed for the Approved Project, although would occur over a longer duration.</p> <p>Noise and vibration impacts across the staged works would continue to be managed in</p>	No additional measures required	Y	N	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	accordance with the Noise and Vibration Management Plan.					
Aboriginal heritage	No change from Approved Project.	No additional measures required	Y	N	Y	
Historical heritage	No change from Approved Project.	No additional measures required	Y	N	Y	
Community and socio-economic	<p>Appendix C provides a review of the potential social impacts of the proposed extended final possession and staged delivery of Bankstown Station against the impact of the approved project. It also includes consideration of customer survey data and feedback for the rail possessions that have been completed for the project.</p> <p>Final possession Impacts during extended rail possession would occur for a longer duration than identified in the EIS/ SPIR but will continue to be a short-term, construction impact. Staged delivery of the Bankstown station works would mean that the full benefits of this infrastructure for local businesses would not be realised until the completion of the Stage 2 works, once stage 2 is complete it will be consistent with the approved project.</p> <p>The review concludes that the impacts are likely to be consistent with the approved project.</p> <p>Relevant mitigation measures and Conditions of Approval for the project would continue to apply to minimise any community and socio-economic impacts.</p>	No additional measures required	Y	N	Y	
Traffic and transport	Indicative suitable replacement bus services have been identified (refer to Section 2 of this assessment) to ensure that alternative public	Sydney Metro shall consult with Transport for NSW Greater Sydney Network Operation Team to	Y	N	Y	

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	<p>transport services are available for customers during the proposed extended final possession. In accordance with Condition of Approval E48, a TTMP would be prepared one month prior to the implementation of the plan. The TTMP would detail the confirmed replacement bus schedule, bus routes, bus stop and layover locations, temporary parking changes and customer engagement.</p> <p>A Traffic Assessment (June 2023) has been prepared to assess the impacts of the replacement bus services on the road network during the proposed extended rail possession (refer to Appendix B). The assessment identifies the following as a result of the replacement bus services:</p> <ul style="list-style-type: none"> The majority of the signalised intersections have slight increases in delays (less than 15 seconds) and the overall intersection performance is maintained (Level of service (LOS) D or better) The Hume Highway / Chapel Road / Rookwood Road intersection at Bankstown has high existing traffic volumes and is forecast to continue to operate at oversaturated conditions (LOS E or LOS F). It is proposed that real-time signal and phase timing modification could improve these existing conditions and should be considered in consultation with Transport for NSW. <p>The assessment concludes that the addition of replacement bus services to the road network</p>	<p>consider implementation of real-time signal and phase timing modifications, which adapt to on-site traffic volumes, at the Hume Highway / Chapel Road / Rookwood Road intersection.</p>				

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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
	would have minimal impact on the road network and intersection performance and would be consistent with the impacts assessed for the Approved Project.					
Waste and resource management	No change from Approved Project.	No additional measures required	Y	N	Y	
Visual	<p><u>Bankstown Station staged works</u> Works to be undertaken at Bankstown Station are the same activities assessed for the Approved project but will be delivered in a staged manner and over a longer duration. Construction visual impacts during the Stage 2 works would be viewed by the customers accessing Bankstown Station and on the metro line. However, this would be short term only and would be consistent with the approved project.</p> <p><u>Extended final possession</u> Minor visual impacts would result from the installation of temporary bus stops, which will now occur for an extended duration. These impacts will continue to be temporary and would be consistent with the Approved Project.</p>	No additional measures required	Y	N	Y	
Land use and property	No change from Approved Project.	No additional measures required	Y	N	Y	
Hazard and risk	No change from Approved Project.	No additional measures required	Y	N	Y	
Other	No change from Approved Project.	No additional measures required	Y	N	Y	

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11. Impact Assessment – Operation

The proposed extended final possession is during construction only. For the Bankstown Station works, once all construction works are complete at the end of the Stage 2 works, the operational impact assessment would be consistent with the Approved Project.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Flora and fauna	No change from Approved Project.	No additional measures required.	Y	N	Y	
Water	No change from Approved Project.	No additional measures required.	Y	N	Y	
Soils and contamination	No change from Approved Project.	No additional measures required.	Y	N	Y	
Air quality	No change from Approved Project.	No additional measures required.	Y	N	Y	
Noise and vibration	No change from Approved Project.	No additional measures required.	Y	N	Y	
Aboriginal heritage	No change from Approved Project.	No additional measures required.	Y	N	Y	
Historical heritage	No change from Approved Project.	No additional measures required.	Y	N	Y	
Community and socio-economic	The full scope of works at Bankstown Station, and the associated benefits and outcomes, would not be delivered for day 1 operations of the metro line and would be delivered at the completion of the Stage 2 works. In the interim, there will ongoing construction impacts during the delivery of the Stage 2 works. However, the operational impacts and benefits would be consistent with those assessed for the Approved Project, once the Stage 2 works are delivered.	No additional measures required.	Y	N	Y	

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Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Traffic and transport	<p>The works to be undertaken at Bankstown Station are the same activities as assessed for the Approved project and hence would be consistent with the impacts assessed for the Approved Project. However, it is noted that following the opening of the metro line and during the delivery of the Stage 2 works at Bankstown Station, there would be an interim, simplified access to the new metro platforms. The proposed access to the metro line would be suitable for the expected patronage until the completion of stage -2. It would also be compliant with DDA requirements.</p> <p>Access to the Sydney Trains platforms would be via either an interim simplified access from the Sydney Metro platforms or through the existing Sydney Trains station access. The addition of a simplified access will provide an improved access arrangement to the Sydney Trains platforms and would be suitable for providing interchange between Sydney Metro and Sydney Train customers.</p> <p>The full transport and access benefits of the approved project, including the provision of the new at-grade cross corridor connection at Bankstown Station and supporting changes to the kerbside interchange facilities, would be delivered at the completion of the Stage 2 works. In the interim, the existing facilities would be retained.</p>	No additional measures required.	Y	N	Y	
Waste and resource management	No change from Approved Project.	No additional measures required.	Y	N	Y	

(Uncontrolled when printed)

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Visual and urban design	Construction visual impacts during the Stage 2 works would be viewed by the customers accessing Bankstown Station and on the metro line. However, this would be short term only and would be consistent with the approved project. The full operational visual and urban design impacts benefits, including the delivery of the new at-grade cross corridor connection, would be delivered upon completion of the Stage 2 works and would be consistent with those assessed for the approved project.	No additional measures required.	Y	N	Y	
Land use and property	No change from Approved Project.	No additional measures required.	Y	N	Y	
Hazard and risk	No change from Approved Project.	No additional measures required.	Y	N	Y	
Other	No change from Approved Project.	No additional measures required.	Y	N	Y	

12. Consistency with the Approved Project

Question	Consider the following:
Is the project (including the proposed changes) consistent with the conditions of approval?	Yes. The proposed extended final possession and staged works at Bankstown Station would be consistent with the conditions of approval and allows for the successful completion of the Sydenham to Bankstown project.
Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the elements of the Approved Project. The Bankstown Station works would be delivered in a staged manner to meet the operational requirements as well as ensure minimal disruption to the community. Once the works are complete, the project would be consistent with the objectives and functions of the Approved Project.
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	Yes, the environmental impacts for the proposed staged delivery of the Bankstown Station works and extended final possession would be consistent with the impacts assessed for the Approved Project. The potential environmental impacts would continue to be adequately addressed through the application of the mitigation measures provided in the Environmental Impact Statement, Submissions Report, Conditions of Approval and the TTMP.
Are there any new environmental impacts as a result of the proposed works/project changes?	The proposed staged delivery of the Bankstown Station works and extended final possession would not result in any new environmental impacts beyond those considered in the Approved Project. The proposed works would result in minor changes to the timing and duration of impacts as assessed in the Approved Project, however the nature and scale of impact would be consistent.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed extended final possession and staged delivery of the Bankstown Station works are known and understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The proposed staged works for Bankstown Station would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR and SR and the Conditions of Approval to ensure there are no adverse impacts. The extended final possession would be managed through the preparation of a TTMP.
Would any Conditions of Approval be required to be changed as a result of the proposed change (having regard to the above assessment)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

13. Other Environmental Approvals

Identify all other approvals required for the proposed works:	N/A
---	-----

14. Recommendation

Based on the above impact assessment, and with reference to the *Sydney Metro Sydenham to Bankstown* Environmental Impact Statement, Submissions and Preferred Infrastructure Report, Submissions Report, and including the including the Conditions of Approval, it is recommended that:

		Tick relevant box
The proposed change has negligible or more than negligible impacts on the environment or community however is consistent with the Approval , including the conditions of approval. The proposed impacts are consistent with those assessed for the Approved Project (i.e., does not trigger a change to the conditions of approval).	<input checked="" type="checkbox"/>	✓
The proposed change is not consistent with the Approved Project including the conditions of approval and would be subject to a separate modification application.	<input type="checkbox"/>	
The proposed change is not substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered.	<input type="checkbox"/>	

Author certification

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the proposed change; and
- Examines the consistency of the proposed change with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Isabella Caruso	Signature:	<i>Isabella Caruso</i>
Title:	Planning Approval Officer		
Company:	Sydney Metro	Date:	29/08/2023

Assessment Supporting Signature

Application supported and submitted by

Name:	Yvette Buchli	Date:	29/08/2023
Title:	Director Planning Approvals	Comments:	
Signature:	<i>Yvette Buchli</i>		

Assessment Endorsement

Based on the above assessment, are the impacts and scope of the proposed change consistent with the existing Approved Project?

Yes The proposed change is consistent with the Approved Project and no further assessment is required.

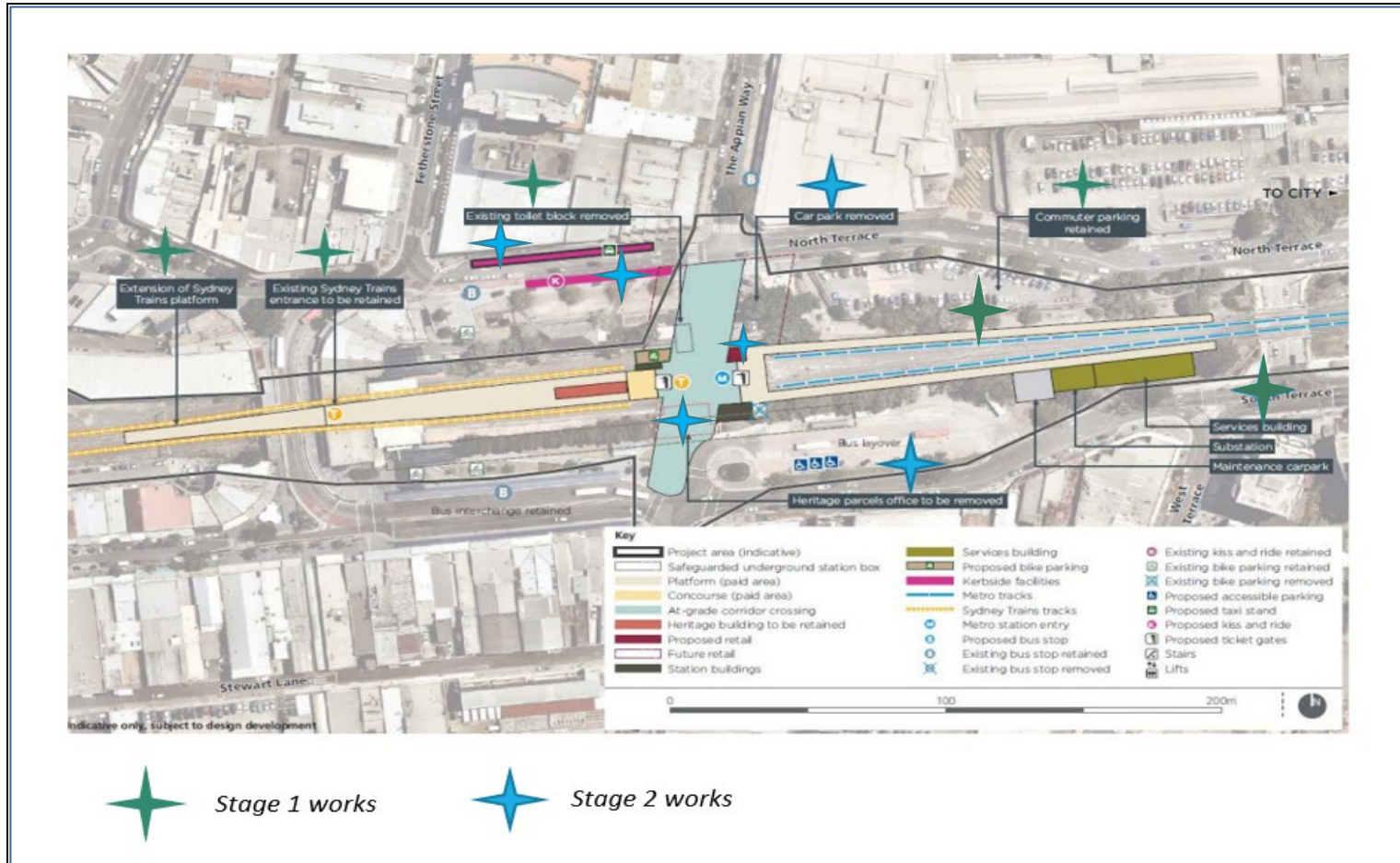
No The proposed change is not consistent with the Approved Project.

A modification or a new activity approval/ consent is required. Advise Senior Project Manager of appropriate alternative planning approvals pathway to be undertaken.

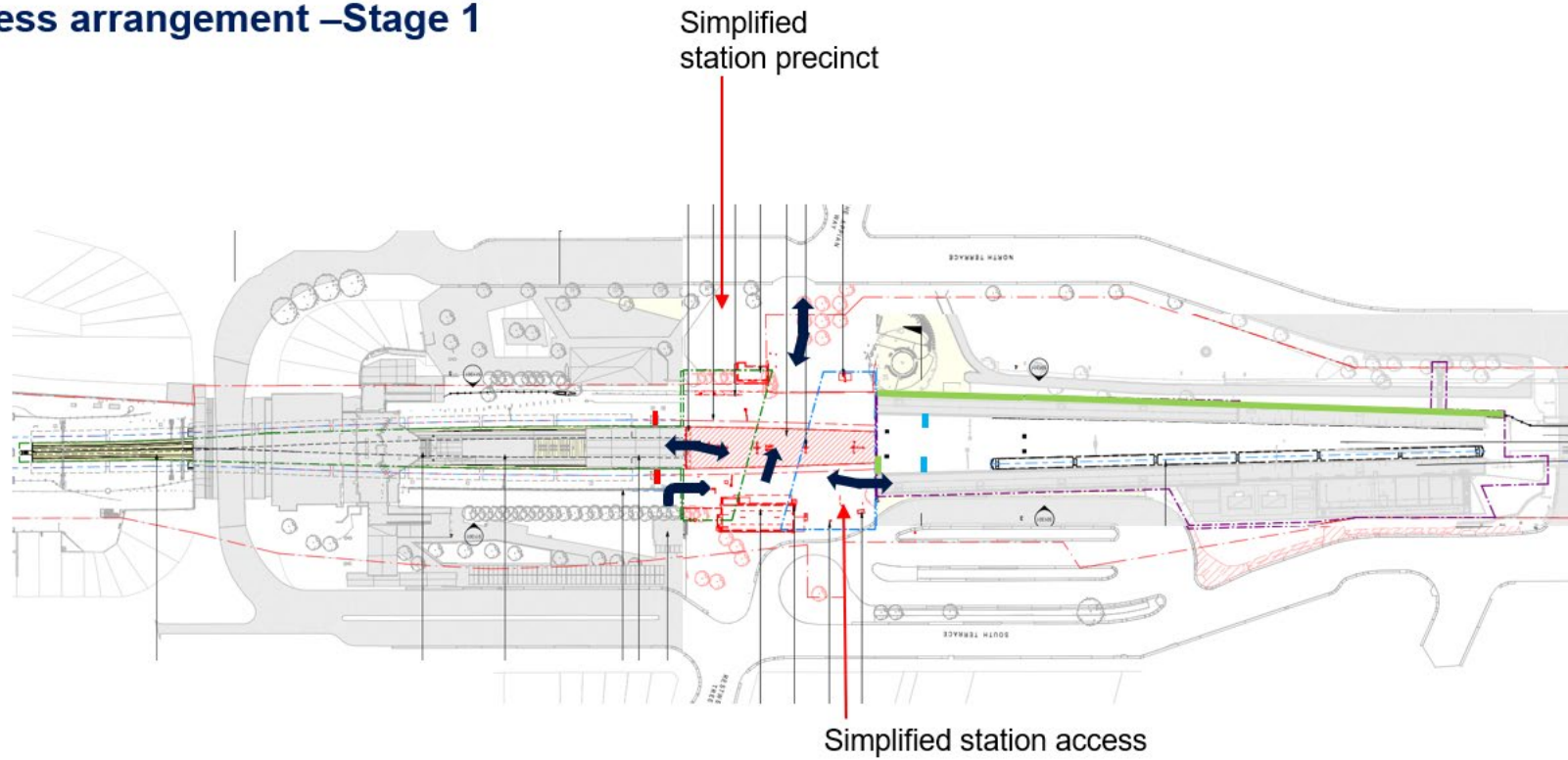
Endorsed by

Name:	Fil Cerone	Date:	30 August 2023
Title:	Director City & Southwest, Environment, Sustainability and Planning	Comments:	
Signature:	<i>Fil Cerone</i>		

Appendix A – Proposed staging works - Bankstown Station



Access arrangement –Stage 1



Appendix B – Traffic Impact Assessment

Traffic Assessment for Sydenham to Bankstown Final Possession

June 2023

sydneymetro.info



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1 Introduction

1.1 Background

Sydney Metro City & Southwest is a 30 kilometre extension of metro rail from the end of Sydney Metro Northwest at Chatswood under Sydney Harbour, through new CBD stations and south west to Bankstown. Sydney Metro City & Southwest comprises two core components:

- the Chatswood to Sydenham project
- the Sydenham to Bankstown upgrade ('the project' and the subject of this document).

Sydney Metro has received approval for the Sydenham to Bankstown upgrade in December 2018. The project includes construction and operation of a metro rail line, approximately 13km long, between Marrickville and Bankstown, including ten metro stations and associated ancillary infrastructure. The project would enable Sydney Metro to operate beyond Sydenham, to Bankstown.

1.1.1 Environmental Impact Statement (EIS)

An Environmental Impact Statement (EIS) for the project was exhibited in August 2017. The EIS presented a Temporary Transport Strategy (TTS) which outlined the use of bus replacement services during track possession periods, periods when trains could not run on the T3 Bankstown Line, during construction. This assessment analysed the potential impacts of the project during the required possession periods. The EIS and TTS identified a number of different types of rail possession periods – compromising of normal weekend maintenance possession periods with longer possession periods during school holidays. The possession periods that were assessed included school holiday possession periods (two (2) weeks in July and six (6) weeks in December/January for five (5) years), four (4) additional weekend possessions per year (in addition to the standard Sydney Trains possessions) and a final possession of up to six (6) months.

The assessment of traffic conditions during construction considered the impact of the TTS, construction haulage vehicles and bridge diversion routes.

The EIS assessment considered the following scenarios:

- 2016 Existing conditions, based on collected traffic volume data
- 2023 Future conditions, based on an applied traffic growth rate as well as the following analysis of the 2023 future conditions:
 - A. 2023 Future Conditions Base Model as the reference case
 - B. 2023 Future Conditions + Construction haulage traffic
 - C. 2023 Future Conditions + Construction haulage traffic + Baseline Temporary Transport Plan buses (Baseline TTP)
 - D. 2023 Future Conditions + Construction haulage traffic + Refined Baseline Temporary Transport Plan buses (Refined Baseline TTP)
 - E. 2023 Future Conditions + Construction haulage traffic + bridge works impact and traffic rerouting.

The Refined Baseline TTP is based on the premise that customers located west of Campsie would be conveyed to stations on parallel lines, reducing the volume of buses east of Campsie. The alternative scenario also reduces the number of buses on the road network connecting Dulwich Hill and Marrickville Station to reduce the effect on the intersections in that area.

The EIS was subsequently updated by the Submission and Preferred Infrastructure Report (SPIR) in 2018.

1.1.2 Submission and Preferred Infrastructure Report (SPIR)

Following the exhibition of the EIS, several changes were proposed to the exhibited project. The 'preferred project' enabled a number of the issues raised in submissions to be addressed, but also significantly minimised potential impacts – especially in respect of construction noise, traffic, heritage and vegetation impacts.

Key changes during the assessment of the preferred project included:

- Changes to construction sequencing and possession periods
 - Additional eight (8) weekend possessions per year
 - Two (2) week possessions during December holiday periods only (July possession period excluded)
 - Occasional weekday night-time possessions.
- Concurrent closure of three (3) stations for up to two (2) months
- Revised works to road bridges
- Retaining and enhancing existing station layouts to facilitate improved operations with supporting precinct improvements to promote customer service.

The SPIR assessed the following scenarios:

- Scenario A: Future 2023 traffic flows for a typical day (from EIS)
- Scenario B: Future 2023 traffic + construction traffic + Refined TTP (from EIS)
- Scenario C: Future 2023 December traffic flows
- Scenario D: Future 2023 December traffic + construction traffic
- Scenario E: Future 2023 December traffic + construction traffic + Refined TTP.

The SPIR noted that Scenario B, which is as reported in EIS Technical Paper 1, remains the relevant assessment for the final three to six months possession in the final construction year of the preferred project.

1.1.3 July 2021 consistency assessment

A revised TTP network and service frequencies were proposed by Sydney Metro over the July 2021 school holiday period. This period was excluded from the SPIR but was included under the EIS. A full line closure was required for two weeks in July 2021 and bus replacement services were provided on seven routes to enable construction. The July 2021 consistency assessment assessed the potential traffic impacts of providing bus replacement services along these seven routes. The assessment report indicated that the traffic impact of these routes is negligible.

1.1.4 July 2022 consistency assessment

An updated TTP network and service frequencies are proposed by Sydney Metro over the July 2022 school holiday period. During this period, a full line closure was required for two weeks, and bus replacement services were provided on five routes to enable construction.

The July 2022 consistency assessment assessed the potential traffic impacts of providing bus replacement services along these five routes. Three of these routes were assessed during the July 2021 assessment, however, two of these have been modified as part of the July 2022 TTP. Therefore, it requires the assessment of new intersections along these modified routes. The consistency assessment report indicated that the traffic impacts on key intersections are considered acceptable and the overall intersection performance is maintained as a result of the additional construction traffic and TTP buses during the July 2022 possession period.

1.1.5 October 2022 consistency assessment

The TTP bus timetables for October 2022 school holiday possession period were reviewed and refined based on re-forecasted patronage demand, removal of restriction to bus capacity due to COVID-19 and a comparison between the supply and demand of the July 2022 TTP. The TTP planning also considered the NRL grand final day. The revised timetables had 22% fewer services in the AM Peak and 19% fewer services in the PM Peak.

A review of SCATS traffic volume data for pre-COVID data in July 2019 and October 2019 school holiday periods have also been undertaken to compare the traffic volumes at key intersections along the TTP bus routes. The analysis revealed that the October 2019 traffic volume is lower/ higher between -1% to +4% compared to July 2019 traffic volume. It is assumed that the additional 4% traffic would not have significant impacts to the road network.

It is considered that due to lower service levels in TTP buses during the September/October TTP and the similar traffic volume patterns a subsequent traffic consistency assessment is not required. It is expected that key intersections will perform at or better than during the July 2022 TTP.

1.1.6 Final possession traffic assessment (this assessment)

The detailed design, construction planning and system operator has identified that the completion of remaining construction activities, testing and commissioning processes would require an extension to the final possession. The final possession is required to complete the remaining construction activities along the T3 Bankstown line and allow the finalisation of works and the establishment of Sydney Metro operations including train testing, system integration and final commissioning. The SPIR noted that the EIS Scenario B (Future 2023 traffic + construction traffic + Refined TTP) assessment is the relevant assessment for the final three to six months possession in the final construction year of the preferred project. However, the final rail possession for the project is expected to start in year 2024. This assessment will assess the potential traffic impacts of providing bus replacement services during the final possession in year 2024.

The duration of the final possession is expected to occur from mid-2024 for a period of up to 12 months. This report will include traffic assessment for year 2024 and 2025. The methodology for this assessment is discussed in Section 2 of this report.

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.

1.2 Structure of this report

This report is structured as follows:

- **Section 2** describes the temporary transport strategy and the methodology used for this assessment
- **Section 3** details the assessment of potential impacts due to the final possessions
- **Section 4** outlines the mitigation measures as an outcome from this assessment
- **Section 5** provides the summary and conclusion.

2 Methodology

2.1 Temporary transport strategy

The temporary transport strategy provides bus replacement services for commuters travelling between Sydenham and Bankstown. The proposed TTP routes run along the train route, connecting all stations shown in Figure 1.

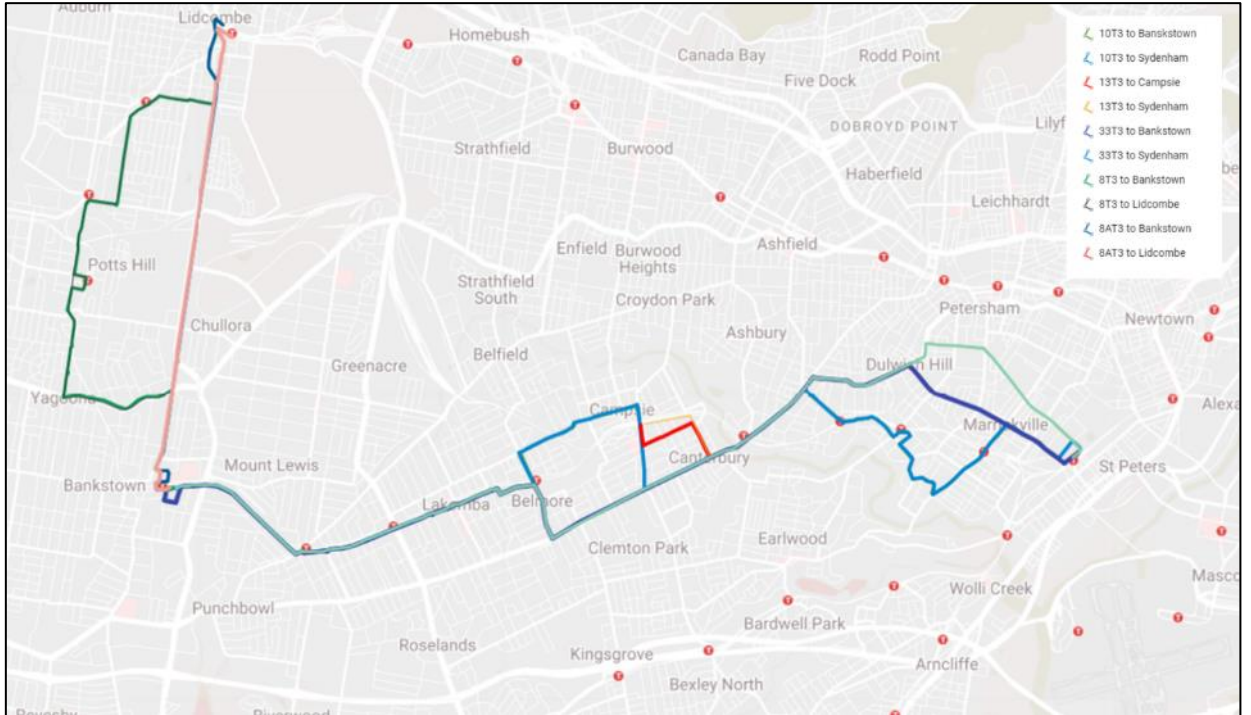


Figure 1 Project area and proposed Final Possession TTP routes

2.1.1 Proposed Temporary Transport Plan (TTP) routes

The proposed bus replacement services for the final possession period used for this assessment are given in Table 1.

Table 1 Proposed TTP routes for final possession

Route	Description
10T3	Bankstown to Sydenham (all stops)
13T3	Campsie to Sydenham (Limited stops - Canterbury then Sydenham)
33T3	Bankstown to Sydenham (Limited stops – All stops to Belmore then Sydenham)
8AT3	Lidcombe to Bankstown (Express to Lidcombe)
8T3	Lidcombe to Bankstown (all stops)

Detailed maps for the proposed TTP routes are included in Appendix A.

Route 10T3, Route 13T3 and Route 33T3 are proposed to be east-west routes running parallel to the T3 line and are proposed to be all stops services. Route 10T3 and Route 33T3 will run the full length of the rail line possession area from Bankstown to Sydenham. Route 13T3 will service the eastern segment of the possession area and only run between Campsie and Sydenham.

Route 8AT3 and Route 8T3 are proposed to service the western segment of the possession area by transporting passengers to the T1 parallel service to the north and are proposed to be all stop services. Both routes will transport passengers to Lidcombe from Bankstown.

2.1.2 TTP frequencies

Two TTP bus timetable for the final possession has been proposed as follows:

- TTP bus timetable during school term
- TTP bus timetable during school holiday

The proposed frequency of bus replacement services during the peak periods is presented in Table 2 and Table 3.

Table 2 Proposed frequency of TTP routes for final possession during school term

Route	Direction	Towards	Frequency (services/hour)			
			AM 0800-0900	Interpeak (IP) 1100-1200	PM 1700-1800	Weekend 1200-0100
10T3	Inbound	Sydenham	27	9	7	10
10T3	Outbound	Bankstown	7	6	20	7
13T3	Inbound	Sydenham	18	6	6	6
13T3	Outbound	Campsie	6	6	15	5
33T3	Inbound	Sydenham	32	8	10	9
33T3	Outbound	Bankstown	7	6	25	6
8AT3	Inbound	Bankstown	4	4	5	4
8AT3	Outbound	Lidcombe	4	4	4	4
8T3	Inbound	Bankstown	6	4	7	4
8T3	Outbound	Lidcombe	6	4	6	4

Table 3 Proposed frequency of TTP routes for final possession during school holiday

Route	Direction	Towards	Frequency (services/hour)		
			AM 0800-0900	Interpeak (IP) 1100-1200	PM 1700-1800
10T3	Inbound	Sydenham	20	9	7
10T3	Outbound	Bankstown	6	6	18
13T3	Inbound	Sydenham	16	6	6
13T3	Outbound	Campsie	6	6	15
33T3	Inbound	Sydenham	25	11	6
33T3	Outbound	Bankstown	6	7	25
8AT3	Inbound	Bankstown	4	4	5
8AT3	Outbound	Lidcombe	4	4	4
8T3	Inbound	Bankstown	5	4	6
8T3	Outbound	Lidcombe	5	4	7

Impacts of the bus replacement services during the Interpeak (IP) and weekend (Saturdays and Sundays) have not been assessed. This is due to lower background traffic generally observed on weekends and proposed frequency of TTP routes during the weekend being lower in comparison to the weekday peak period. Thus, the impacts on network due to the TTP services during the weekend peak period are likely to be similar or lower compared to the weekday peak period.

2.2 Intersection selection methodology

The traffic assessment is carried out for all signalised intersections where the TTP buses in operations except on the following locations:

- Midblock signalised pedestrian crossing. It is assumed that the impacts on such minor intersections will be minimal and can be assumed to be similar/less than the adjacent major signalised intersections that are being assessed as part of this assessment.
- Intersections where bus volumes are lower than 15 TTP buses per hour during AM and PM peak. It is assumed that such a small increase in bus volumes per hour are not anticipated to result in any significant changes to intersection performance.

Unsignalised intersections along the bus routes have been excluded from the assessments based on the assumption that adjacent signalised intersections are likely to demonstrate the level of impact anticipated during final possession.

A total of 52 intersections were selected for detailed assessment with modelling using SIDRA software. As shown in Table 4, 44 intersections have previously been assessed during the EIS, SPIR, July 2021 possession or July 2022 possession and there are 8 new intersections.

Table 4 Intersections assessed

No.	Location (nearest Station)	TCS	Intersection	Previous Assessment
1	Sydenham	3320	Railway Parade / Gleeson Avenue	EIS, SPIR
2	Marrickville	41	Sydenham Road / Victoria Road	July 2022
3		67	Marrickville Road / Livingstone Road	July 2022
4		68	Marrickville Road / Victoria Road	EIS, SPIR, July 2021
5		81	Livingstone Road / Sydenham Road / Frazer Street	July 2022
6		96	Sydenham Road / Illawarra Road	New
7		435	Marrickville Road / Illawarra Road	EIS, SPIR
8		569	Illawarra Road / Petersham Road	EIS, SPIR
9		1153	Marrickville Road / Petersham Road	July 2022
10		1315	Illawarra Road / Warren Road	EIS, SPIR, July 2022
11		2065	Sydenham Road / Farr Street	New
12		2450	Sydenham Road / Park Road / Petersham Road	New
13		4297	Sydenham Road / Centennial Street	New
14		Dulwich Hill	42	Wardell Road / Frazer Street
15	66		Marrickville Road / Wardell Road	EIS, SPIR

No.	Location (nearest Station)	TCS	Intersection	Previous Assessment
16		86	New Canterbury Road / Marrickville Road / Dulwich Street	EIS, SPIR, July 2022
17		902	New Canterbury Road / Constitution Road	New
18		1413	Wardell Road / Ewart Street	July 2021
19		3340	New Canterbury Road / Frazer Street	July 2022
20	Hurlstone Park	78	New Canterbury Road / Canterbury Road	EIS, SPIR, July 2022
21		777	Canterbury Road / Queen Street / Crinan Street	EIS, SPIR, July 2022
22		1303	New Canterbury Road / Duntroon Street	July 2021, July 2022
23	Canterbury	602	Canterbury Road / Fore Street	July 2022
24		855	Canterbury Road / Jeffrey Street	EIS, SPIR, July 2022
25		1167	Canterbury Road / Wonga Street	EIS, SPIR, July 2022
26		2995	Canterbury Road / Aldi Street	New
27		4052	Canterbury Road / Duke Street	New
28	Campsie	79	Canterbury Road / Beamish Street / Bexley Road	EIS, SPIR, July 2022
29		507	Canterbury Road / Charlotte Street / Thorncraft Parade	July 2022
30		738	Beamish Street / Evaline Street	July 2021, July 2022
31		996	Beamish Street / Ninth Avenue	EIS, SPIR, July 2022
32		1363	Fifth Avenue / Ninth Avenue	EIS, SPIR, July 2022
33		2816	Beamish Street / Amy Street	EIS, SPIR, July 2022
34		3431	Beamish Street / South Parade / Lilian Lane	EIS, SPIR, July 2021
35		4136	Beamish Street / Clissold Parade	EIS, SPIR, July 2021
36	Belmore	80	Canterbury Road / Kingsgrove Road / Sharp Street	July 2021, July 2022
37		157	Burwood Road / Lakemba Street	EIS, SPIR, July 2022
38		162	Canterbury Road / Burwood Road	EIS, SPIR, July 2022
39		1329	Burwood Road / Leylands Parade	July 2021, July 2022
40	Lakemba	1299	Haldon Street / The Boulevarde	EIS, SPIR, July 2021, July 2022
41	Wiley Park	382	King Georges Road / The Boulevarde	EIS, SPIR, July 2022
42	Punchbowl	1744	Punchbowl Road / The Boulevarde / South Terrace	EIS, SPIR, July 2021, July 2022
43		2308	The Boulevarde / Arthur Street	EIS, SPIR
44	Bankstown	61	Hume Highway / Chapel Road / Rookwood Road	July 2022
45		1203	Chapel Road / Rickard Road	July 2022
46		1817	Restwell Street / South Terrace	EIS, SPIR, July 2021

No.	Location (nearest Station)	TCS	Intersection	Previous Assessment
47		2206	North Terrace / Fetherstone Street / Bankstown City Plaza	New
48		4074	Restwell Street / Raymond Street / Greenfield Parade	EIS, SPIR, July 2022
49		4408	Chapel Road / French Avenue	July 2022
50		4423	South Terrace / West Terrace	EIS, SPIR
51	Lidcombe	935	Olympic Drive / Joseph Street	EIS, SPIR
52		2789	Joseph Street / Georges Avenue	EIS, SPIR, July 2022

2.3 Traffic & Pedestrian Volume Data

2.3.1 Baseline conditions

The traffic volume data used in the EIS and SPIR assessment are based on 2016 traffic count data (7 years old at the time of this assessment). This data is dated and considering COVID-19 impact, the travel patterns and traffic data might have changed since data was last collected. Therefore, for this assessment, a more recent traffic volume data for a 'typical weekday' has been obtained from the following:

- New intersection count survey on 1st March 2023, on 45 intersections
- Intersection count survey on 11th May 2022 (undertaken as part of July 2022 consistency assessment), on 7 intersections.

This information is used to develop 2023 base models for all intersections. For the 2022 traffic volume data, the SCATS detector count data at each intersection for year 2022 and 2023 have been compared and the traffic growth is applied to forecast 2023 traffic volume data.

2.3.2 Final possession periods background traffic flows

The final possession could also potentially occur during school holiday. Traffic data from SCATS traffic detector at key intersections along TTP routes have been analysed to develop an understanding of the impact of school holidays on traffic flows.

The traffic data from year 2019 (pre-COVID) and year 2022 and 2023 (post-COVID) have been assessed during a typical weekday and school holiday for the following period.

1. 2019 typical weekday – Monday 4th to Sunday 10th March 2019 (7 days data)
2. 2019 school holiday 1 and Easter holiday – Monday 15th to Sunday 28th April 2019 (14 days data)
3. 2019 school holiday 2 – Monday 8th to Sunday 21st July 2019 (14 days data)
4. 2019 school holiday 3 – Monday 30th September to Sunday 13th October 2019 (14 days data)
5. 2019 school holiday 4 and Christmas holiday – Monday 23rd December 2019 to Sunday 5th January 2020 (14 days data)
6. 2022 typical weekday – Monday 7th to Sunday 13th March 2022 (7 days data)
7. 2022 school holiday 1 and Easter holiday – Monday 11th to Sunday 24th April 2022(14 days data)

8. 2022 school holiday 2 – Monday 4th to Sunday 17th July 2022 (14 days data)
9. 2022 school holiday 3 – Monday 26th September to Sunday 9th October 2022 (14 days data)
10. 2022 school holiday 4 and Christmas holiday – Monday 26th December to Sunday 8th January 2023 (14 days data)
11. 2023 typical weekday – Monday 27th February to Sunday 5th March 2023 (7 days data)
12. 2023 school holiday 1 and Easter holiday – Monday 10th to Sunday 23rd April 2023 (14 days data)

The data comparison is shown in Table 5. The data shows reduction in traffic flow during all school holiday periods. Therefore, traffic assessment during school holiday periods is not required. It is considered that the Final Possession during school holiday periods will have minimal impacts to the road network.

Table 5 Impact of school holiday traffic volume

Data comparison	Traffic Reduction	
	AM Peak	PM Peak
2019 school holiday 1 vs. 2019 typical weekday	up to -20%	up to -5%
2019 school holiday 2 vs. 2019 typical weekday	up to -15%	up to -5%
2019 school holiday 3 vs. 2019 typical weekday	up to -15%	up to -5%
2019 school holiday 4 vs. 2019 typical weekday	up to -25%	up to -20%
2022 school holiday 1 vs. 2022 typical weekday	up to -15%	up to -5%
2022 school holiday 2 vs. 2022 typical weekday	up to -15%	up to -5%
2022 school holiday 3 vs. 2022 typical weekday	up to -10%	up to -5%
2022 school holiday 4 vs. 2022 typical weekday	up to -25%	up to -20%
2023 school holiday 1 vs. 2023 typical weekday	up to -20%	up to -5%

2.4 Traffic Growth

A growth factor was applied to the 2023 base models to reflect forecast land use and traffic behavioural changes that would occur during final possession. The growth factor used for the 2024 and 2025 model was based on growth rate in the EIS and SPIR (a global increase of 1.4% p.a. in the AM peak and 1.5% p.a. in the PM peak).

2.5 Construction traffic

This assessment uses the same construction traffic volumes as per the EIS.

2.6 Bridge works

SPIR described that the project does not require the closure of the bridges for extended periods of time. Bridge works include the installation of new traffic barriers, anti-throw screens as well as other protection measures as required. It is anticipated that bridges would be able to remain open to traffic during the bridge works. Therefore, impacts as a result of bridge works have not been assessed as part of this assessment.

2.7 Assumptions

The key assumptions adopted in the SIDRA analysis are as follows:

- The traffic model was developed using SIDRA Network version 9.1
- The proposed bus replacement routes and frequencies as detailed in Section 2.1

- The SIDRA study area covers the intersections listed in Section 2.2
- Assessments have been undertaken for one typical weekday for the AM and PM peak hour for year 2023, 2024 and 2025
- Site observations were undertaken during peak hour to check existing traffic movement, intersection layout and traffic signal operations. Model geometry was also checked using Nearmaps aerial photography (February 2023).
- Network closures/changes as part of Bridge works are assumed not to be in place during the final possession period.
- Traffic and pedestrian volume data as detailed in Section 2.3. The network traffic peaks hours are varies between locations, overall is between 7am to 930am and 3pm to 630pm. The 2023 peak hour traffic and pedestrian flows are included in Appendix C.
- Construction haulage traffic is assumed to remain the same as the EIS.
- Traffic growth in the network as detailed in Section 2.4. The growth factor of 1.4% per annum in the AM peak and 1.5% per annum in the PM peak has been applied for future year assessment. The 2024 and 2025 peak hour traffic flows are included in Appendix C.
- The existing traffic signal timing and phasing for all existing signalised intersections were sourced from SCATS History files provided by TfNSW. For future scenario in year 2024 and 2025, optimum cycle time settings have been used to replicate the traffic demand-based operations of the SCATS system. The lower and upper limits used for the optimum cycle time settings were adopted from SCATS.

2.8 Assessment criteria

The traffic assessment was investigated using the SIDRA intersection modelling software package. This package provides several useful parameters to determine the level of intersection performance.

- Level of service (LOS) – is a basic performance parameter used to describe the operation of an intersection. Levels of service range from A (indicating good intersection operation) to F (indicating over-saturated conditions with long delays and queues) as shown in Table 6. At signalised intersections, the LOS criteria are related to average intersection delay (seconds per vehicle). At priority controlled (give-way and stop controlled) and roundabout intersections, the LOS is based on the modelled delay (seconds per vehicle) for the most delayed movement.
- Degree of saturation (DoS) – is the ratio of demand flow to capacity, and therefore has no unit. As it approaches 1.0, extensive queues and delays could be expected. For a satisfactory situation, DoS should be less than the nominated practical degree of saturation, usually 0.9. The intersection DoS is based on the movement with the highest value.
- Average vehicle delay – is the difference between interrupted and uninterrupted travel times through the intersection and is measured in seconds per vehicle. At signalised intersections, the average intersection delay is usually reported. At roundabouts and priority controlled intersections, the average delay for the most delayed movement is usually reported.
- Queue length – is measured in metres reflecting the number of vehicles waiting at the stop line and is usually quoted as the 95th percentile back of queue, which is the value below which 95 per cent of all observed queue lengths fall. It reflects the number of vehicles per traffic lane at the start of the green period, when traffic starts moving again after a red signal. The intersection queue length is usually taken from the movement with the longest queue length.

Table 6 Level of Service (LOS) criteria

Level of service	Average delay (seconds per vehicle)	Traffic signals, roundabout	Give Way and stop signs
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity. At signals, incidents would cause excessive delays. Roundabouts require other control mode.	At capacity, requires other control mode
F	Greater than 71	Unsatisfactory with excessive queuing	Unsatisfactory with excessive queuing; requires other control mode

Source: Roads and Maritime Guide to Traffic Generating Developments, 2002

3 Traffic assessment

3.1 Assessment scenarios

SIDRA intersection analysis has been undertaken for the following scenarios:

1. Scenario 1 – 2023 Existing conditions
2. Scenario 2 – 2024 Future conditions base model
3. Scenario 3 – 2024 Future conditions + TTP bus + Construction traffic
4. Scenario 4 – 2025 Future conditions base model
5. Scenario 5 – 2025 Future conditions + TTP bus + Construction traffic

3.2 Sydenham Station

One intersection was assessed in the area surrounding Sydenham Station.

3.2.1 TCS 3320 – Railway Parade / Gleeson Avenue

Table 7 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 7 TCS 3320 – Intersection layout

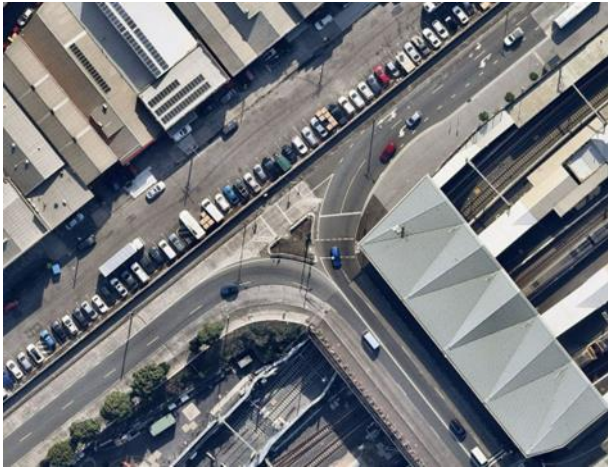
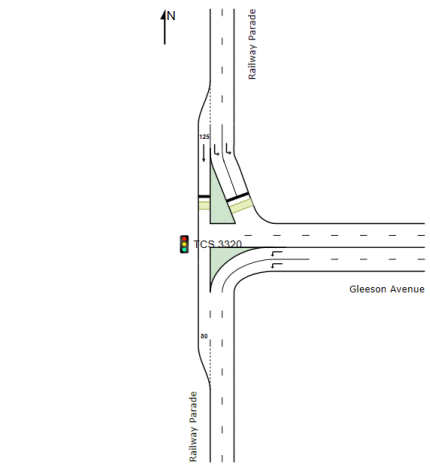
Intersection Layout	SIDRA Layout
	

Table 8 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS ‘A’ in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 8 TCS 3320 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	2121	0.745	8	A
Scenario 2 – 2024 Base	2151	0.756	8	A
Scenario 3 – 2024 Base + TTP + Construction	2253	0.760	8	A

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
Scenario 4 – 2025 Base	2181	0.760	8	A
Scenario 5 – 2025 Base + TTP + Construction	2283	0.805	9	A
PM Peak				
Scenario 1 – 2023 Existing	2182	0.706	8	A
Scenario 2 – 2024 Base	2215	0.711	8	A
Scenario 3 – 2024 Base + TTP + Construction	2341	0.711	8	A
Scenario 4 – 2025 Base	2248	0.711	11	A
Scenario 5 – 2025 Base + TTP + Construction	2375	0.711	11	A

3.3 Marrickville Station

Thirteen (13) intersections were assessed in the area surrounding Marrickville Station.

3.3.1 TCS 41 – Sydenham Road / Victoria Road

Table 9 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 9 TCS 41 – Intersection layout


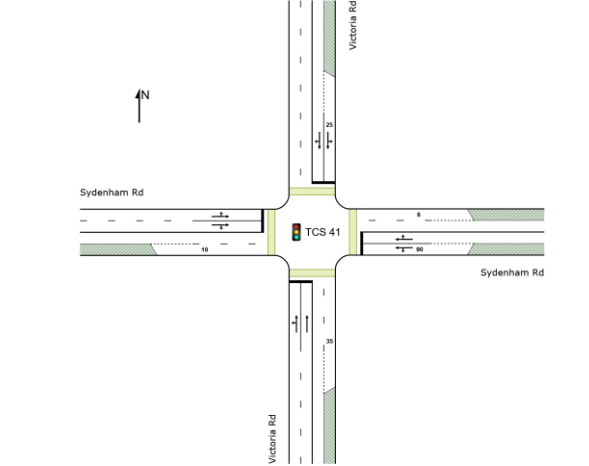
Intersection Layout	SIDRA Layout
	

Table 10 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS 'B' in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 10 TCS 41 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	2192	0.546	22	B
Scenario 2 – 2024 Base	2222	0.555	22	B
Scenario 3 – 2024 Base + TTP + Construction	2275	0.599	22	B
Scenario 4 – 2025 Base	2252	0.565	23	B

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
Scenario 5 – 2025 Base + TTP + Construction	2304	0.610	23	B
PM Peak				
Scenario 1 – 2023 Existing	2671	0.798	25	B
Scenario 2 – 2024 Base	2711	0.820	25	B
Scenario 3 – 2024 Base + TTP + Construction	2727	0.790	25	B
Scenario 4 – 2025 Base	2752	0.785	25	B
Scenario 5 – 2025 Base + TTP + Construction	2768	0.669	25	B

3.3.2 TCS 67 – Marrickville Road / Livingstone Road

Table 11 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 11 TCS 67 – Intersection layout

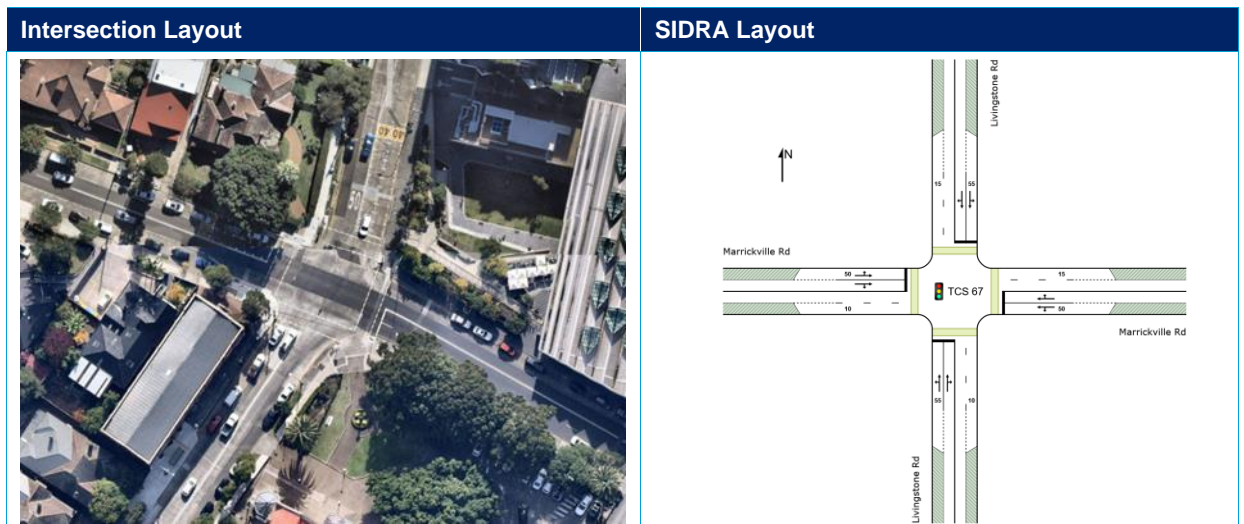


Table 12 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS 'B' in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 12 TCS 67 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1825	0.457	17	B
Scenario 2 – 2024 Base	1853	0.470	17	B
Scenario 3 – 2024 Base + TTP + Construction	1866	0.476	17	B
Scenario 4 – 2025 Base	1877	0.475	17	B
Scenario 5 – 2025 Base + TTP + Construction	1891	0.485	17	B
PM Peak				
Scenario 1 – 2023 Existing	2085	0.583	19	B
Scenario 2 – 2024 Base	2115	0.597	19	B

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
Scenario 3 – 2024 Base + TTP + Construction	2157	0.663	19	B
Scenario 4 – 2025 Base	2147	0.608	19	B
Scenario 5 – 2025 Base + TTP + Construction	2189	0.680	19	B

3.3.3 TCS 68 – Marrickville Road / Victoria Road

Table 13 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 13 TCS 68 – Intersection layout

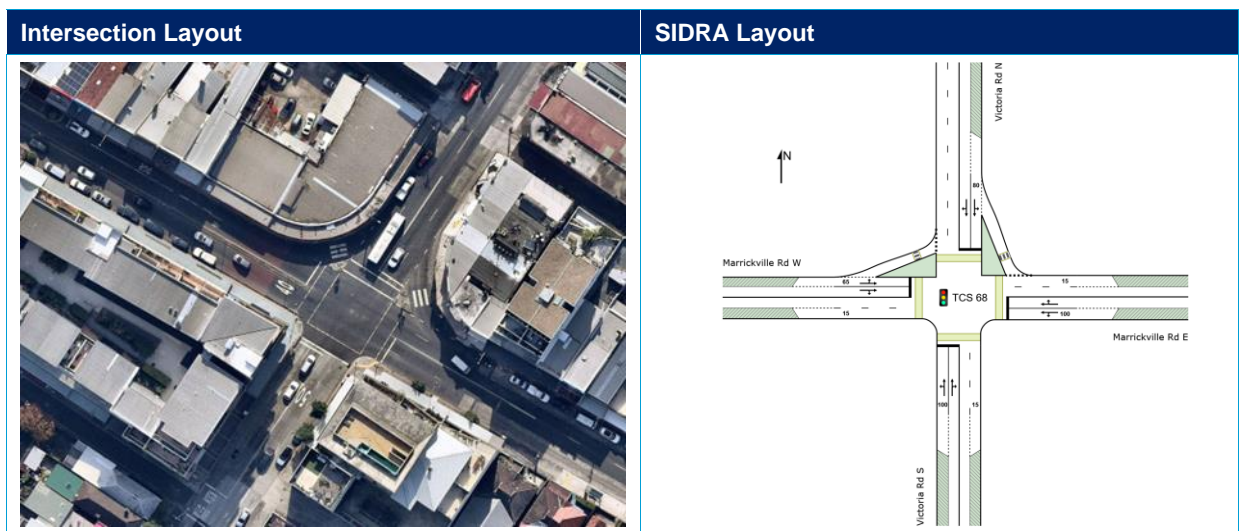


Table 14 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS 'C' or better in all scenarios. The 2023 traffic count at this intersection is lower than 2023 traffic volume forecasted in the EIS. Therefore, the intersection performance in 2023 Existing (Scenario 1) is better than 2023 EIS forecast.

Table 14 TCS 68 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1864	0.690	26	B
Scenario 2 – 2024 Base	1891	0.701	26	B
Scenario 3 – 2024 Base + TTP + Construction	1965	0.764	28	B
Scenario 4 – 2025 Base	1916	0.711	26	B
Scenario 5 – 2025 Base + TTP + Construction	1991	0.773	28	B
PM Peak				
Scenario 1 – 2023 Existing	1979	0.874	32	C
Scenario 2 – 2024 Base	2007	0.887	32	C
Scenario 3 – 2024 Base + TTP + Construction	2102	0.887	37	C
Scenario 4 – 2025 Base	2038	0.899	32	C
Scenario 5 – 2025 Base + TTP + Construction	2133	0.899	37	C

3.3.4 TCS 81 – Livingstone Road / Sydenham Road / Frazer Street

Table 15 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 15 TCS 81 – Intersection layout

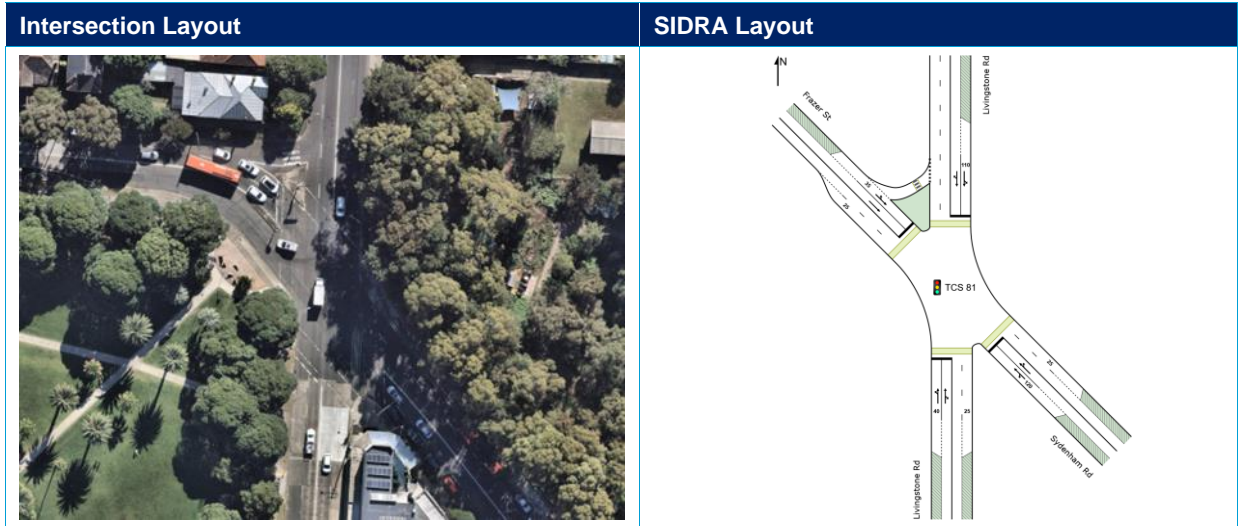


Table 16 provides a summary of the intersection performance assessment for this intersection. The result shows that the overall intersection perform at LOS 'D' or better in all scenarios. LOS 'D' would be generally considered acceptable during peak periods.

Table 16 TCS 81 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	2220	0.757	26	B
Scenario 2 – 2024 Base	2254	0.788	27	B
Scenario 3 – 2024 Base + TTP + Construction	2306	0.855	28	B
Scenario 4 – 2025 Base	2285	0.809	27	B
Scenario 5 – 2025 Base + TTP + Construction	2338	0.873	29	C
PM Peak				
Scenario 1 – 2023 Existing	2344	1.044	40	C
Scenario 2 – 2024 Base	2379	1.030	40	C
Scenario 3 – 2024 Base + TTP + Construction	2396	1.043	40	C
Scenario 4 – 2025 Base	2416	1.029	41	C
Scenario 5 – 2025 Base + TTP + Construction	2433	1.065	44	D

3.3.5 TCS 86 – New Canterbury Road / Marrickville Road / Dulwich Street

Table 17 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 17 TCS 86 – Intersection layout

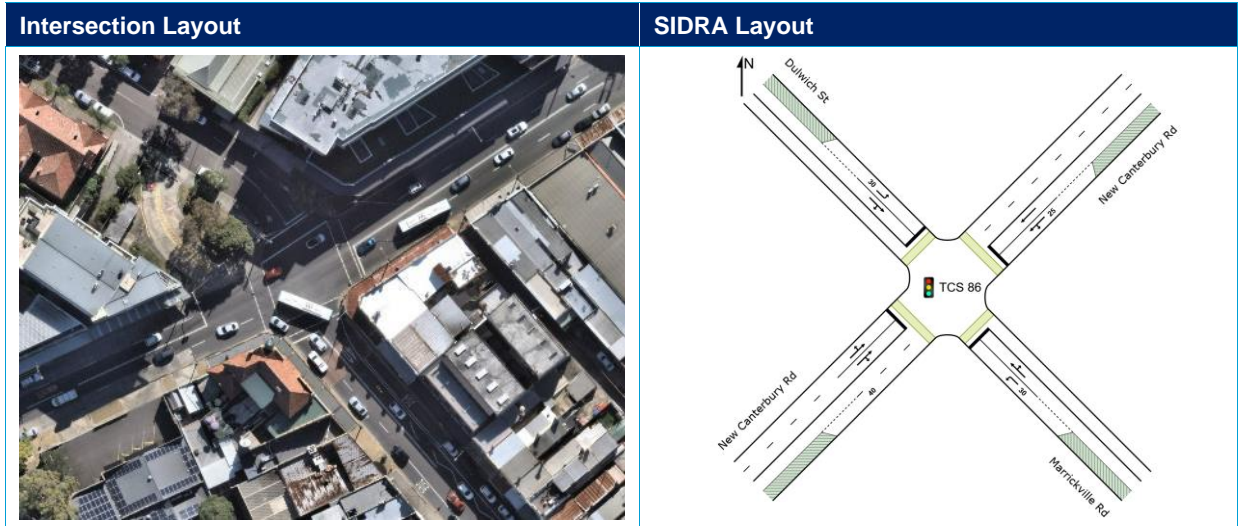


Table 18 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS ‘B’ in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 18 TCS 86 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	2412	0.701	22	B
Scenario 2 – 2024 Base	2444	0.805	27	B
Scenario 3 – 2024 Base + TTP + Construction	2511	0.844	28	B
Scenario 4 – 2025 Base	2478	0.790	27	B
Scenario 5 – 2025 Base + TTP + Construction	2544	0.827	28	B
PM Peak				
Scenario 1 – 2023 Existing	2500	0.683	26	B
Scenario 2 – 2024 Base	2535	0.694	26	B
Scenario 3 – 2024 Base + TTP + Construction	2594	0.717	27	B
Scenario 4 – 2025 Base	2573	0.721	27	B
Scenario 5 – 2025 Base + TTP + Construction	2636	0.712	27	B

3.3.6 TCS 96 – Sydenham Road / Illawarra Road

Table 19 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 19 TCS 96 – Intersection layout

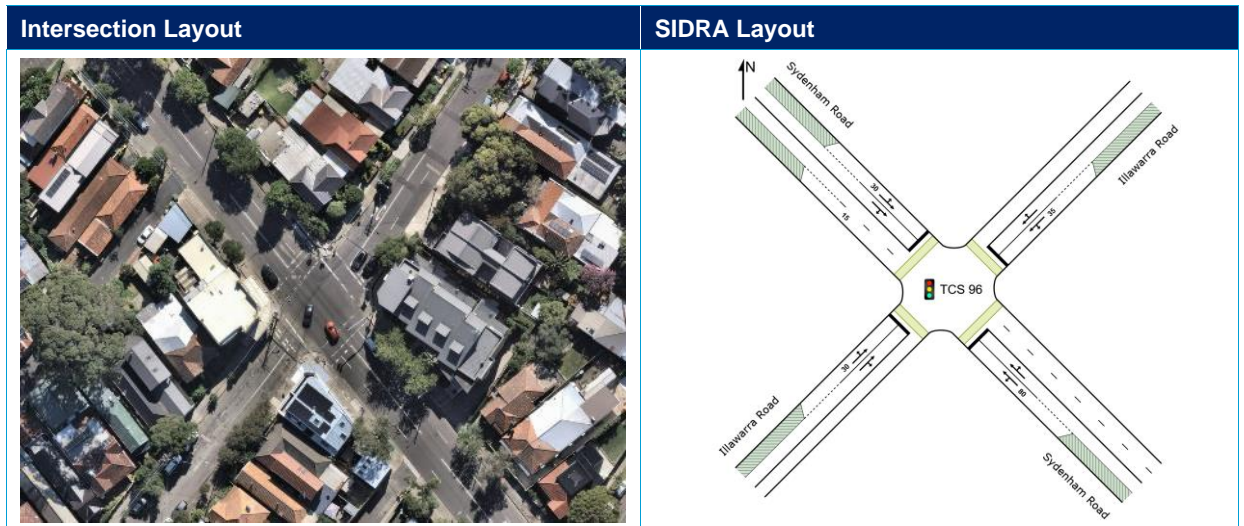


Table 20 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS 'B' or better in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 20 TCS 96– Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1897	0.630	13	A
Scenario 2 – 2024 Base	1923	0.643	14	A
Scenario 3 – 2024 Base + TTP + Construction	1976	0.701	14	A
Scenario 4 – 2025 Base	1949	0.653	14	A
Scenario 5 – 2025 Base + TTP + Construction	2002	0.720	15	B
PM Peak				
Scenario 1 – 2023 Existing	1972	0.576	12	A
Scenario 2 – 2024 Base	2000	0.584	12	A
Scenario 3 – 2024 Base + TTP + Construction	2017	0.586	12	A
Scenario 4 – 2025 Base	2033	0.597	12	A
Scenario 5 – 2025 Base + TTP + Construction	2049	0.598	12	A

3.3.7 TCS 435 – Marrickville Road / Illawarra Road

Table 21 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 21 TCS 435 – Intersection layout

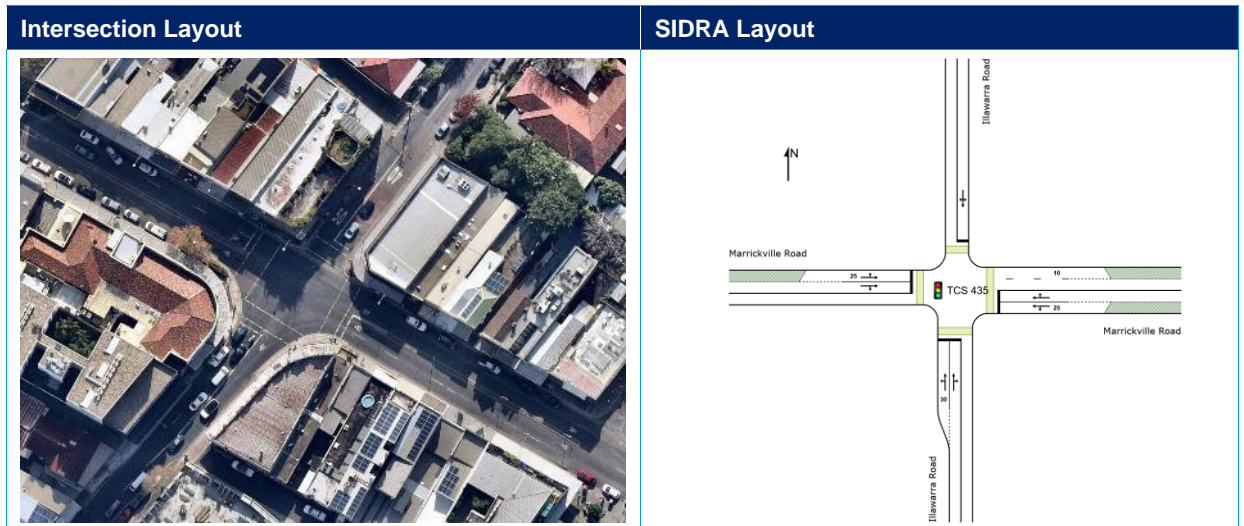


Table 22 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS 'B' in all scenarios. The 2023 traffic count at this intersection is lower than 2023 traffic volume forecasted in the EIS. Therefore, the intersection performance in 2023 Existing (Scenario 1) is better than 2023 EIS forecast.

Table 22 TCS 435 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1487	0.541	18	B
Scenario 2 – 2024 Base	1507	0.552	18	B
Scenario 3 – 2024 Base + TTP + Construction	1597	0.632	21	B
Scenario 4 – 2025 Base	1526	0.564	19	B
Scenario 5 – 2025 Base + TTP + Construction	1616	0.618	21	B
PM Peak				
Scenario 1 – 2023 Existing	1615	0.539	19	B
Scenario 2 – 2024 Base	1636	0.548	19	B
Scenario 3 – 2024 Base + TTP + Construction	1734	0.704	22	B
Scenario 4 – 2025 Base	1663	0.560	20	B
Scenario 5 – 2025 Base + TTP + Construction	1761	0.717	23	B

3.3.8 TCS 569 – Illawarra Road / Petersham Road

Table 23 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 23 TCS 569 – Intersection layout

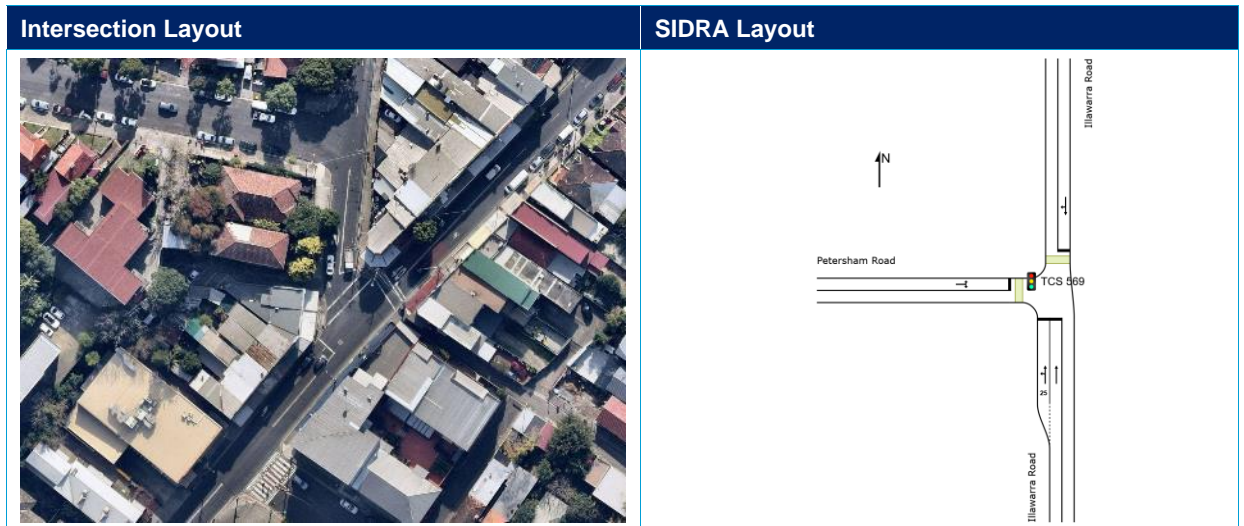


Table 24 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS 'A' in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 24 TCS 569 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1148	0.475	13	A
Scenario 2 – 2024 Base	1165	0.482	13	A
Scenario 3 – 2024 Base + TTP + Construction	1228	0.565	14	A
Scenario 4 – 2025 Base	1181	0.488	13	A
Scenario 5 – 2025 Base + TTP + Construction	1244	0.578	14	A
PM Peak				
Scenario 1 – 2023 Existing	1156	0.607	12	A
Scenario 2 – 2024 Base	1173	0.616	12	A
Scenario 3 – 2024 Base + TTP + Construction	1228	0.664	12	A
Scenario 4 – 2025 Base	1191	0.626	12	A
Scenario 5 – 2025 Base + TTP + Construction	1246	0.673	12	A

3.3.9 TCS 1153 – Marrickville Road / Petersham Road

Table 25 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 25 TCS 1153 – Intersection layout

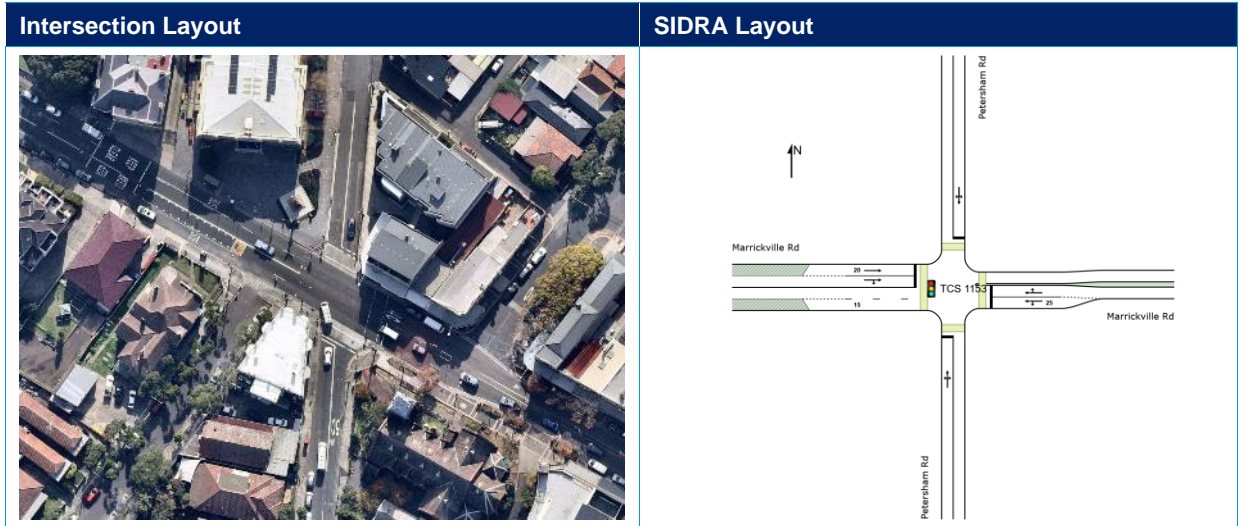


Table 26 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS ‘B’ or better in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 26 TCS 1153 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1227	0.579	14	A
Scenario 2 – 2024 Base	1294	0.590	14	A
Scenario 3 – 2024 Base + TTP + Construction	1307	0.594	14	A
Scenario 4 – 2025 Base	1312	0.603	15	A
Scenario 5 – 2025 Base + TTP + Construction	1325	0.607	15	A
PM Peak				
Scenario 1 – 2023 Existing	1540	0.549	20	B
Scenario 2 – 2024 Base	1560	0.547	20	B
Scenario 3 – 2024 Base + TTP + Construction	1602	0.577	20	B
Scenario 4 – 2025 Base	1583	0.563	20	B
Scenario 5 – 2025 Base + TTP + Construction	1625	0.592	20	B

3.3.10 TCS 1315 – Illawarra Road / Warren Road

Table 27 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 27 TCS 1315 – Intersection layout

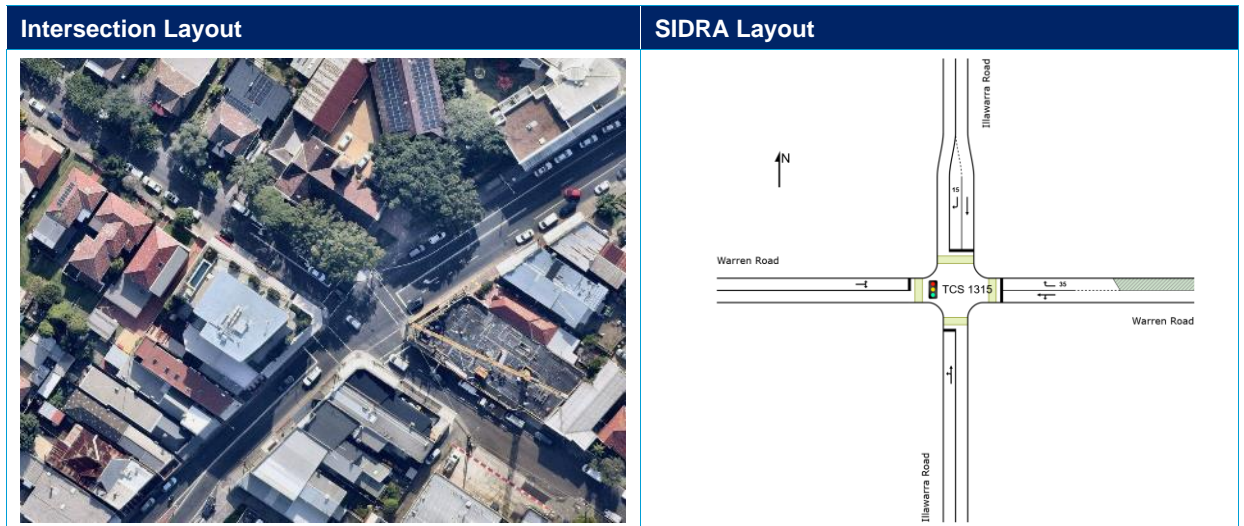


Table 28 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS 'B' in all scenarios. The intersection performance for the final possession is consistent with EIS traffic assessment.

Table 28 TCS 1315 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1297	0.698	15	B
Scenario 2 – 2024 Base	1315	0.708	15	B
Scenario 3 – 2024 Base + TTP + Construction	1378	0.662	15	B
Scenario 4 – 2025 Base	1331	0.622	15	B
Scenario 5 – 2025 Base + TTP + Construction	1394	0.670	16	B
PM Peak				
Scenario 1 – 2023 Existing	1413	0.668	17	B
Scenario 2 – 2024 Base	1433	0.680	17	B
Scenario 3 – 2024 Base + TTP + Construction	1488	0.692	18	B
Scenario 4 – 2025 Base	1455	0.689	17	B
Scenario 5 – 2025 Base + TTP + Construction	1511	0.700	18	B

3.3.11 TCS 2065 – Sydenham Road / Farr Street

Table 29 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 29 TCS 2065 – Intersection layout

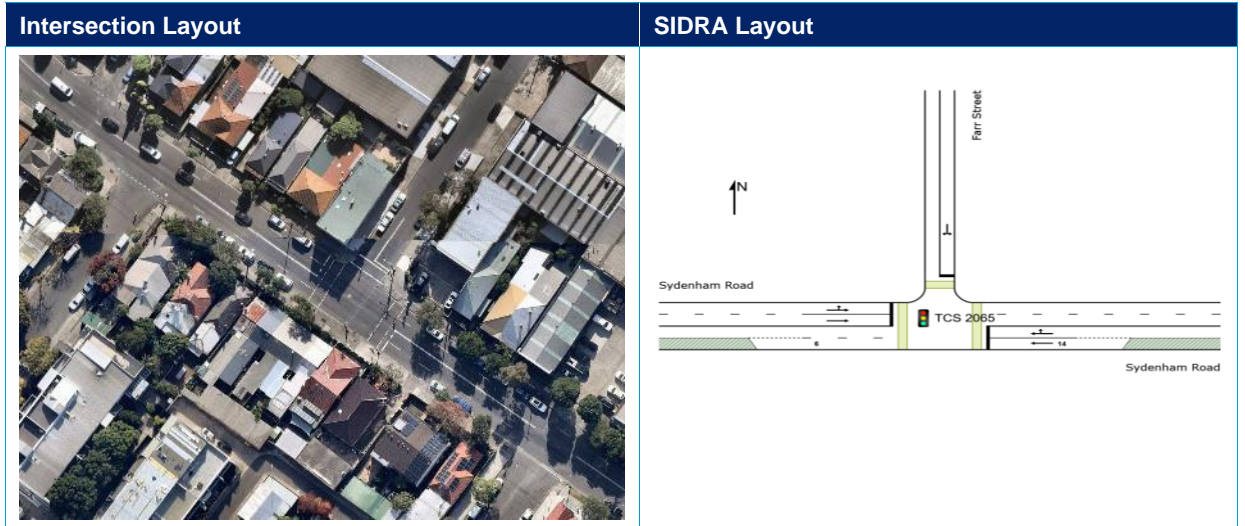


Table 30 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS ‘A’ in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 30 TCS 2065 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1584	0.535	8	A
Scenario 2 – 2024 Base	1604	0.543	8	A
Scenario 3 – 2024 Base + TTP + Construction	1657	0.543	8	A
Scenario 4 – 2025 Base	1629	0.547	8	A
Scenario 5 – 2025 Base + TTP + Construction	1682	0.560	8	A
PM Peak				
Scenario 1 – 2023 Existing	1609	0.566	7	A
Scenario 2 – 2024 Base	1633	0.575	7	A
Scenario 3 – 2024 Base + TTP + Construction	1649	0.575	7	A
Scenario 4 – 2025 Base	1656	0.584	7	A
Scenario 5 – 2025 Base + TTP + Construction	1673	0.584	7	A

3.3.12 TCS 2450 – Sydenham Road / Park Road / Petersham Road

Table 31 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 31 TCS 2450 – Intersection layout

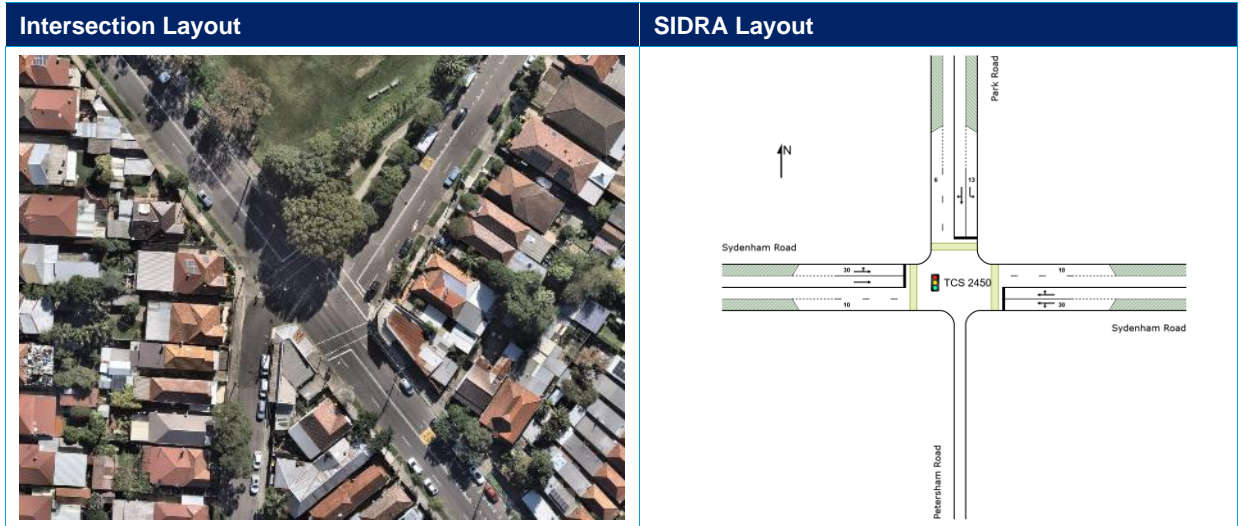


Table 32 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS ‘A’ in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 32 TCS 2450 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1417	0.521	11	A
Scenario 2 – 2024 Base	1436	0.550	12	A
Scenario 3 – 2024 Base + TTP + Construction	1488	0.602	12	A
Scenario 4 – 2025 Base	1456	0.557	12	A
Scenario 5 – 2025 Base + TTP + Construction	1508	0.610	12	A
PM Peak				
Scenario 1 – 2023 Existing	1524	0.505	11	A
Scenario 2 – 2024 Base	1546	0.538	11	A
Scenario 3 – 2024 Base + TTP + Construction	1563	0.520	11	A
Scenario 4 – 2025 Base	1571	0.567	11	A
Scenario 5 – 2025 Base + TTP + Construction	1587	0.578	12	A

3.3.13 TCS 4297 – Sydenham Road / Centennial Street

Table 33 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 33 TCS 4297 – Intersection layout

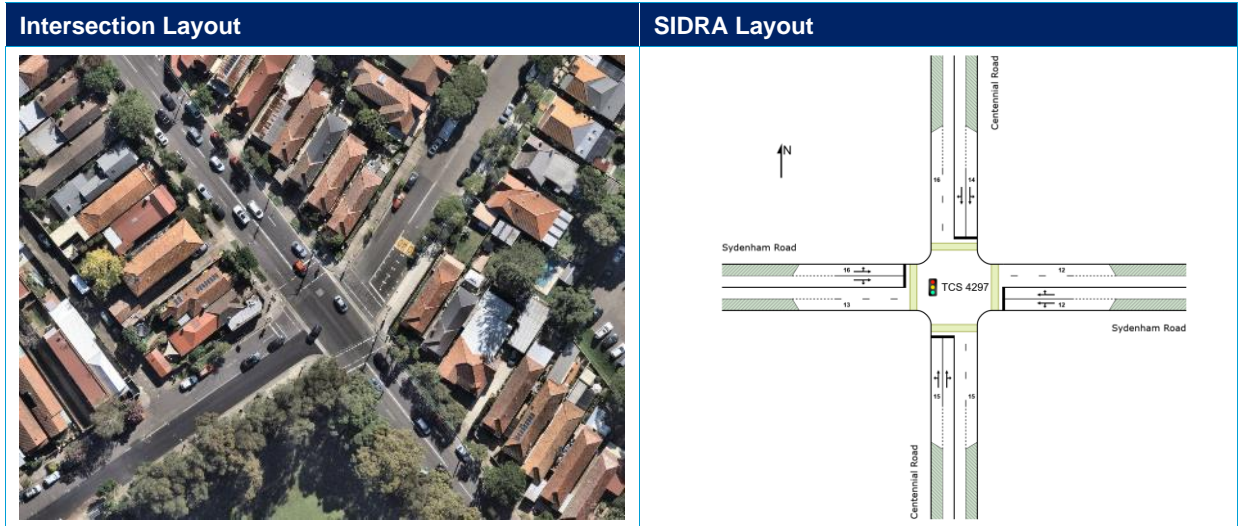


Table 34 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS ‘B’ in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 34 TCS 4297– Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1669	0.711	21	B
Scenario 2 – 2024 Base	1693	0.722	21	B
Scenario 3 – 2024 Base + TTP + Construction	1745	0.794	23	B
Scenario 4 – 2025 Base	1718	0.737	21	B
Scenario 5 – 2025 Base + TTP + Construction	1771	0.827	25	B
PM Peak				
Scenario 1 – 2023 Existing	1727	0.591	16	B
Scenario 2 – 2024 Base	1754	0.616	17	B
Scenario 3 – 2024 Base + TTP + Construction	1771	0.639	18	B
Scenario 4 – 2025 Base	1771	0.685	19	B
Scenario 5 – 2025 Base + TTP + Construction	1794	0.669	19	B

3.4 Dulwich Hill Station

Five (5) intersections were assessed in the area surrounding Dulwich Hill Station.

3.4.1 TCS 42 – Wardell Road / Frazer Street

Table 35 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 35 TCS 42 – Intersection layout



Table 36 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS 'A' in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 36 TCS 42 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1420	0.518	13	A
Scenario 2 – 2024 Base	1438	0.543	13	A
Scenario 3 – 2024 Base + TTP + Construction	1491	0.582	13	A
Scenario 4 – 2025 Base	1460	0.550	13	A
Scenario 5 – 2025 Base + TTP + Construction	1513	0.589	13	A
PM Peak				
Scenario 1 – 2023 Existing	1627	0.659	14	A
Scenario 2 – 2024 Base	1649	0.673	14	A
Scenario 3 – 2024 Base + TTP + Construction	1666	0.678	14	A
Scenario 4 – 2025 Base	1677	0.705	14	A
Scenario 5 – 2025 Base + TTP + Construction	1694	0.694	14	A

3.4.2 TCS 66 – Marrickville Road / Wardell Road

Table 37 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 37 TCS 66 – Intersection layout

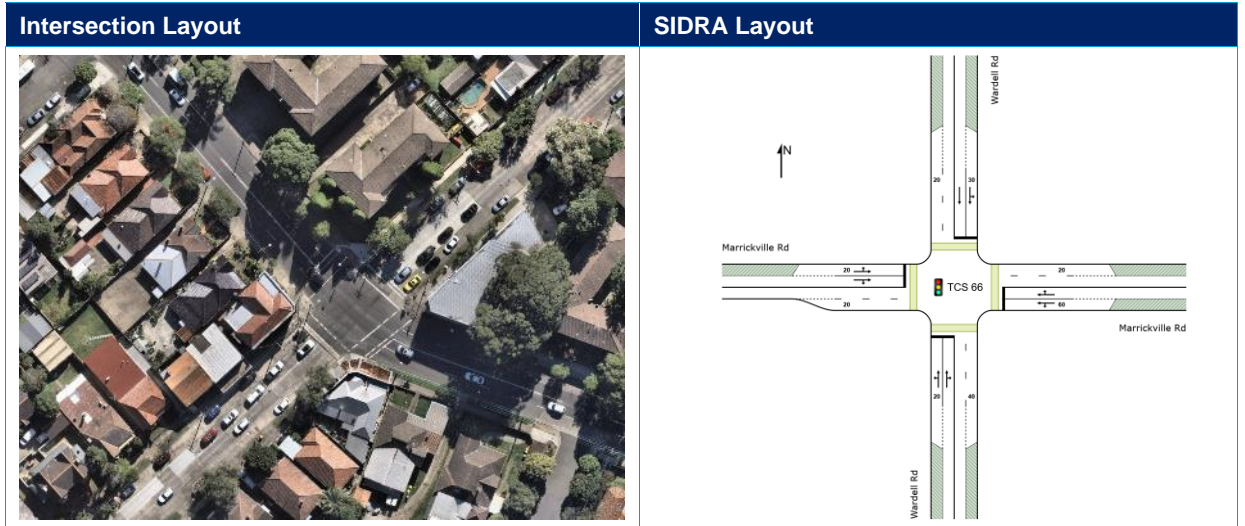


Table 38 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS ‘C’ or better in all scenarios. The 2023 traffic count at this intersection is lower than 2023 traffic volume forecasted in the EIS. Therefore, the intersection performance in 2023 Existing (Scenario 1) is better than 2023 EIS forecast.

Table 38 TCS 66– Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1846	0.915	39	C
Scenario 2 – 2024 Base	1872	0.971	39	C
Scenario 3 – 2024 Base + TTP + Construction	1885	0.970	39	C
Scenario 4 – 2025 Base	1898	1.024	40	C
Scenario 5 – 2025 Base + TTP + Construction	1912	1.015	40	C
PM Peak				
Scenario 1 – 2023 Existing	1989	0.612	23	B
Scenario 2 – 2024 Base	2019	0.628	23	B
Scenario 3 – 2024 Base + TTP + Construction	2061	0.668	24	B
Scenario 4 – 2025 Base	2049	0.639	23	B
Scenario 5 – 2025 Base + TTP + Construction	2092	0.683	24	B

3.4.3 TCS 902 – New Canterbury Road / Constitution Road

Table 39 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 39 TCS 902 – Intersection layout

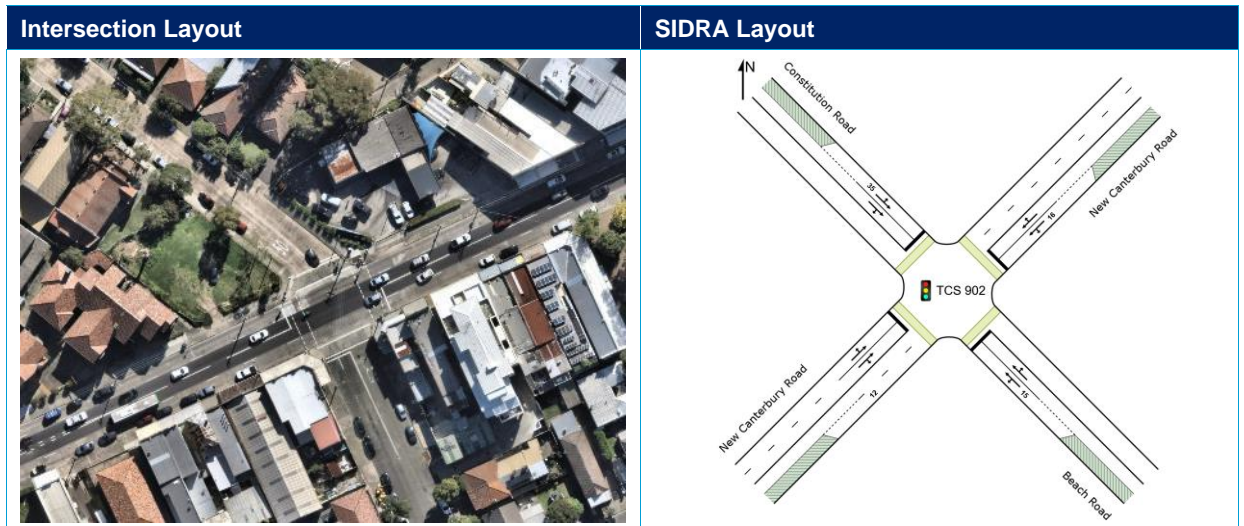


Table 40 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS 'B' or better in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 40 TCS 902 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	2603	0.831	18	B
Scenario 2 – 2024 Base	2639	0.853	19	B
Scenario 3 – 2024 Base + TTP + Construction	2722	0.852	19	B
Scenario 4 – 2025 Base	2678	0.864	19	B
Scenario 5 – 2025 Base + TTP + Construction	2761	0.874	19	B
PM Peak				
Scenario 1 – 2023 Existing	2539	0.566	12	A
Scenario 2 – 2024 Base	2578	0.581	12	A
Scenario 3 – 2024 Base + TTP + Construction	2637	0.581	12	A
Scenario 4 – 2025 Base	2618	0.560	12	A
Scenario 5 – 2025 Base + TTP + Construction	2677	0.600	12	A

3.4.4 TCS 1413 – Wardell Road / Ewart Street

Table 41 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 41 TCS 1413 – Intersection layout

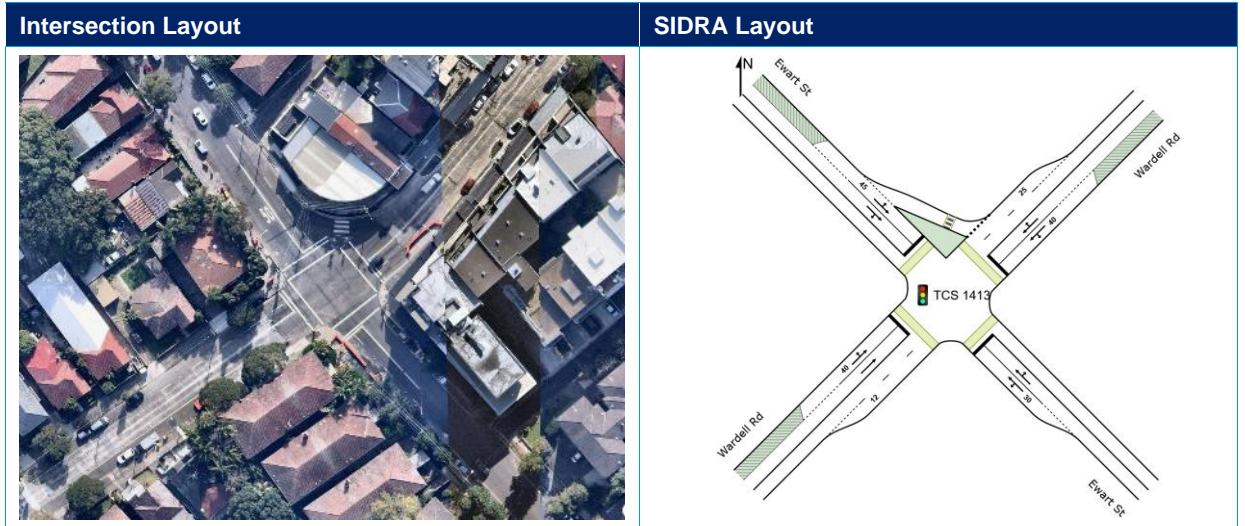


Table 42 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection will perform at LOS ‘D’ or better in all scenarios. LOS ‘D’ would be generally considered acceptable during peak periods.

Table 42 TCS 1413 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1955	0.850	33	C
Scenario 2 – 2024 Base	1980	0.869	34	C
Scenario 3 – 2024 Base + TTP + Construction	2035	0.869	34	C
Scenario 4 – 2025 Base	2008	0.893	35	C
Scenario 5 – 2025 Base + TTP + Construction	2064	0.893	36	C
PM Peak				
Scenario 1 – 2023 Existing	2036	0.952	37	C
Scenario 2 – 2024 Base	2064	0.966	38	C
Scenario 3 – 2024 Base + TTP + Construction	2112	1.047	47	D
Scenario 4 – 2025 Base	2098	0.980	41	C
Scenario 5 – 2025 Base + TTP + Construction	2146	1.061	50	D

3.4.5 TCS 3340 – New Canterbury Road / Frazer Street

Table 41 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 43 TCS 3340 – Intersection layout

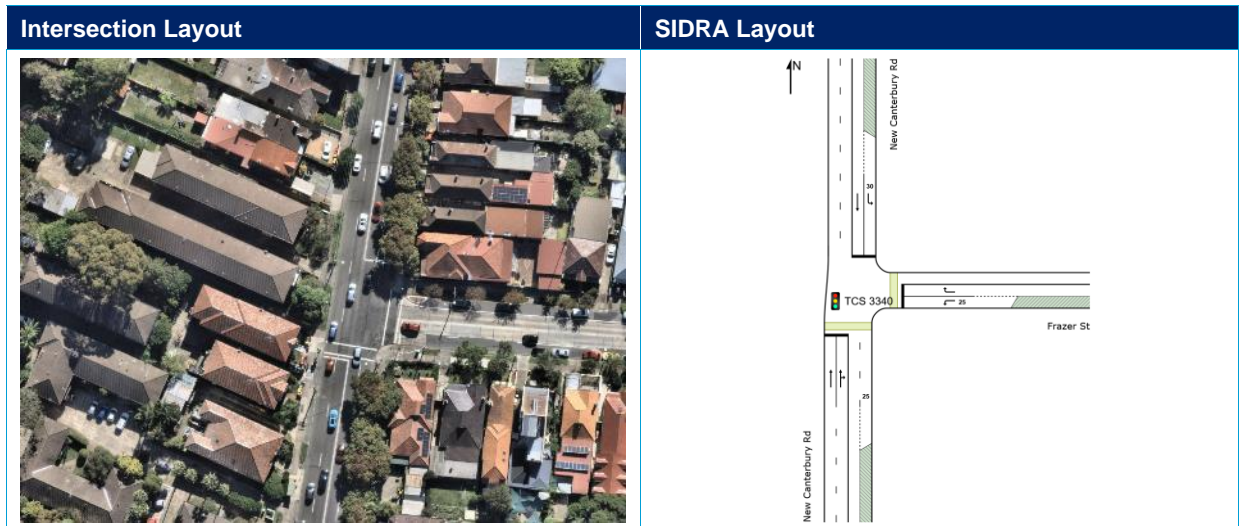


Table 44 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS 'D' or better in all scenarios. LOS 'D' would be generally considered acceptable during peak periods.

Table 44 TCS 3340 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1896	0.705	23	B
Scenario 2 – 2024 Base	1920	0.695	23	B
Scenario 3 – 2024 Base + TTP + Construction	1920	0.695	23	B
Scenario 4 – 2025 Base	1947	0.706	23	B
Scenario 5 – 2025 Base + TTP + Construction	2000	0.748	25	B
PM Peak				
Scenario 1 – 2023 Existing	2109	0.884	38	C
Scenario 2 – 2024 Base	2142	0.909	40	C
Scenario 3 – 2024 Base + TTP + Construction	2159	0.924	43	D
Scenario 4 – 2025 Base	2176	0.928	42	C
Scenario 5 – 2025 Base + TTP + Construction	2193	0.938	46	D

3.5 Hurlstone Park Station

Three (3) intersections were assessed in the area surrounding Hurlstone Park Station.

3.5.1 TCS 78 – New Canterbury Road / Canterbury Road

Table 44 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 45 TCS 78 – Intersection layout

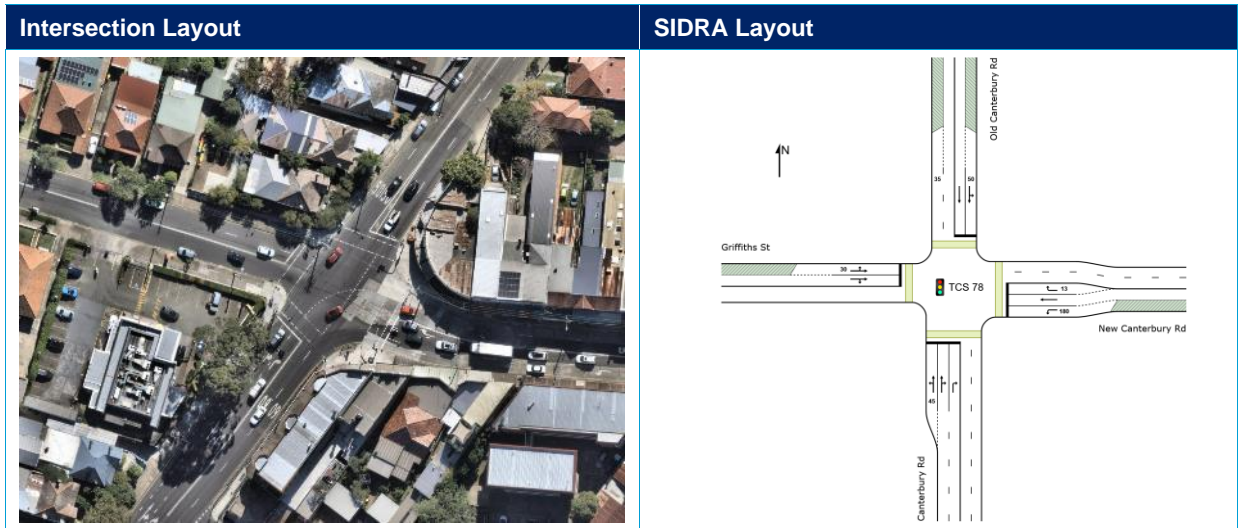


Table 46 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS 'D' or better in all scenarios. LOS 'D' would be generally considered acceptable during peak periods. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 46 TCS 78 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	3157	0.802	34	C
Scenario 2 – 2024 Base	3199	0.819	34	C
Scenario 3 – 2024 Base + TTP + Construction	3301	0.875	37	C
Scenario 4 – 2025 Base	3246	0.835	35	C
Scenario 5 – 2025 Base + TTP + Construction	3348	0.891	39	C
PM Peak				
Scenario 1 – 2023 Existing	3367	0.893	40	C
Scenario 2 – 2024 Base	3413	0.919	42	C
Scenario 3 – 2024 Base + TTP + Construction	3507	0.950	48	D
Scenario 4 – 2025 Base	3461	0.943	45	D
Scenario 5 – 2025 Base + TTP + Construction	3556	0.968	51	D

3.5.2 TCS 777 – Canterbury Road / Queen Street / Crinan Street

Table 47 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 47 TCS 777 – Intersection layout

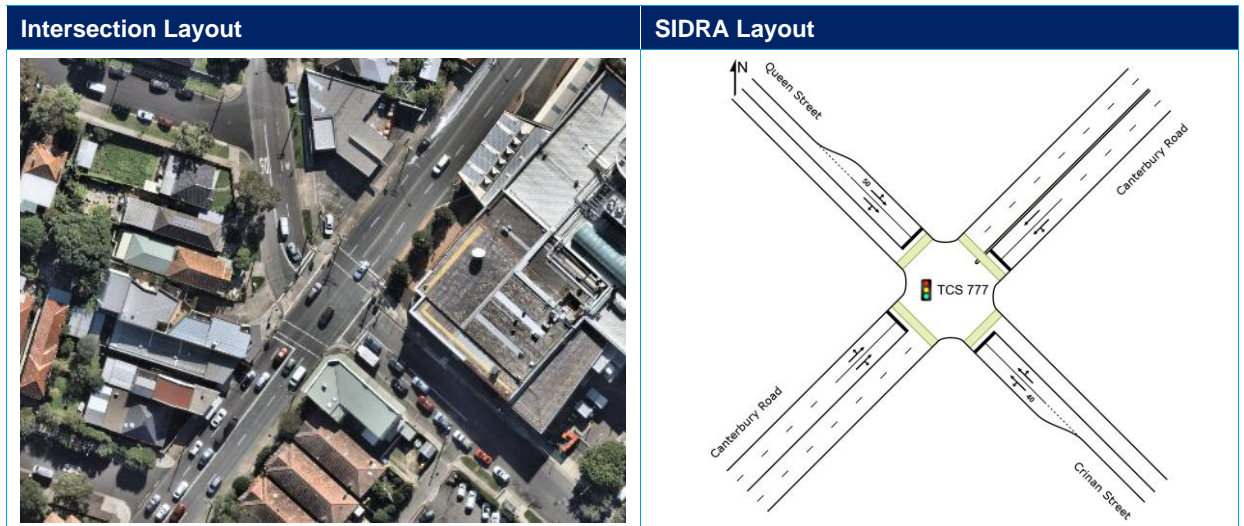


Table 48 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS 'C' or better in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 48 TCS 777 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	3219	0.859	23	B
Scenario 2 – 2024 Base	3265	0.872	24	B
Scenario 3 – 2024 Base + TTP + Construction	3403	0.986	34	C
Scenario 4 – 2025 Base	3312	0.884	25	B
Scenario 5 – 2025 Base + TTP + Construction	3449	0.898	34	C
PM Peak				
Scenario 1 – 2023 Existing	3274	0.900	24	B
Scenario 2 – 2024 Base	3321	0.913	25	B
Scenario 3 – 2024 Base + TTP + Construction	3444	0.936	28	B
Scenario 4 – 2025 Base	3369	0.907	25	B
Scenario 5 – 2025 Base + TTP + Construction	3493	0.949	30	C

3.5.3 TCS 1303 – New Canterbury Road / Duntroon Street

Table 49 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 49 TCS 1303 – Intersection layout

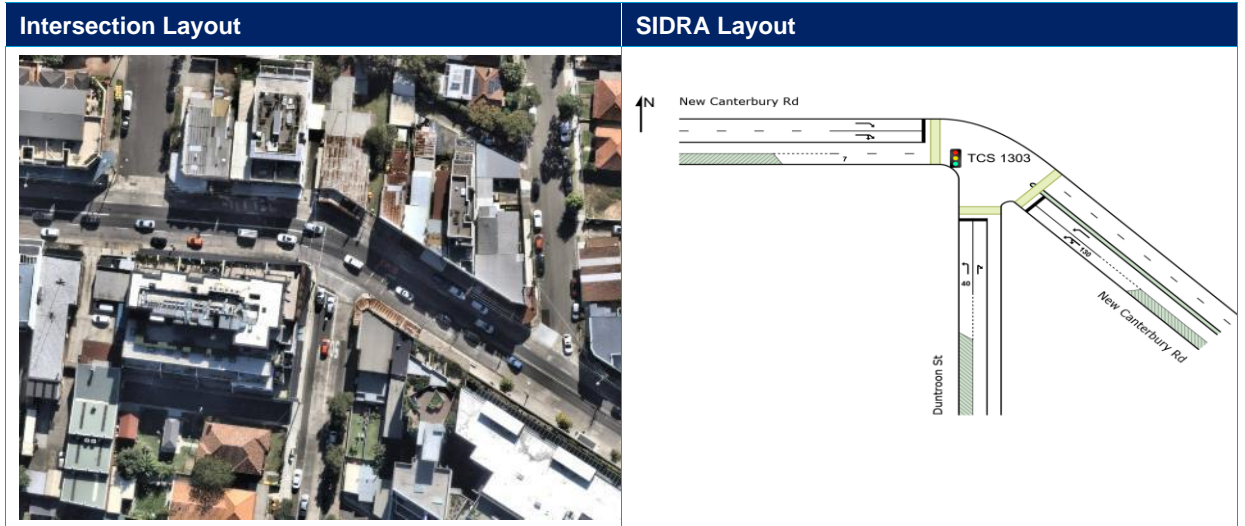


Table 50 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS 'A' in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 50 TCS 1303 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	2187	0.521	14	A
Scenario 2 – 2024 Base	2216	0.528	14	A
Scenario 3 – 2024 Base + TTP + Construction	2299	0.557	14	A
Scenario 4 – 2025 Base	2251	0.532	14	A
Scenario 5 – 2025 Base + TTP + Construction	2334	0.564	14	A
PM Peak				
Scenario 1 – 2023 Existing	2236	0.454	12	A
Scenario 2 – 2024 Base	2271	0.460	12	A
Scenario 3 – 2024 Base + TTP + Construction	2346	0.484	12	A
Scenario 4 – 2025 Base	2302	0.468	12	A
Scenario 5 – 2025 Base + TTP + Construction	2378	0.491	12	A

3.6 Canterbury Station

Five (5) intersections were assessed in the area surrounding Canterbury Station.

3.6.1 TCS 602 – Canterbury Road / Fore Street

Table 51 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 51 TCS 602 – Intersection layout

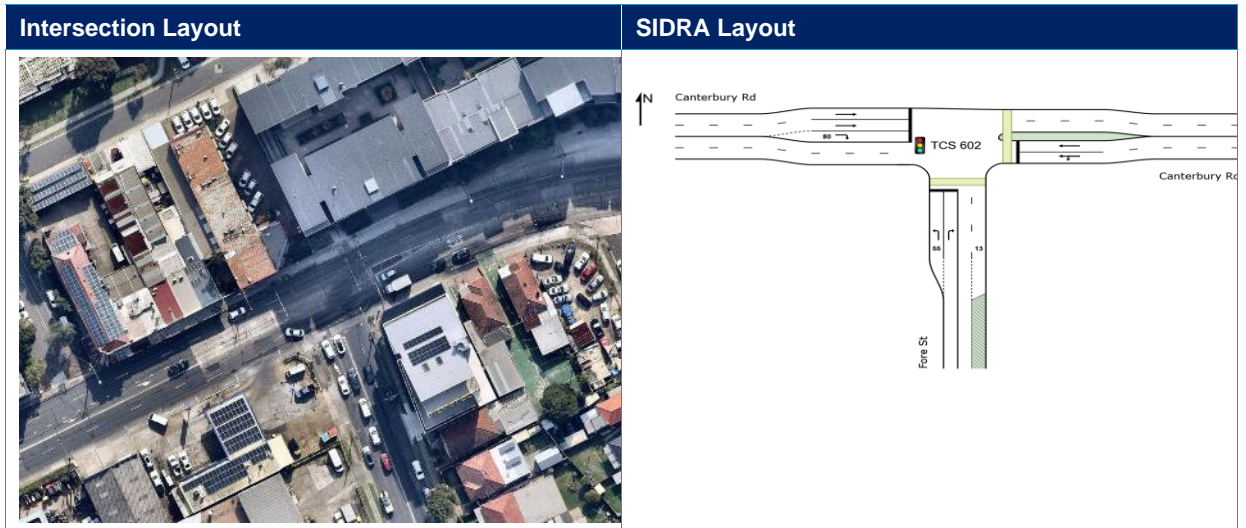


Table 52 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘C’ or better in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 52 TCS 602 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	3420	0.683	19	B
Scenario 2 – 2024 Base	3469	0.697	19	B
Scenario 3 – 2024 Base + TTP + Construction	3605	0.759	19	B
Scenario 4 – 2025 Base	3517	0.709	19	B
Scenario 5 – 2025 Base + TTP + Construction	3653	0.771	19	B
PM Peak				
Scenario 1 – 2023 Existing	3767	0.879	28	B
Scenario 2 – 2024 Base	3825	0.875	30	C
Scenario 3 – 2024 Base + TTP + Construction	3946	1.215	36	C
Scenario 4 – 2025 Base	3881	0.922	33	C
Scenario 5 – 2025 Base + TTP + Construction	4002	1.275	41	C

3.6.2 TCS 855 – Canterbury Road / Jeffrey Street

Table 53 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 53 TCS 855 – Intersection layout

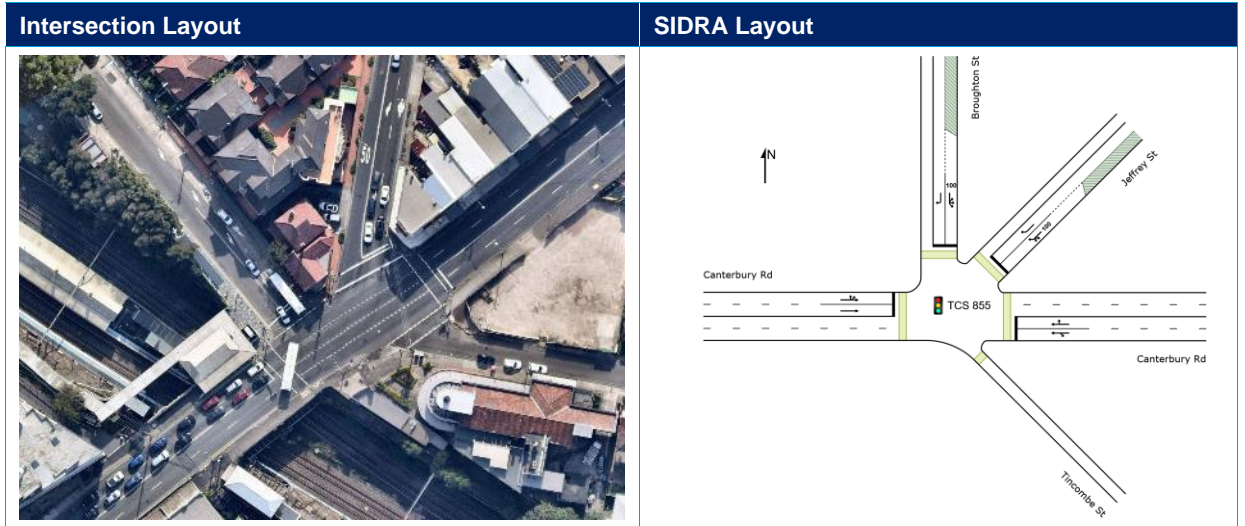


Table 54 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘D’ or better in all scenarios. LOS ‘D’ would be generally considered acceptable during peak periods.

Table 54 TCS 855 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	3363	0.986	29	B
Scenario 2 – 2024 Base	3409	1.000	30	B
Scenario 3 – 2024 Base + TTP + Construction	3557	1.024	39	C
Scenario 4 – 2025 Base	3457	0.996	30	C
Scenario 5 – 2025 Base + TTP + Construction	3604	1.039	45	D
PM Peak				
Scenario 1 – 2023 Existing	3775	1.023	30	C
Scenario 2 – 2024 Base	3827	1.010	34	C
Scenario 3 – 2024 Base + TTP + Construction	3960	1.036	35	C
Scenario 4 – 2025 Base	3886	1.008	34	C
Scenario 5 – 2025 Base + TTP + Construction	4019	1.023	38	C

3.6.3 TCS 1167 – Canterbury Road / Wonga Street

Table 55 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 55 TCS 1167 – Intersection layout

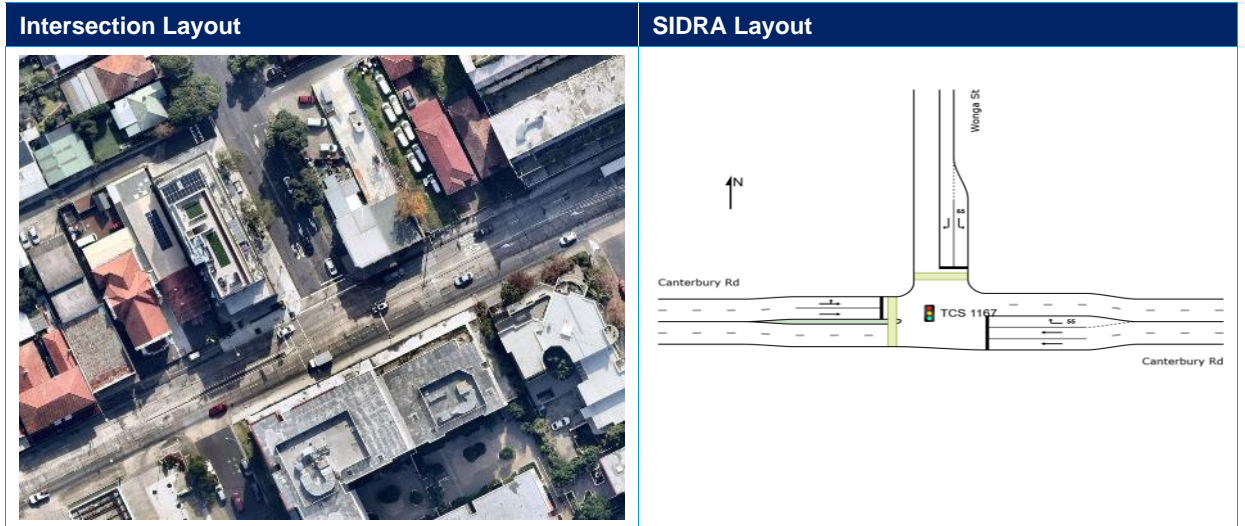


Table 56 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘C’ or better in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 56 TCS 1167 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	3171	0.656	20	B
Scenario 2 – 2024 Base	3215	0.663	21	B
Scenario 3 – 2024 Base + TTP + Construction	3351	0.767	28	B
Scenario 4 – 2025 Base	3259	0.688	22	B
Scenario 5 – 2025 Base + TTP + Construction	3395	0.711	28	C
PM Peak				
Scenario 1 – 2023 Existing	3771	0.782	19	B
Scenario 2 – 2024 Base	3826	0.833	21	B
Scenario 3 – 2024 Base + TTP + Construction	3947	0.996	29	C
Scenario 4 – 2025 Base	3883	0.849	21	B
Scenario 5 – 2025 Base + TTP + Construction	4004	1.012	29	C

3.6.4 TCS 2995 – Canterbury Road / Aldi Street

Table 57 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 57 TCS 2995 – Intersection layout

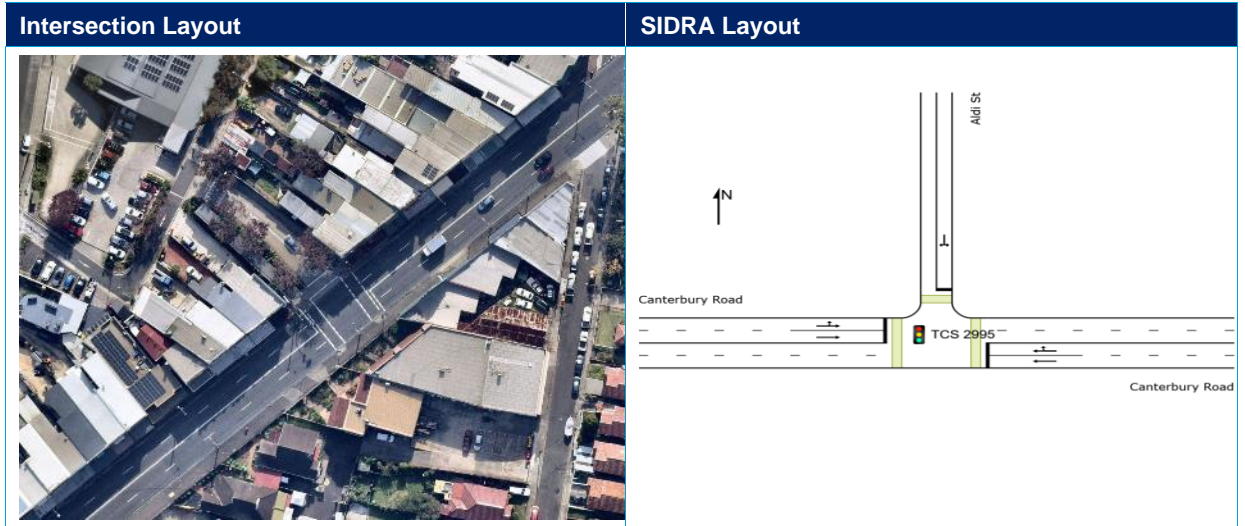


Table 58 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘A’ in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 58 TCS 2995 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	2685	0.600	2	A
Scenario 2 – 2024 Base	2723	0.608	2	A
Scenario 3 – 2024 Base + TTP + Construction	2857	0.673	2	A
Scenario 4 – 2025 Base	2760	0.617	2	A
Scenario 5 – 2025 Base + TTP + Construction	2894	0.681	2	A
PM Peak				
Scenario 1 – 2023 Existing	2979	0.584	7	A
Scenario 2 – 2024 Base	3022	0.586	7	A
Scenario 3 – 2024 Base + TTP + Construction	3141	0.632	7	A
Scenario 4 – 2025 Base	3069	0.602	7	A
Scenario 5 – 2025 Base + TTP + Construction	3188	0.641	7	A

3.6.5 TCS 4052 – Canterbury Road / Duke Street

Table 59 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 59 TCS 4052 – Intersection layout



Table 60 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘B’ or better in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 60 TCS 4052 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	2713	0.575	19	B
Scenario 2 – 2024 Base	2752	0.583	19	B
Scenario 3 – 2024 Base + TTP + Construction	2855	0.622	20	B
Scenario 4 – 2025 Base	2789	0.592	19	B
Scenario 5 – 2025 Base + TTP + Construction	2893	0.631	21	B
PM Peak				
Scenario 1 – 2023 Existing	3098	0.496	8	A
Scenario 2 – 2024 Base	3142	0.503	8	A
Scenario 3 – 2024 Base + TTP + Construction	3220	0.533	8	A
Scenario 4 – 2025 Base	3193	0.511	8	A
Scenario 5 – 2025 Base + TTP + Construction	3271	0.541	8	A

3.7 Campsie Station

Eighth (8) intersections were assessed in the area surrounding Campsie Station.

3.7.1 TCS 79 – Canterbury Road / Beamish Street / Bexley Road

Table 61 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 61 TCS 79 – Intersection layout

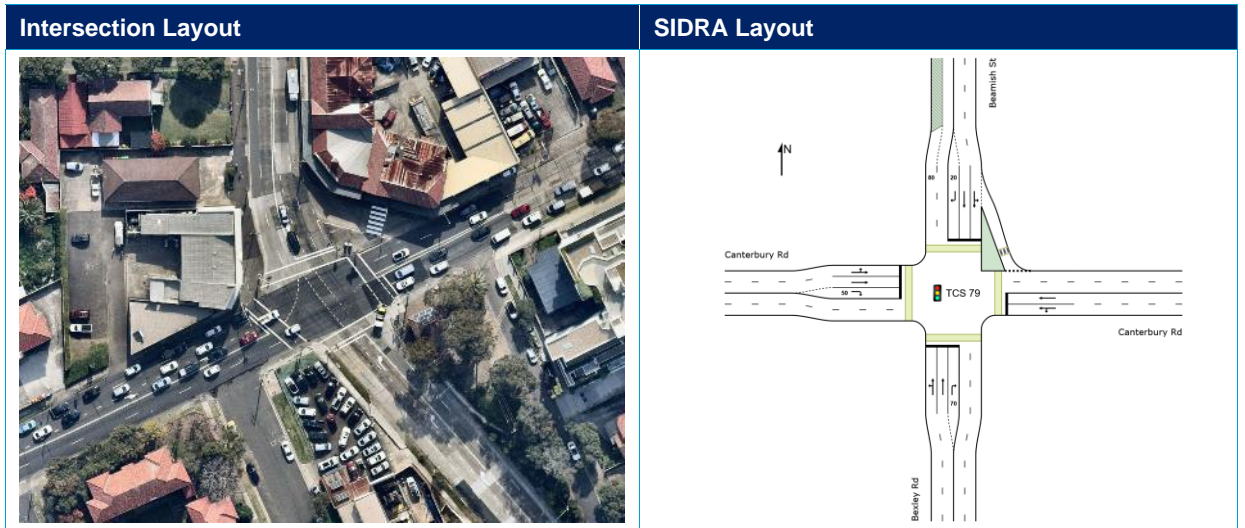


Table 62 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘C’ in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 62 TCS 79 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	3889	0.816	36	C
Scenario 2 – 2024 Base	3922	0.627	36	C
Scenario 3 – 2024 Base + TTP + Construction	3992	0.784	36	C
Scenario 4 – 2025 Base	3979	0.795	36	C
Scenario 5 – 2025 Base + TTP + Construction	4048	0.795	37	C
PM Peak				
Scenario 1 – 2023 Existing	4013	0.717	32	C
Scenario 2 – 2024 Base	4072	0.695	33	C
Scenario 3 – 2024 Base + TTP + Construction	4116	0.793	37	C
Scenario 4 – 2025 Base	4132	0.705	34	C
Scenario 5 – 2025 Base + TTP + Construction	4176	0.805	37	C

3.7.2 TCS 507– Canterbury Road / Charlotte Street / Thorncraft Parade

Table 63 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 63 TCS 507 – Intersection layout

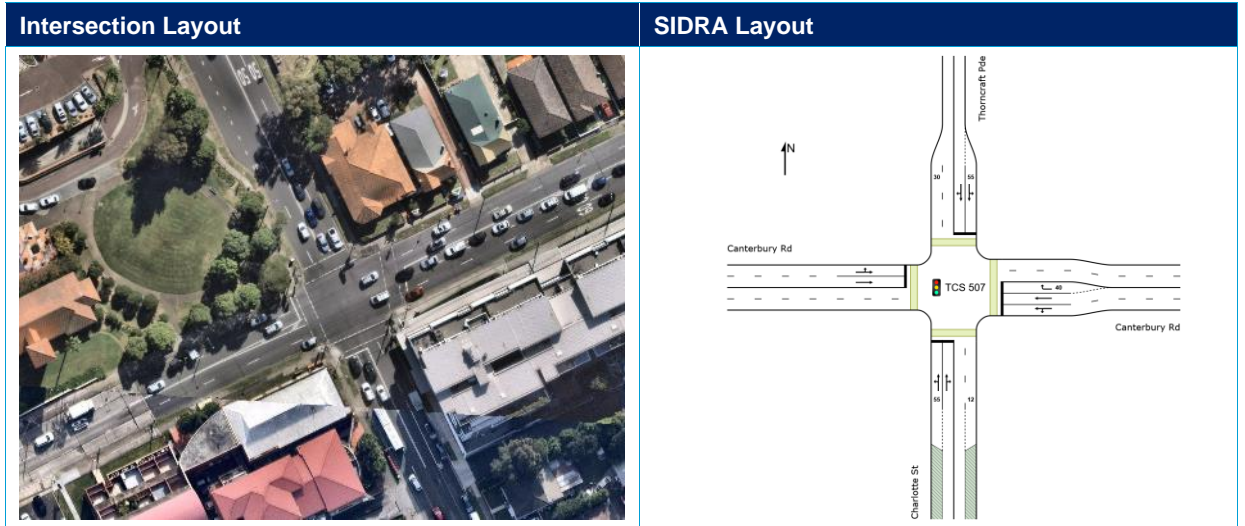


Table 64 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘D’ or better in all scenarios. LOS ‘D’ would be generally considered acceptable during peak periods.

Table 64 TCS 507 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	3203	0.875	28	B
Scenario 2 – 2024 Base	3246	0.899	29	C
Scenario 3 – 2024 Base + TTP + Construction	3287	0.991	31	C
Scenario 4 – 2025 Base	3294	0.936	31	C
Scenario 5 – 2025 Base + TTP + Construction	3335	1.019	31	C
PM Peak				
Scenario 1 – 2023 Existing	3364	0.851	35	C
Scenario 2 – 2024 Base	3818	0.979	50	D
Scenario 3 – 2024 Base + TTP + Construction	3855	0.972	50	D
Scenario 4 – 2025 Base	3876	1.001	53	D
Scenario 5 – 2025 Base + TTP + Construction	3913	1.008	56	D

3.7.3 TCS 738 – Beamish Street / Evaline Street

Table 65 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 65 TCS 738 – Intersection layout

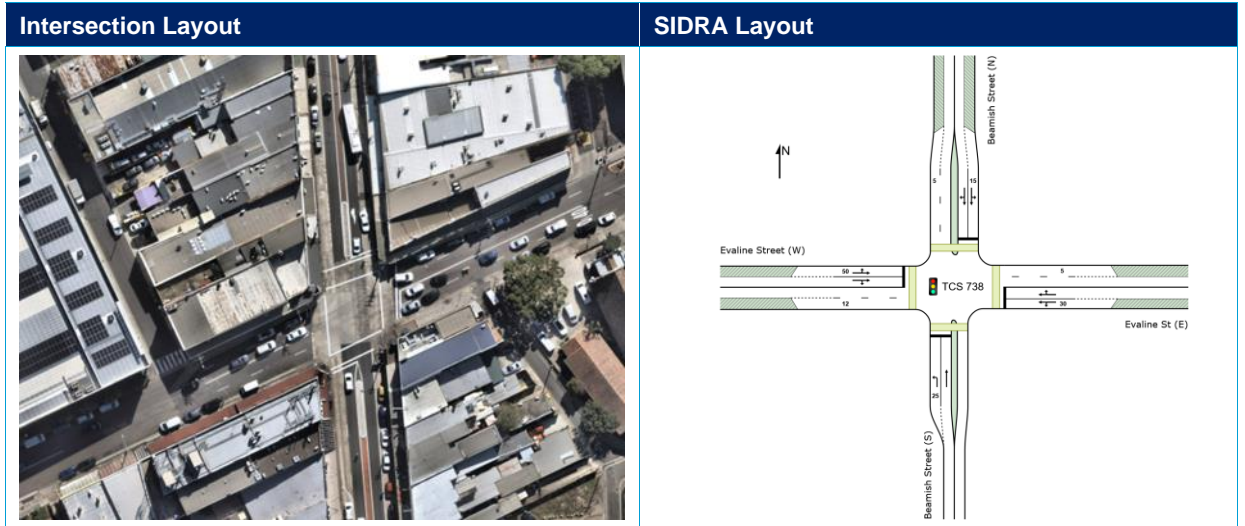


Table 66 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘D’ or better in all scenarios. LOS ‘D’ would be generally considered acceptable during peak periods.

Table 66 TCS 738 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1413	0.732	39	C
Scenario 2 – 2024 Base	1434	0.741	39	C
Scenario 3 – 2024 Base + TTP + Construction	1505	0.791	45	D
Scenario 4 – 2025 Base	1452	0.884	43	D
Scenario 5 – 2025 Base + TTP + Construction	1523	0.969	53	D
PM Peak				
Scenario 1 – 2023 Existing	1438	0.771	37	C
Scenario 2 – 2024 Base	1460	0.783	38	C
Scenario 3 – 2024 Base + TTP + Construction	1521	0.895	43	D
Scenario 4 – 2025 Base	1482	0.800	39	C
Scenario 5 – 2025 Base + TTP + Construction	1543	0.912	43	D

3.7.4 TCS 996 – Beamish Street / Ninth Avenue

Table 67 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 67 TCS 996 – Intersection layout



Table 68 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘B’ in all scenarios. The final possession has minimum impacts to the intersection performance. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 68 TCS 996 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1695	0.652	20	B
Scenario 2 – 2024 Base	1718	0.660	20	B
Scenario 3 – 2024 Base + TTP + Construction	1769	0.762	22	B
Scenario 4 – 2025 Base	1742	0.671	20	B
Scenario 5 – 2025 Base + TTP + Construction	1794	0.785	23	B
PM Peak				
Scenario 1 – 2023 Existing	1688	0.691	20	B
Scenario 2 – 2024 Base	1713	0.701	21	B
Scenario 3 – 2024 Base + TTP + Construction	1757	0.689	21	B
Scenario 4 – 2025 Base	1739	0.710	21	B
Scenario 5 – 2025 Base + TTP + Construction	1783	0.698	21	B

3.7.5 TCS 1363 – Fifth Avenue / Ninth Avenue

Table 69 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 69 TCS 1363 – Intersection layout

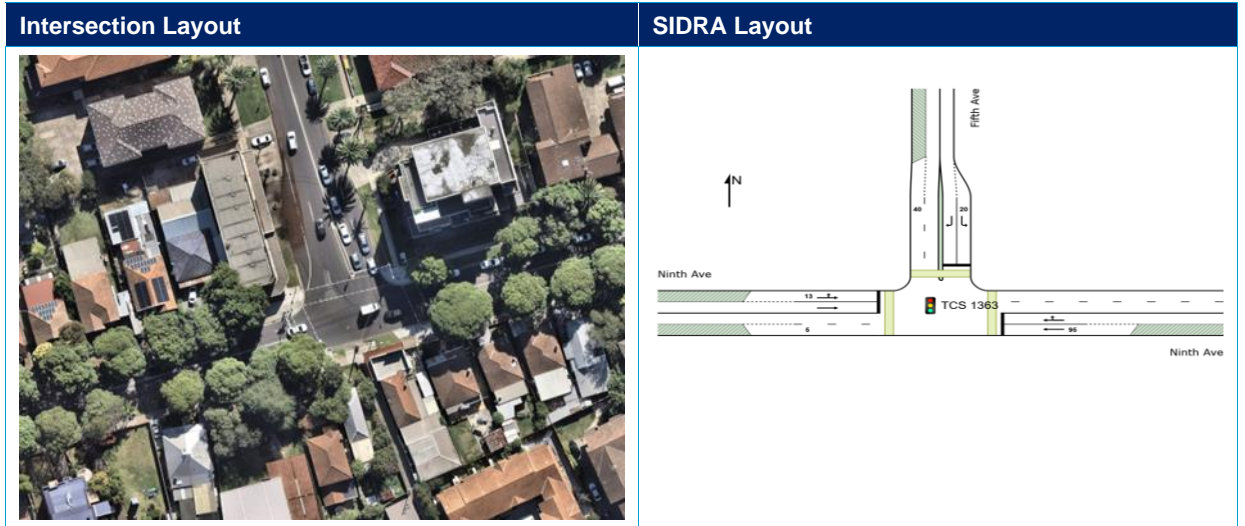


Table 70 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘C’ or better in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 70 TCS 1363 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1209	0.777	25	B
Scenario 2 – 2024 Base	1227	0.793	25	B
Scenario 3 – 2024 Base + TTP + Construction	1263	0.732	29	C
Scenario 4 – 2025 Base	1244	0.859	27	B
Scenario 5 – 2025 Base + TTP + Construction	1280	0.742	30	C
PM Peak				
Scenario 1 – 2023 Existing	1241	0.667	19	B
Scenario 2 – 2024 Base	1260	0.680	19	B
Scenario 3 – 2024 Base + TTP + Construction	1288	0.729	20	B
Scenario 4 – 2025 Base	1279	0.692	20	B
Scenario 5 – 2025 Base + TTP + Construction	1307	0.741	20	B

3.7.6 TCS 2816 – Beamish Street / Amy Street

Table 71 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 71 TCS 2816 – Intersection layout

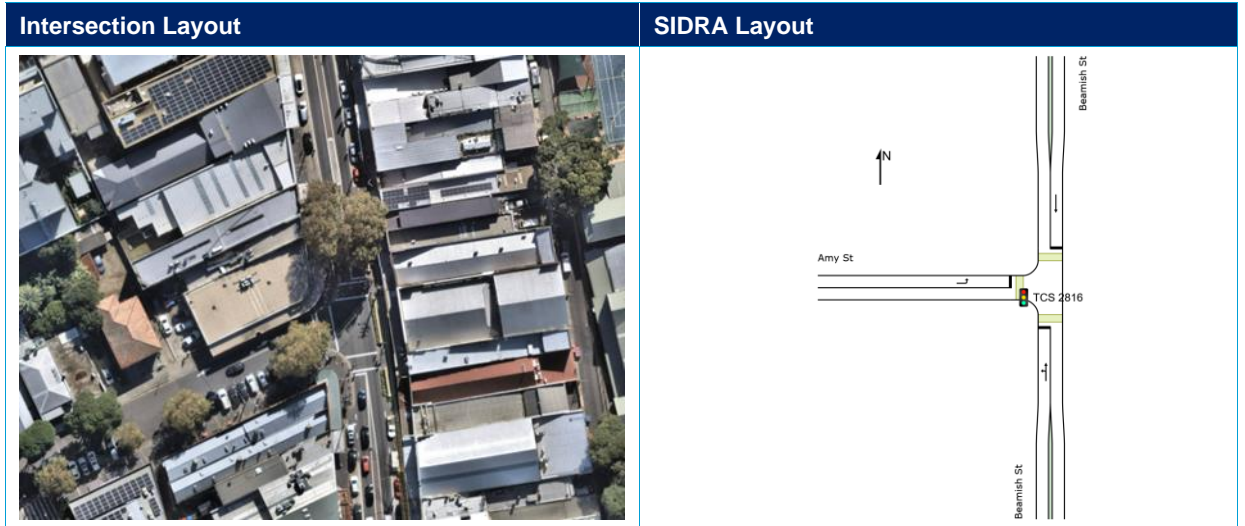


Table 72 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS 'A' in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 72 TCS 2816 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1084	0.534	5	A
Scenario 2 – 2024 Base	1099	0.545	5	A
Scenario 3 – 2024 Base + TTP + Construction	1152	0.579	5	A
Scenario 4 – 2025 Base	1115	0.511	5	A
Scenario 5 – 2025 Base + TTP + Construction	1167	0.586	5	A
PM Peak				
Scenario 1 – 2023 Existing	1113	0.754	6	A
Scenario 2 – 2024 Base	1127	0.764	6	A
Scenario 3 – 2024 Base + TTP + Construction	1182	0.764	7	A
Scenario 4 – 2025 Base	1133	0.774	6	A
Scenario 5 – 2025 Base + TTP + Construction	1199	0.774	7	A

3.7.7 TCS 3431 – Beamish Street / South Parade / Lilian Lane

Table 73 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 73 TCS 3431 – Intersection layout

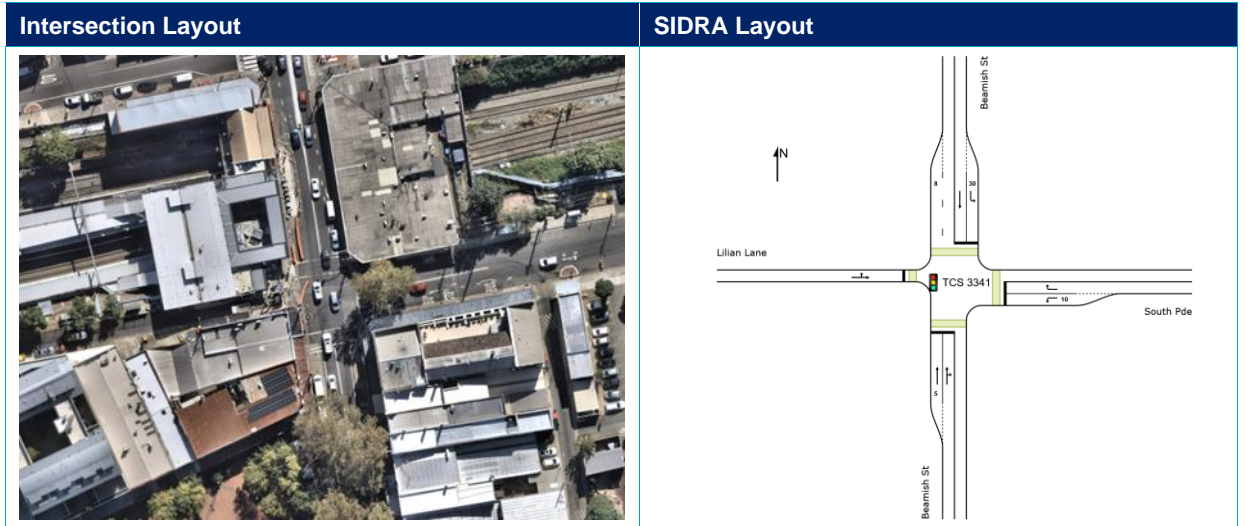


Table 74 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘C’ or better in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 74 TCS 3431 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1421	0.741	22	B
Scenario 2 – 2024 Base	1440	0.756	22	B
Scenario 3 – 2024 Base + TTP + Construction	1520	0.899	32	C
Scenario 4 – 2025 Base	1461	0.788	22	B
Scenario 5 – 2025 Base + TTP + Construction	1541	0.845	32	B
PM Peak				
Scenario 1 – 2023 Existing	1528	0.838	24	B
Scenario 2 – 2024 Base	1551	0.855	29	B
Scenario 3 – 2024 Base + TTP + Construction	1611	0.854	29	C
Scenario 4 – 2025 Base	1573	0.871	29	B
Scenario 5 – 2025 Base + TTP + Construction	1633	0.870	30	C

3.7.8 TCS 4136 – Beamish Street / Clissold Parade

Table 75 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 75 TCS 4136– Intersection layout

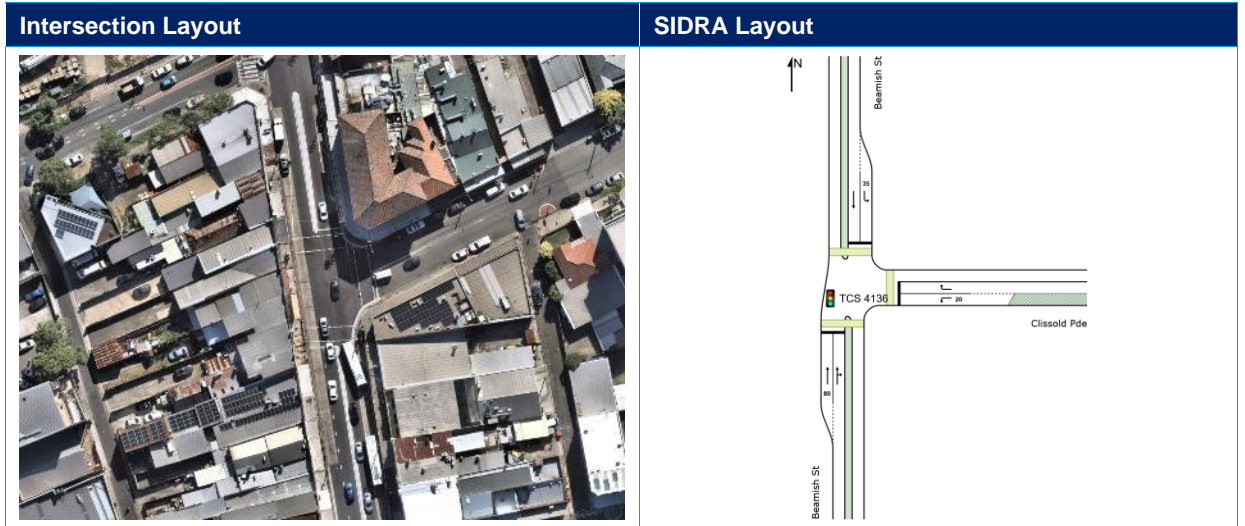


Table 76 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘C’ or better in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 76 TCS 4136 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1374	0.845	26	B
Scenario 2 – 2024 Base	1393	0.856	27	B
Scenario 3 – 2024 Base + TTP + Construction	1444	0.933	39	C
Scenario 4 – 2025 Base	1413	0.870	28	B
Scenario 5 – 2025 Base + TTP + Construction	1464	0.947	42	C
PM Peak				
Scenario 1 – 2023 Existing	1509	0.732	15	B
Scenario 2 – 2024 Base	1532	0.744	16	B
Scenario 3 – 2024 Base + TTP + Construction	1576	0.747	16	B
Scenario 4 – 2025 Base	1555	0.744	16	B
Scenario 5 – 2025 Base + TTP + Construction	1599	0.749	16	B

3.8 Belmore Station

Four (4) intersections were assessed in the area surrounding Belmore Station.

3.8.1 TCS 80– Canterbury Road / Kingsgrove Road / Sharp Street

Table 77 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 77 TCS 80 – Intersection layout

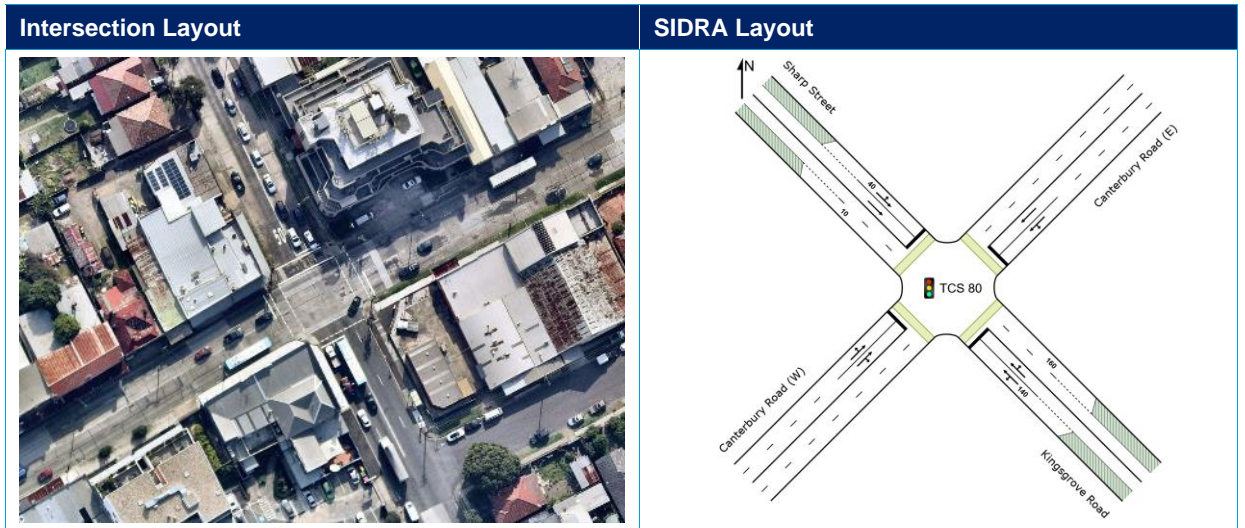


Table 78 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘D’ in all scenarios. LOS ‘D’ would be generally considered acceptable during peak periods.

Table 78 TCS 80 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	3075	0.941	45	D
Scenario 2 – 2024 Base	3118	0.959	47	D
Scenario 3 – 2024 Base + TTP + Construction	3159	0.879	47	D
Scenario 4 – 2025 Base	3160	0.969	48	D
Scenario 5 – 2025 Base + TTP + Construction	3201	0.906	48	D
PM Peak				
Scenario 1 – 2023 Existing	3331	0.831	38	D
Scenario 2 – 2024 Base	3381	0.845	39	D
Scenario 3 – 2024 Base + TTP + Construction	3418	0.891	38	D
Scenario 4 – 2025 Base	3430	0.867	40	D
Scenario 5 – 2025 Base + TTP + Construction	3467	0.912	42	D

3.8.2 TCS 157– Burwood Road / Lakemba Street

Table 79 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 79 TCS 157 – Intersection layout

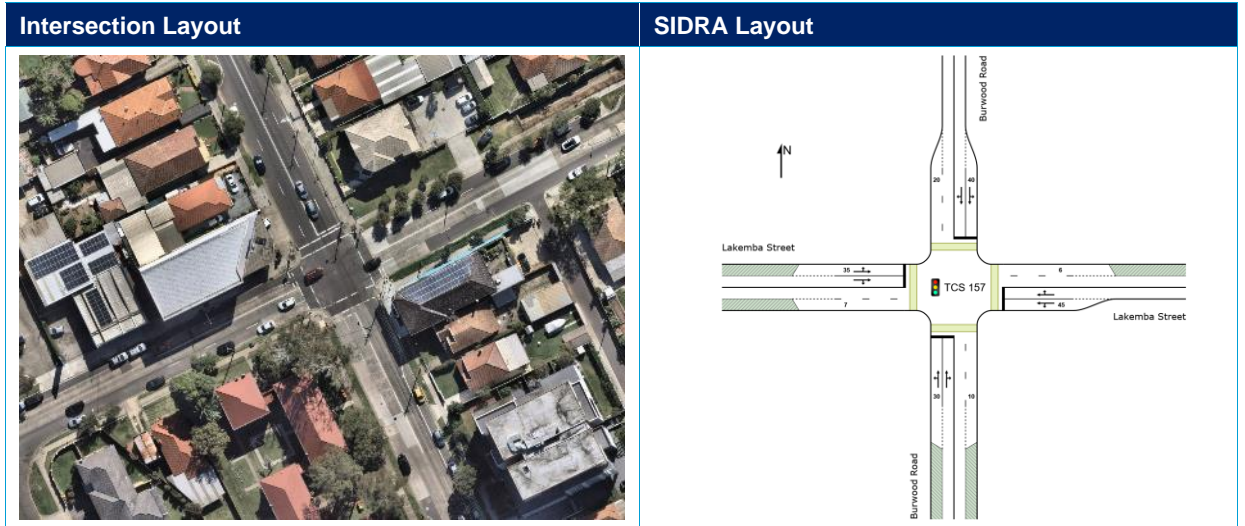


Table 80 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘A’ in all scenarios. The 2023 traffic count at this intersection is lower than 2023 traffic volume forecasted in the EIS. Therefore, the intersection performance in 2023 Existing (Scenario 1) is better than 2023 EIS forecast.

Table 80 TCS 157 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1861	0.621	13	A
Scenario 2 – 2024 Base	1886	0.630	13	A
Scenario 3 – 2024 Base + TTP + Construction	1933	0.695	14	A
Scenario 4 – 2025 Base	1913	0.643	14	A
Scenario 5 – 2025 Base + TTP + Construction	1959	0.706	14	A
PM Peak				
Scenario 1 – 2023 Existing	1988	0.636	13	A
Scenario 2 – 2024 Base	2018	0.646	14	A
Scenario 3 – 2024 Base + TTP + Construction	2046	0.664	14	A
Scenario 4 – 2025 Base	2048	0.657	14	A
Scenario 5 – 2025 Base + TTP + Construction	2077	0.675	14	A

3.8.3 TCS 162 – Canterbury Road / Burwood Road

Table 81 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 81 TCS 162 – Intersection layout

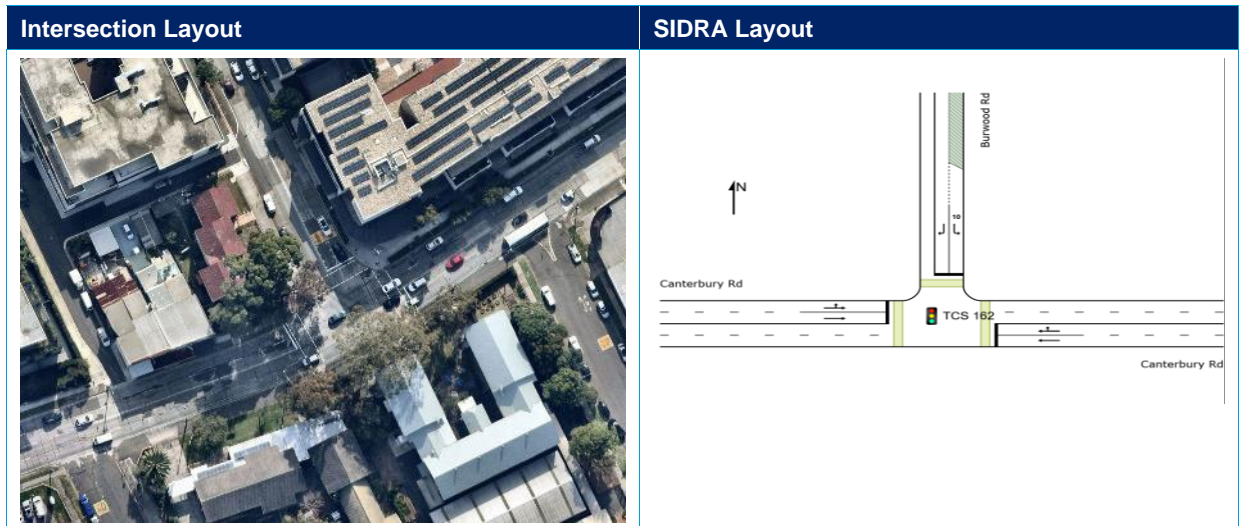


Table 82 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS 'C' or better in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 82 TCS 162– Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	2741	0.852	24	B
Scenario 2 – 2024 Base	2780	0.840	25	B
Scenario 3 – 2024 Base + TTP + Construction	2821	0.855	25	B
Scenario 4 – 2025 Base	2817	0.854	26	B
Scenario 5 – 2025 Base + TTP + Construction	2858	0.871	26	B
PM Peak				
Scenario 1 – 2023 Existing	3111	0.879	33	C
Scenario 2 – 2024 Base	3156	0.881	33	C
Scenario 3 – 2024 Base + TTP + Construction	3193	0.905	36	C
Scenario 4 – 2025 Base	3203	0.907	36	C
Scenario 5 – 2025 Base + TTP + Construction	3240	0.918	38	C

3.8.4 TCS 1329 – Burwood Road / Leylands Parade

Table 83 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 83 TCS 1329 – Intersection layout

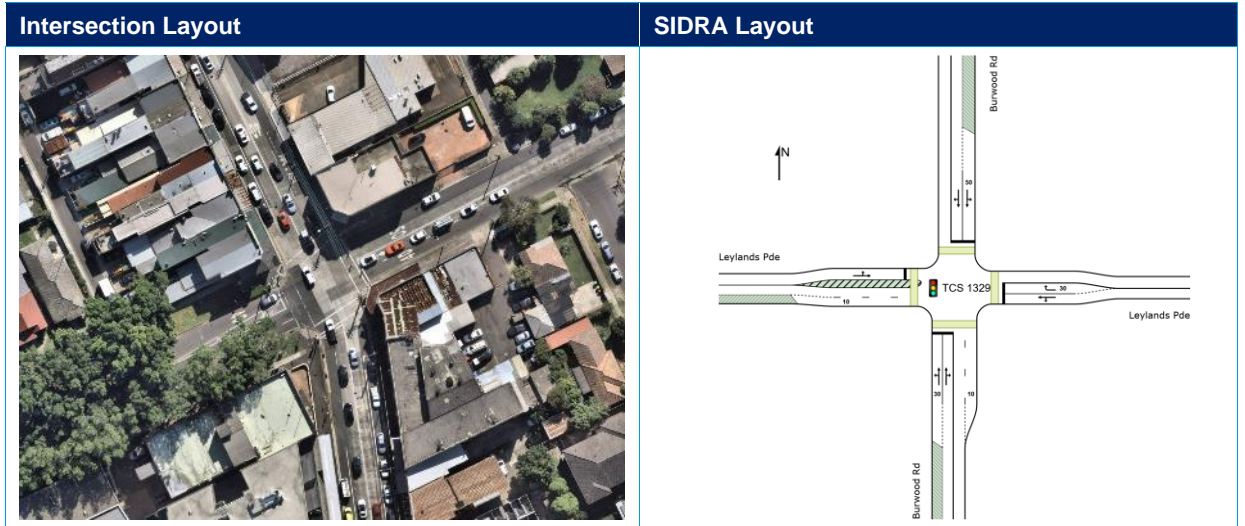


Table 84 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘B’ in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 84 TCS 1329 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1645	0.701	17	B
Scenario 2 – 2024 Base	1666	0.713	17	B
Scenario 3 – 2024 Base + TTP + Construction	1733	0.764	18	B
Scenario 4 – 2025 Base	1689	0.728	17	B
Scenario 5 – 2025 Base + TTP + Construction	1756	0.779	18	B
PM Peak				
Scenario 1 – 2023 Existing	1689	0.600	21	B
Scenario 2 – 2024 Base	1714	0.607	21	B
Scenario 3 – 2024 Base + TTP + Construction	1776	0.655	24	B
Scenario 4 – 2025 Base	1739	0.617	22	B
Scenario 5 – 2025 Base + TTP + Construction	1801	0.665	24	B

3.9 Lakemba Station

One intersection was assessed in the area surrounding Lakemba Station.

3.9.1 TCS 1299 – Haldon Street / The Boulevard

Table 85 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 85 TCS 1299 – Intersection layout

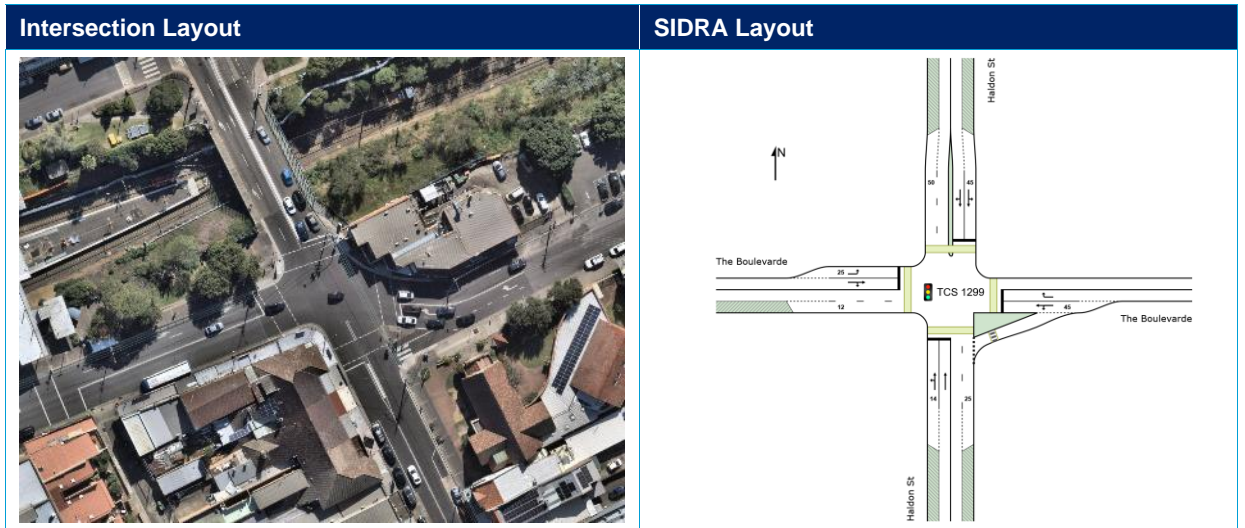


Table 86 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘D’ or better in all scenarios. LOS ‘D’ would be generally considered acceptable during peak periods. The 2023 traffic count at this intersection is lower than 2023 traffic volume forecasted in the EIS. Therefore, the intersection performance in 2023 Existing (Scenario 1) is better than 2023 EIS forecast.

Table 86 TCS 1299 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1587	0.902	35	C
Scenario 2 – 2024 Base	1611	0.811	35	C
Scenario 3 – 2024 Base + TTP + Construction	1726	0.941	53	D
Scenario 4 – 2025 Base	1631	0.829	36	C
Scenario 5 – 2025 Base + TTP + Construction	1746	0.950	56	D
PM Peak				
Scenario 1 – 2023 Existing	1644	0.859	32	C
Scenario 2 – 2024 Base	1669	0.877	32	C
Scenario 3 – 2024 Base + TTP + Construction	1774	0.878	41	C
Scenario 4 – 2025 Base	1693	0.893	33	C
Scenario 5 – 2025 Base + TTP + Construction	1797	0.901	42	C

3.10 Wiley Park Station

One intersection was assessed in the area surrounding Wiley Park Station.

3.10.1 TCS 382– King Georges Road / The Boulevard

Table 87 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 87 TCS 382 – Intersection layout

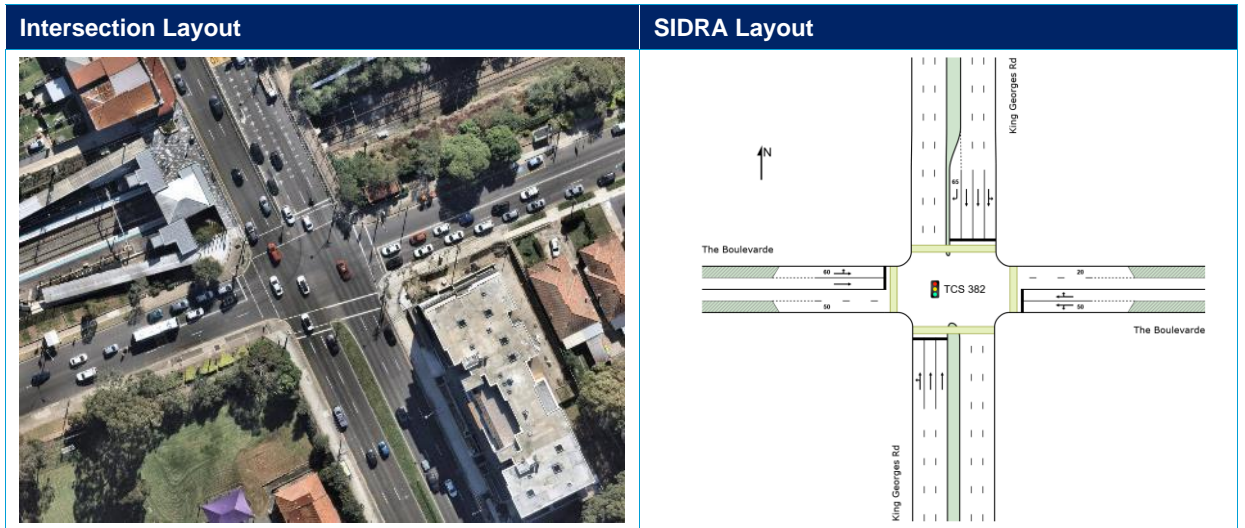


Table 88 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘D’ or better in all scenarios. LOS ‘D’ would be generally considered acceptable during peak periods. The 2023 traffic count at this intersection is lower than 2023 traffic volume forecasted in the EIS. Therefore, the intersection performance in 2023 Existing (Scenario 1) is better than 2023 EIS forecast.

Table 88 TCS 382 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	5495	0.922	26	B
Scenario 2 – 2024 Base	5573	0.935	28	B
Scenario 3 – 2024 Base + TTP + Construction	5677	1.018	44	D
Scenario 4 – 2025 Base	5647	0.948	29	C
Scenario 5 – 2025 Base + TTP + Construction	5752	1.025	48	D
PM Peak				
Scenario 1 – 2023 Existing	5634	1.098	32	C
Scenario 2 – 2024 Base	5716	1.068	30	C
Scenario 3 – 2024 Base + TTP + Construction	5808	1.227	41	C
Scenario 4 – 2025 Base	5803	1.447	47	D
Scenario 5 – 2025 Base + TTP + Construction	5896	1.400	50	D

3.11 Punchbowl Station

Two (2) intersections were assessed in the area surrounding Punchbowl Station.

3.11.1 TCS 1744 – Punchbowl Road / The Boulevard / South Terrace

Table 89 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 89 TCS 1744 – Intersection layout

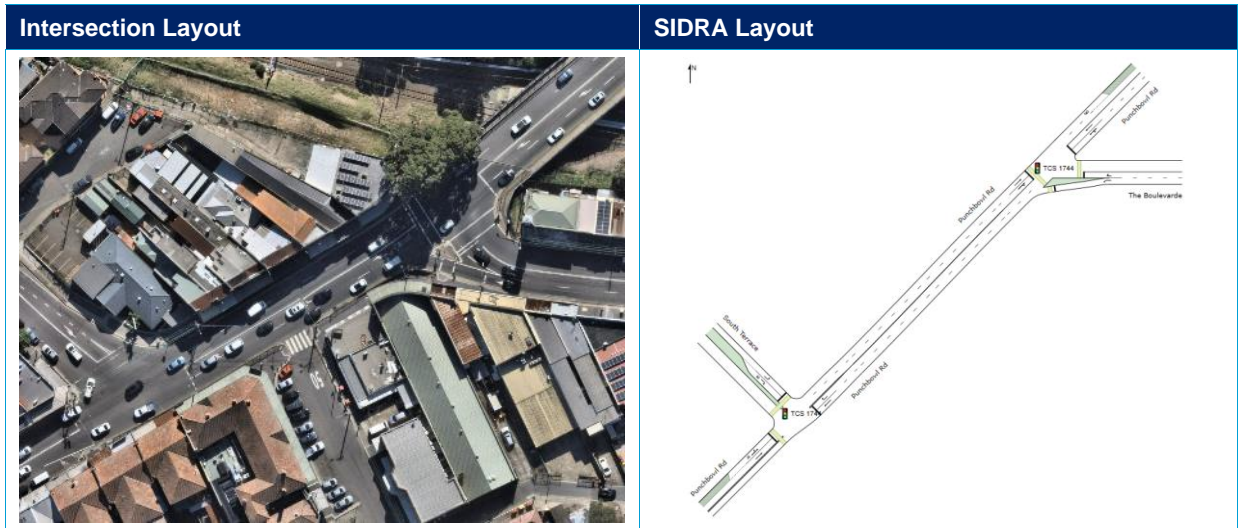


Table 90 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS 'D' or better in all scenarios. LOS 'D' would be generally considered acceptable during peak periods.

Table 90 TCS 1744A Punchbowl Road / The Boulevard – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	2233	0.827	37	C
Scenario 2 – 2024 Base	2264	0.830	37	C
Scenario 3 – 2024 Base + TTP + Construction	2347	0.903	42	C
Scenario 4 – 2025 Base	2295	0.913	40	C
Scenario 5 – 2025 Base + TTP + Construction	2378	0.927	43	D
PM Peak				
Scenario 1 – 2023 Existing	2513	0.897	35	C
Scenario 2 – 2024 Base	2552	0.933	35	C
Scenario 3 – 2024 Base + TTP + Construction	2623	1.067	50	D
Scenario 4 – 2025 Base	2587	1.065	50	D
Scenario 5 – 2025 Base + TTP + Construction	2587	1.065	50	D

Table 91 TCS 1744B Punchbowl Road / South Terrace – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	2612	0.943	28	B
Scenario 2 – 2024 Base	2648	1.100	37	C
Scenario 3 – 2024 Base + TTP + Construction	2738	1.123	41	C
Scenario 4 – 2025 Base	2685	1.115	40	C
Scenario 5 – 2025 Base + TTP + Construction	2775	1.139	43	D
PM Peak				
Scenario 1 – 2023 Existing	2851	0.944	40	C
Scenario 2 – 2024 Base	2895	0.937	40	C
Scenario 3 – 2024 Base + TTP + Construction	2973	0.933	40	C
Scenario 4 – 2025 Base	2936	1.050	40	C
Scenario 5 – 2025 Base + TTP + Construction	3014	0.953	40	D

3.11.2 TCS 2308 – The Boulevard / Arthur Street

Table 92 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 92 TCS 2308 – Intersection layout



Table 93 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘B’ or better in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 93 TCS 2308 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1242	0.823	18	B
Scenario 2 – 2024 Base	1260	0.836	18	B
Scenario 3 – 2024 Base + TTP + Construction	1343	0.836	20	B
Scenario 4 – 2025 Base	1276	0.845	18	B
Scenario 5 – 2025 Base + TTP + Construction	1359	0.845	20	B
PM Peak				
Scenario 1 – 2023 Existing	1311	0.716	18	B
Scenario 2 – 2024 Base	1329	0.725	18	B
Scenario 3 – 2024 Base + TTP + Construction	1401	0.781	26	B
Scenario 4 – 2025 Base	1351	0.738	19	B
Scenario 5 – 2025 Base + TTP + Construction	1422	0.800	27	B

3.12 Bankstown Station

Seven (7) intersections were assessed in the area surrounding Bankstown Station.

3.12.1 TCS 61 – Hume Highway / Chapel Road / Rookwood Road

Table 94 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 94 TCS 61 – Intersection layout

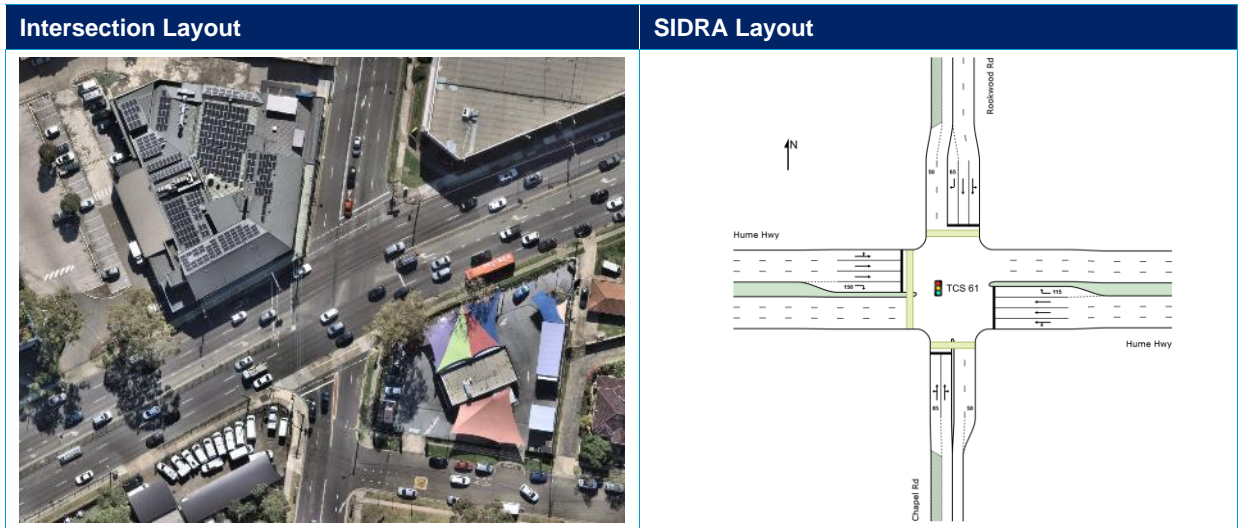


Table 95 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection currently performs at LOS E. With the future traffic growth, the intersection is forecast to experience a decline in amenity to LOS F during AM and PM Peak. The worst performing movements are along Hume Highway in both directions. As Hume Highway is already three lanes wide in each direction, physical interventions may not be feasible. The performance of this intersection could be improved with real-time signal and phase timing modifications, adaptive to on-site traffic volumes (SCATS).

Table 95 TCS 61 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	4771	1.014	65	E
Scenario 2 – 2024 Base	4836	1.030	72	F
Scenario 3 – 2024 Base + TTP + Construction	4857	1.050	79	F
Scenario 4 – 2025 Base	4904	1.046	78	F
Scenario 5 – 2025 Base + TTP + Construction	4925	1.065	85	F
PM Peak				
Scenario 1 – 2023 Existing	5308	1.036	61	E
Scenario 2 – 2024 Base	5386	1.024	81	F
Scenario 3 – 2024 Base + TTP + Construction	5409	1.042	84	F
Scenario 4 – 2025 Base	5466	1.039	87	F
Scenario 5 – 2025 Base + TTP + Construction	5489	1.071	101	F

3.12.2 TCS 1203 – Chapel Road / Rickard Road

Table 96 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 96 TCS 1203 – Intersection layout

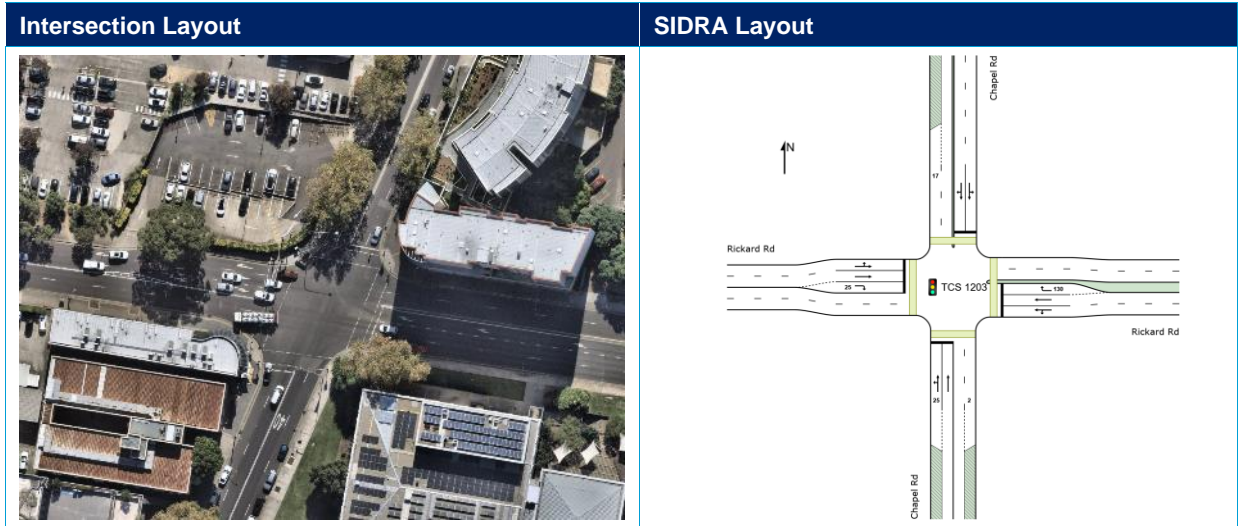


Table 97 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘B’ in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 97 TCS 1203 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1993	0.587	22	B
Scenario 2 – 2024 Base	2018	0.597	22	B
Scenario 3 – 2024 Base + TTP + Construction	2049	0.713	23	B
Scenario 4 – 2025 Base	2049	0.609	22	B
Scenario 5 – 2025 Base + TTP + Construction	2081	0.728	23	B
PM Peak				
Scenario 1 – 2023 Existing	2638	0.812	24	B
Scenario 2 – 2024 Base	2680	0.824	24	B
Scenario 3 – 2024 Base + TTP + Construction	2714	0.854	25	B
Scenario 4 – 2025 Base	2720	0.836	24	B
Scenario 5 – 2025 Base + TTP + Construction	2754	0.865	25	B

3.12.3 TCS 1817 – Restwell Street / South Terrace

Table 98 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 98 TCS 1817 – Intersection layout

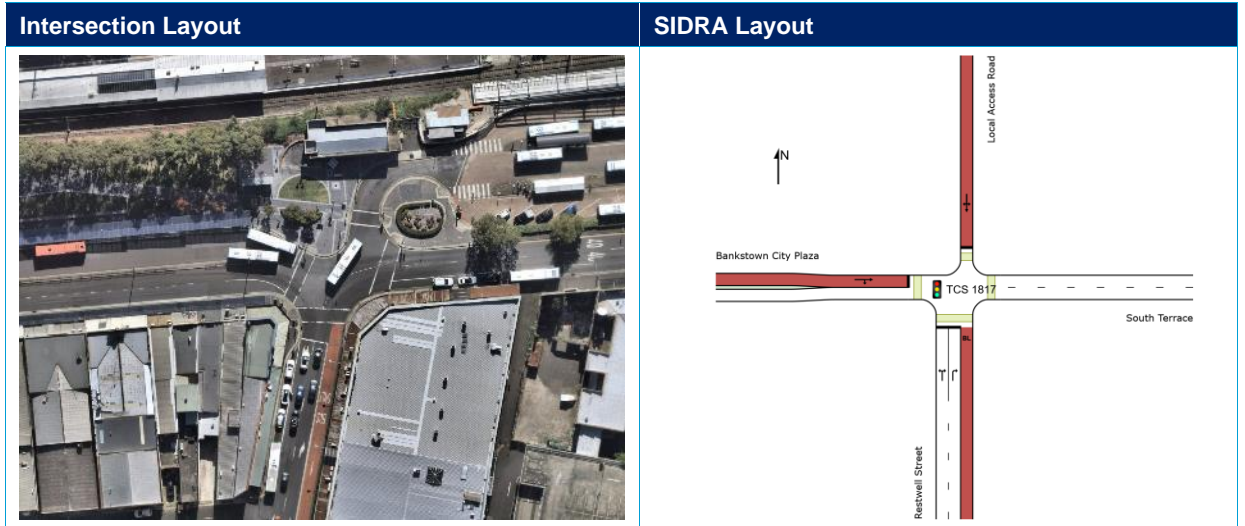


Table 99 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘C’ or better in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 99 TCS 1817 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1003	0.658	22	B
Scenario 2 – 2024 Base	1016	0.668	22	B
Scenario 3 – 2024 Base + TTP + Construction	1131	0.881	33	C
Scenario 4 – 2025 Base	1032	0.677	22	B
Scenario 5 – 2025 Base + TTP + Construction	1147	0.890	34	C
PM Peak				
Scenario 1 – 2023 Existing	889	0.749	20	B
Scenario 2 – 2024 Base	901	0.803	20	B
Scenario 3 – 2024 Base + TTP + Construction	1007	0.912	26	B
Scenario 4 – 2025 Base	916	0.814	20	B
Scenario 5 – 2025 Base + TTP + Construction	1021	0.926	26	B

3.12.4 TCS 2206 – North Terrace / Fetherstone Street / Bankstown City Plaza

Table 100 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 100 TCS 2206 – Intersection layout



Table 101 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘C’ or better in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 101 TCS 2206 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	880	0.672	26	B
Scenario 2 – 2024 Base	893	0.677	28	B
Scenario 3 – 2024 Base + TTP + Construction	913	0.689	29	C
Scenario 4 – 2025 Base	904	0.685	28	B
Scenario 5 – 2025 Base + TTP + Construction	925	0.697	29	C
PM Peak				
Scenario 1 – 2023 Existing	807	0.582	27	B
Scenario 2 – 2024 Base	820	0.693	29	C
Scenario 3 – 2024 Base + TTP + Construction	843	0.740	30	C
Scenario 4 – 2025 Base	832	0.704	29	C
Scenario 5 – 2025 Base + TTP + Construction	855	0.751	30	C

3.12.5 TCS 4074 – Restwell Street / Raymond Street / Greenfield Parade

Table 102 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 102 TCS 4074 – Intersection layout

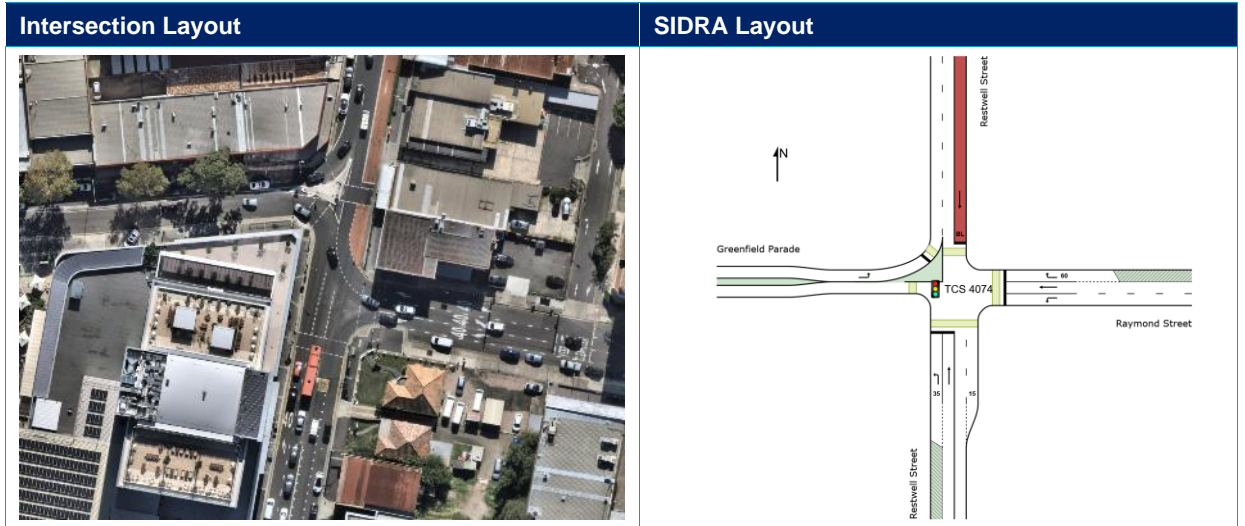


Table 103 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘B’ in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 103 TCS 4074 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1908	0.804	23	B
Scenario 2 – 2024 Base	1933	0.814	23	B
Scenario 3 – 2024 Base + TTP + Construction	1956	0.814	23	B
Scenario 4 – 2025 Base	1962	0.826	24	B
Scenario 5 – 2025 Base + TTP + Construction	1985	0.826	24	B
PM Peak				
Scenario 1 – 2023 Existing	1834	0.685	19	B
Scenario 2 – 2024 Base	1862	0.695	19	B
Scenario 3 – 2024 Base + TTP + Construction	1918	0.695	19	B
Scenario 4 – 2025 Base	1888	0.705	19	B
Scenario 5 – 2025 Base + TTP + Construction	1944	0.705	19	B

3.12.6 TCS 4408 – Chapel Road / French Avenue

Table 104 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 104 TCS 4408 – Intersection layout

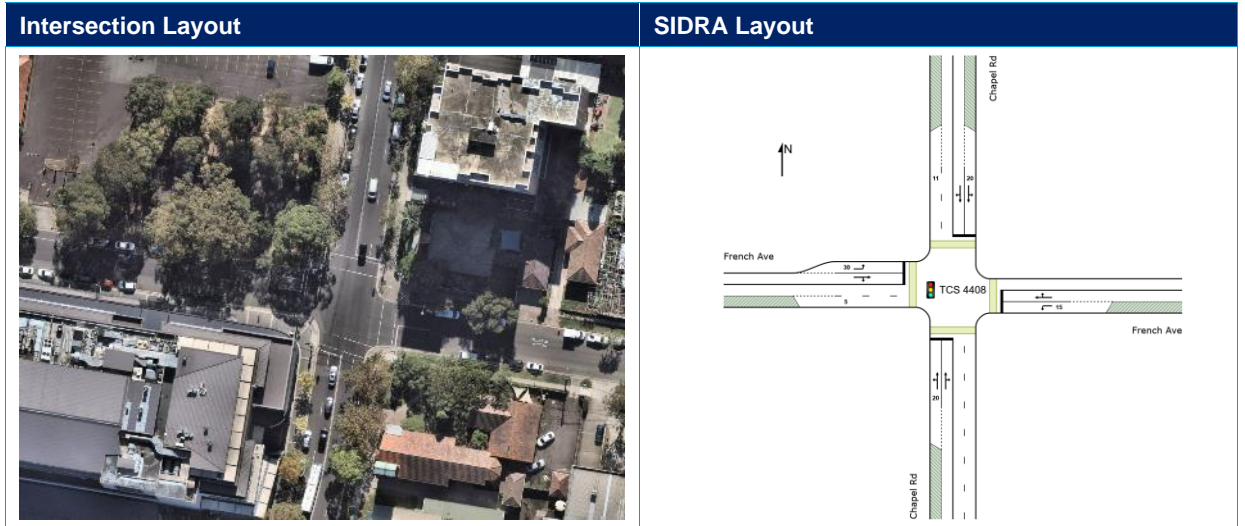


Table 105 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS 'B' or better in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 105 TCS 4408 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	1322	0.428	13	A
Scenario 2 – 2024 Base	1343	0.504	13	A
Scenario 3 – 2024 Base + TTP + Construction	1364	0.461	14	A
Scenario 4 – 2025 Base	1360	0.529	14	A
Scenario 5 – 2025 Base + TTP + Construction	1381	0.559	14	A
PM Peak				
Scenario 1 – 2023 Existing	1474	0.856	17	B
Scenario 2 – 2024 Base	1496	0.876	20	B
Scenario 3 – 2024 Base + TTP + Construction	1519	0.961	25	B
Scenario 4 – 2025 Base	1519	0.903	21	B
Scenario 5 – 2025 Base + TTP + Construction	1542	0.984	26	B

3.12.7 TCS 4423 – North Terrace / South Terrace / West Terrace

Table 106 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 106 TCS 4423 – Intersection layout

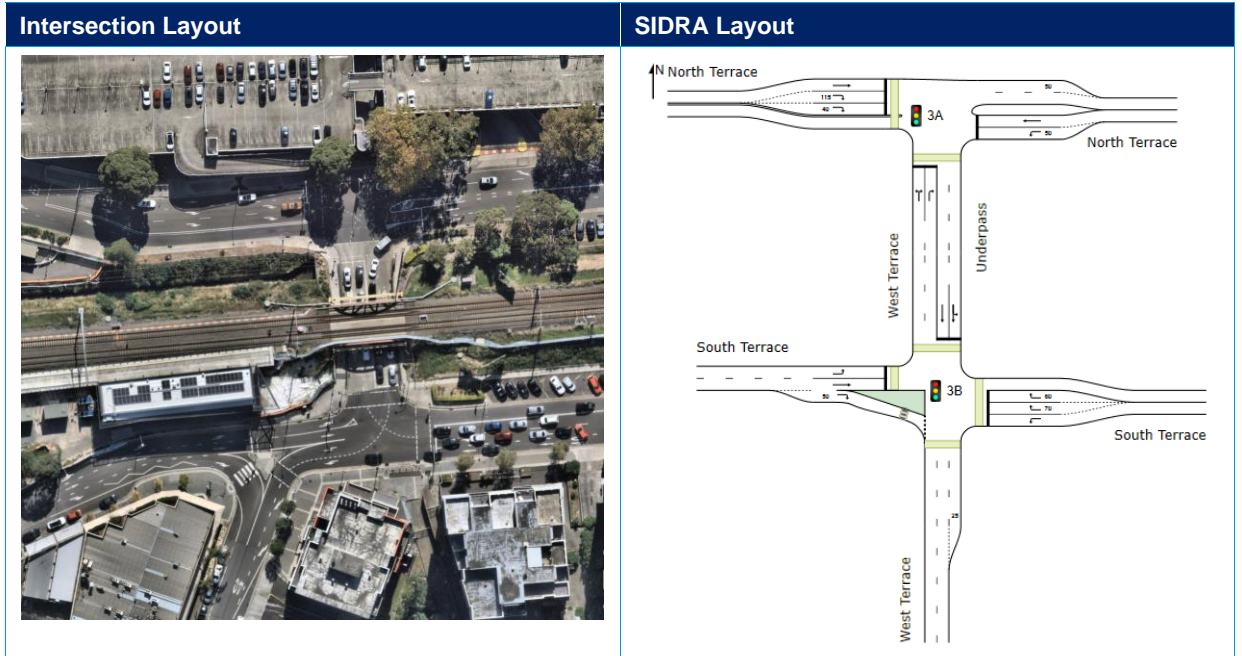


Table 107 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS 'C' or better in all scenarios. The final possession has minimum impacts to the intersection performance.

Table 107 TCS 4423A North Terrace / West Terrace – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	2365	0.841	25	B
Scenario 2 – 2024 Base	2400	0.868	26	B
Scenario 3 – 2024 Base + TTP + Construction	2417	0.897	28	B
Scenario 4 – 2025 Base	2433	0.887	26	B
Scenario 5 – 2025 Base + TTP + Construction	2449	0.904	29	C
PM Peak				
Scenario 1 – 2023 Existing	2261	0.901	34	C
Scenario 2 – 2024 Base	2295	0.920	35	C
Scenario 3 – 2024 Base + TTP + Construction	2311	0.918	37	C
Scenario 4 – 2025 Base	2331	0.933	37	C
Scenario 5 – 2025 Base + TTP + Construction	2347	0.933	39	C

Table 108 TCS 4423B South Terrace / West Terrace – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	2278	0.888	37	C
Scenario 2 – 2024 Base	2309	0.901	39	C
Scenario 3 – 2024 Base + TTP + Construction	2393	0.901	41	C
Scenario 4 – 2025 Base	2341	0.912	40	C
Scenario 5 – 2025 Base + TTP + Construction	2425	0.912	42	C
PM Peak				
Scenario 1 – 2023 Existing	2152	0.640	23	B
Scenario 2 – 2024 Base	2184	0.686	23	B
Scenario 3 – 2024 Base + TTP + Construction	2256	0.686	24	B
Scenario 4 – 2025 Base	2217	0.697	24	B
Scenario 5 – 2025 Base + TTP + Construction	2289	0.738	24	B

3.13 Lidcombe Station

Two (2) intersections were assessed in the area surrounding Lidcombe Station.

3.13.1 TCS 935 – Olympic Drive / Joseph Street

Table 109 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 109 TCS 935 – Intersection layout

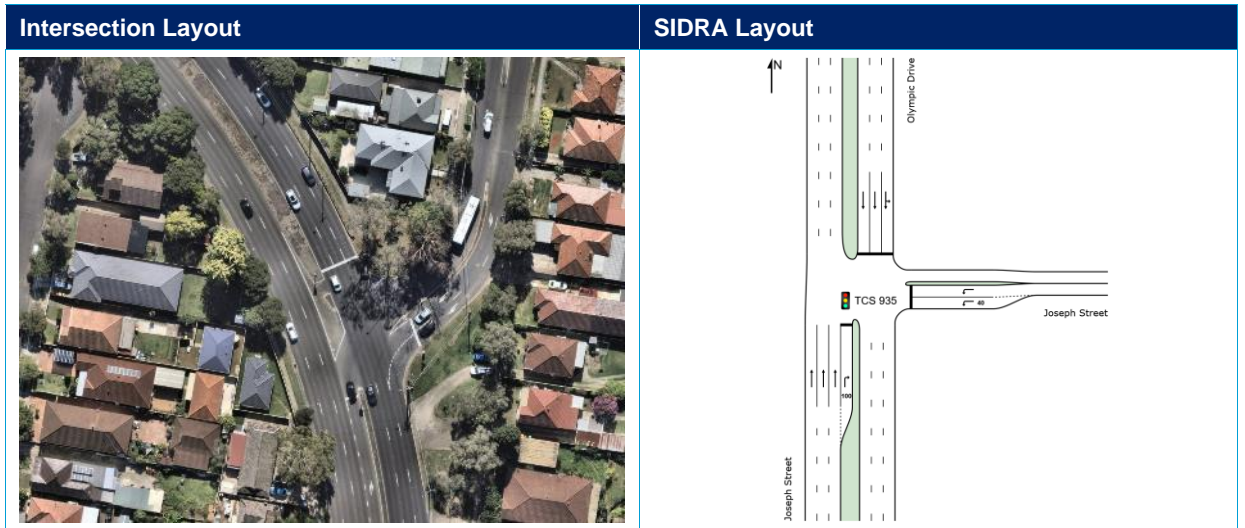


Table 110 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘B’ or better in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 110 TCS 935 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	4941	0.788	12	A
Scenario 2 – 2024 Base	5011	0.833	15	B
Scenario 3 – 2024 Base + TTP + Construction	5032	0.878	18	B
Scenario 4 – 2025 Base	5079	0.862	16	B
Scenario 5 – 2025 Base + TTP + Construction	5100	0.909	21	B
PM Peak				
Scenario 1 – 2023 Existing	4652	0.803	14	A
Scenario 2 – 2024 Base	4721	0.826	15	B
Scenario 3 – 2024 Base + TTP + Construction	4744	0.846	16	B
Scenario 4 – 2025 Base	4792	0.839	16	B
Scenario 5 – 2025 Base + TTP + Construction	4815	0.871	19	B

3.13.2 TCS 2789 – Joseph Street / Georges Avenue

Table 111 presents the layout of the intersection as per the latest NearMap imagery and the modelled layout in SIDRA.

Table 111 TCS 2789 – Intersection layout

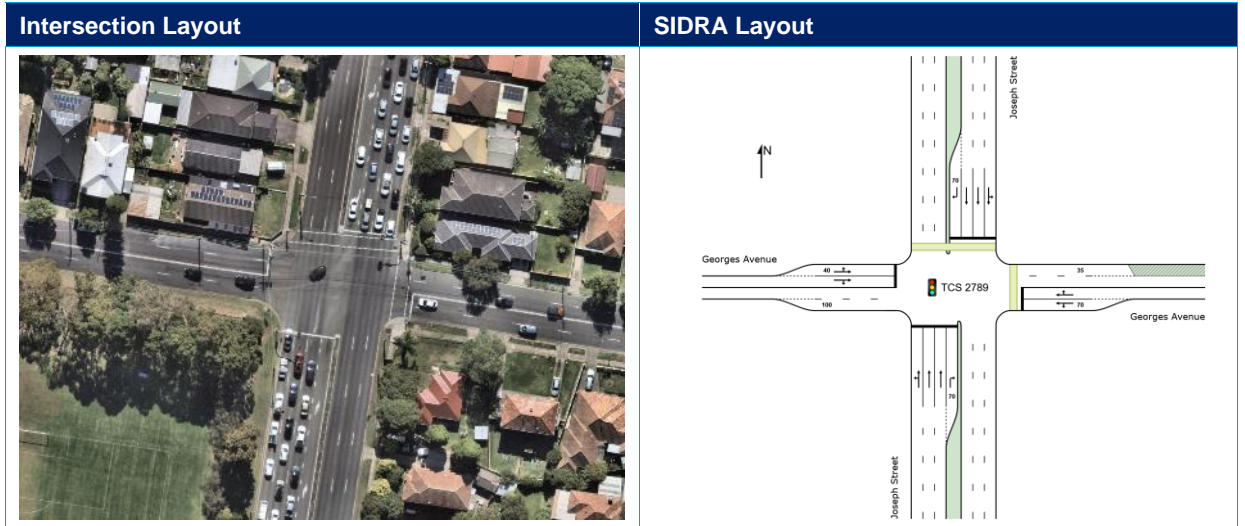


Table 112 provides a summary of the intersection performance assessment for this intersection. The result shows that the intersection would perform at LOS ‘C’ or better in all scenarios. The intersection performance for the final possession is consistent with the EIS traffic assessment.

Table 112 TCS 2789 – Intersection assessment summary

Scenarios	Volume (veh/hr)	Degree of Saturation (Worst Movement)	Average Delay (sec)	LOS (Overall)
AM Peak				
Scenario 1 – 2023 Existing	5611	0.959	33	C
Scenario 2 – 2024 Base	5689	0.978	33	C
Scenario 3 – 2024 Base + TTP + Construction	5711	1.007	35	C
Scenario 4 – 2025 Base	5767	1.006	35	C
Scenario 5 – 2025 Base + TTP + Construction	5788	1.023	40	C
PM Peak				
Scenario 1 – 2023 Existing	5580	0.855	25	B
Scenario 2 – 2024 Base	5663	0.867	26	B
Scenario 3 – 2024 Base + TTP + Construction	5686	0.917	29	C
Scenario 4 – 2025 Base	5748	0.883	27	B
Scenario 5 – 2025 Base + TTP + Construction	5772	0.920	31	C

4 Mitigation measures

4.1 SPIR mitigation measures

Table 113 provides the list of approved revised environmental mitigation measures (that are relevant to transport) from the SPIR. These measures relate to design / pre-construction and construction stages of the project. All mitigation measures are relevant for final possession except the mitigation measure for bridge works.

Revised mitigation measure TC6 is most relevant to this assessment. The specific recommendations arising from this assessment in accordance with TC6 to improve intersection performance are provided in Section 4.2.

The location/s applicable to each mitigation measure are identified by using the unique identifiers as follows:

- All – Project as a whole
- BW – Bridge works
- AS – All Stations
- MA – Marrickville Station
- DU – Dulwich Hill Station
- HP – Hurlstone Park
- CB – Canterbury Station
- CP – Campsie Station
- BE – Belmore Station
- LA – Lakemba Station
- WP – Wiley Park Station
- PB – Punchbowl Station
- BA – Bankstown Station
- SS – Substations

Table 113 SPIR mitigation measures

ID	Impact	Mitigation measure	Relevant location (s)	Relevant for final possession
Design / pre-construction				
TC1	<i>Temporary transport arrangements</i>	Guided by the Temporary Transport Strategy, detailed temporary transport plan/s would be developed prior to construction to manage the movement of people along the T3 Bankstown Line during possession periods. The plans would be developed in consultation with key Stakeholders (including Transport for NSW, Sydney Coordination Office (now Customer Journey Planning), Roads and Maritime Services (now Sydney Roads), Sydney Trains, local councils, emergency services, and bus operators), and would address the requirements specified by the	AS	Yes

ID	Impact	Mitigation measure	Relevant location (s)	Relevant for final possession
		<p>Temporary Transport Strategy. The development of each plan would consider, as a minimum:</p> <ul style="list-style-type: none"> • A review of the road network constraints along any proposed rail replacement bus route • Further traffic analysis of key intersections used by rail replacement buses • Potential impacts to local road networks affected by rail passengers diverting to cars to reach their destinations • The design of temporary facilities at bus Stop locations in consultation with the relevant road authority • Expected changes to parking demand at other Stations, displacement of existing parking, and any upgrades that may be required. 		
TC2		Sydney Metro would consult with Transport for NSW, Roads and Maritime Services, the State Transit Authority, the Inner West and Canterbury-Bankstown councils, and bus operators, to identify opportunities to minimise impacts to bus layovers and existing bus Stops during operation of rail replacement buses.	AS	Yes
TC3		<p>The impacts on the surrounding road network of lane closures resulting from bridge works across the rail corridor would be assessed in detail, to identify the suite of management measures to be implemented for each closure required. This would be undertaken in consultation with Transport for NSW, Roads and Maritime Services, the Sydney Coordination Office, the Inner West and Canterbury-Bankstown councils, emergency services, and relevant bus operators.</p> <p>Planning for partial bridge closures would consider bus rerouting and timetabling, with the intention of minimising impacts to bus customers and bus operators.</p>	BW	No
TC4	<i>Parking impacts during construction</i>	Opportunities to reduce the loss of existing on- and off-street car parking (including the amount of spaces reduced and the time associated with this reduction) would be reviewed during detailed design and construction planning.	AS	Yes
TC5		Where parking spaces are lost or access is impeded, particularly for extended periods, alternative parking would be provided wherever feasible and reasonable. This would include consideration of other privately owned (or vacant) land within close proximity to affected Stations.	AS	Yes
TC6	<i>Impacts of intersection performance</i>	Further consideration of the need for intersection modifications would be undertaken, to improve intersection performance at locations most affected by the addition of construction heavy vehicles and rail replacement buses. This would be undertaken in consultation with Transport for NSW, Roads and Maritime Services, the Sydney Coordination Office,	All	Yes

ID	Impact	Mitigation measure	Relevant location (s)	Relevant for final possession
		<p>and the relevant road authority. The improvements considered would include:</p> <ul style="list-style-type: none"> • Modification to the existing traffic signal phasing • Lane priority changes • Changing lane designations (line markings and signage) • Kerbside changes (such as removing on Street parking or implementing no Standing zones at peak times to increase lane capacity) • Physical geometric changes (such as minor kerb cut-backs to enable large vehicles to safely move through intersections) • Restricting turning movements where traffic demand is low. 		
TC7	<i>Changes to cyclist facilities during construction</i>	Where existing cycle facilities (e.g. bike parking) would be temporarily unavailable at a Station, suitable replacement facilities would be provided while the facility is unavailable.	AS	Yes
Construction				
TC8	<i>Management of traffic transport and access</i>	<p>A construction traffic management plan would be prepared and implemented prior to construction. The plan would be prepared in accordance with the Construction Environmental Management Framework, and would detail, as a minimum:</p> <ul style="list-style-type: none"> • How traffic would be managed when construction works are being carried out • The activities proposed and their impact on the road network and on road users • How these impacts would be addressed. <p>The plan would be prepared in consultation with the Traffic and Transport Liaison Group and would be approved by the relevant authority before construction commences.</p>	All	Yes
TC9	<i>Changes to public transport services and alternative transport arrangements</i>	Modification of existing bus Stops, or implementation of new Stops and alterations to service patterns, would be carried out by Sydney Metro in consultation with Transport for NSW, Sydney Coordination Office, Roads and Maritime Services, the Inner West and Canterbury-Bankstown councils, and bus operators.	AS	Yes
TC10		<p>Sydney Metro would undertake an extensive community awareness and information campaign before changes to public transport services are implemented. This would include a range of communication activities such as:</p> <ul style="list-style-type: none"> • Information at Stations • Wayfinding signage • Clearly marked bus Stop locations • Letter box drops • Web based information and transport 'app' where changes to travel are found in a single place • Information via 131 500 • Advertising in local papers 	AS	Yes

ID	Impact	Mitigation measure	Relevant location (s)	Relevant for final possession
		<ul style="list-style-type: none"> Email information bulletins. 		
TC11	<i>Impacts on special events</i>	Consideration of special events would be undertaken as part of construction work programming. For special events that require specific traffic and pedestrian management, measures would be developed and implemented in consultation with Transport for NSW, Sydney Coordination Office, Roads and Maritime Services, the Inner West and Canterbury-Bankstown councils, and the organisers of the event.	All	Yes
TC12	<i>Impacts of construction compounds and work sites</i>	Vehicle access to and from construction sites would be managed to ensure pedestrian, cyclist, and motorist safety. Depending on the location, this may require manual supervision, barrier placement, temporary traffic signals, modifications to existing traffic signals, or police assistance.	All	Yes
TC13	<i>Construction vehicles</i>	Construction vehicles (including contractor staff vehicles) would be managed to: <ul style="list-style-type: none"> Minimise parking or queuing on public roads Minimise use of residential streets to gain access to work sites or compounds Minimise vehicle movements near schools, particularly during school start and finish times. 	All	Yes
TC14	<i>Signage</i>	Directional signage and line marking would be used to direct and guide drivers, pedestrians, and other road users past construction compounds and work sites, and on the surrounding road network. This may be supplemented by variable message signs to advise drivers of potential delays, traffic diversions, speed restrictions, or alternate routes.	All	Yes
TC15	<i>Construction parking impacts</i>	Construction sites would be managed to minimise construction worker parking on surrounding Streets. A worker car parking Strategy would be developed in consultation with the relevant local council to identify measures to reduce the impact on the availability of on-street and off-street parking. The Strategy would identify potential mitigation measures including alternative parking locations. The Strategy would encourage contractor Staff to:	All	Yes
TC16	<i>Traffic incidents</i>	In the event of a traffic related incident, co-ordination would be carried out with the Sydney Coordination Office and Transport Management Centre's Operations Manager.	All	Yes
TC17	<i>Changes to road, pedestrian and cyclist networks</i>	The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community notification.	All	Yes
TC18	<i>Impacts on pedestrian or cyclist paths</i>	A condition survey would be undertaken to confirm changes to routes proposed to be used by pedestrians and/or cyclists are suitable (e.g., suitably paved and lit), with identified modification requirements	All	Yes

ID	Impact	Mitigation measure	Relevant location (s)	Relevant for final possession
		discussed with the Inner West and/or Canterbury-Bankstown councils and implemented prior to use of the routes.		
TC19	<i>Pedestrian, cyclist and motorist safety</i>	Pedestrian, cyclist, and motorist safety in the vicinity of the construction sites would be addressed during construction planning and development of the construction traffic management plan. Measures that may be implemented to assist in multi modal traffic management include:	All	Yes
TC20	<i>Impacts to access</i>	Access for residents, businesses, and community infrastructure would be maintained. Where disruption to access cannot be avoided, consultation would be undertaken with the owners and occupants of affected properties, to confirm their access requirements and to discuss alternatives.	All	Yes
TC21		Access to Stations and surrounding properties for emergency vehicles would be provided at all times. Emergency service providers (i.e. police and ambulance) would be consulted throughout construction to ensure they are aware of Station closures, changes to access, including bridge lane closures, and changes to Station or rail corridor access.	All	Yes
TC22	<i>Co-ordination of cumulative traffic effects</i>	The potential cumulative effects of construction traffic from multiple construction sites within the project would be further considered during development of the construction traffic management plan. Where there is potential for cumulative impacts across the project, these issues would be addressed with the assistance of the Traffic and Transport Liaison Group.	All	Yes

4.2 Recommendations for this assessment

Table 114 show the proposed mitigation measure as part of this assessment.

Table 114 Final Assessment Mitigation Measures

TCS	Intersection description	Recommendations
TC 61	Hume Highway / Chapel Road / Rookwood Road	Real-time signal and phase timing modifications, adaptive to on-site traffic volumes (SCATS).






The transport related revised environmental mitigation measures listed in Table 113, together with the additional recommendations in Table 114 are considered appropriate to manage the impacts associated with the proposed operation of bus replacement services during the final possession. No changes to the transport related revised environmental mitigation measures are considered necessary.

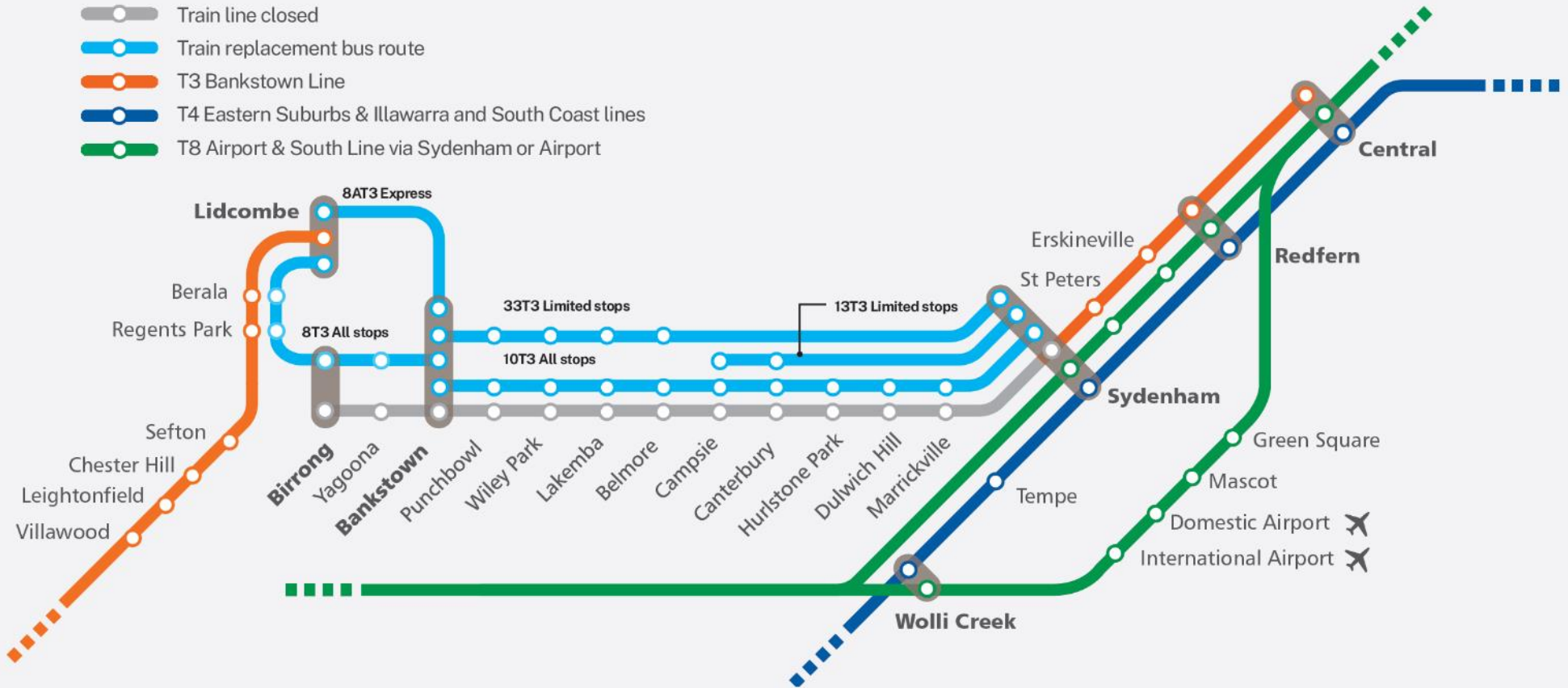
5 Summary and conclusions

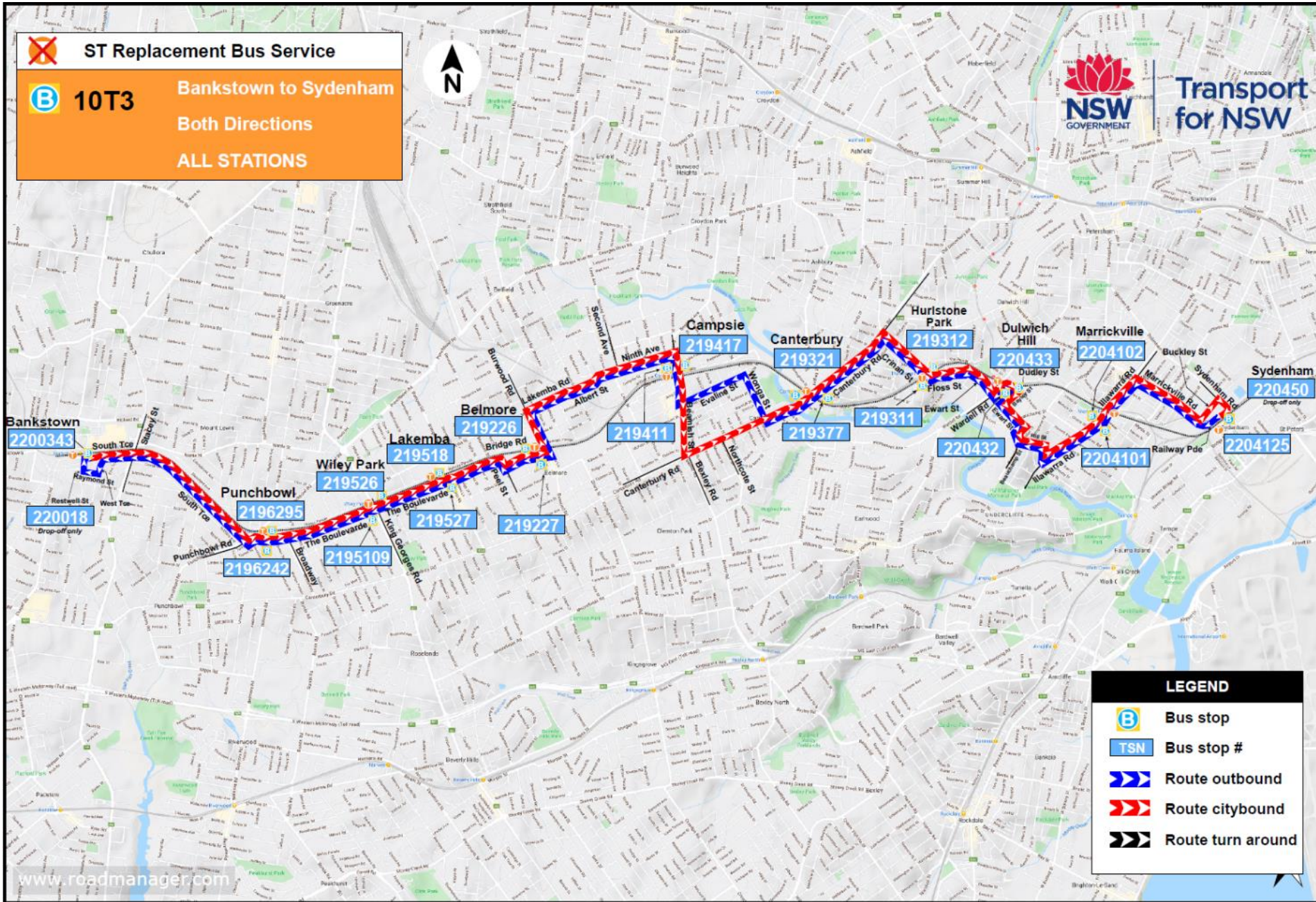
- The final possession for the Sydenham to Bankstown upgrade is expected to start in year 2024. During this period, the T3 Bankstown Line would be closed to allow the finalisation of works and the establishment of Sydney Metro operations including train testing, system integration and final commissioning. This assessment will assess the potential traffic impacts of providing bus replacement services during the final possession in year 2024 and 2025
- Data collection has been undertaken in year 2023 to develop SIDRA modelling existing condition. The growth rate of 1.4% per annum for AM Peak and 1.5% per annum for PM peak has been applied to forecast 2024 and 2025 traffic volume data. TTP bus is based on the timetable planned for the final possession and construction traffic as per the EIS
- The assessments indicate the following:
 - Majority of the signalised intersections have slight increases in delays (less than 15 seconds) and the overall intersection performance is maintained (LOS D or better)
 - TCS 61 – Hume Highway / Chapel Road / Rookwood Road with high existing traffic volumes is forecast to operate at oversaturated conditions (LOS E or LOS F). The performance of this intersection could be improved with real-time signal and phase timing modifications, adaptive to on-site traffic volumes (SCATS). This should be undertaken in consultation with Transport for NSW Greater Sydney Network Operation Team.
- In summary, the traffic assessment shows that the final possession has minimum impacts to the to the road network. The traffic assessment for the final possession is consistent with the approved project.

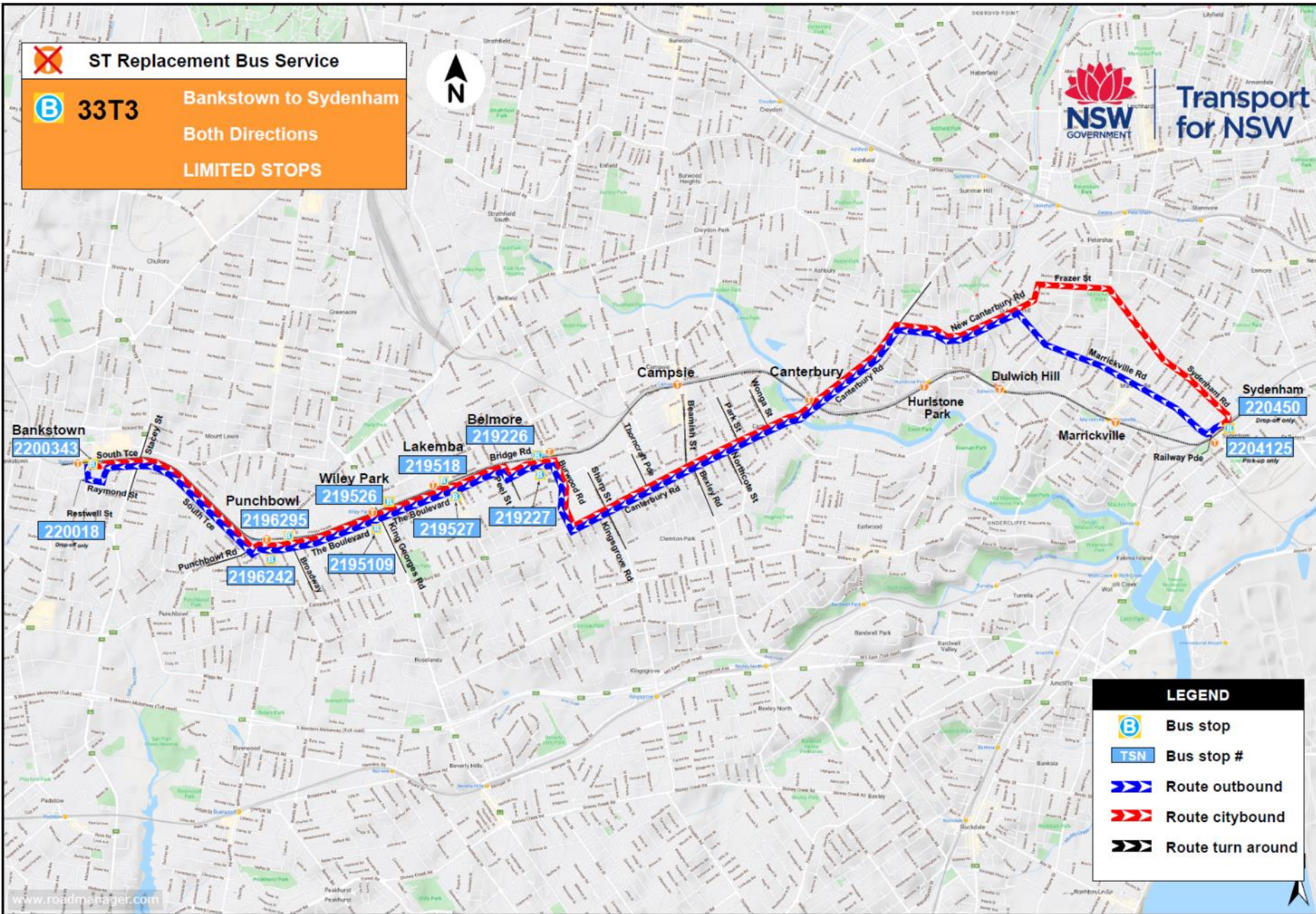
Appendix A – TTP Bus Routes

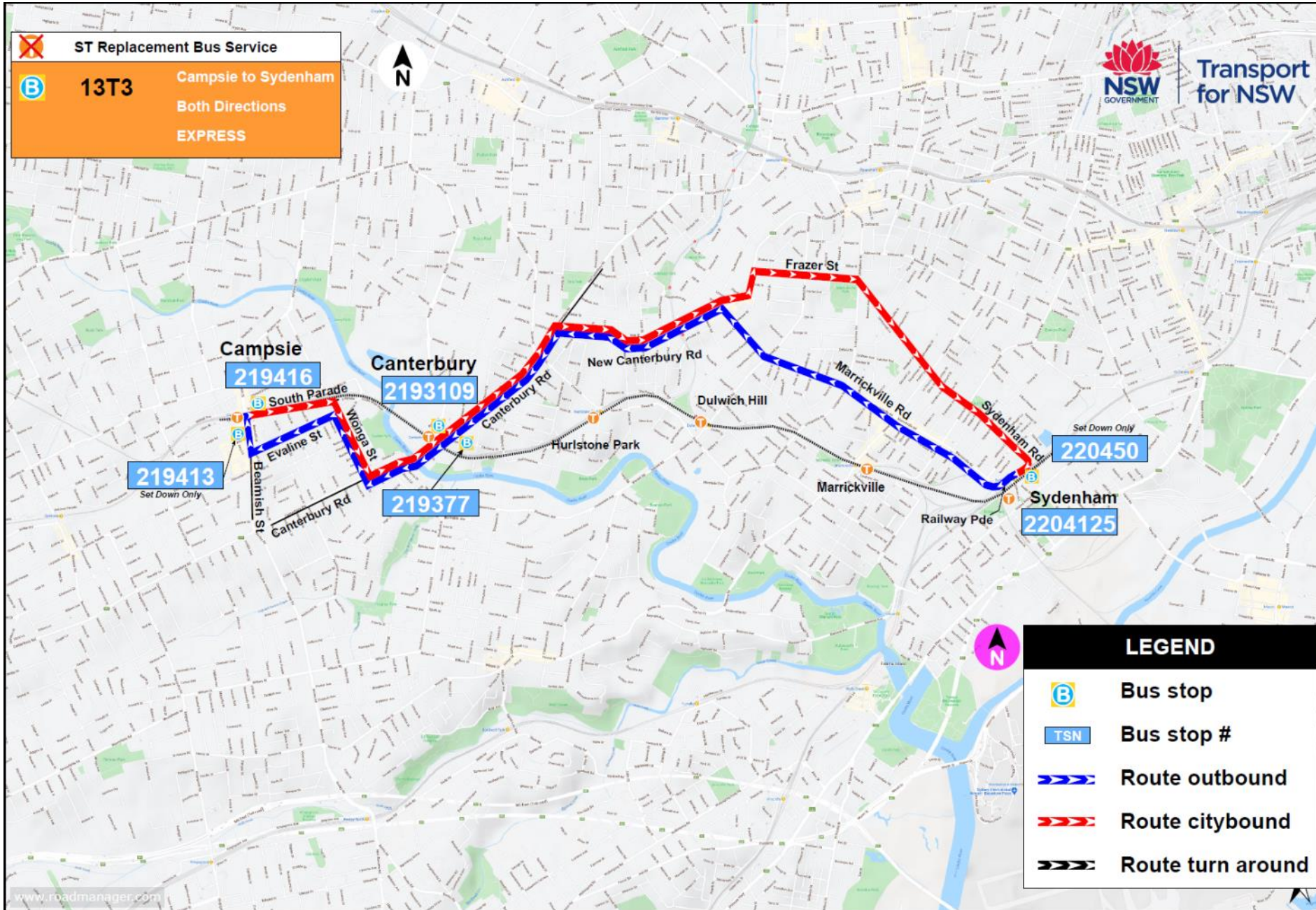
Train replacement bus map

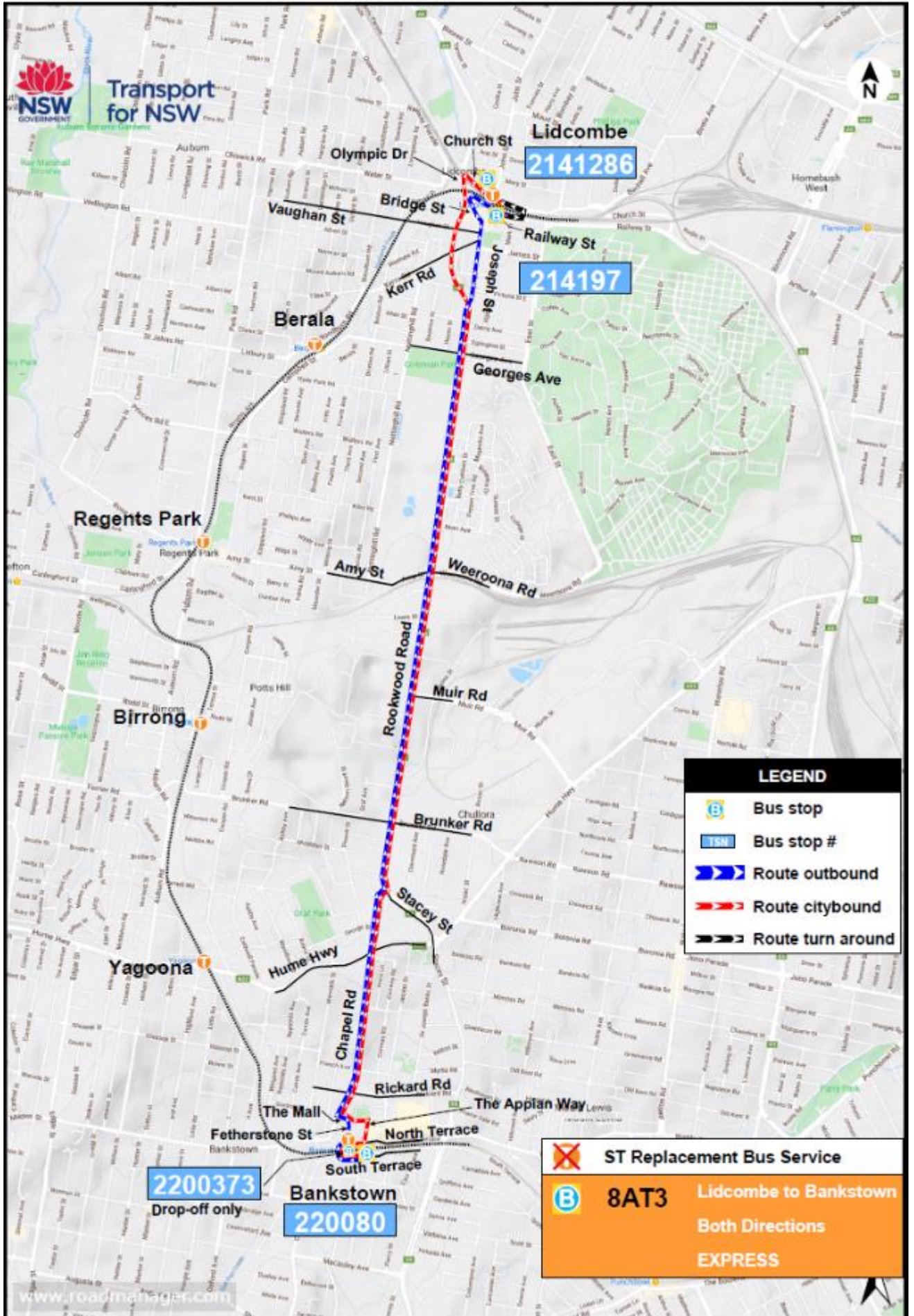
-  Train line closed
-  Train replacement bus route
-  T3 Bankstown Line
-  T4 Eastern Suburbs & Illawarra and South Coast lines
-  T8 Airport & South Line via Sydenham or Airport

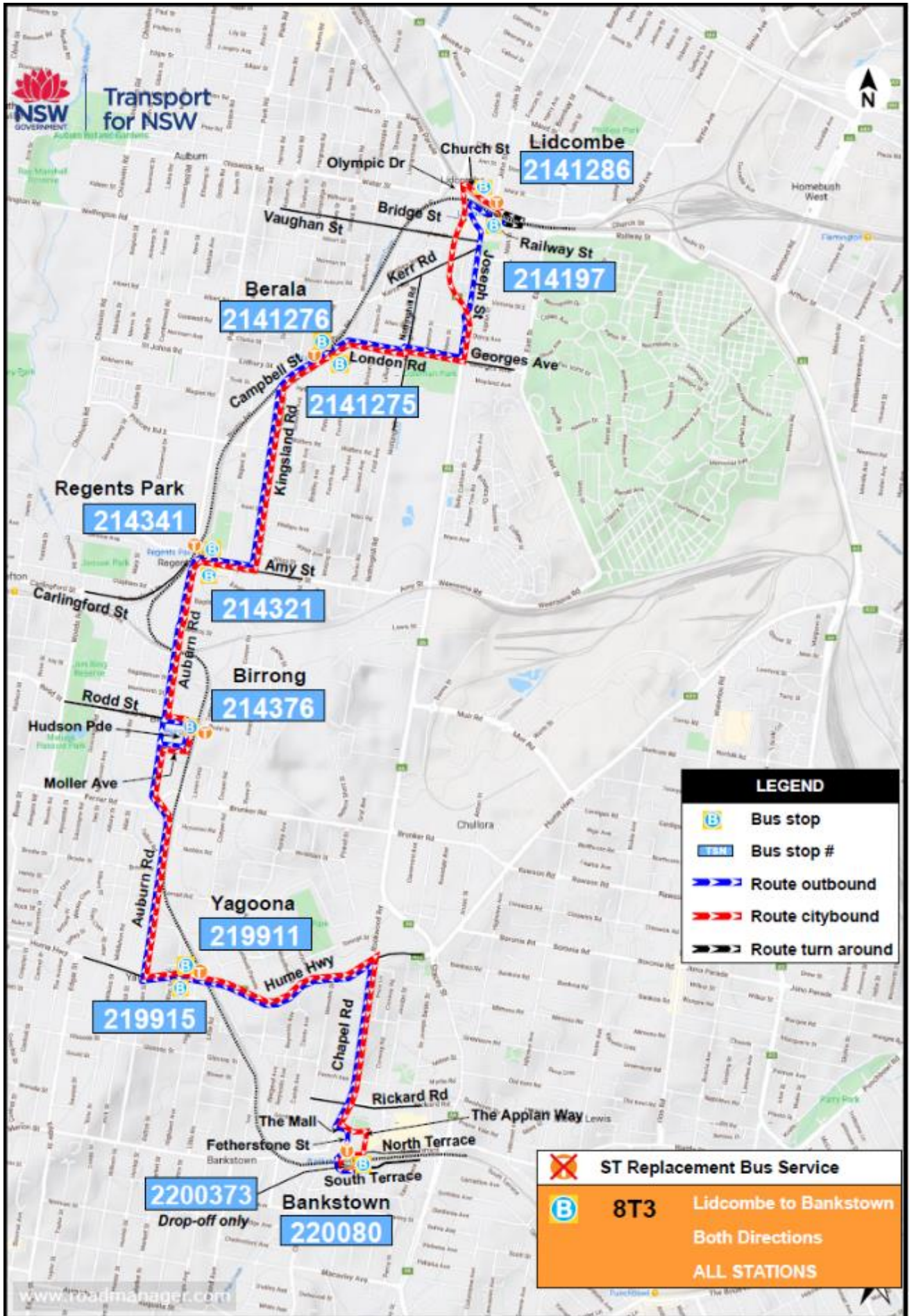












Appendix B – SIDRA Analysis Checklist

Project Name	Traffic Assessment for Sydenham to Bankstown Final Possession
SIDRA version	9.1

SIDRA Model Checks

No.	SIDRA Model Checks	Response
0	General setting	
0a	Current setup – “NEW South Wales”	Checked
0b	Parameter Settings - Site level of service method – “Delay (RTA NSW)”	Checked
0c	PCU factor as recommend in RMS Modelling Guidelines	Checked
0d	Confirm original data source (traffic/pedestrian volume, signal timing)	The traffic and pedestrian volume data is based on: <ul style="list-style-type: none"> Intersection count survey on 1st March 2023, on 45 intersections Intersection count survey on 11th May 2022 (undertaken as part of July 2022 consistency assessment), on 7 intersections. Intersection signal history data was obtained from the SCATS system for all signalised intersections within the study area.
0e	Calibration/validation process as per RMS Modelling Guidelines	The validation process of the SIDRA models was undertaken by adopting SCATS signal control data. After the initial modelling results produced for base models, a calibration process was undertaken by matching the queueing vehicles and traffic behaviour observation from the site inspections.
0f	Pre analysis site visit (lane lengths, lane restrictions, etc)	Site inspections were conducted on Wednesday 1 st March 2023 to assist with model development.
1	Intersection & Lane Geometry	
1a	Approach and exit distances	Network models were developed based on the geometry identified in aerial imagery from Nearmap as well as observations from the site inspections.
1b	Extra bunching (if applicable)	Checked
1c	Approach control	Checked
1d	Length of short lane	Checked
1e	Lane configuration	Checked
1f	Lane width	Checked
1g	Lane utilisation ratio	Adjustment to lane utilisation values were made to reflect the observed lane demand behaviour. The adjustments made to the Scenario 1 - 2023 Existing Base models and were retained in future 2024 and 2025 models (Scenario 2 to 5).
1h	Lane discipline (for bus only lanes)	Checked
1i	Parking lane assumptions / coding	Existing on-street parking adopted
2	Movement Definitions	
2a	Additional vehicle types	Checked
2b	Banned movements	Checked
3	Pedestrians	
3a	Crossing location (full/slip lane)	Checked
3b	Pedestrian volumes checked & fit for use	Checked

No.	SIDRA Model Checks	Response
3c	Crossing distance (if manual input required)	Crossing distance was measured from Nearmap
3d	Walking speed – 1.2m/s (as recommended in RMS Modelling Guidelines)	Checked
4	Volumes	
4a	Peak flow period (30 minutes)	Checked
4b	Peak flow factor (95%)	Checked
4c	Traffic data checked & fit for use	Checked
4d	Heavy vehicle, bus & other data checked & fit for use	Checked
4e	Growth rate applied / justification	The growth factor used for the 2024 and 2025 model was based on growth rate in the EIS and SPIR (a global increase of 1.4% p.a. in the AM peak and 1.5% p.a. in the PM peak)
5	Priorities	
5a	Setting between traffic and pedestrians	Priority was given to pedestrian crossing over the turning movements for signalised intersections.
6	Gap acceptance	
6a	Critical gap and Follow-up Headway	No changes to parameter
7	Vehicle movement data	
7a	Applied speed	As per existing speed limit
7b	Signal coordination/common control group	As per SCATS data
7c	Signals – applied start loss or late start	As per SCATS data
8	Phasing & Timing	
8a	Source of phasing information	The existing traffic signal timing and phasing for all existing signalised intersections were sourced from SCATS History files provided by TfNSW. For future scenario in year 2024 and 2025, optimum cycle time settings have been used to replicate the traffic demand-based operations of the SCATS system. The lower and upper limits used for the optimum cycle time settings were adopted from SCATS
8b	Applied cycle time / justification	As per SCATS data
8c	Yellow time and all-red time	As per SCATS data
8d	Ensure sufficient green time has been given for pedestrian crossing	Checked
9	Network Model	
9a	Site level of service method – “Delay (RTA NSW)”	Checked
9b	Network configuration – check network layout	Checked
9c	Applied cycle time / justification	As per SCATS data

Appendix C – Traffic & Pedestrian Volumes

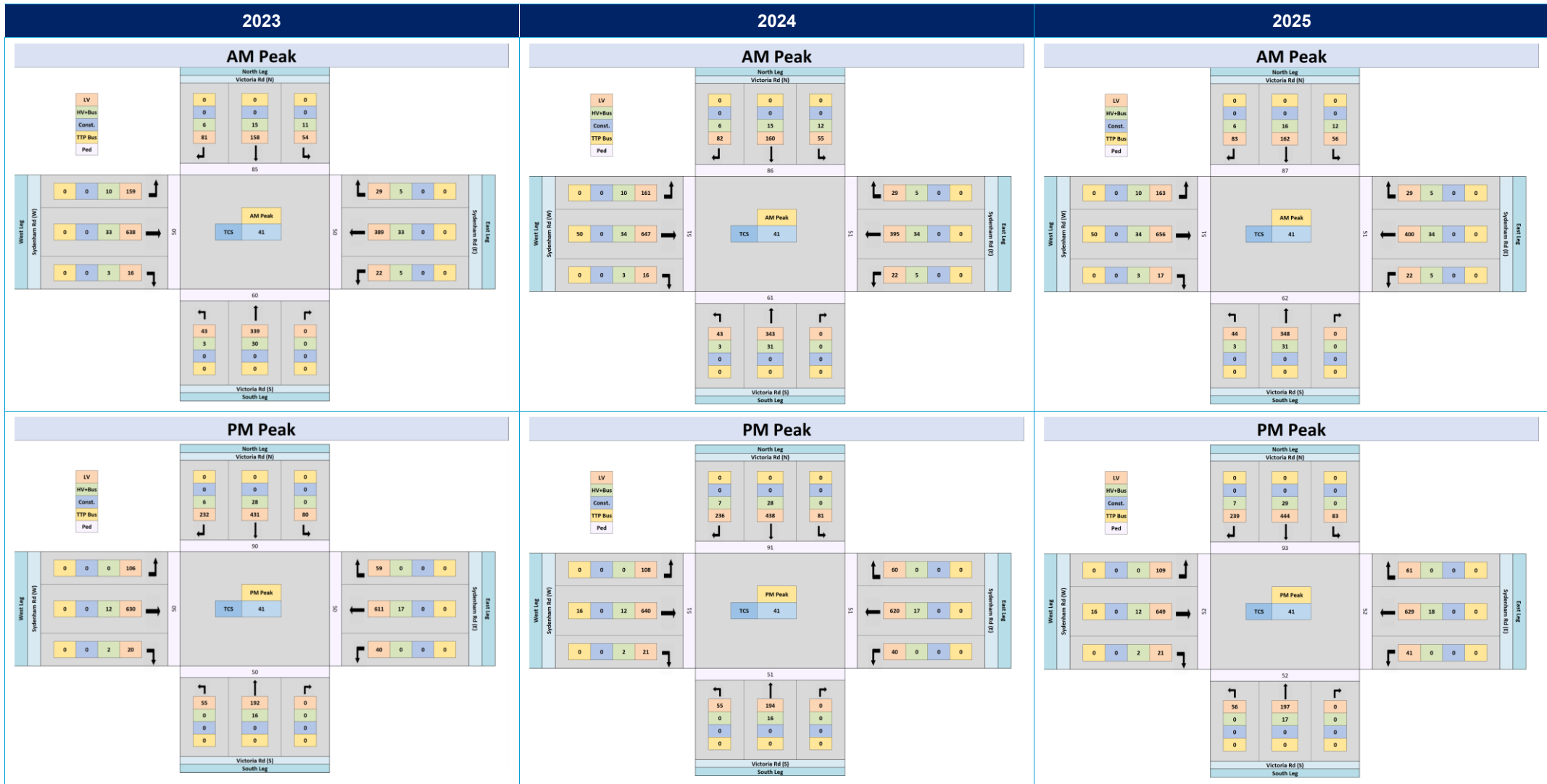
Sydenham Station

TCS 3320 – Railway Parade / Gleeson Avenue

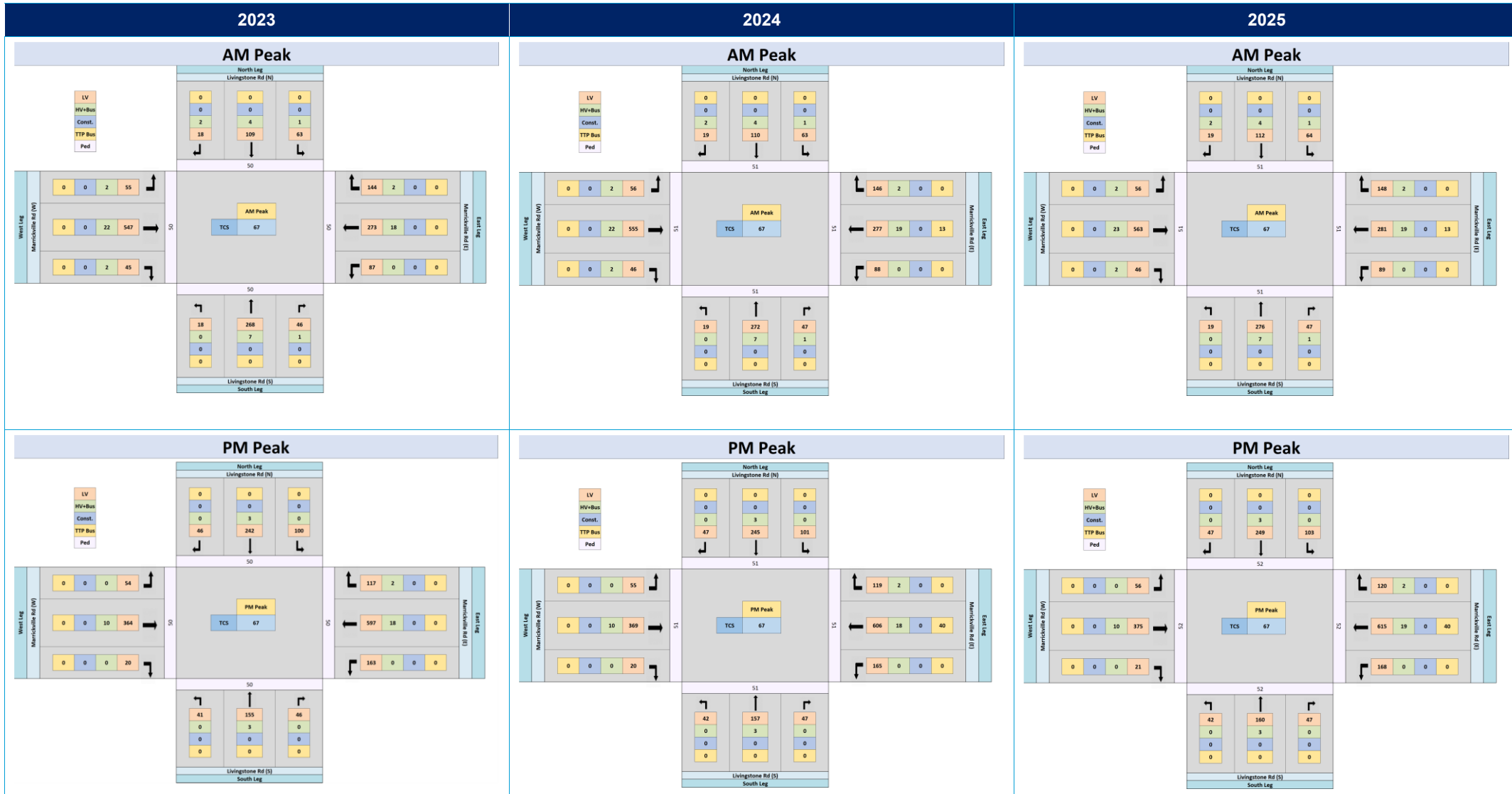


Marrickville Station

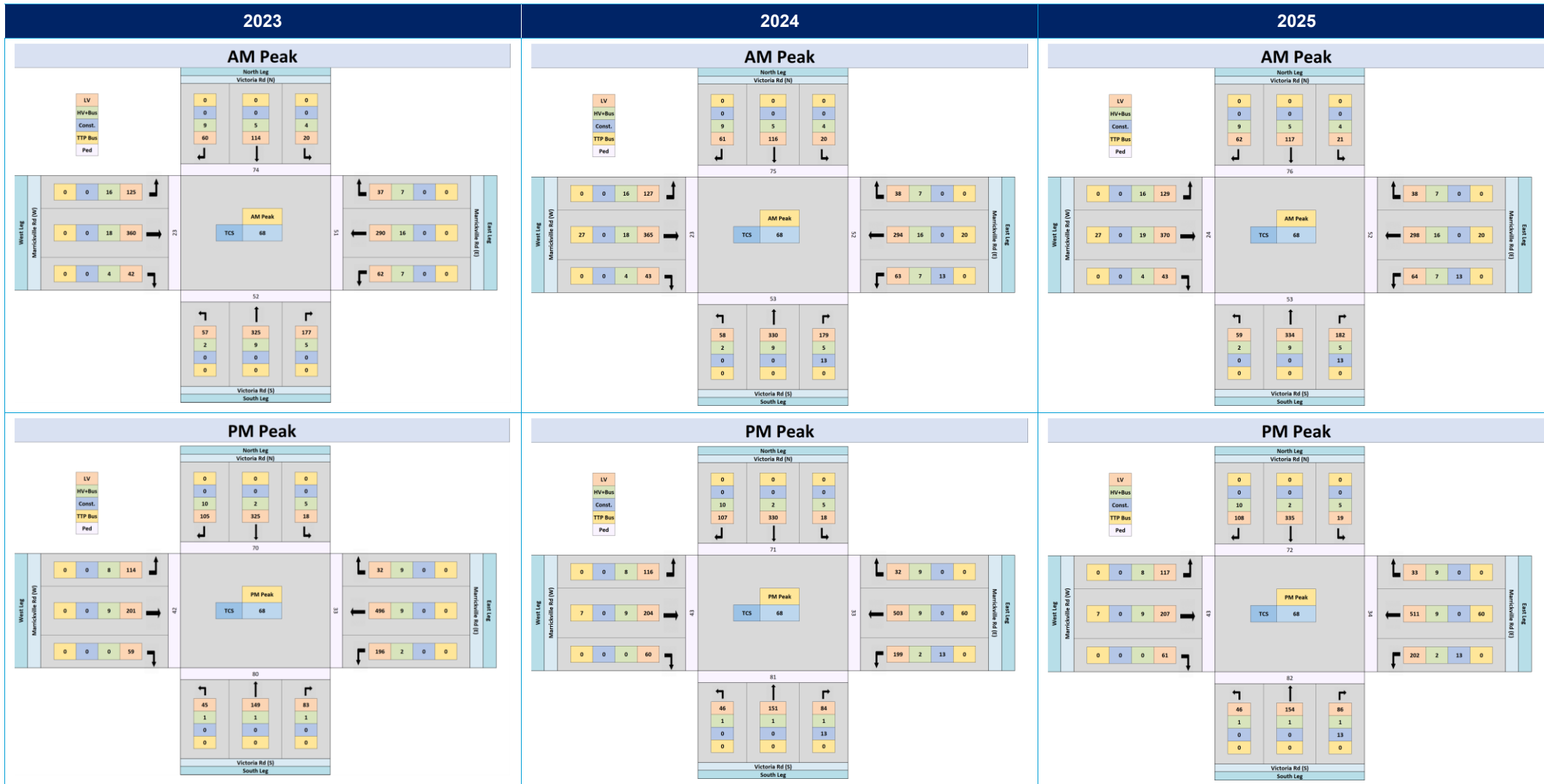
TCS 41 – Sydenham Road / Victoria Road



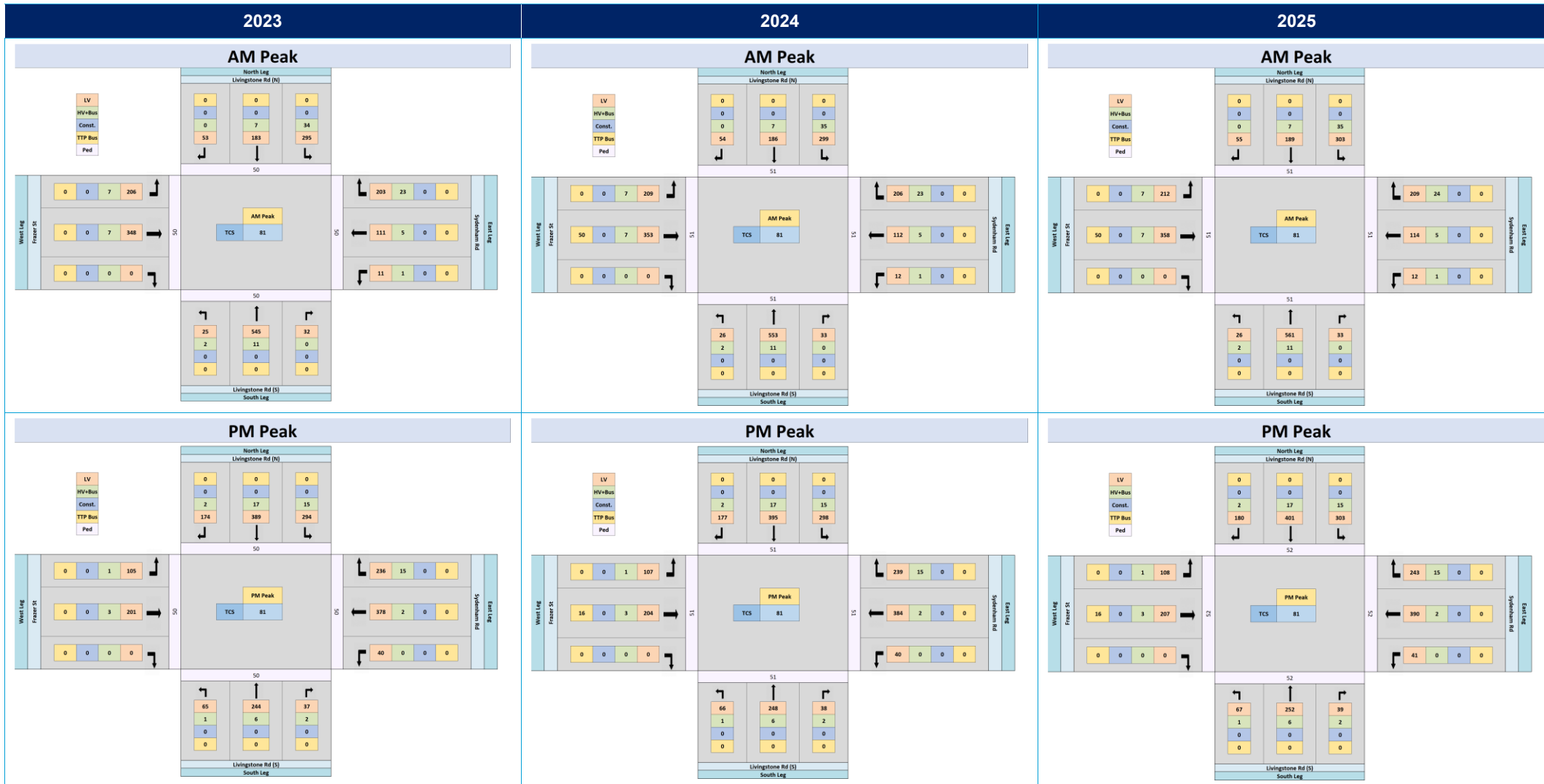
TCS 67 – Marrickville Road / Livingstone Road



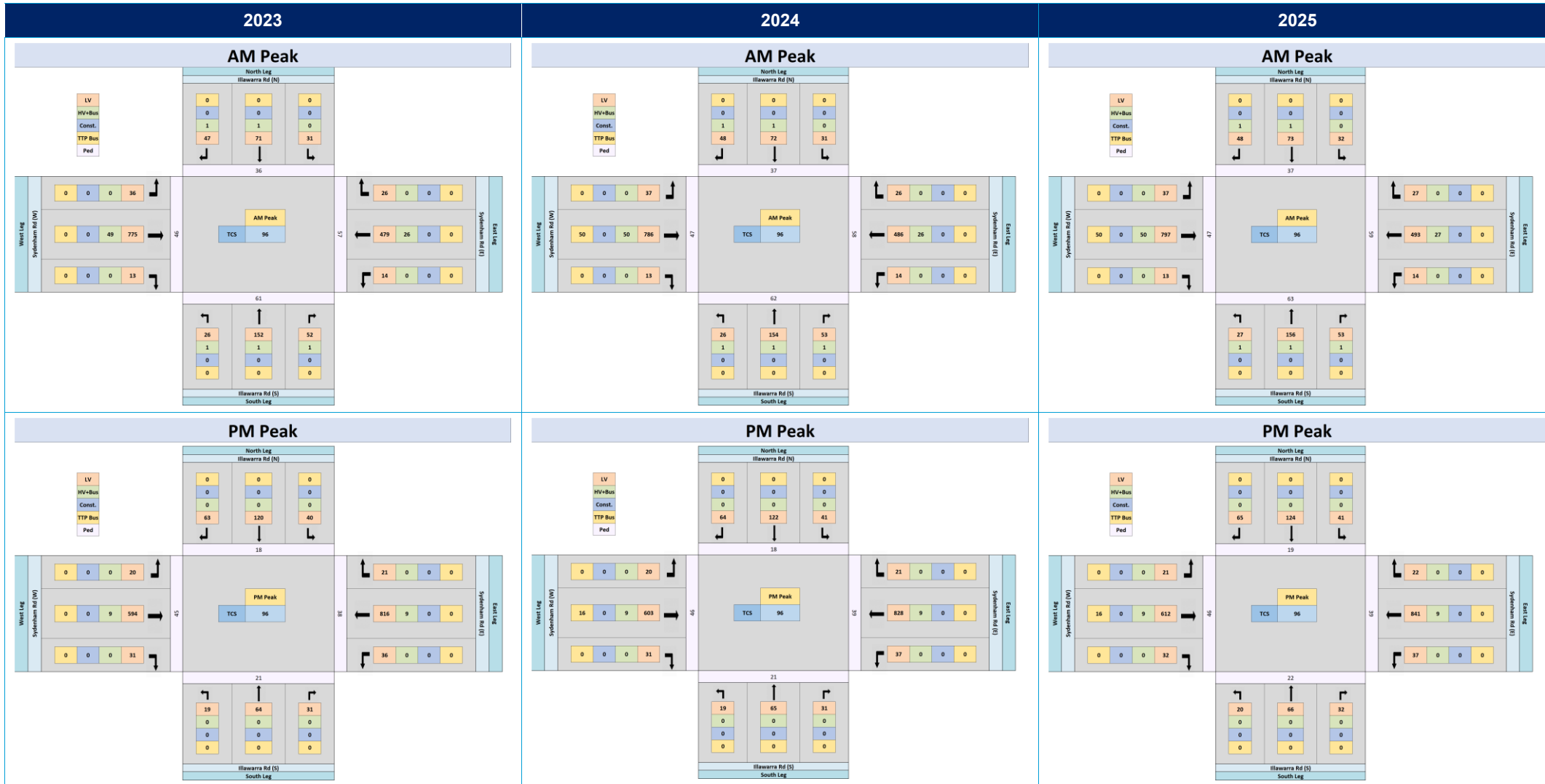
TCS 68 – Marrickville Road / Victoria Road



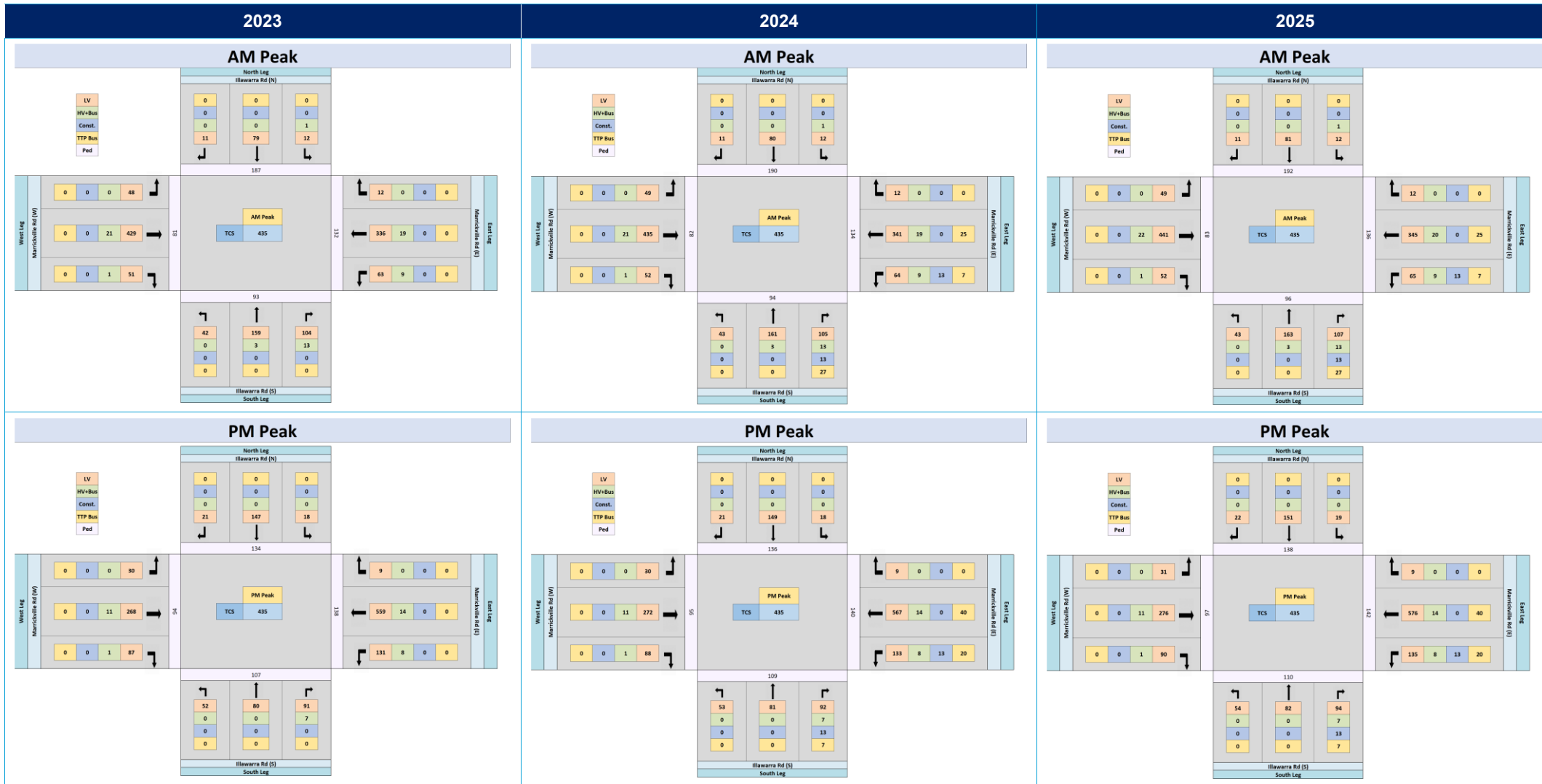
TCS 81 – Livingstone Road / Sydenham Road / Frazer Street



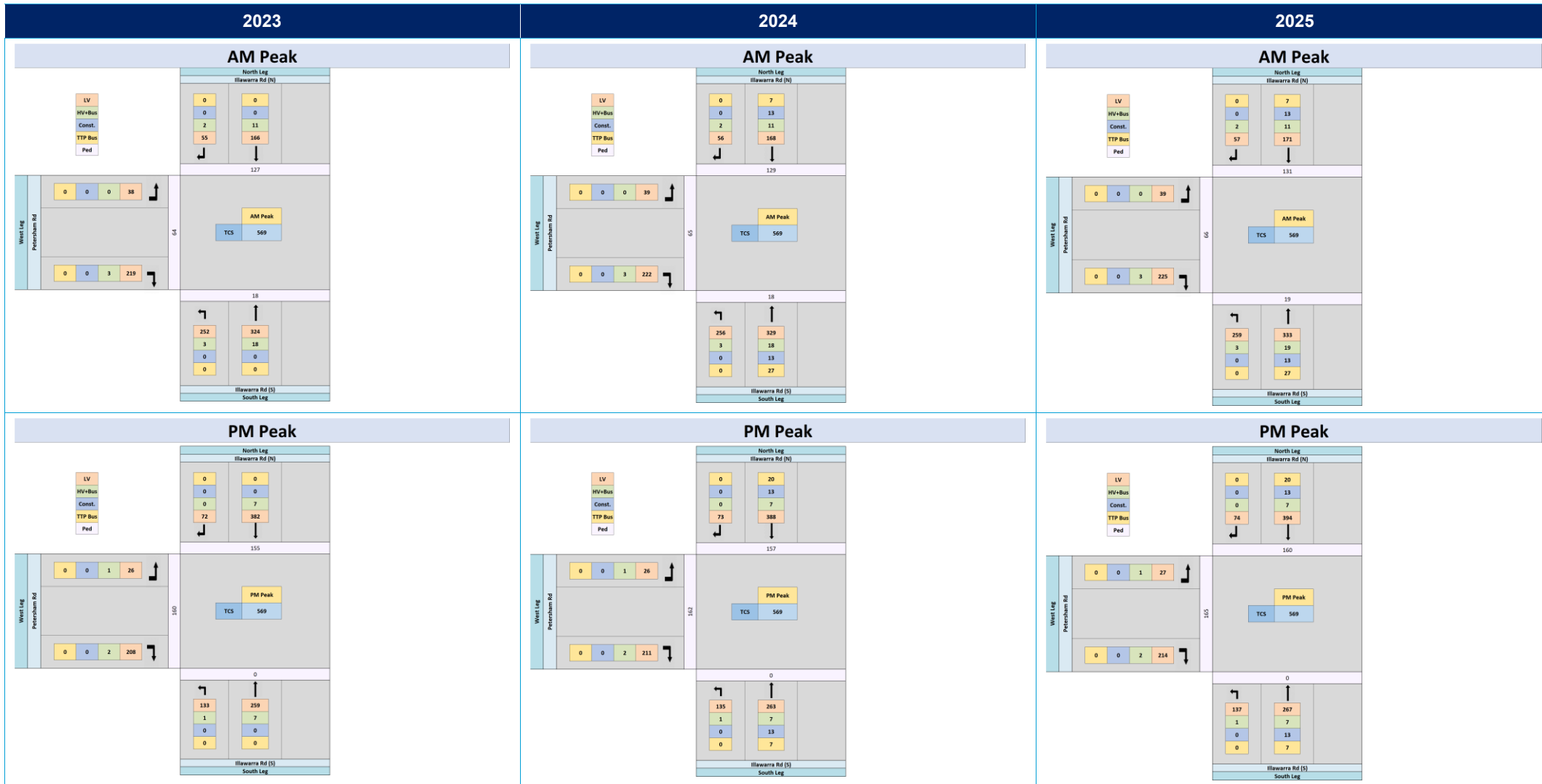
TCS 96 – Sydenham Road / Illawarra Road



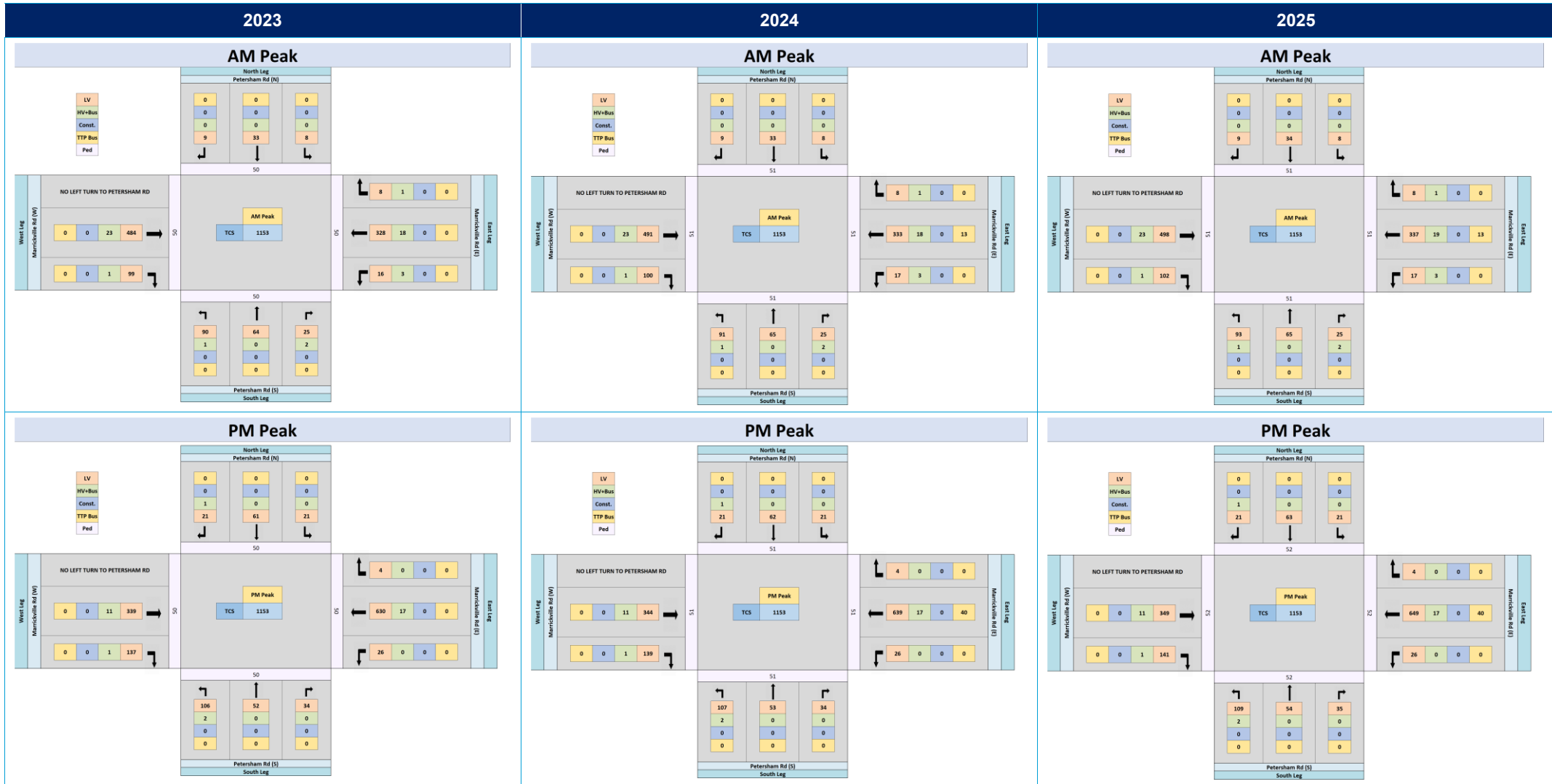
TCS 435 – Marrickville Road / Illawarra Road



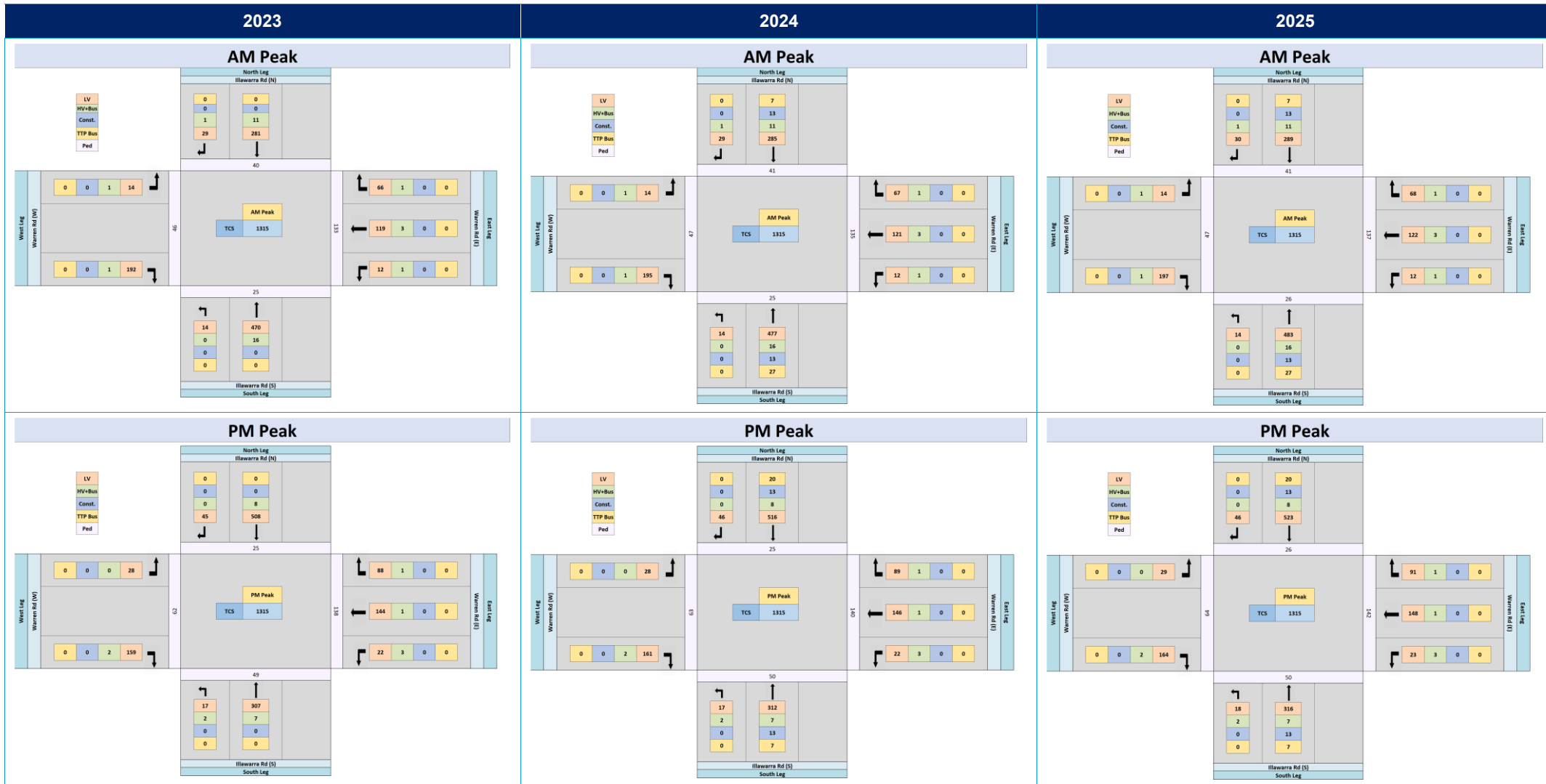
TCS 569 – Illawarra Road / Petersham Road



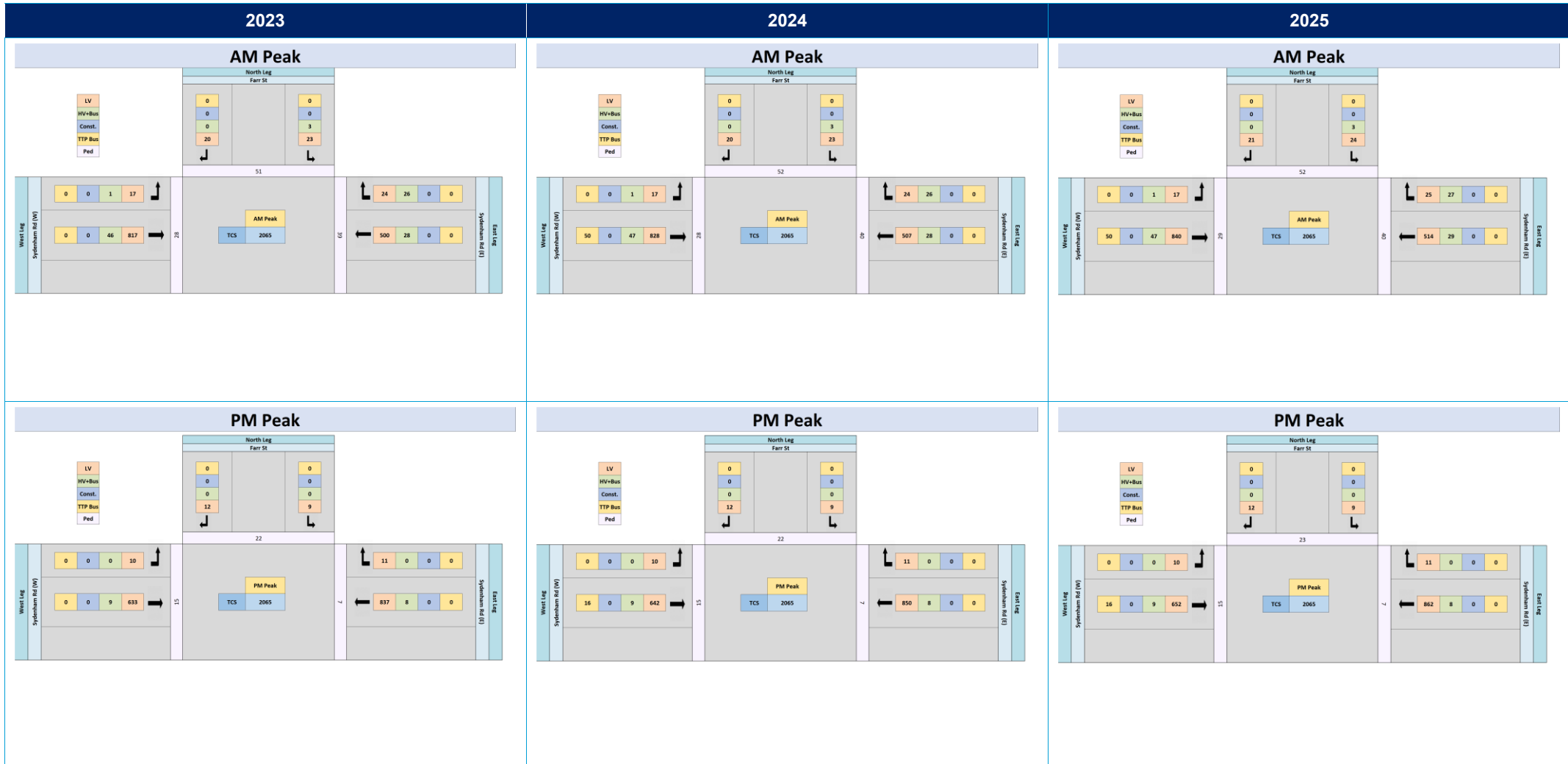
TCS 1153 – Marrickville Road / Petersham Road



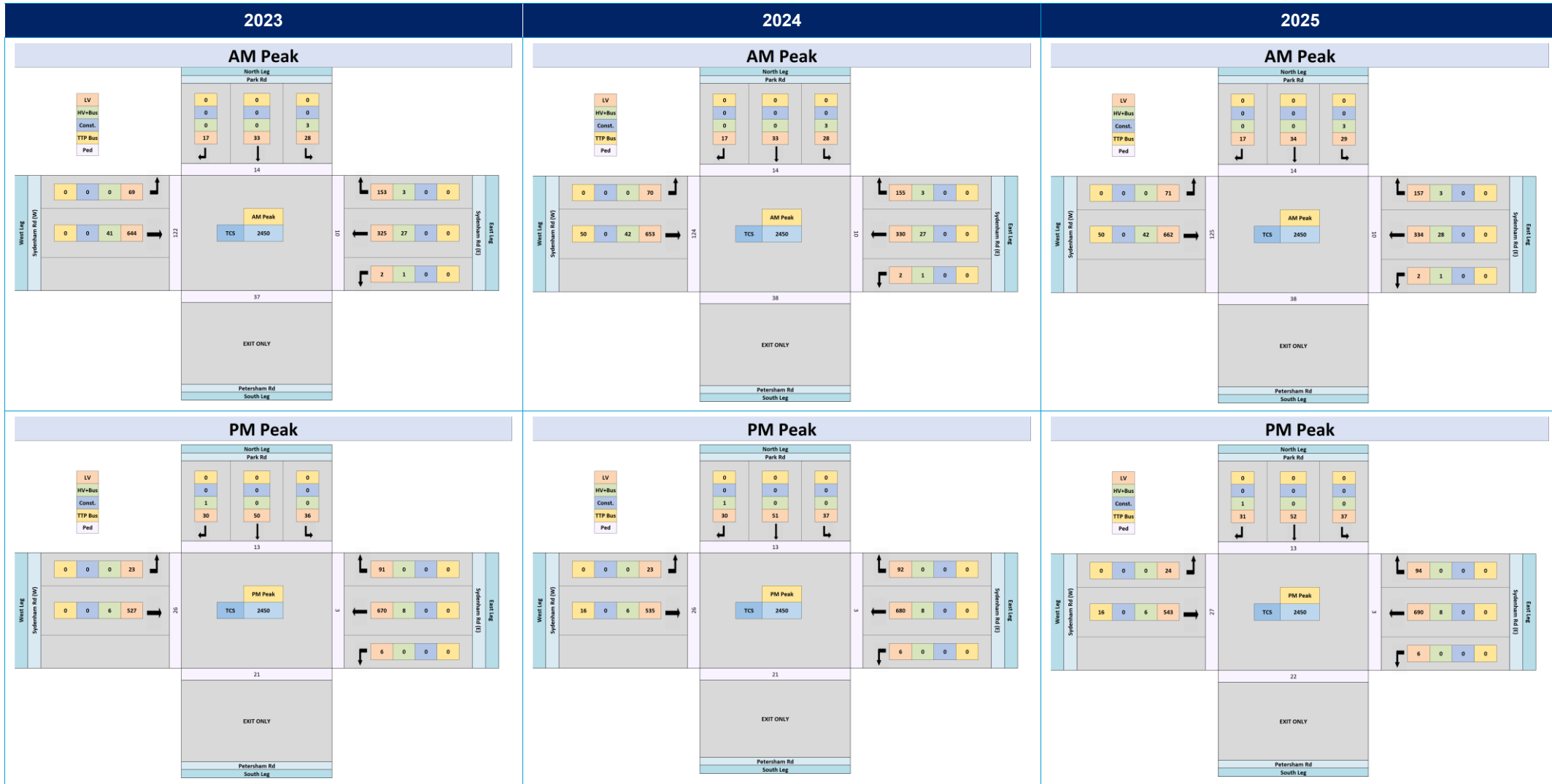
TCS 1315 – Illawarra Road / Warren Road



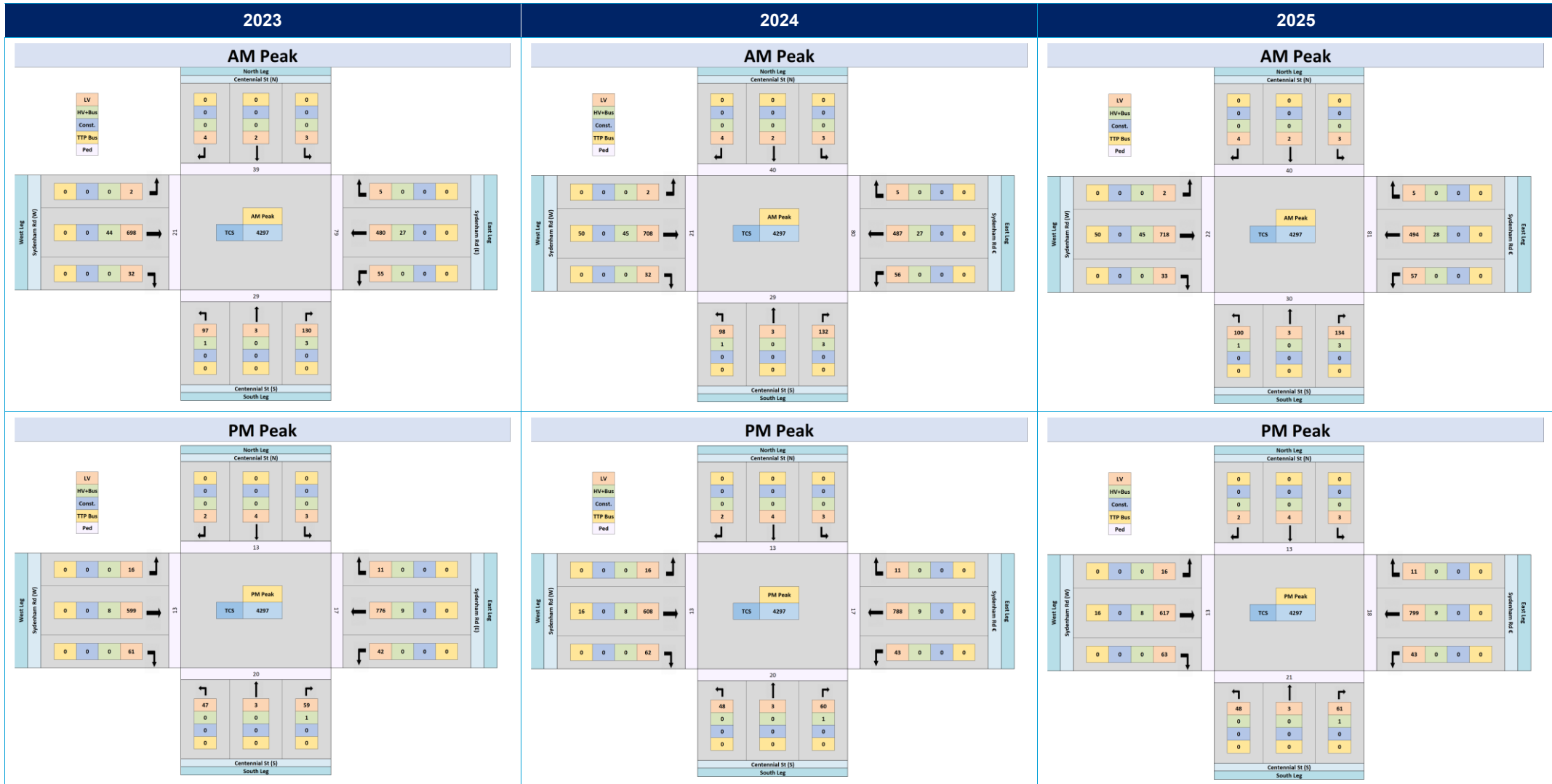
TCS 2065 – Sydenham Road / Farr Street



TCS 2450 – Sydenham Road / Park Road / Petersham Road

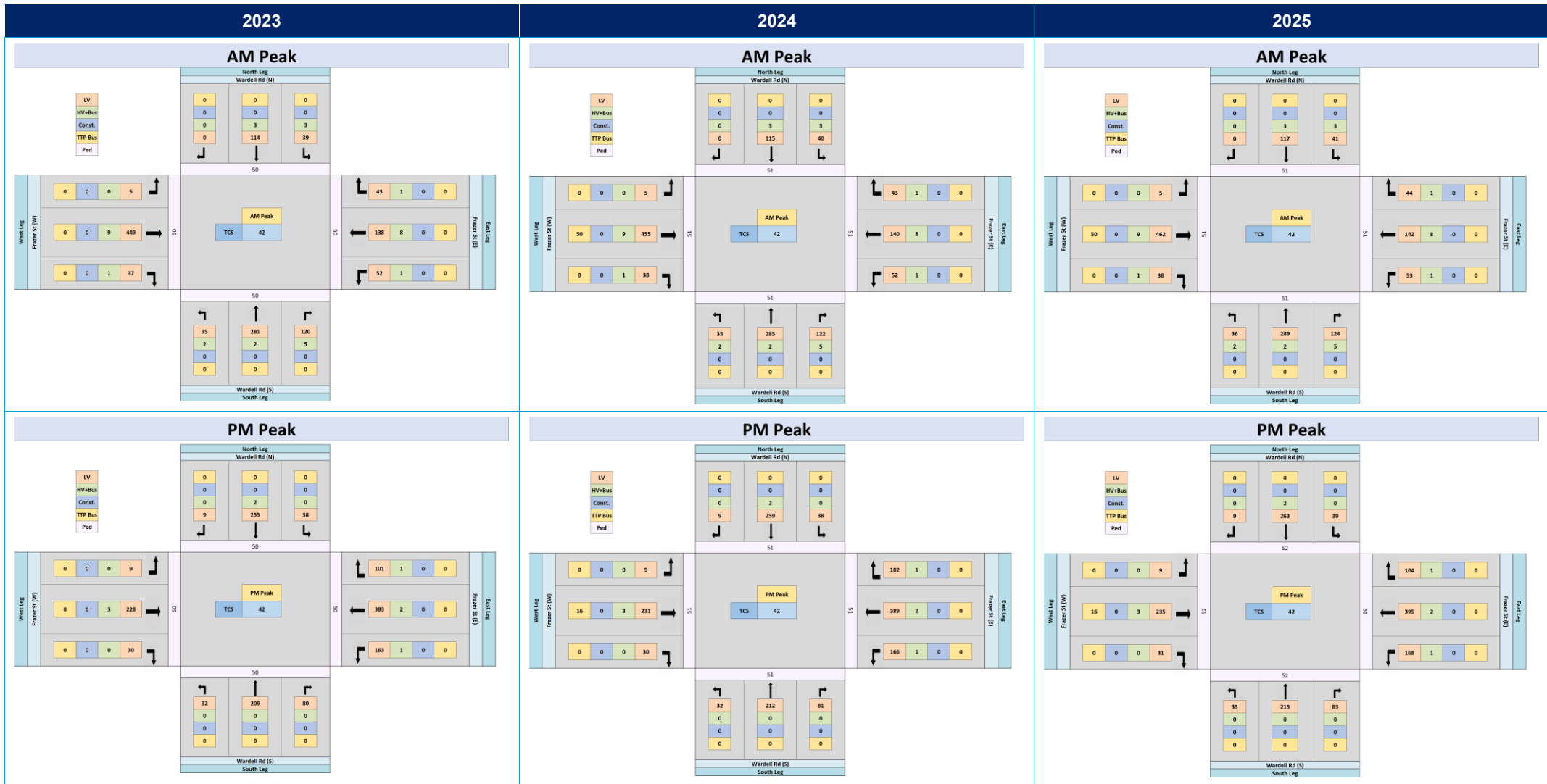


TCS 4297 – Sydenham Road / Centennial Street

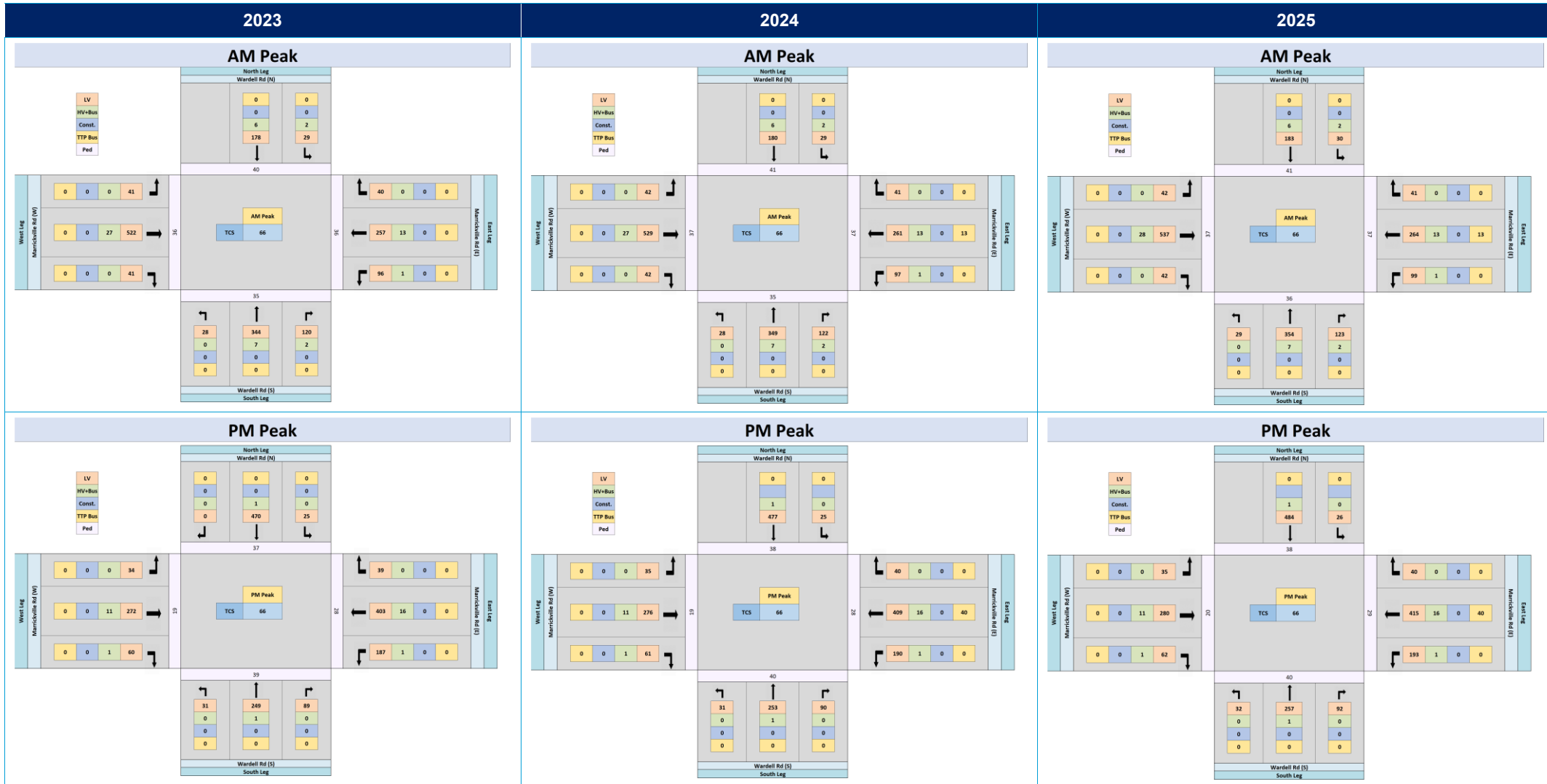


Dulwich Hill Station

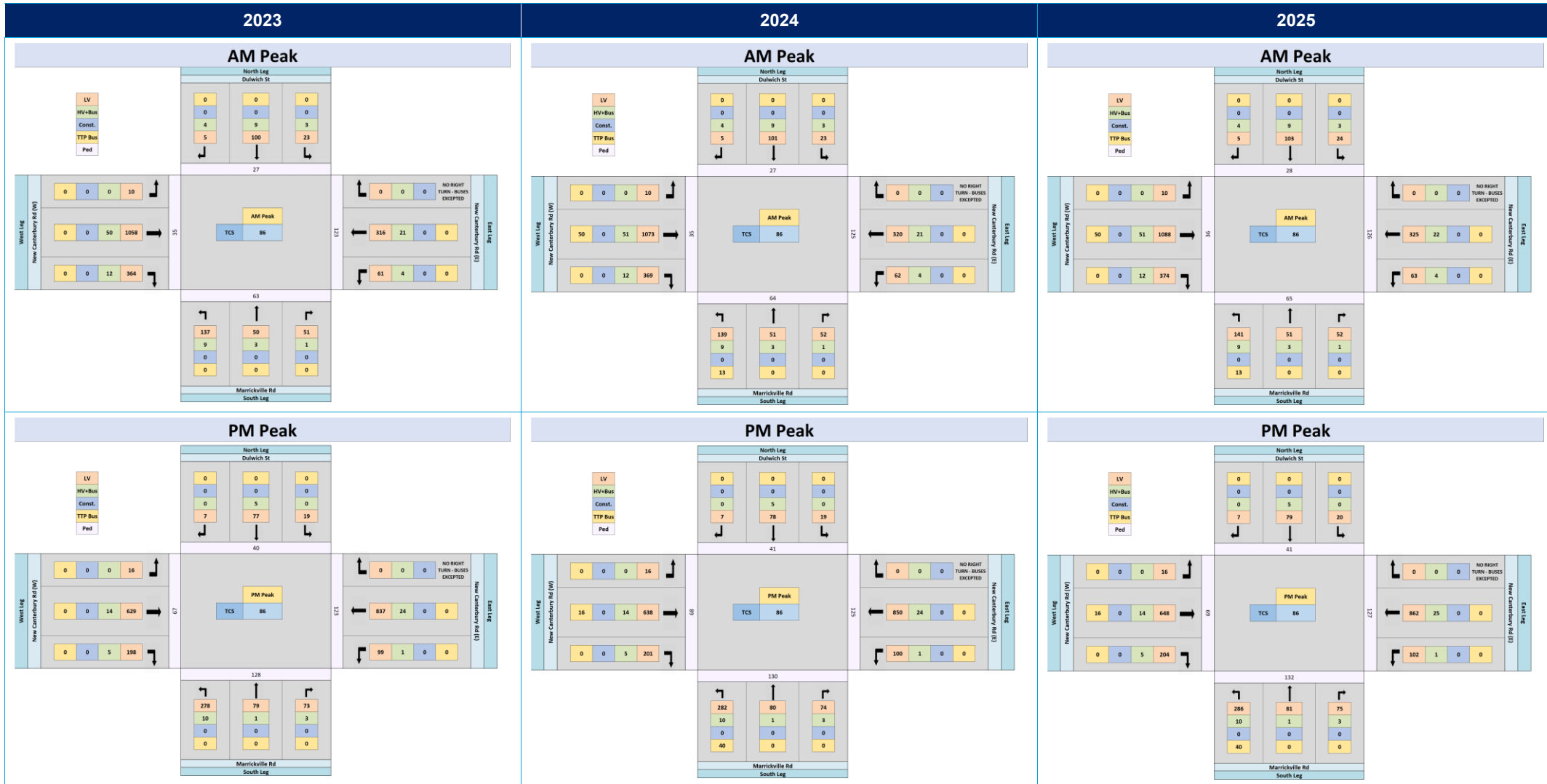
TCS 42 – Wardell Road / Frazer Street



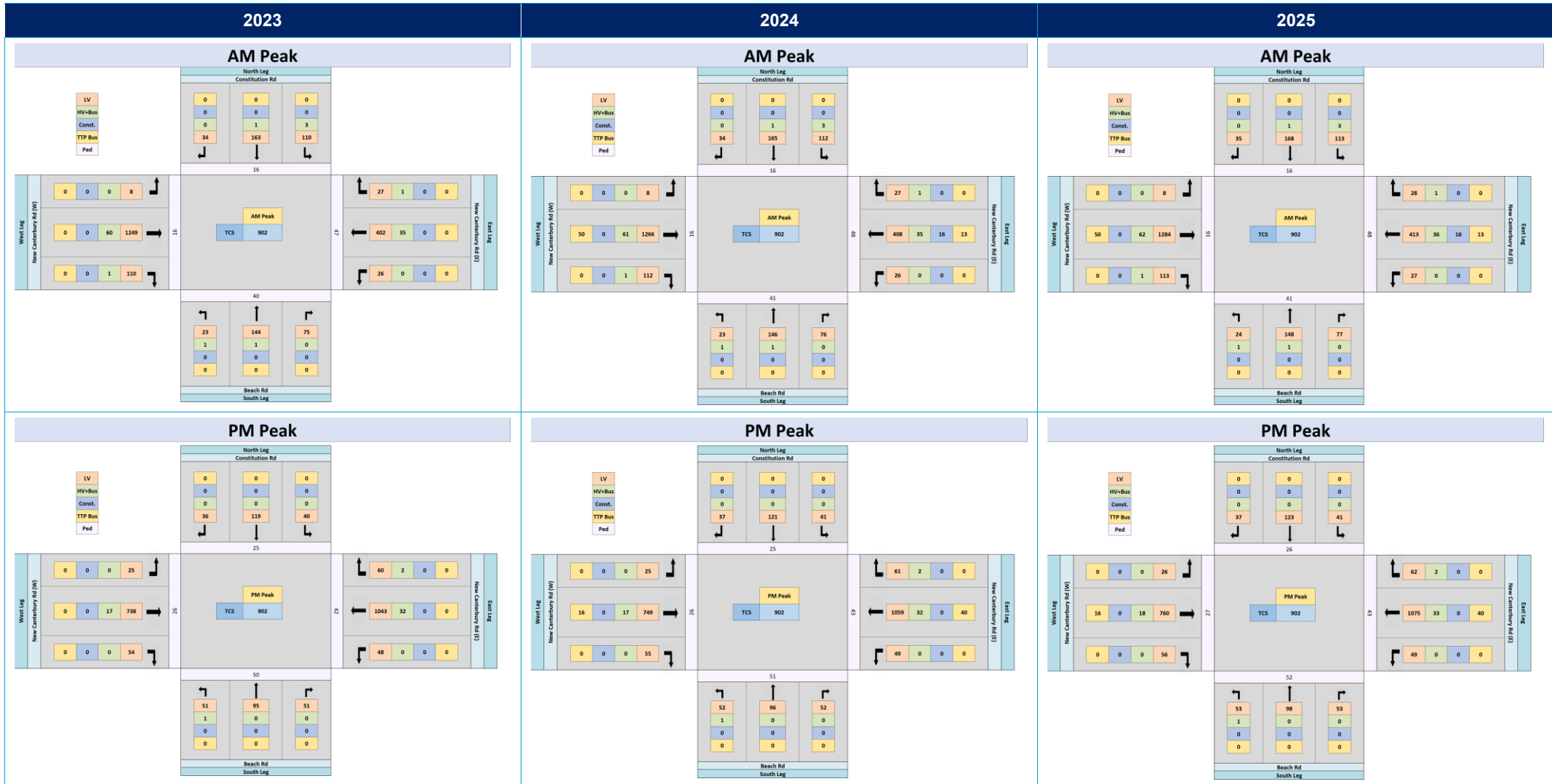
TCS 66 – Marrickville Road / Wardell Road



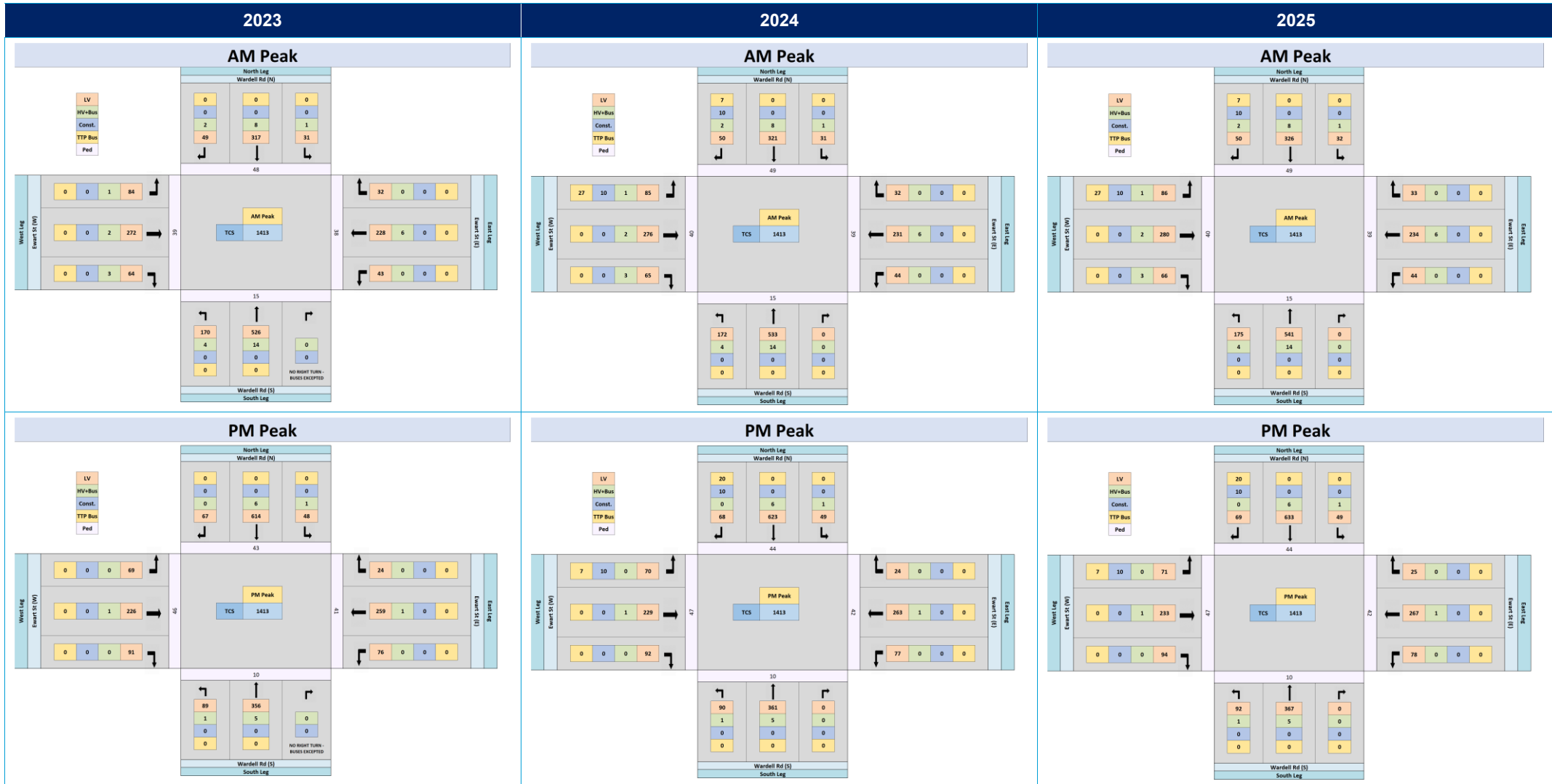
TCS 86 – New Canterbury Road / Marrickville Road / Dulwich Street



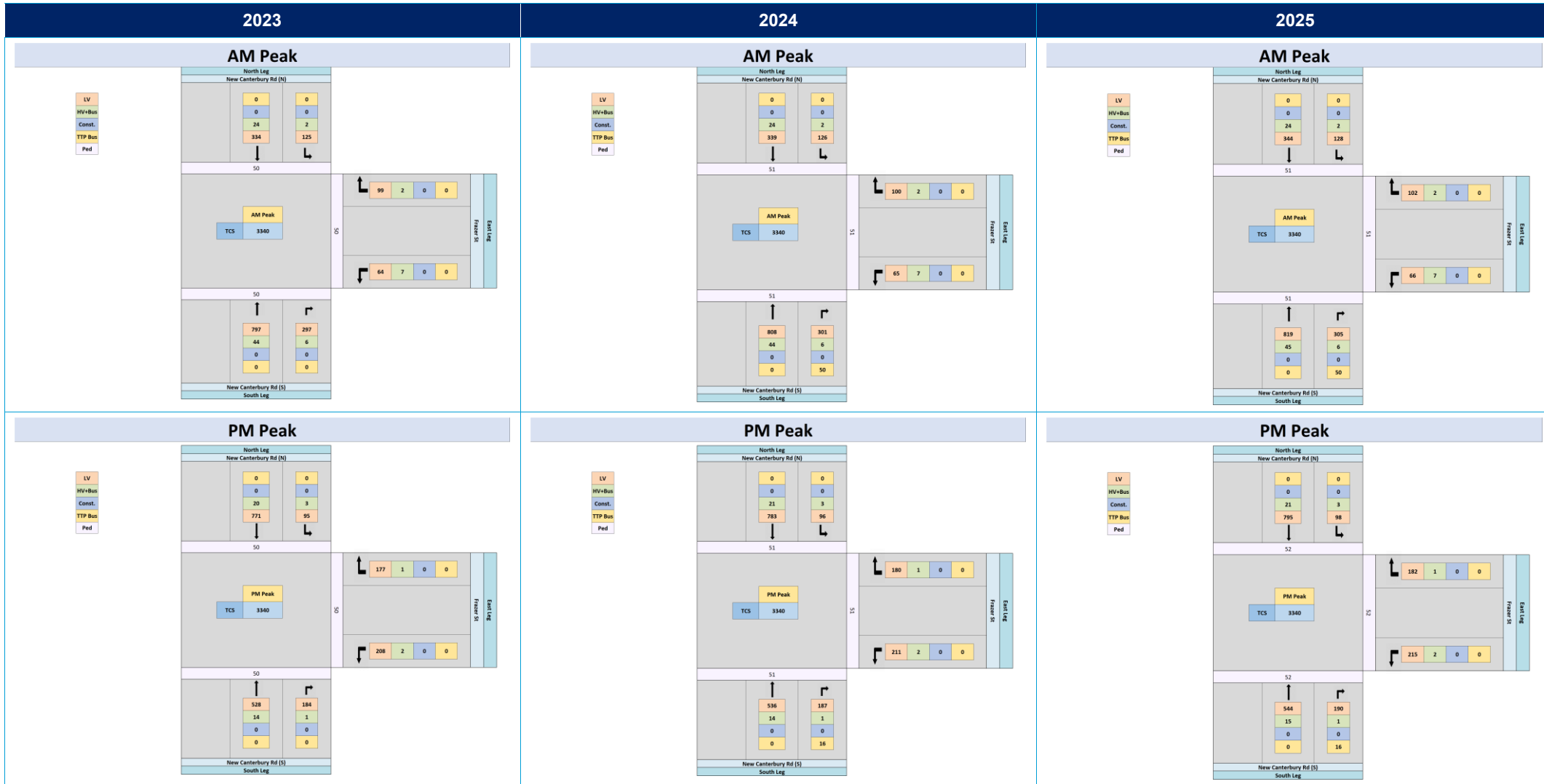
TCS 902 – New Canterbury Road / Constitution Road



TCS 1413 – Wardell Road / Ewart Street

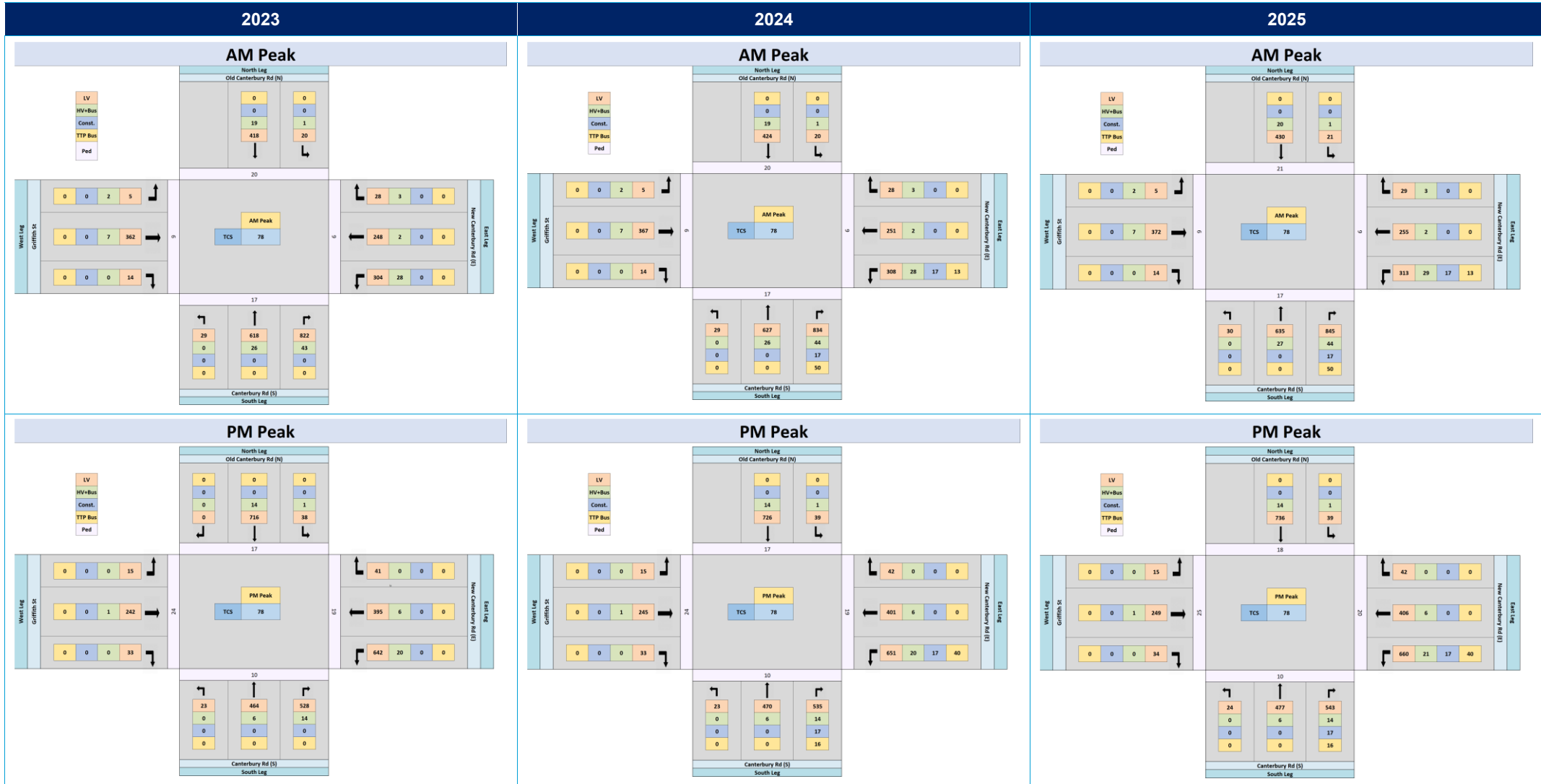


TCS 3340 – New Canterbury Road / Frazer Street

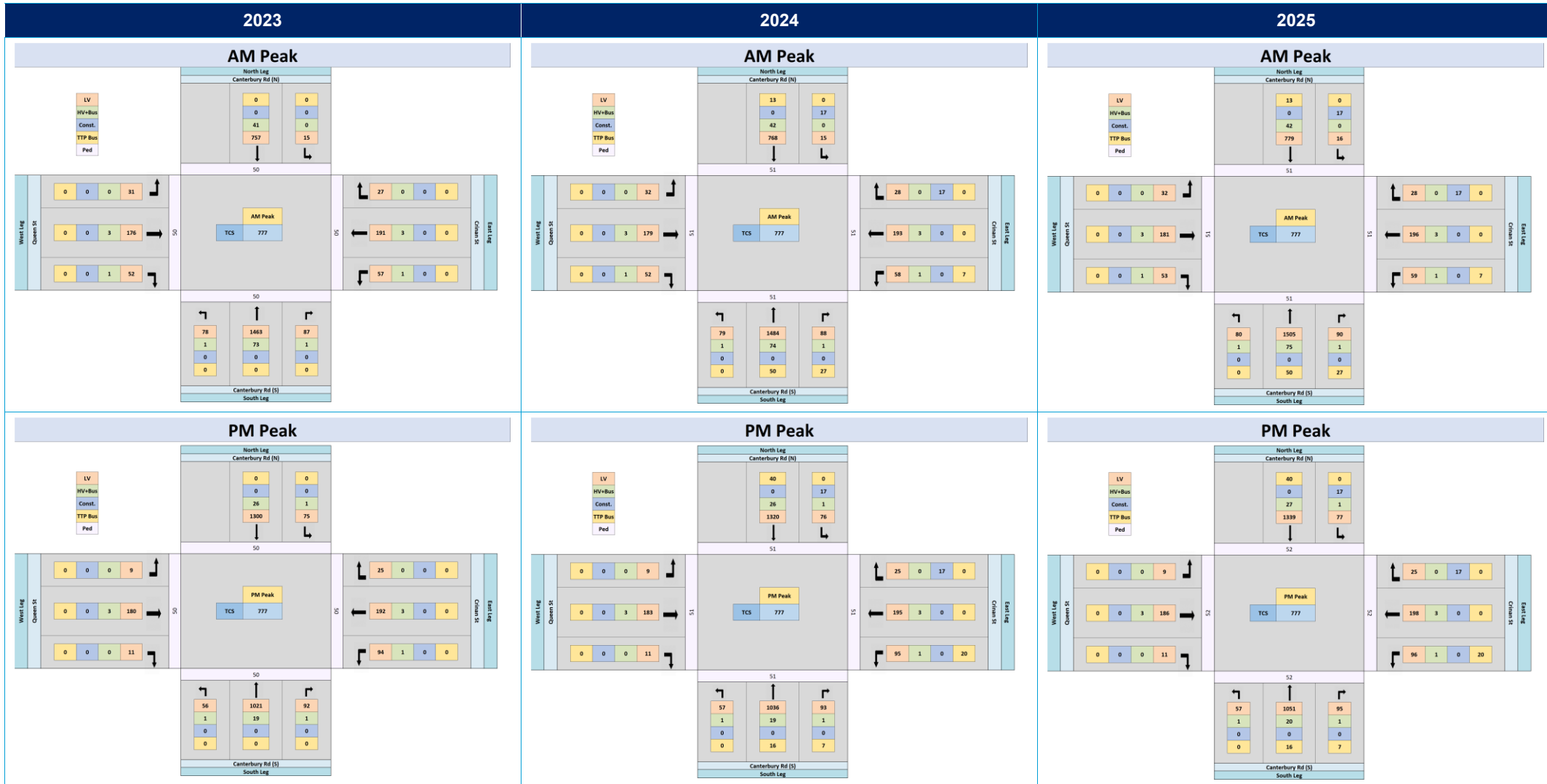


Hurlstone Park Station

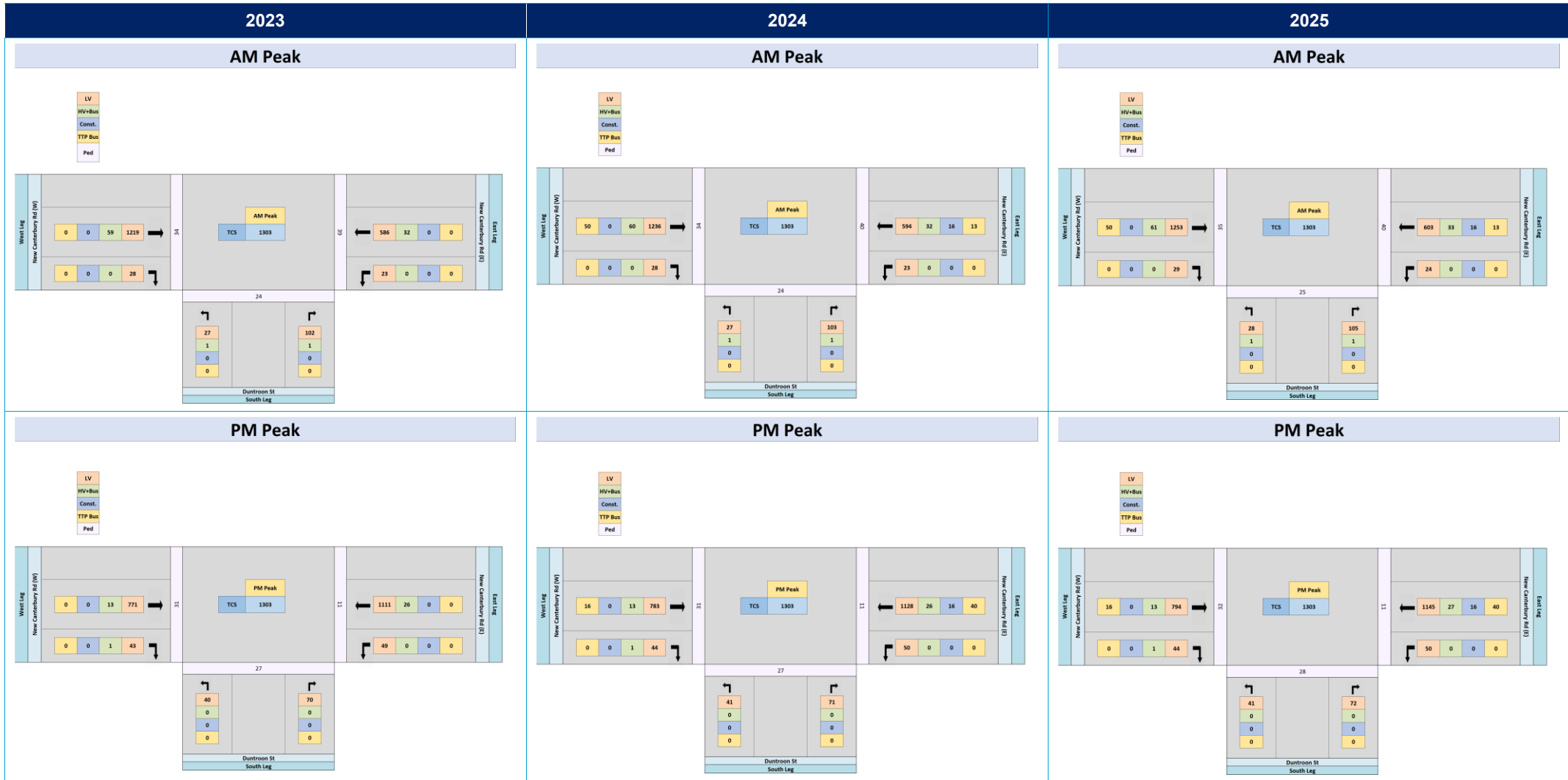
TCS 78 – New Canterbury Road / Canterbury Road



TCS 777 – Canterbury Road / Queen Street / Crinan Street

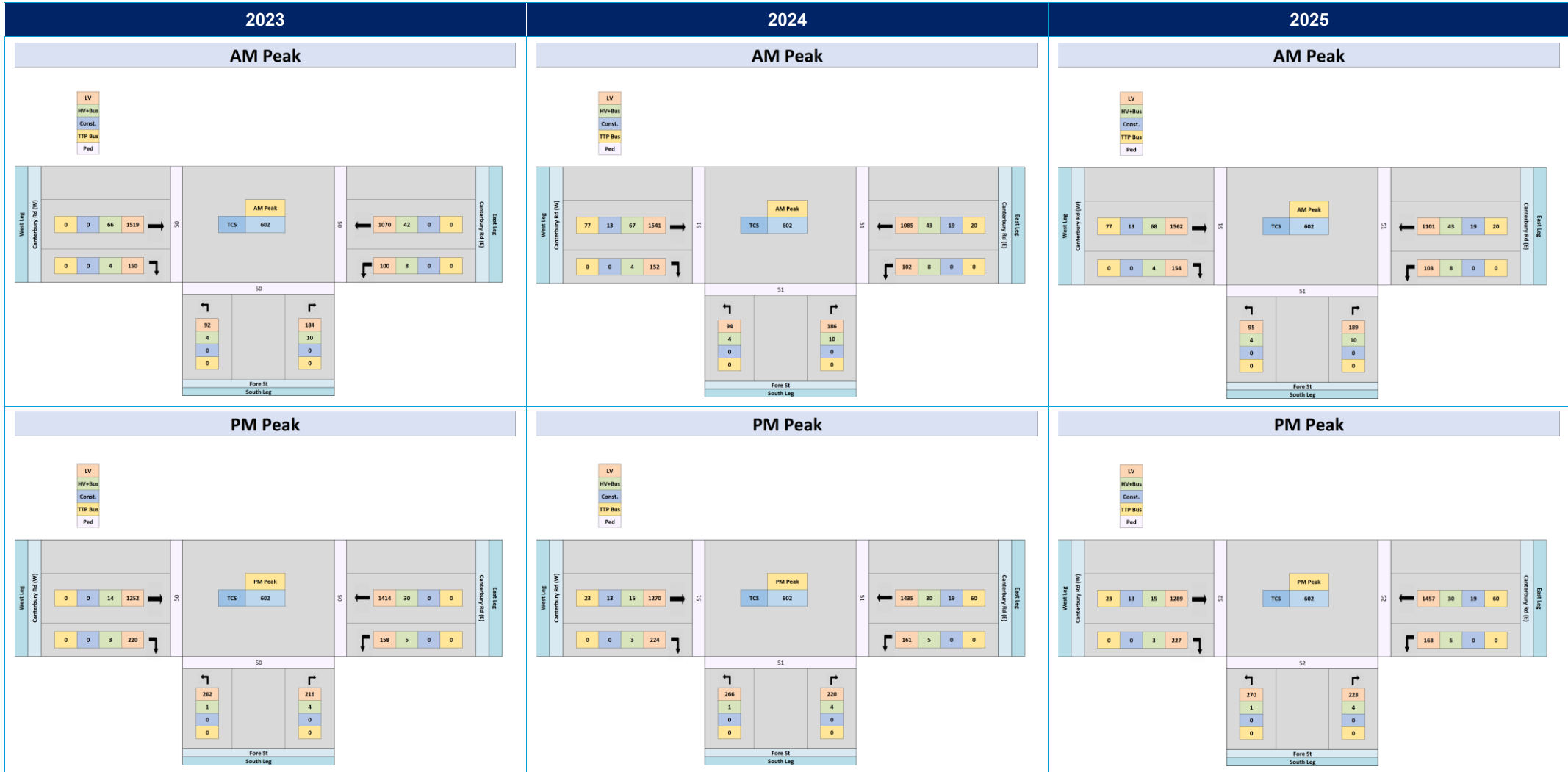


TCS 1303 – New Canterbury Road / Duntroon Street

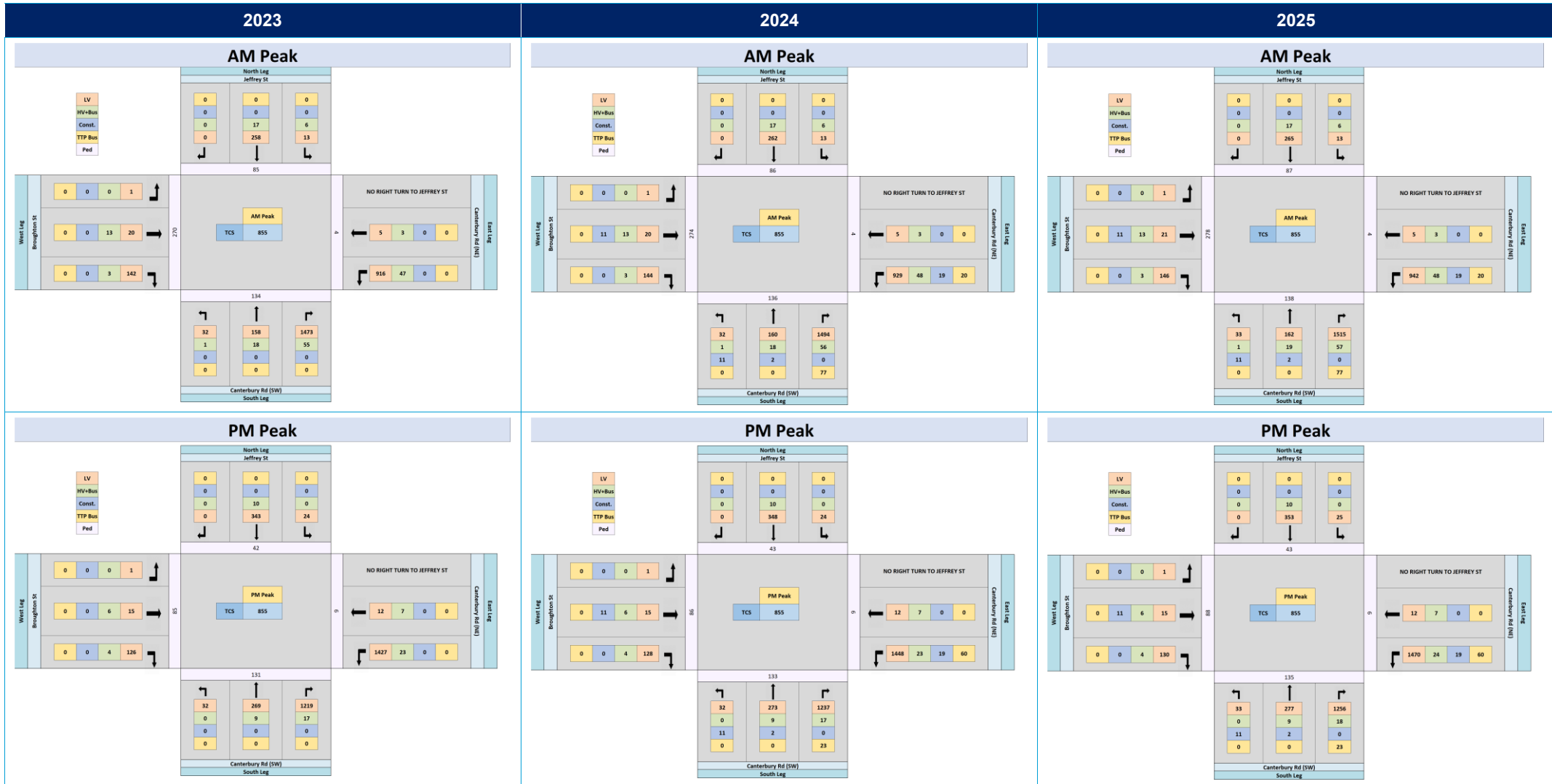


Canterbury Station

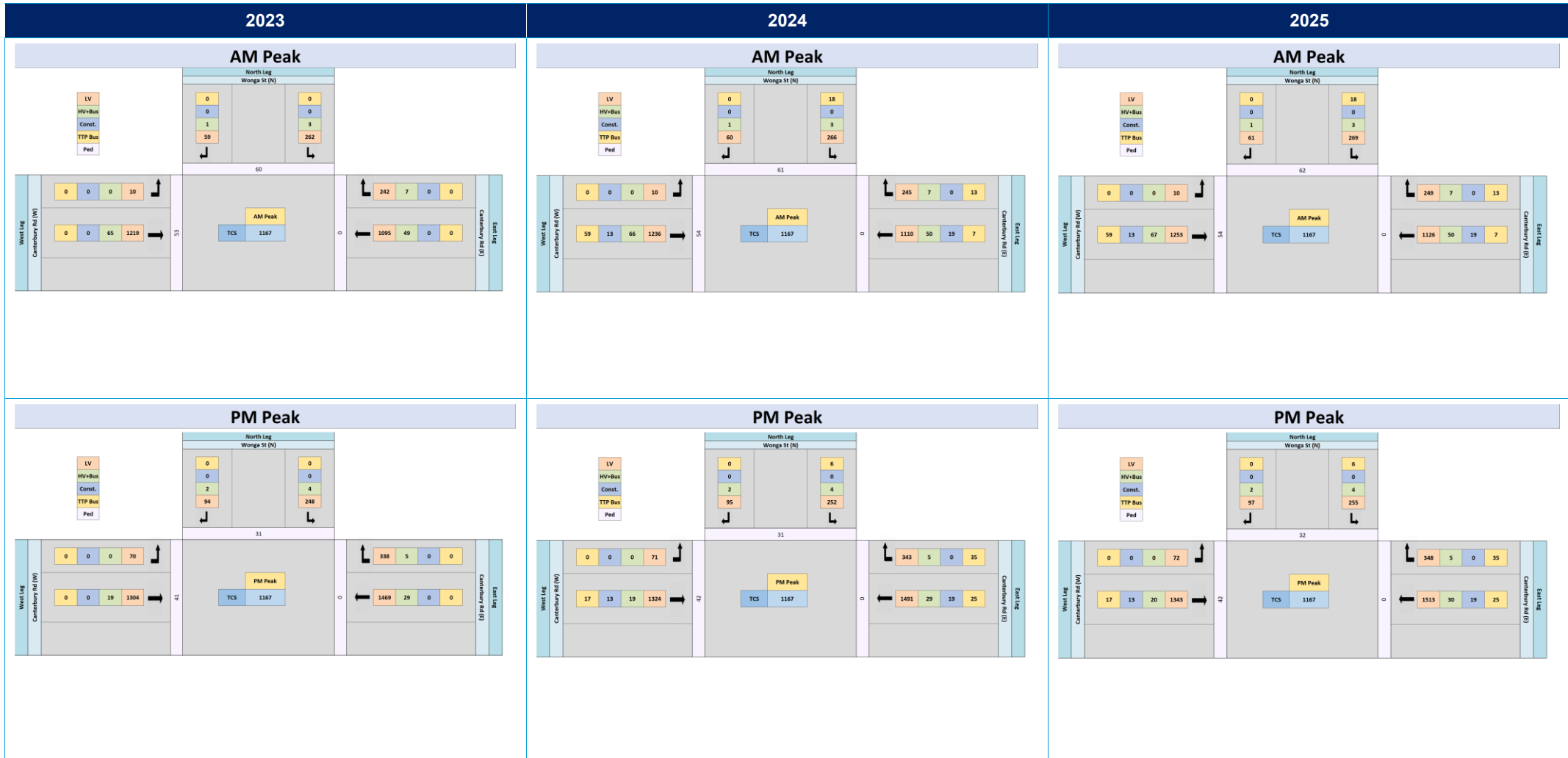
TCS 602 – Canterbury Road / Fore Street



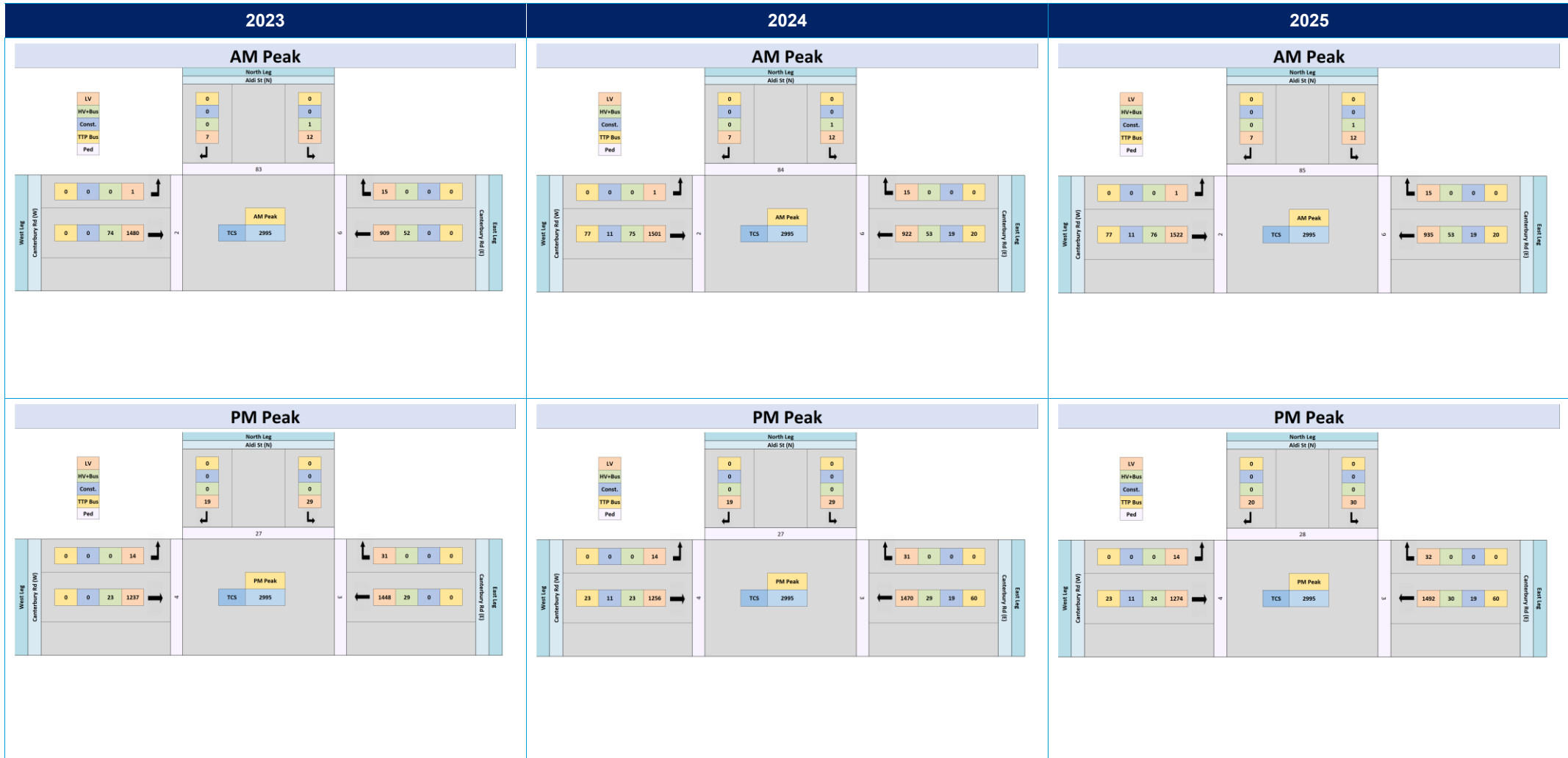
TCS 855– Canterbury Road / Jeffrey Street



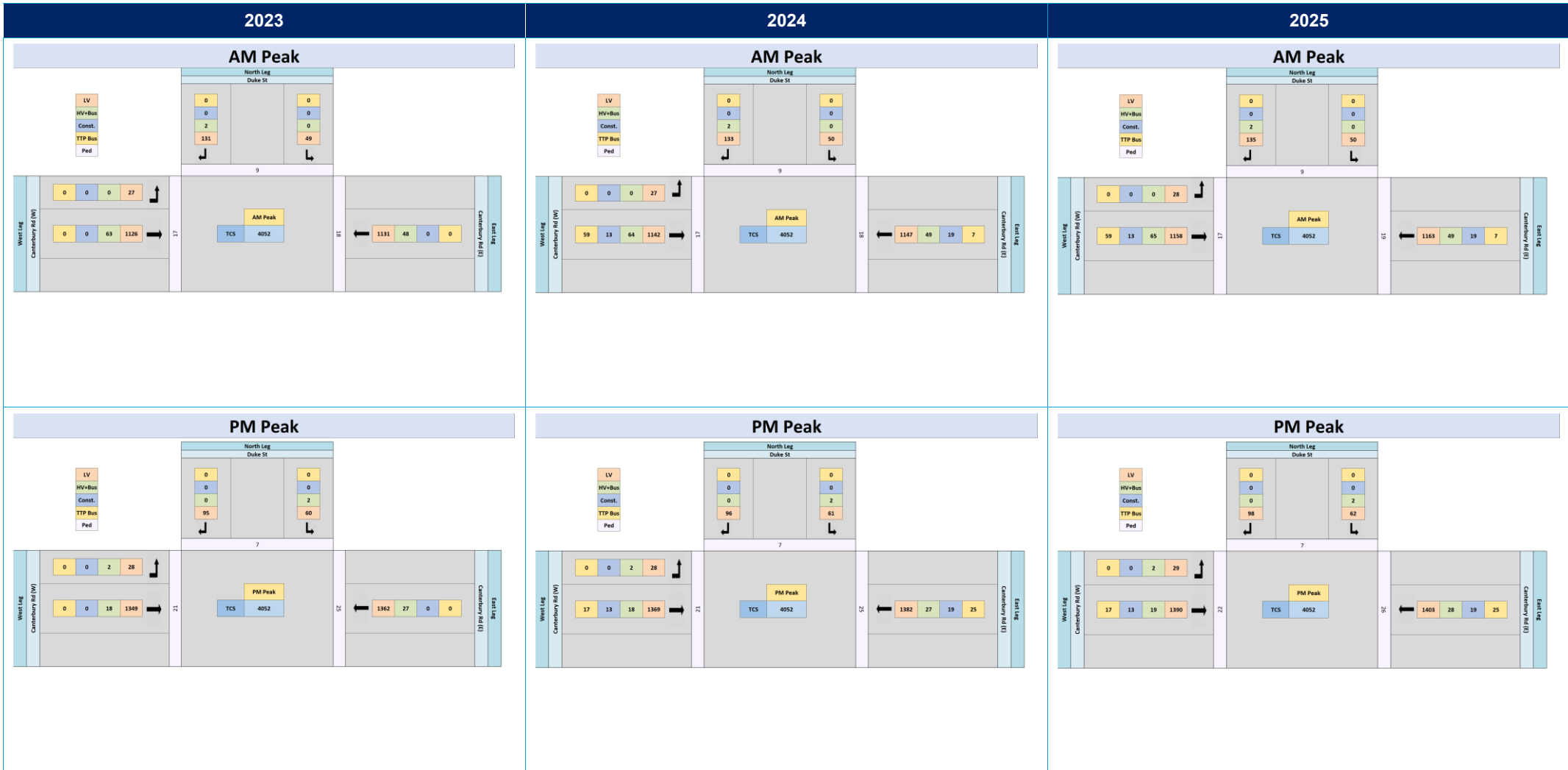
TCS 1167 – Canterbury Road / Wonga Street



TCS 2995 – Canterbury Road / Aldi Street

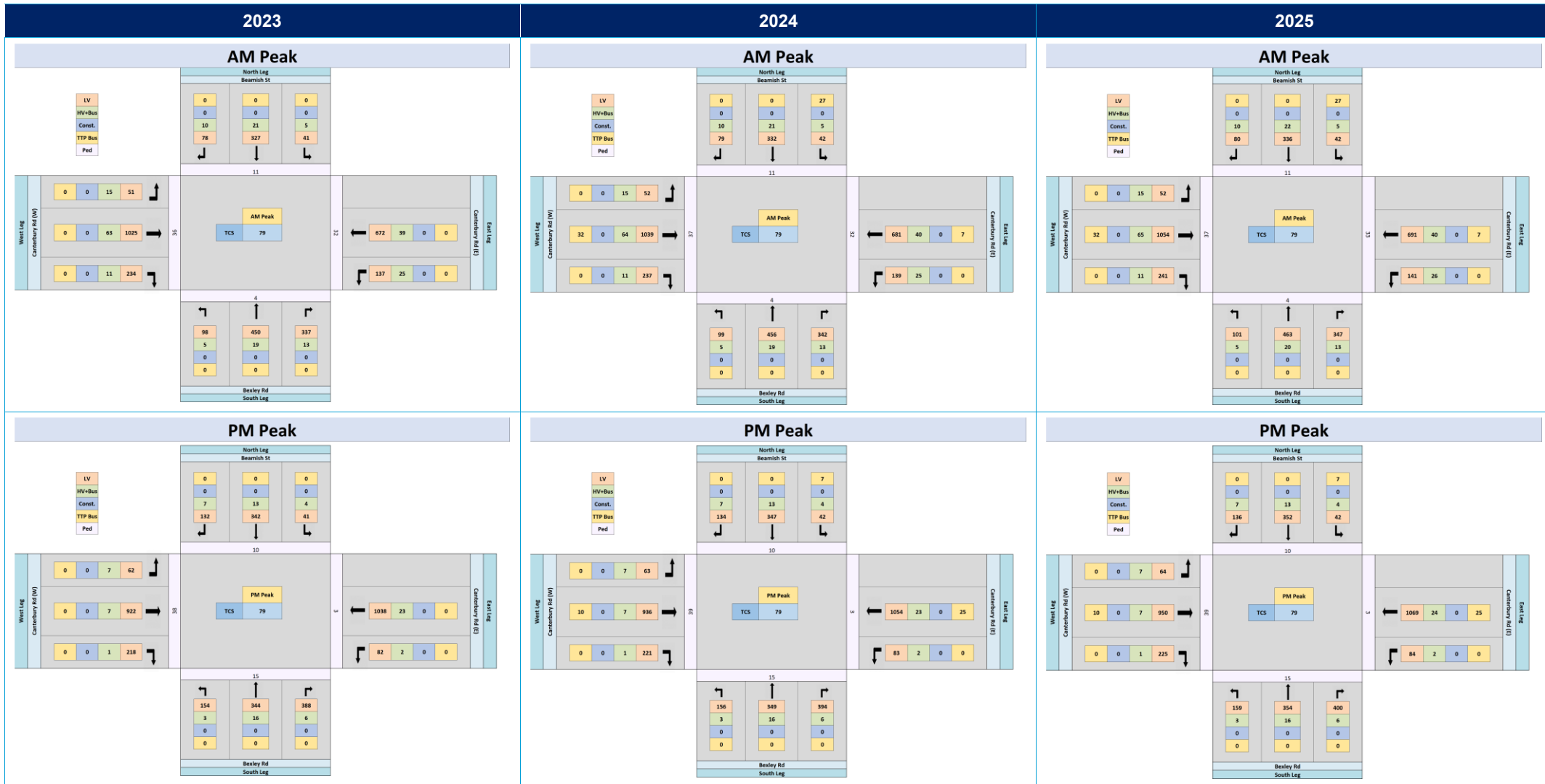


TCS 4052 – Canterbury Road / Duke Street

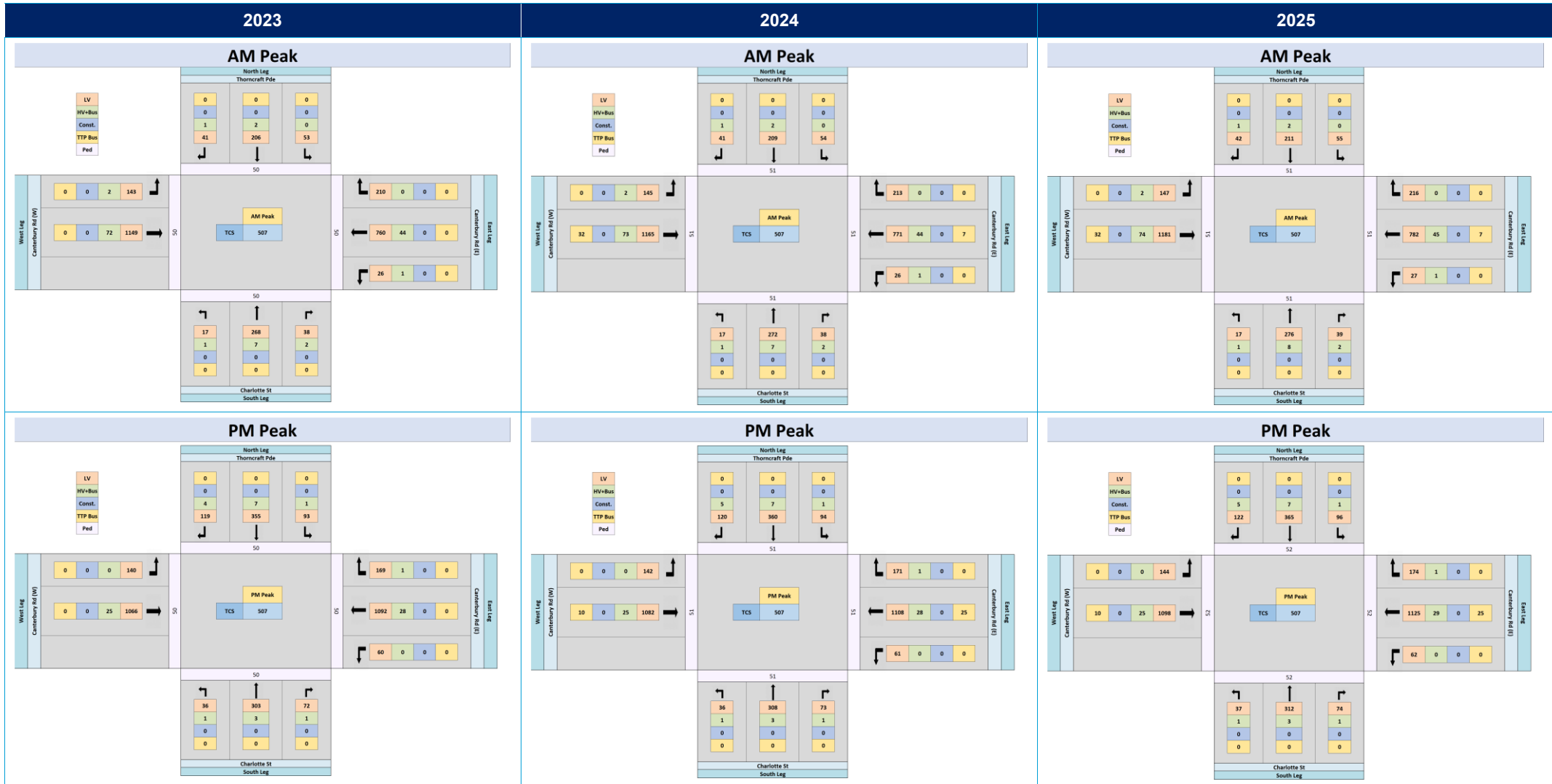


Campsie Station

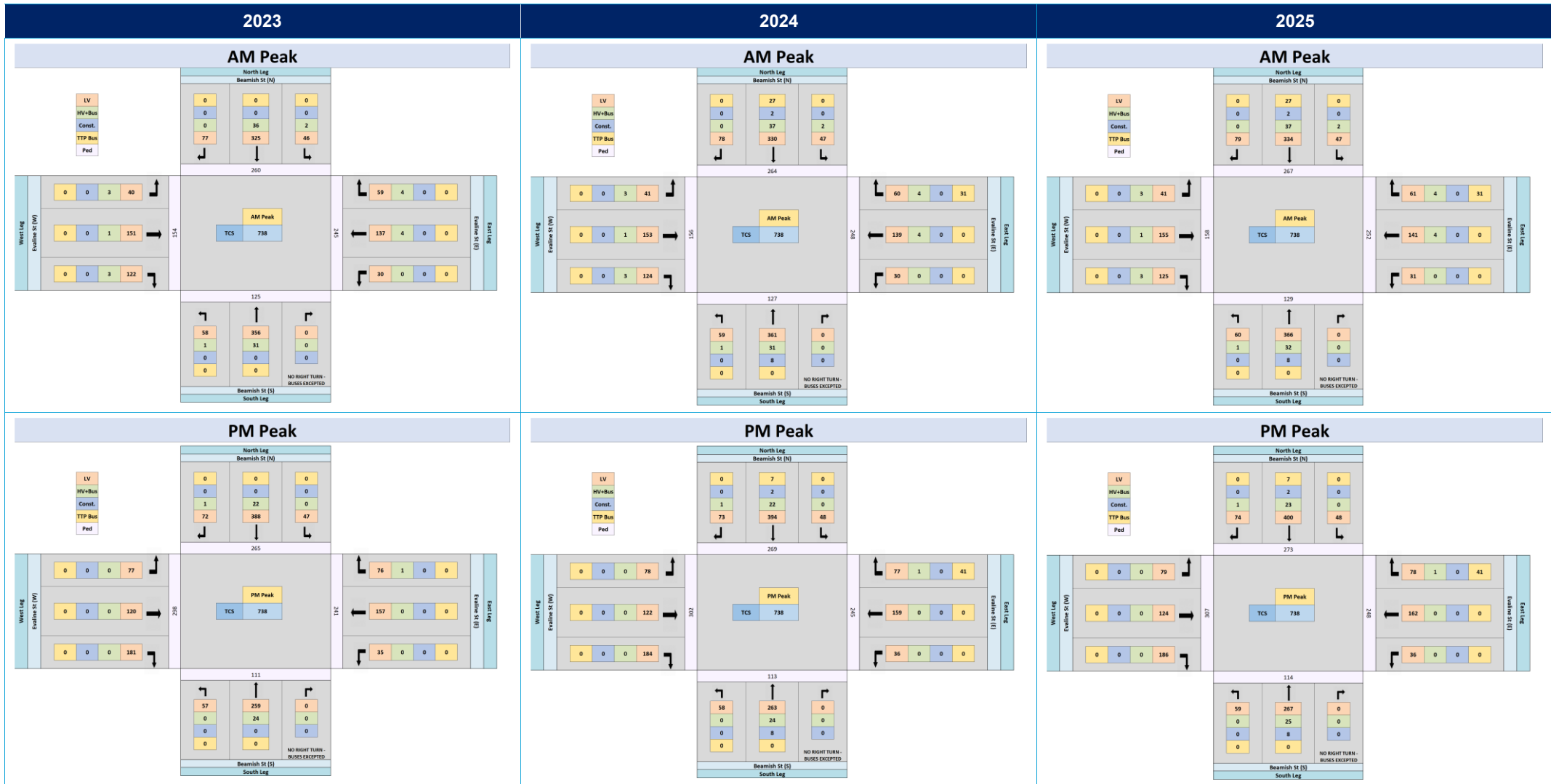
TCS 79 – Canterbury Road / Beamish Street / Bexley Road



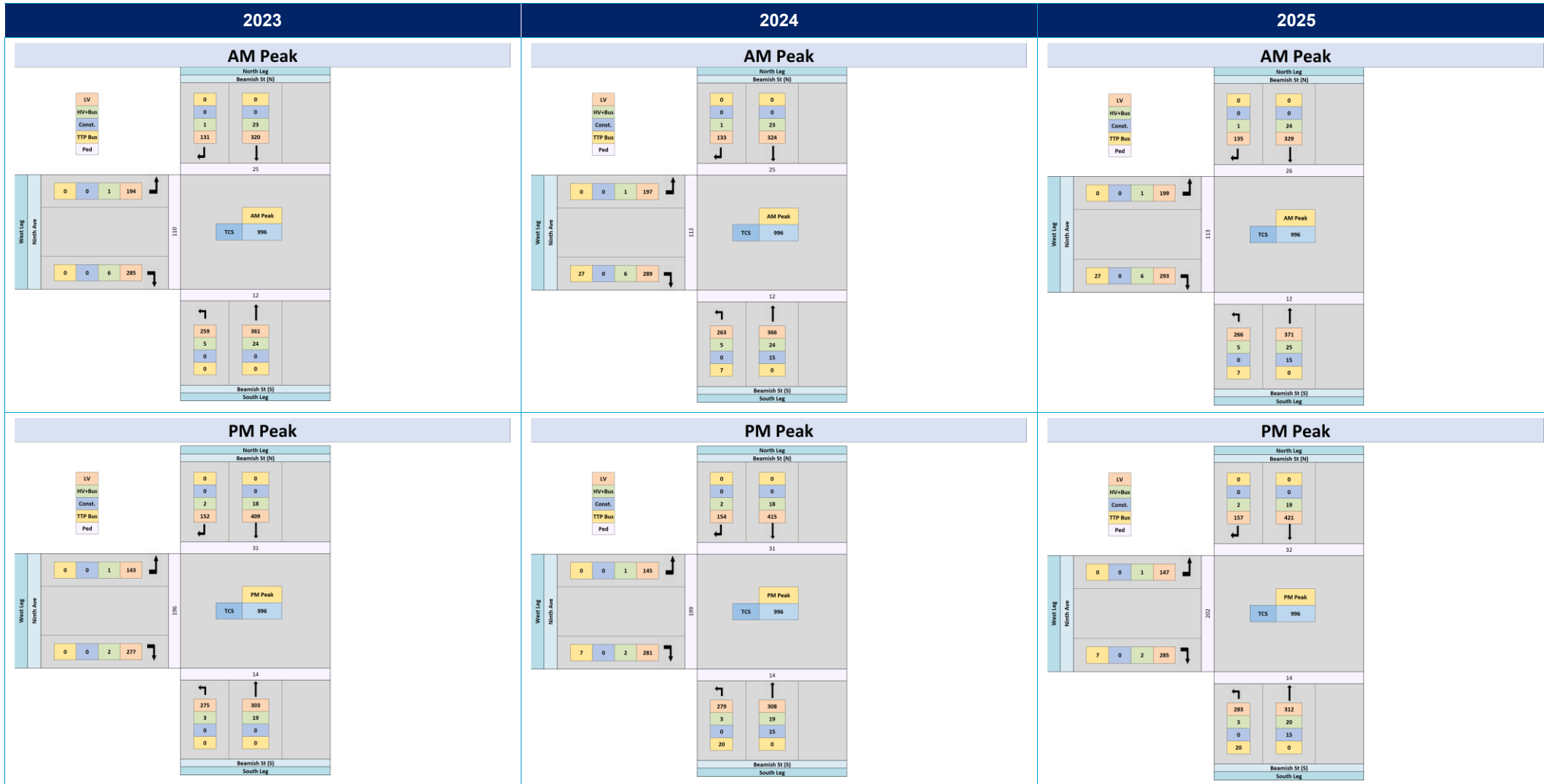
TCS 507– Canterbury Road / Charlotte Street / Thorncraft Parade



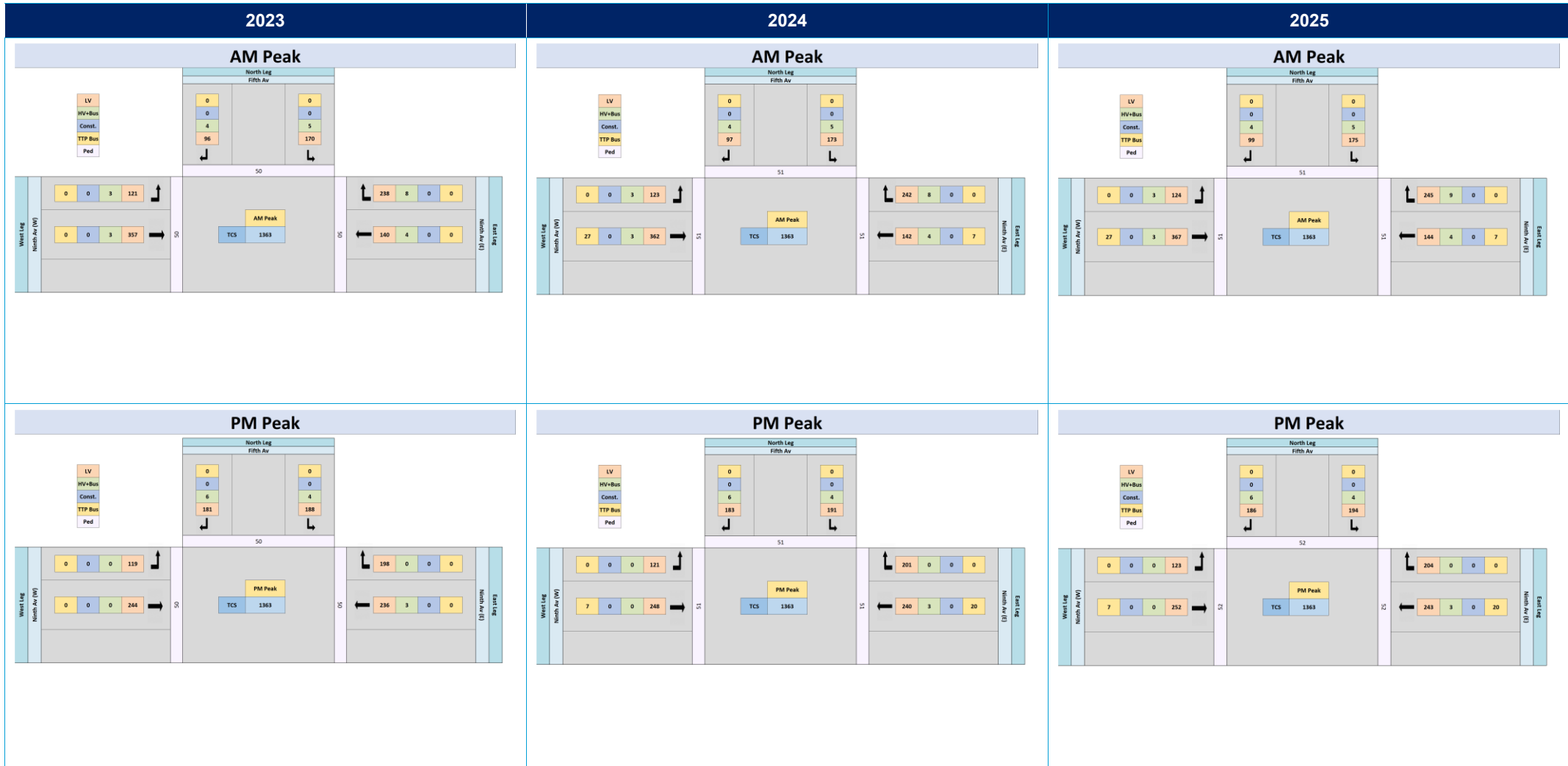
TCS 738 – Beamish Street / Evaline Street



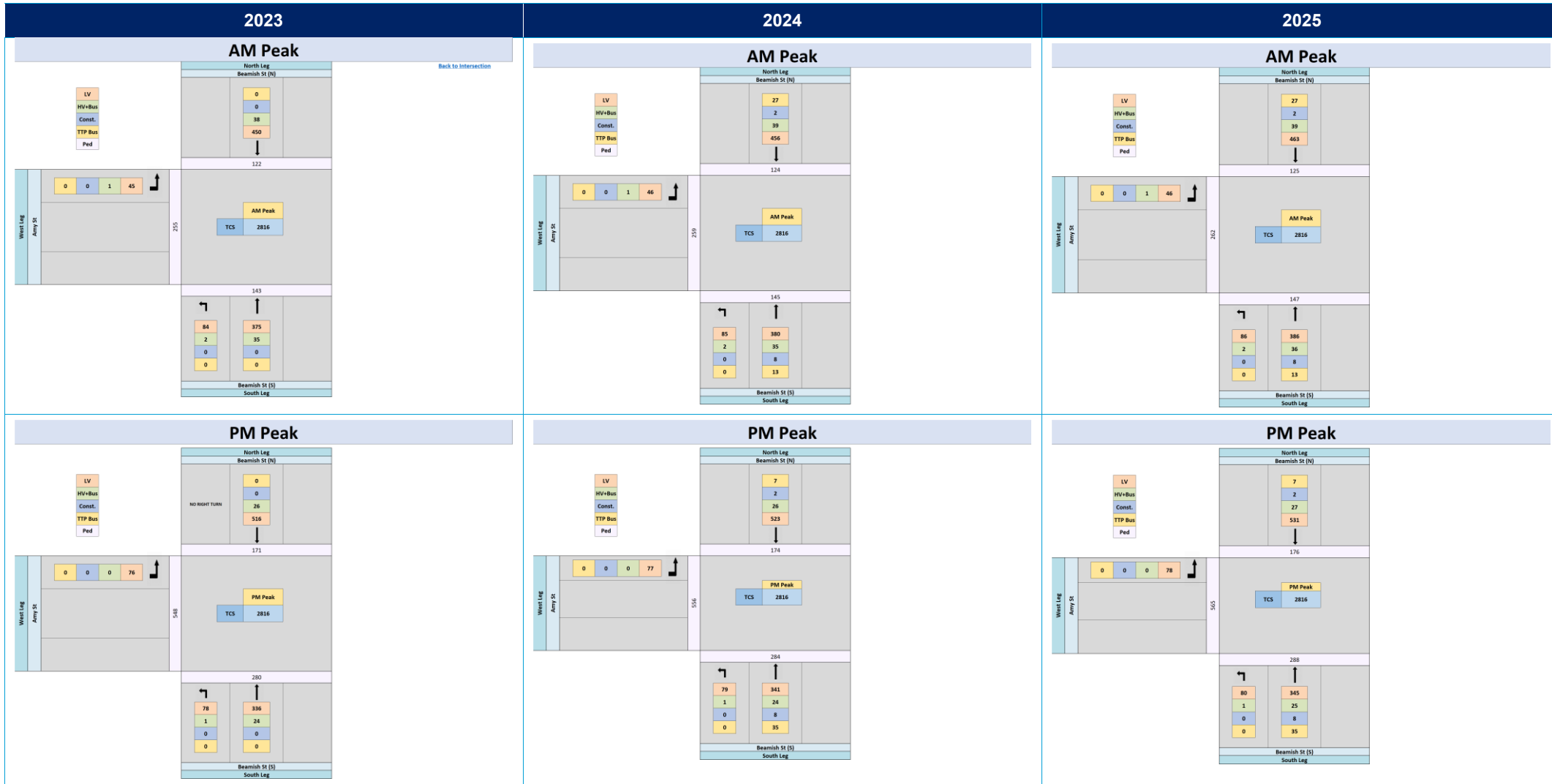
TCS 996 – Beamish Street / Ninth Avenue



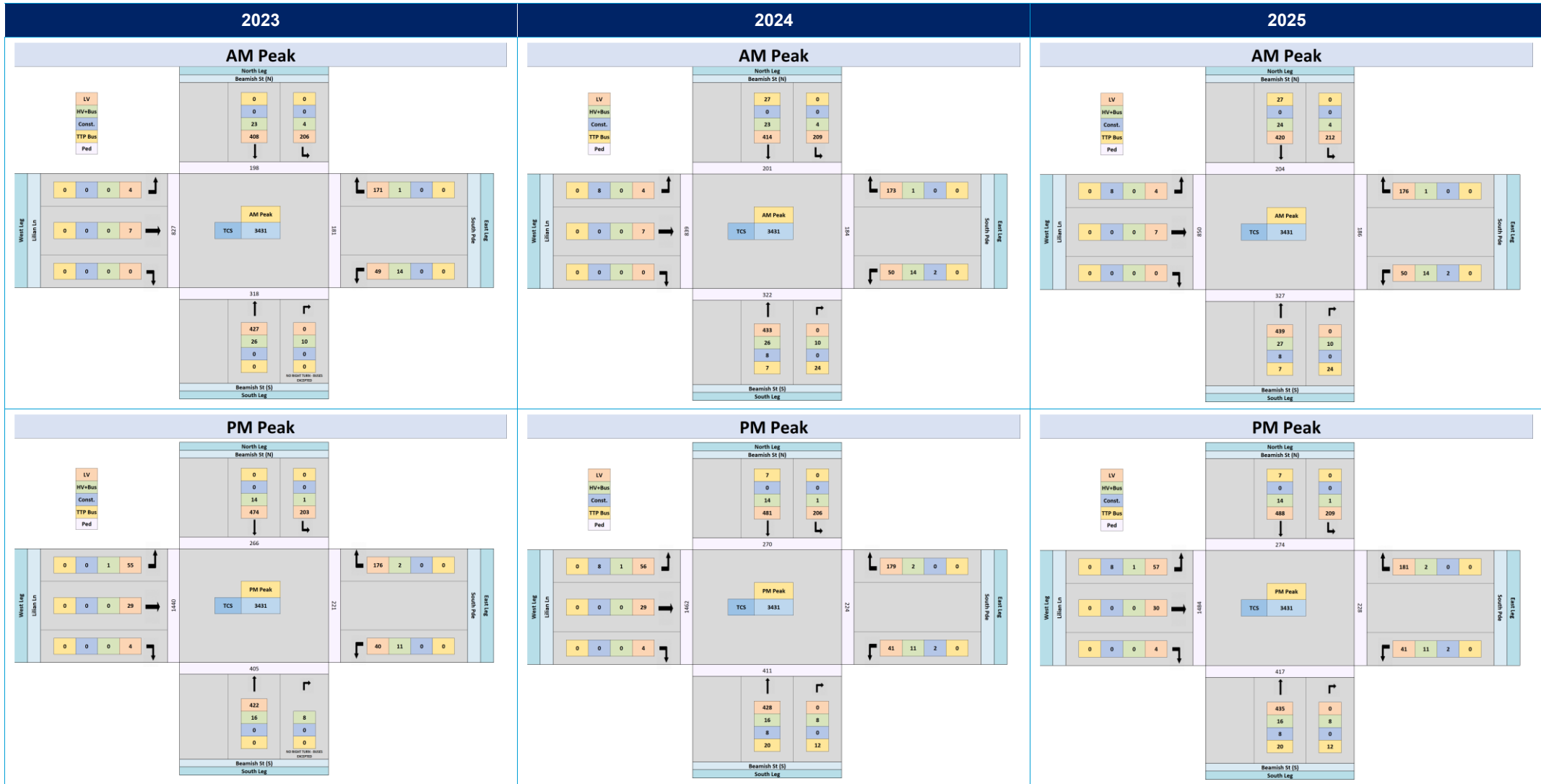
TCS 1363 – Fifth Avenue / Ninth Avenue



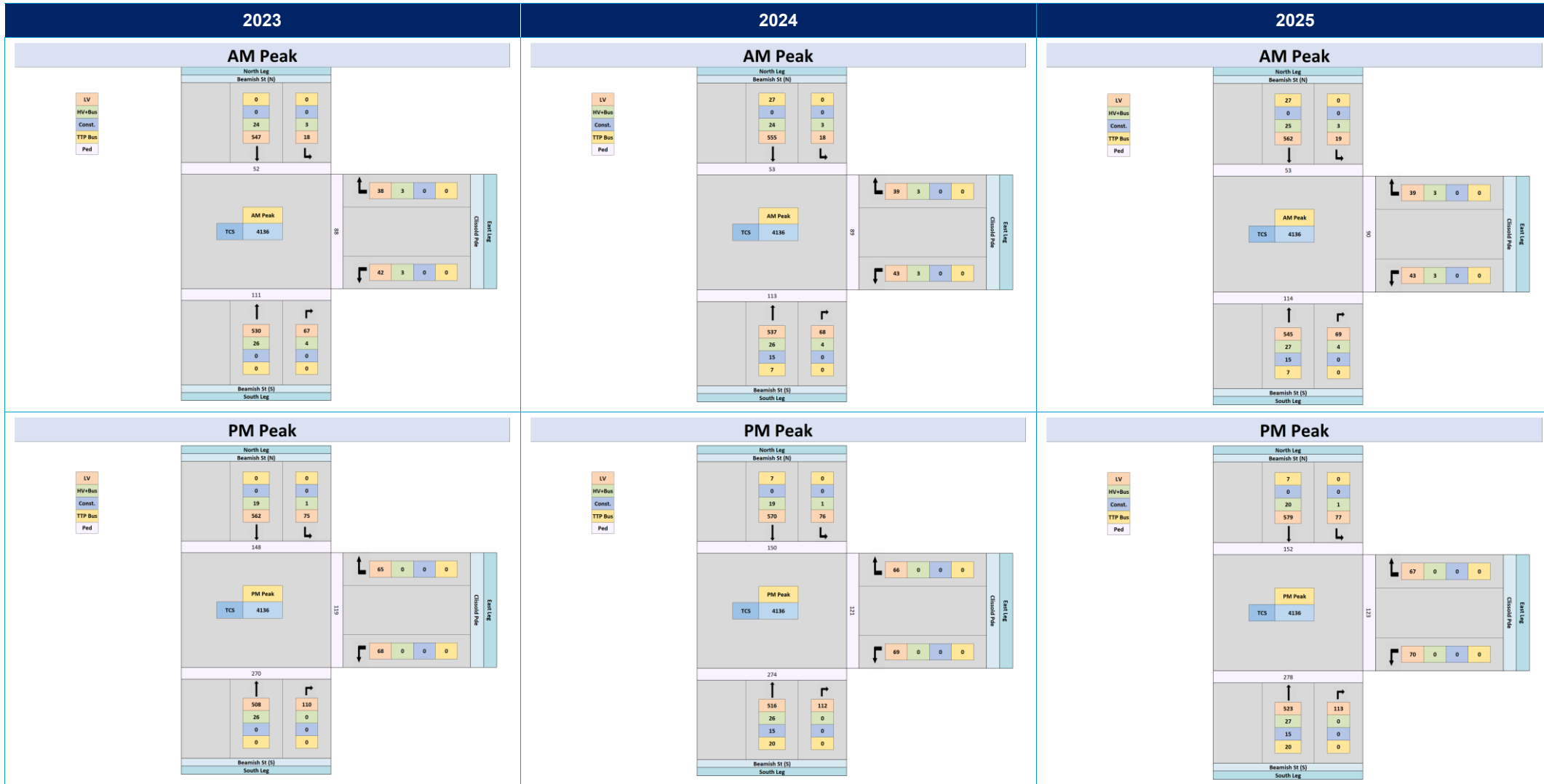
TCS 2816– Beamish Street / Amy Street



TCS 3431 – Beamish Street / South Parade / Lilian Lane

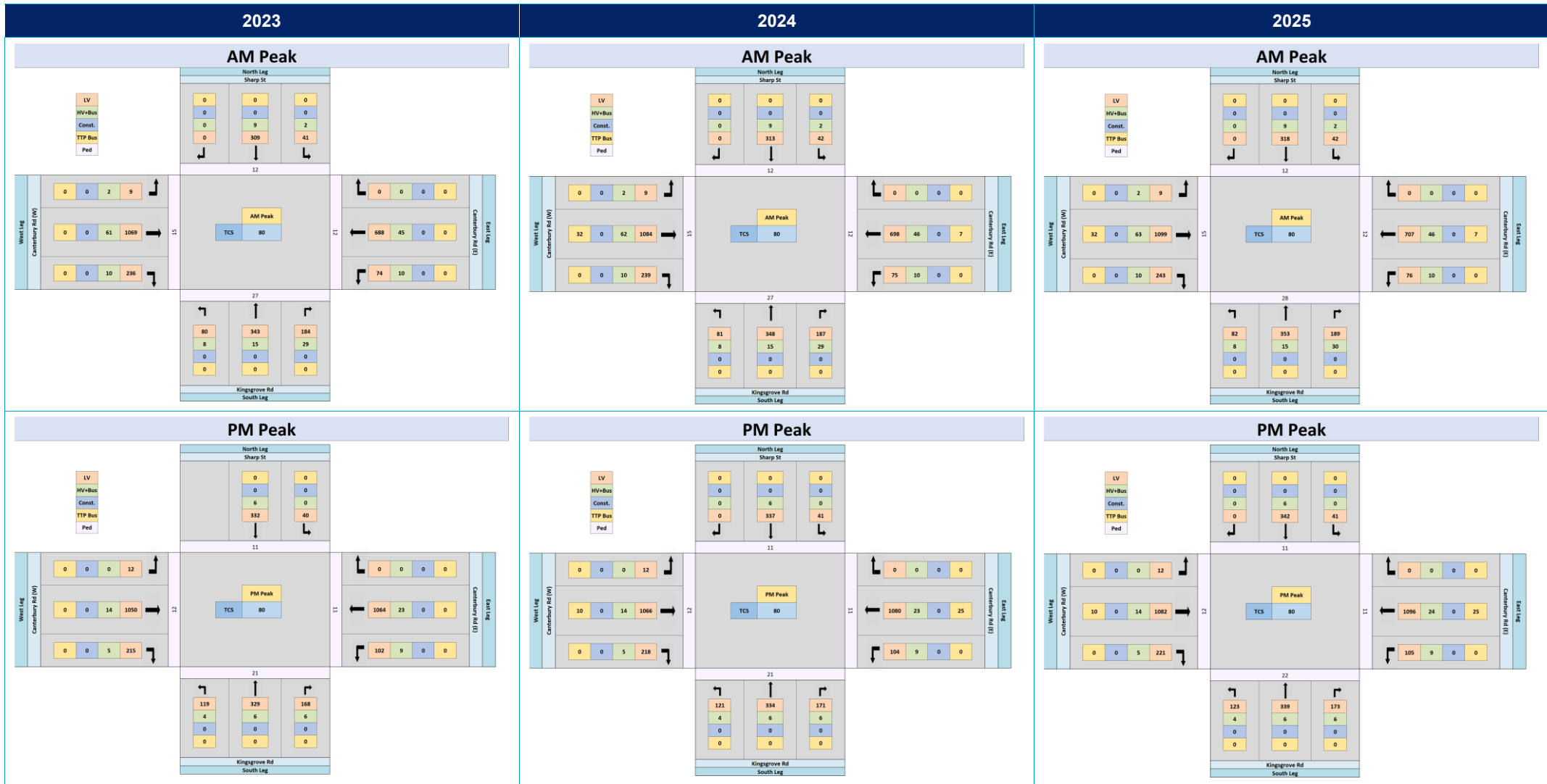


TCS 4136 – Beamish Street / Clissold Parade

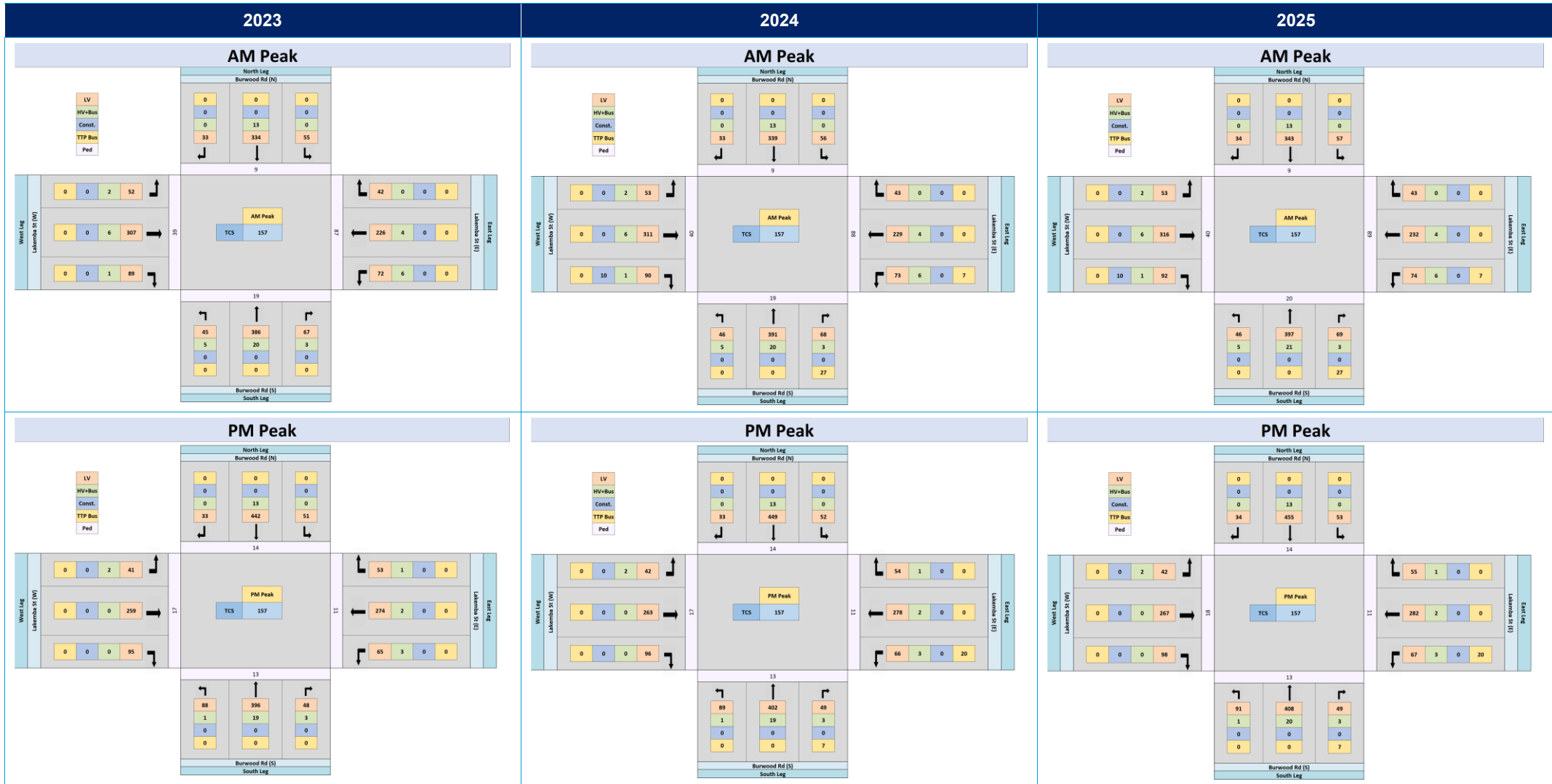


Belmore Station

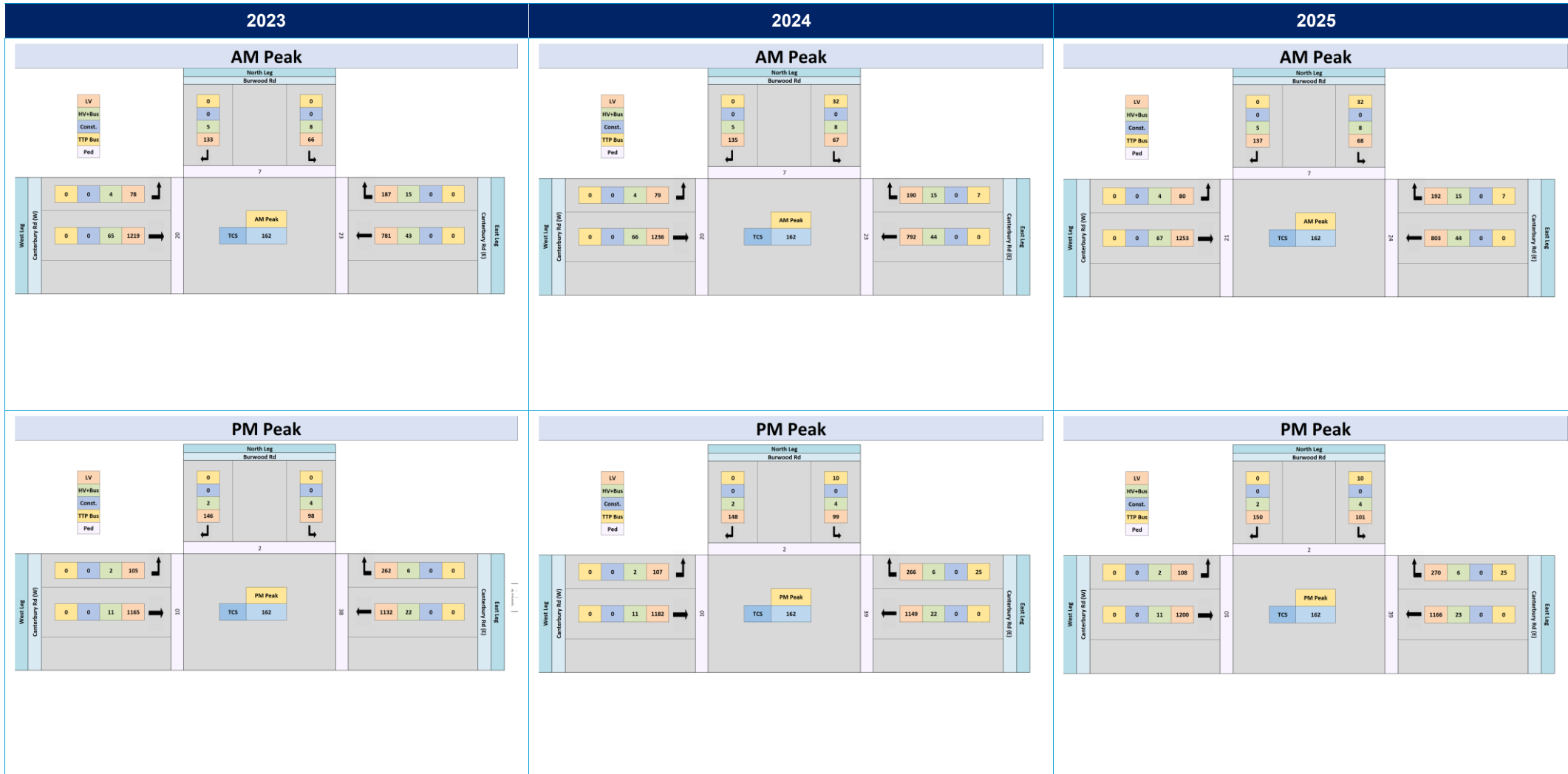
TCS 80– Canterbury Road / Kingsgrove Road / Sharp Street



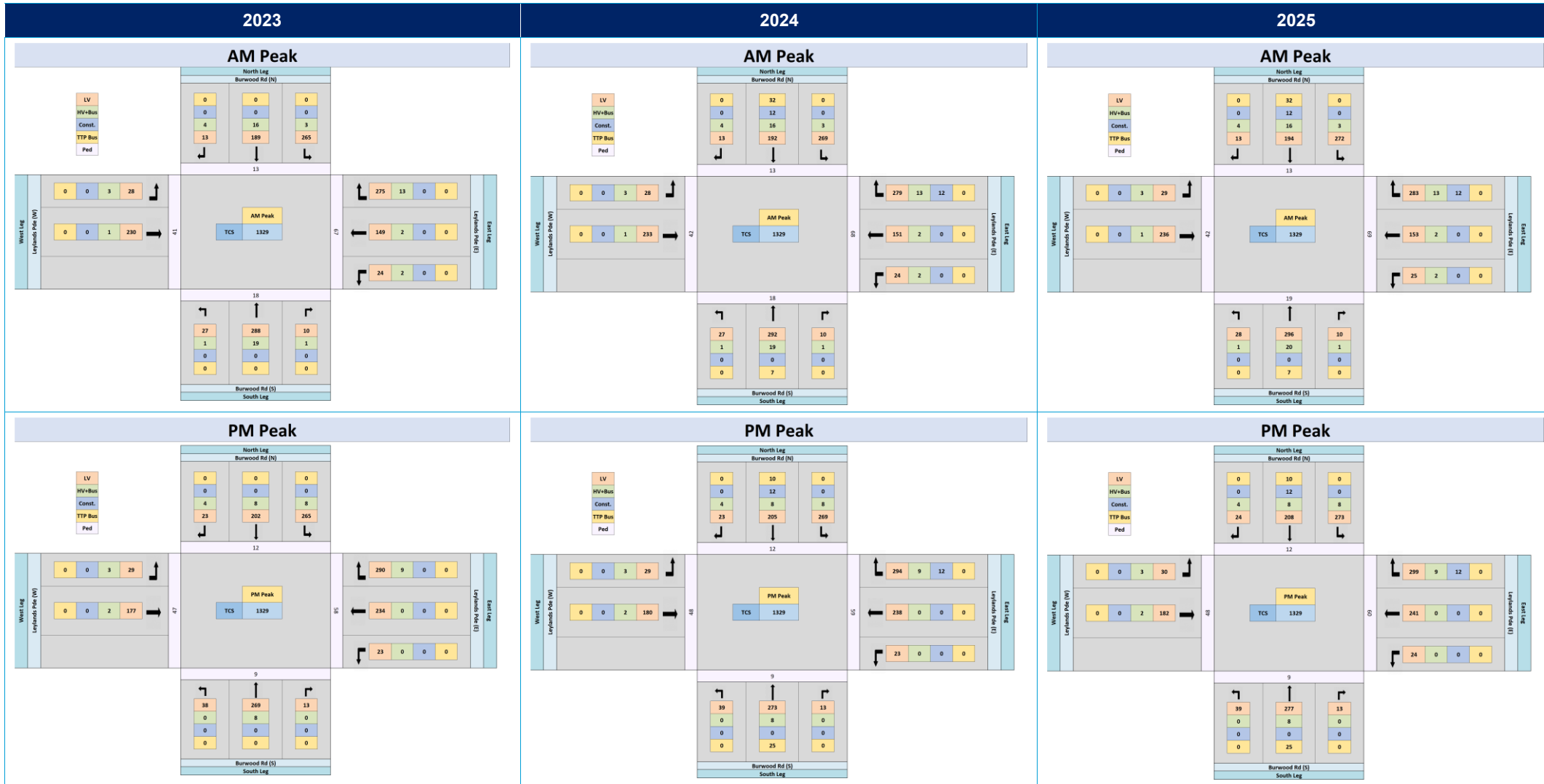
TCS 157– Burwood Road / Lakemba Street



TCS 162 – Canterbury Road / Burwood Road

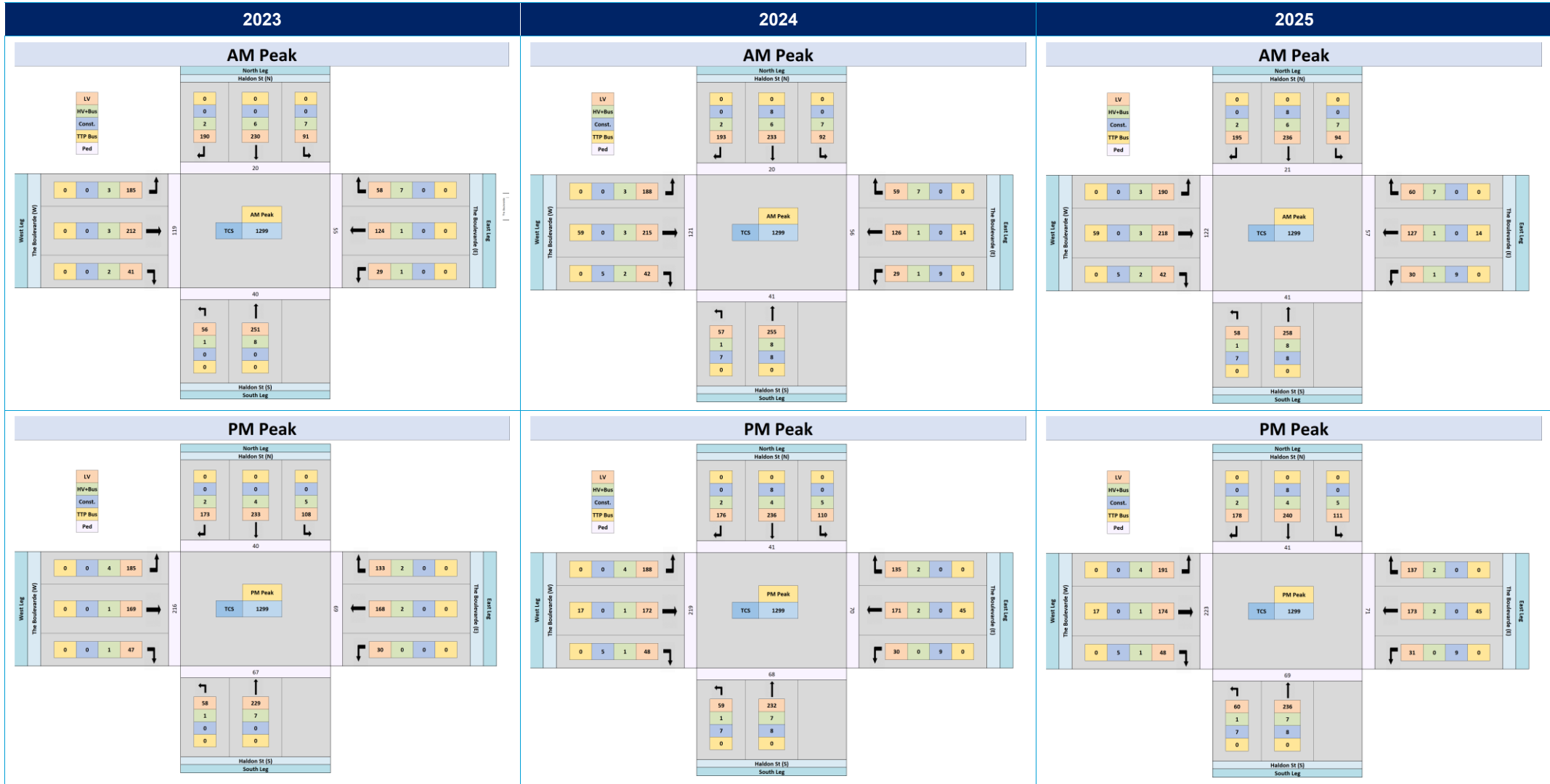


TCS 1329 – Burwood Road / Leylands Parade



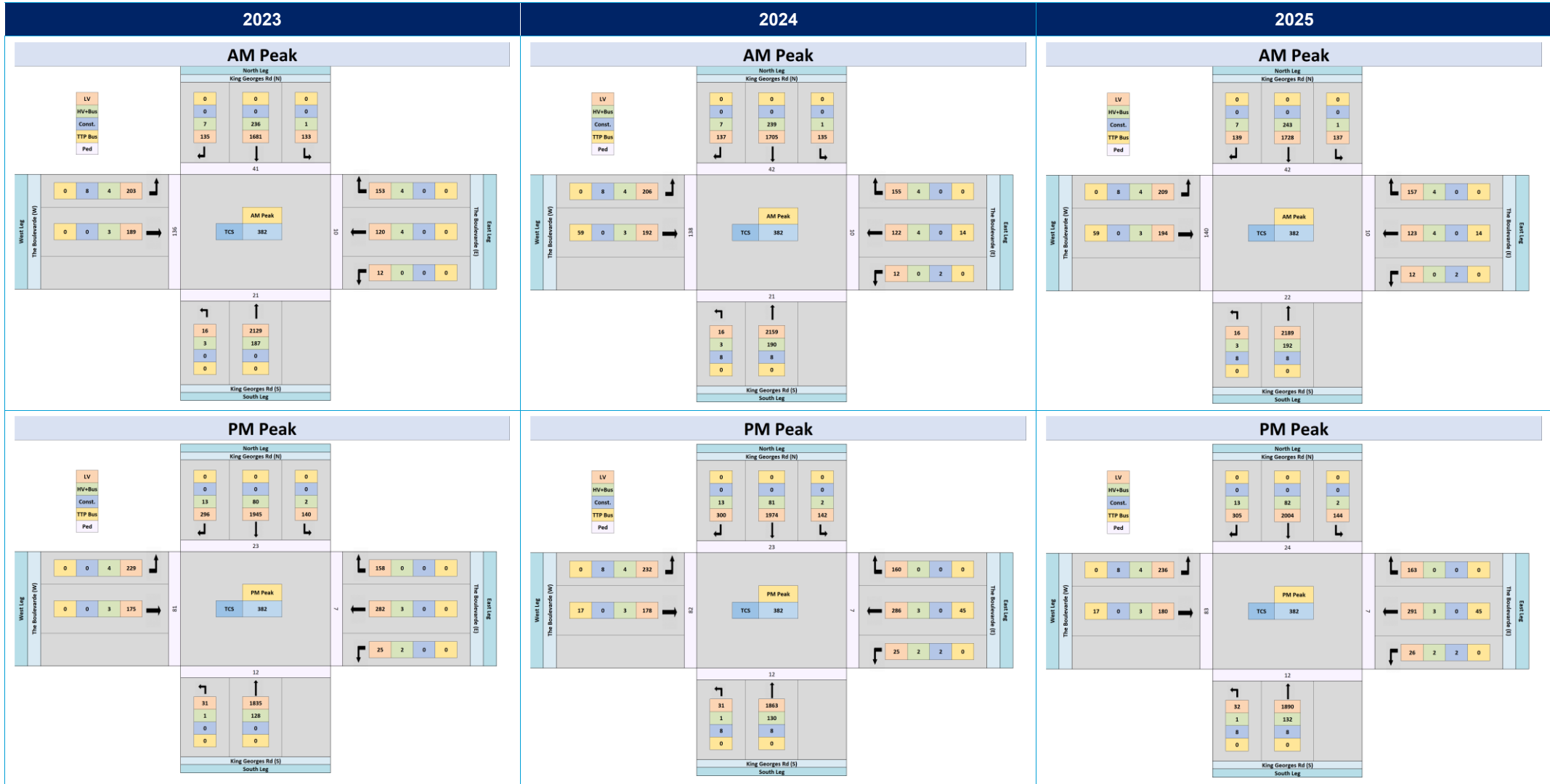
Lakemba Station

TCS 1299 – Haldon Street / The Boulevard



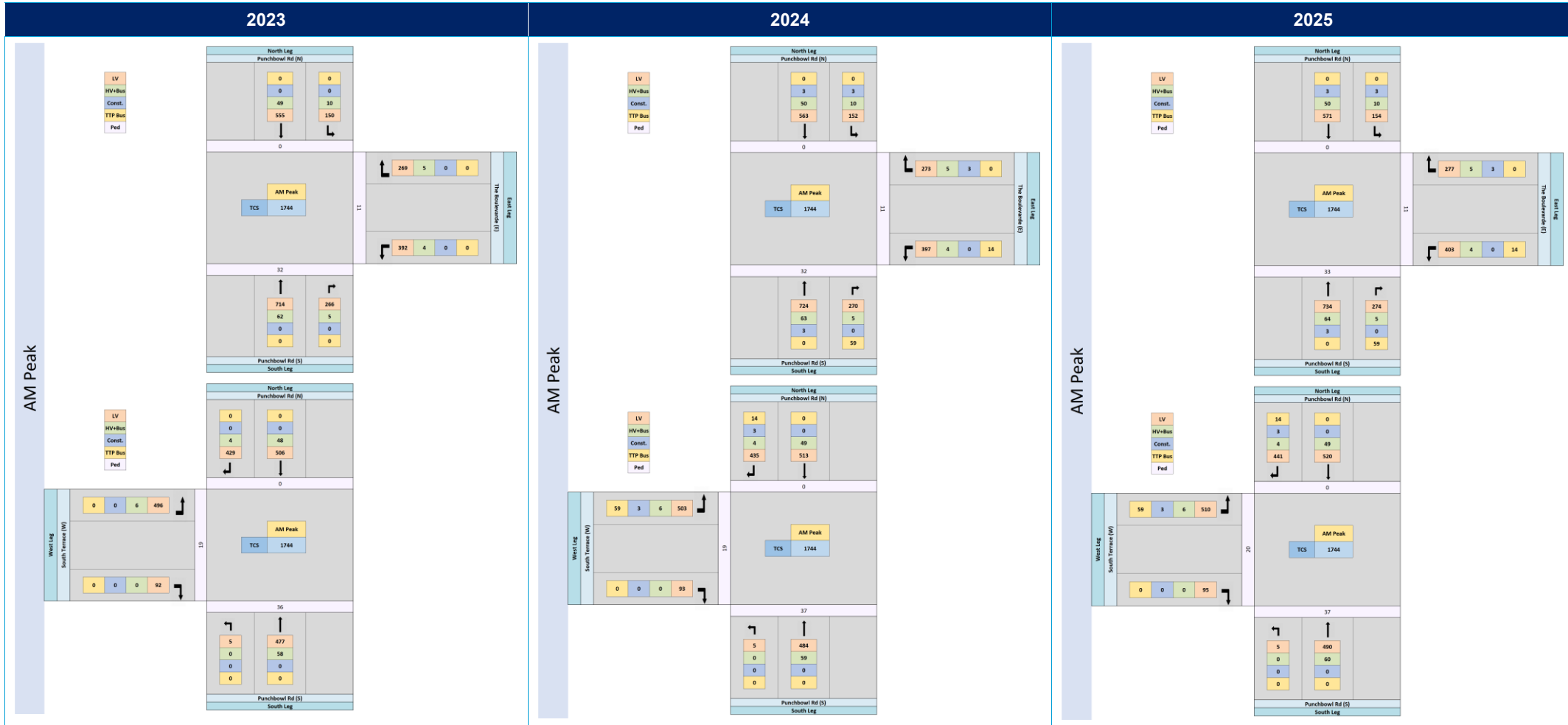
Wiley Park Station

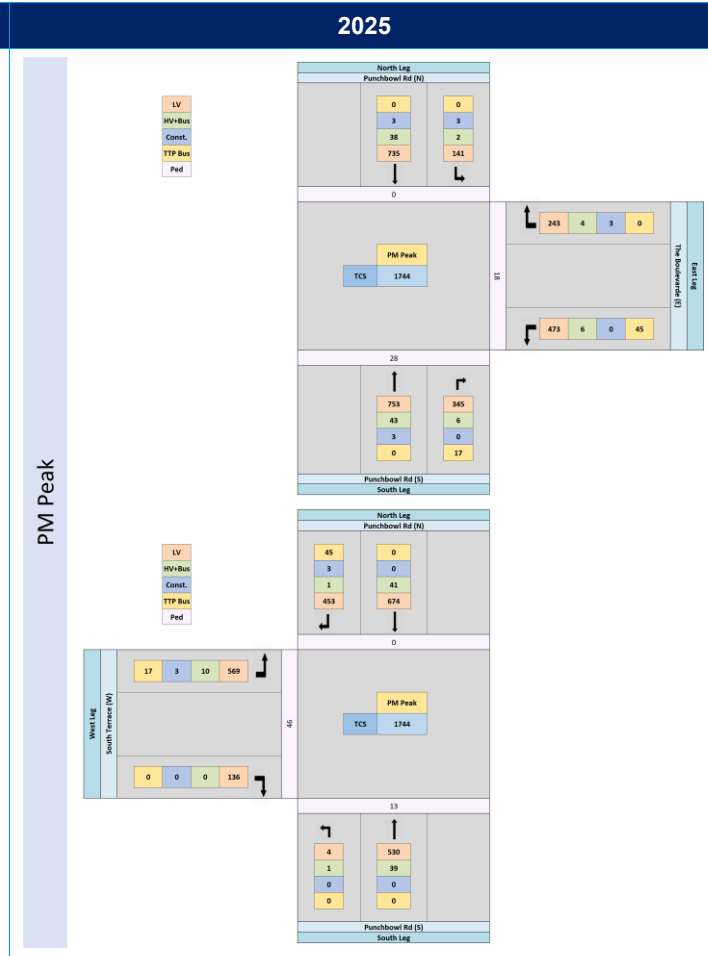
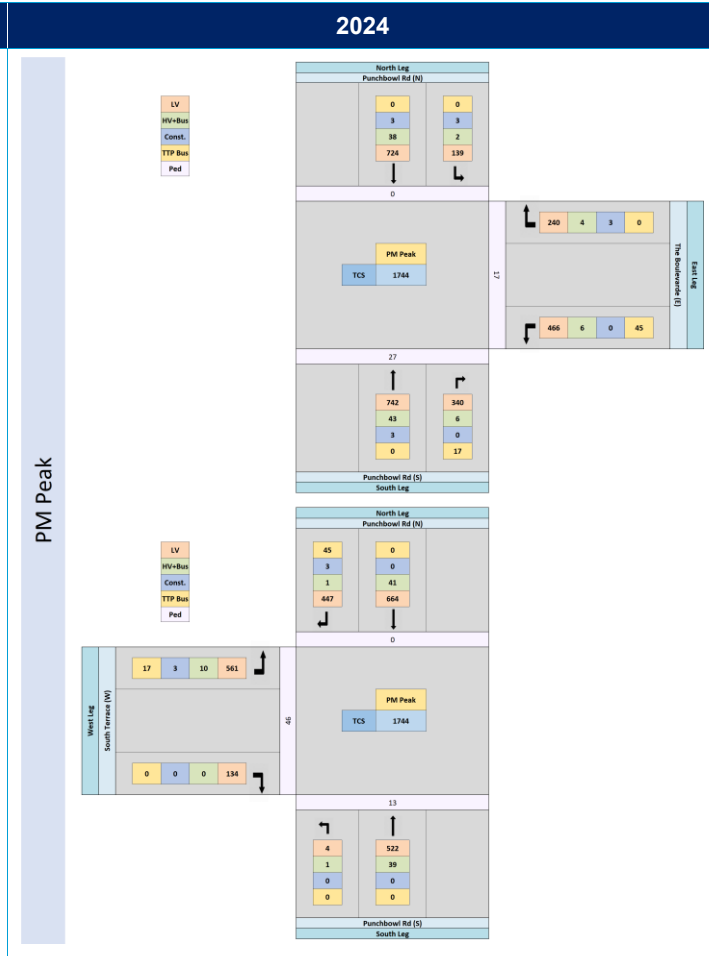
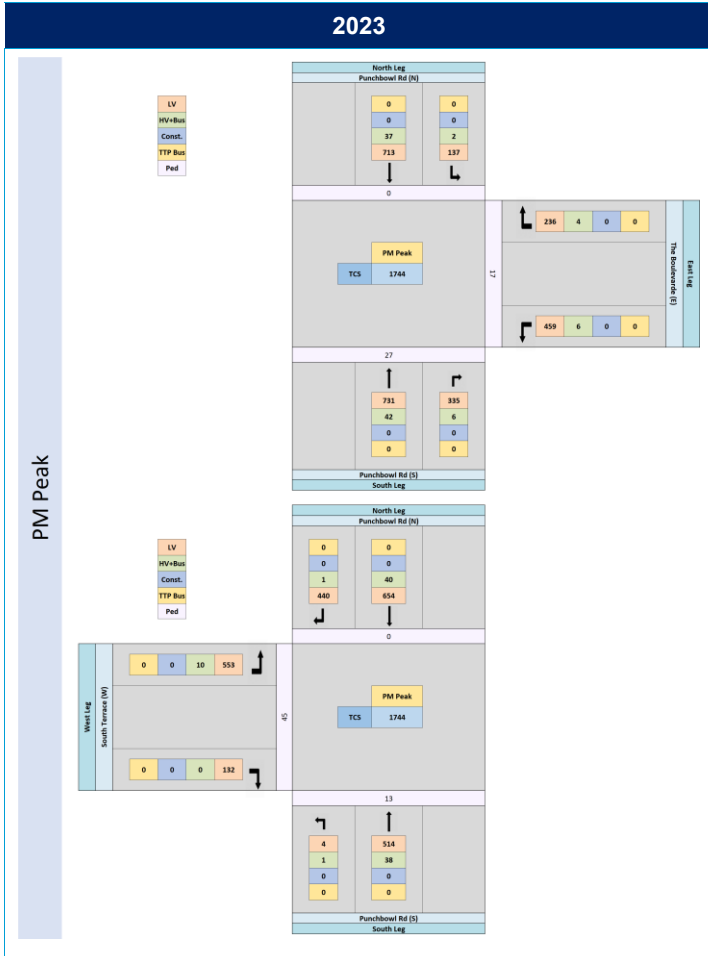
TCS 382– King Georges Road / The Boulevard



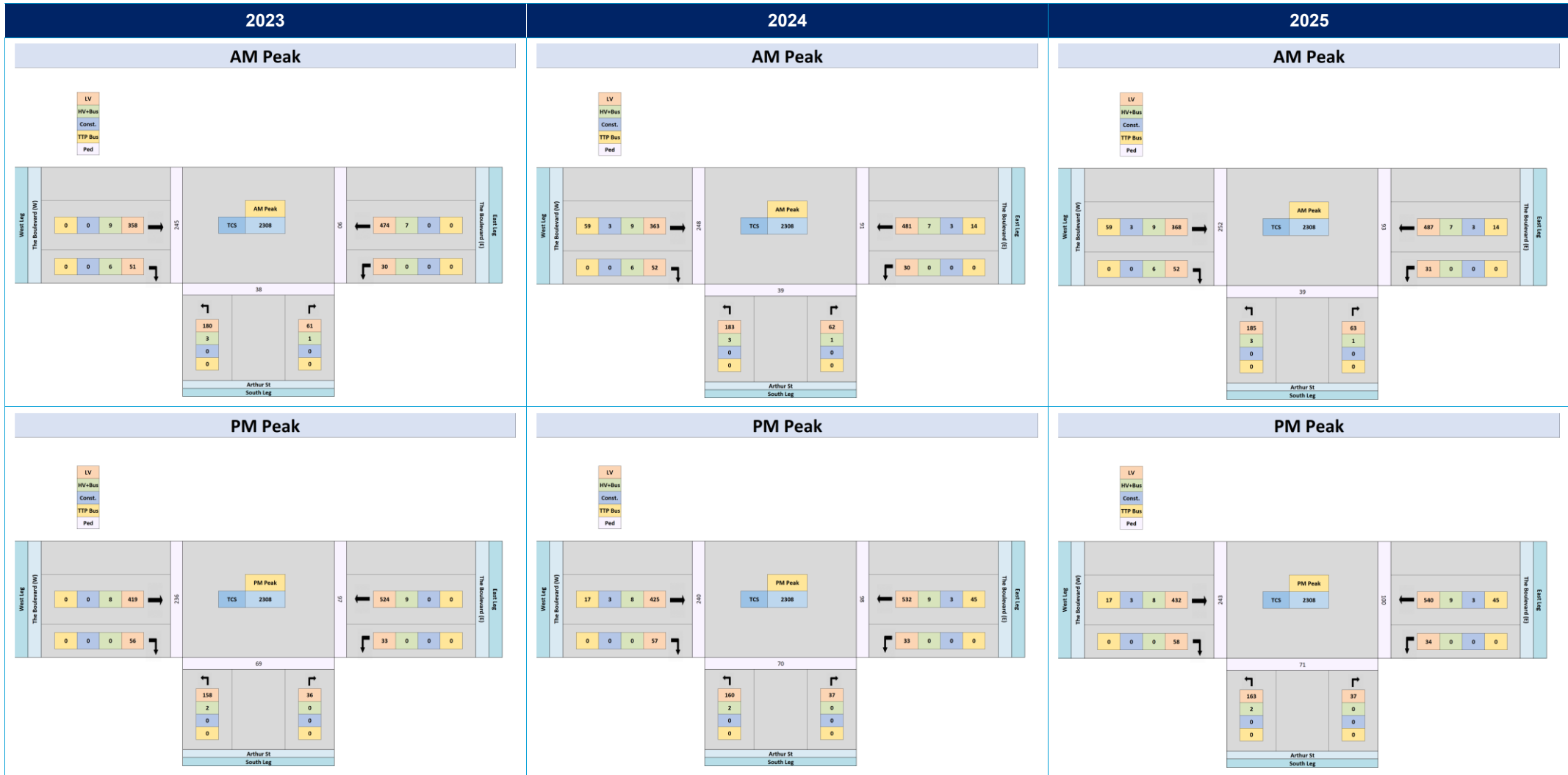
Punchbowl Station

TCS 1744 – Punchbowl Road / The Boulevard / South Terrace



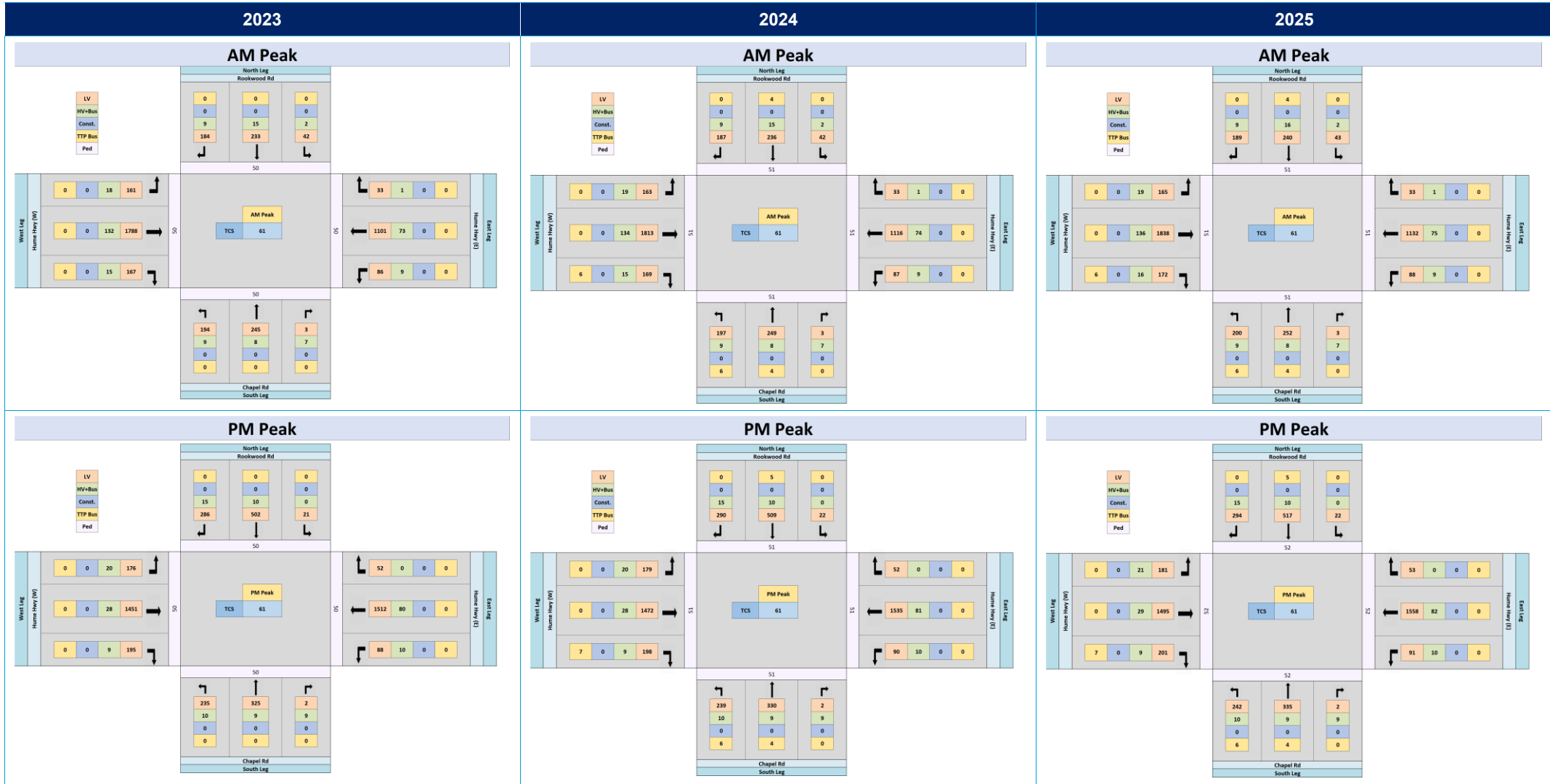


TCS 2308 – The Boulevard / Arthur Street

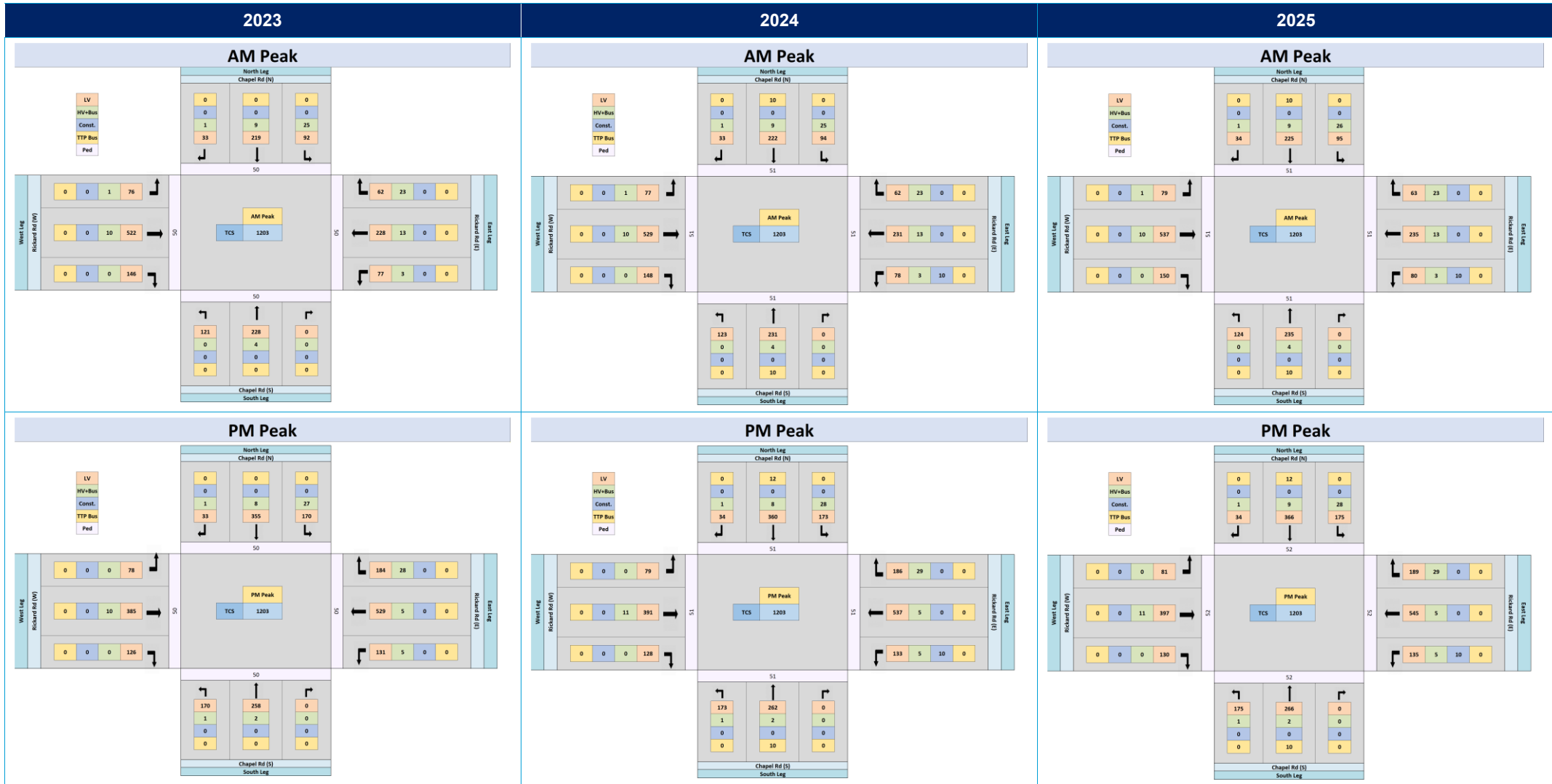


Bankstown Station

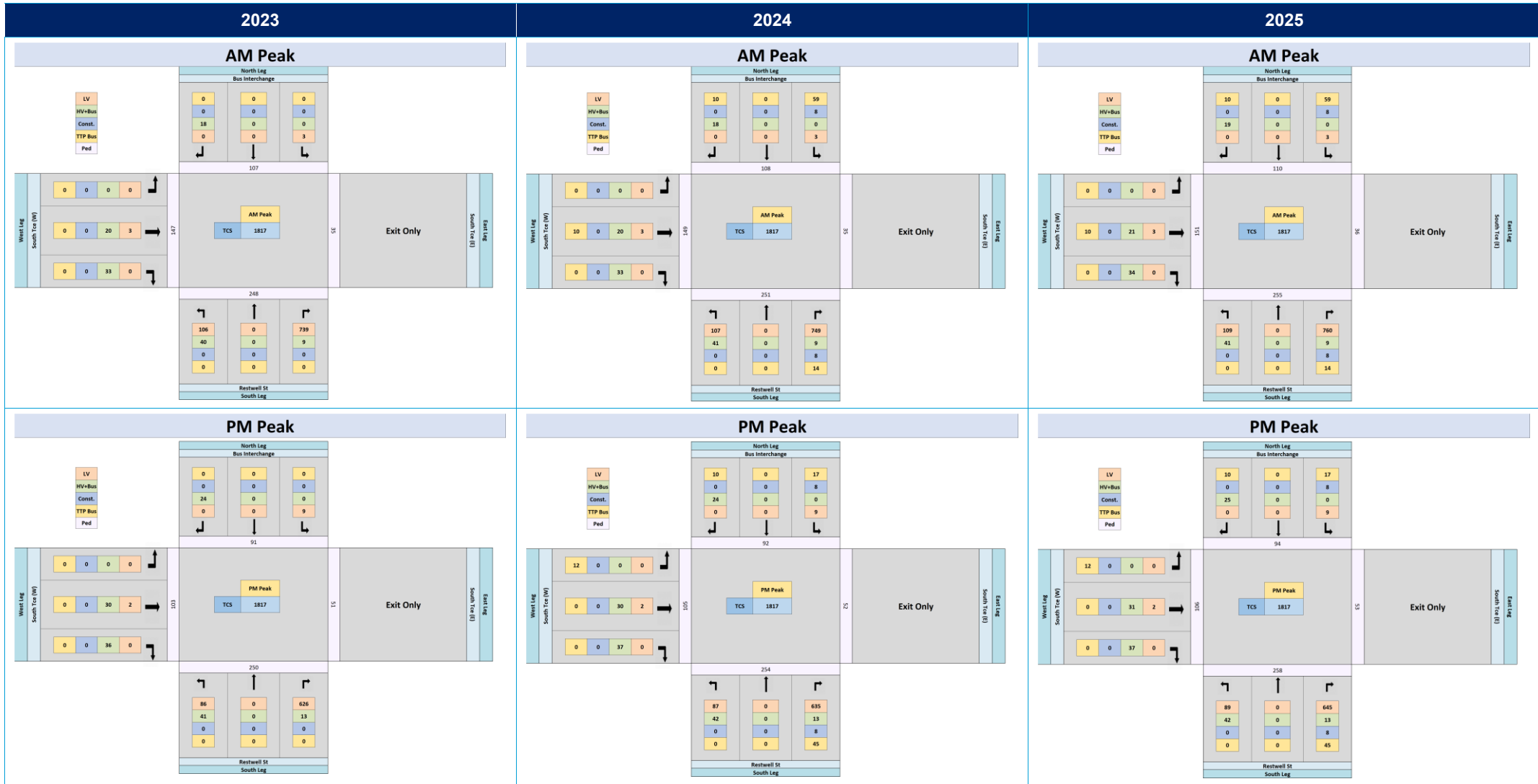
TCS 61 – Hume Highway / Chapel Road / Rookwood Road



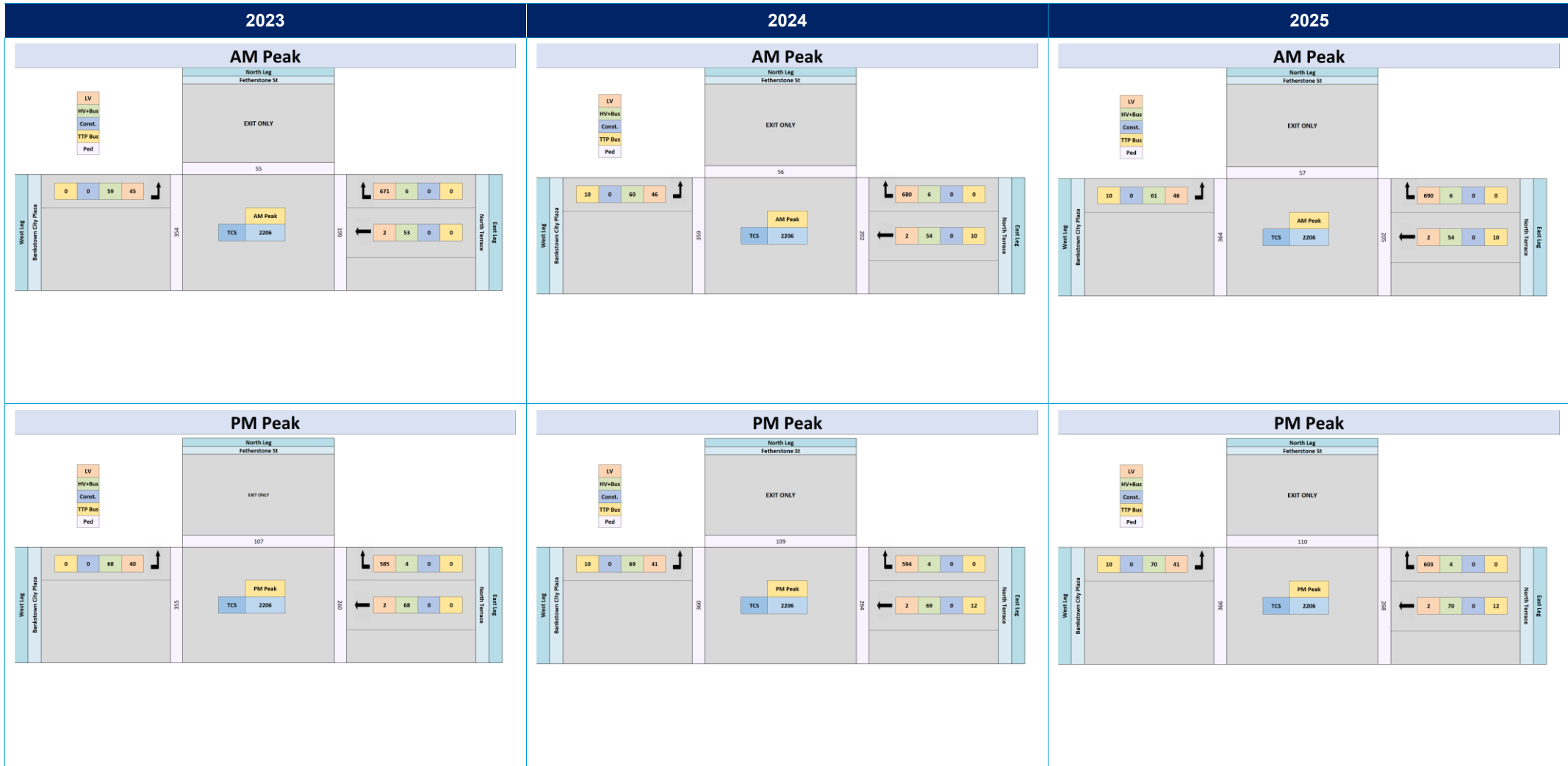
TCS 1203 – Chapel Road / Rickard Road



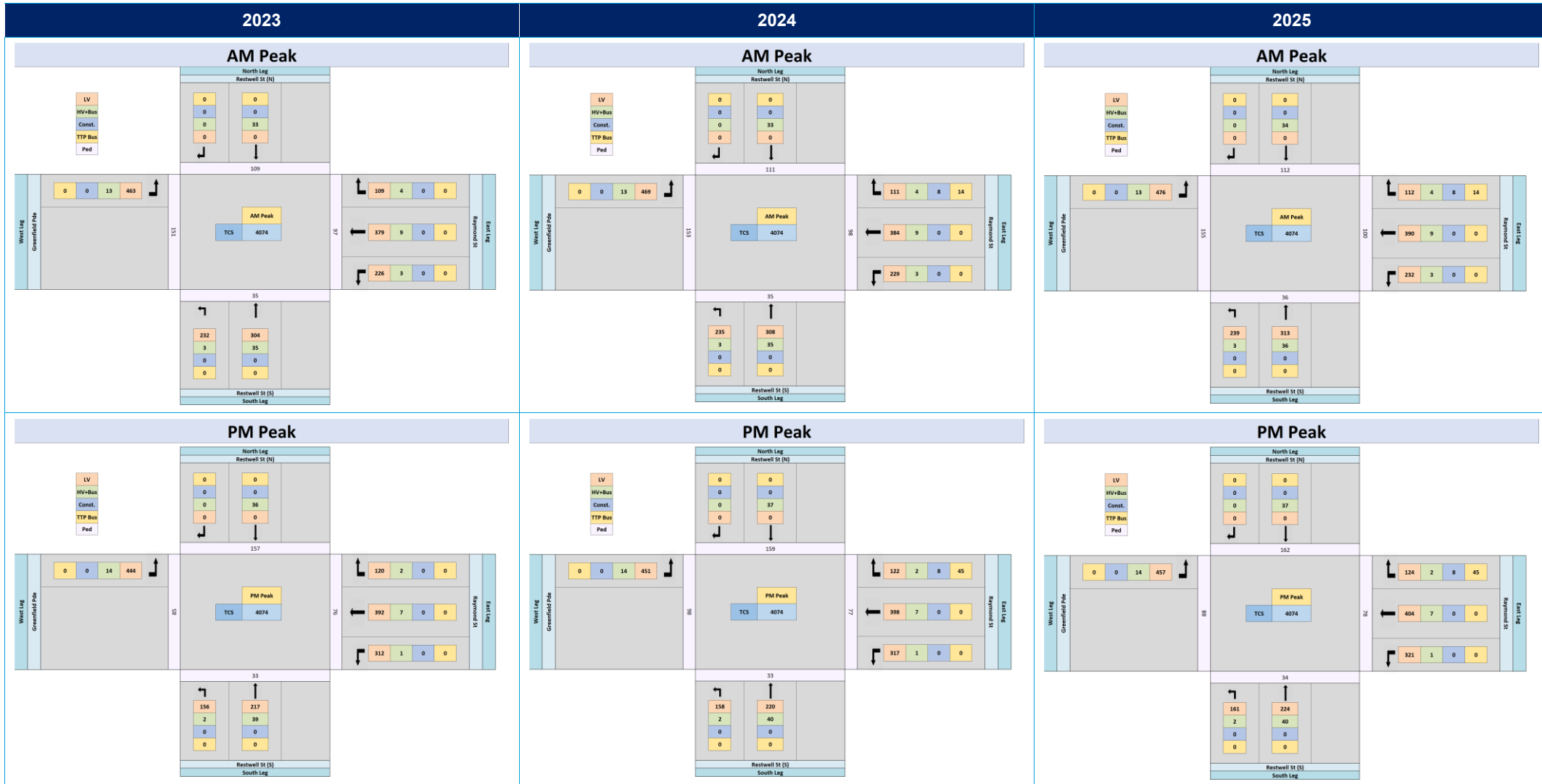
TCS 1817 – Restwell Street / South Terrace



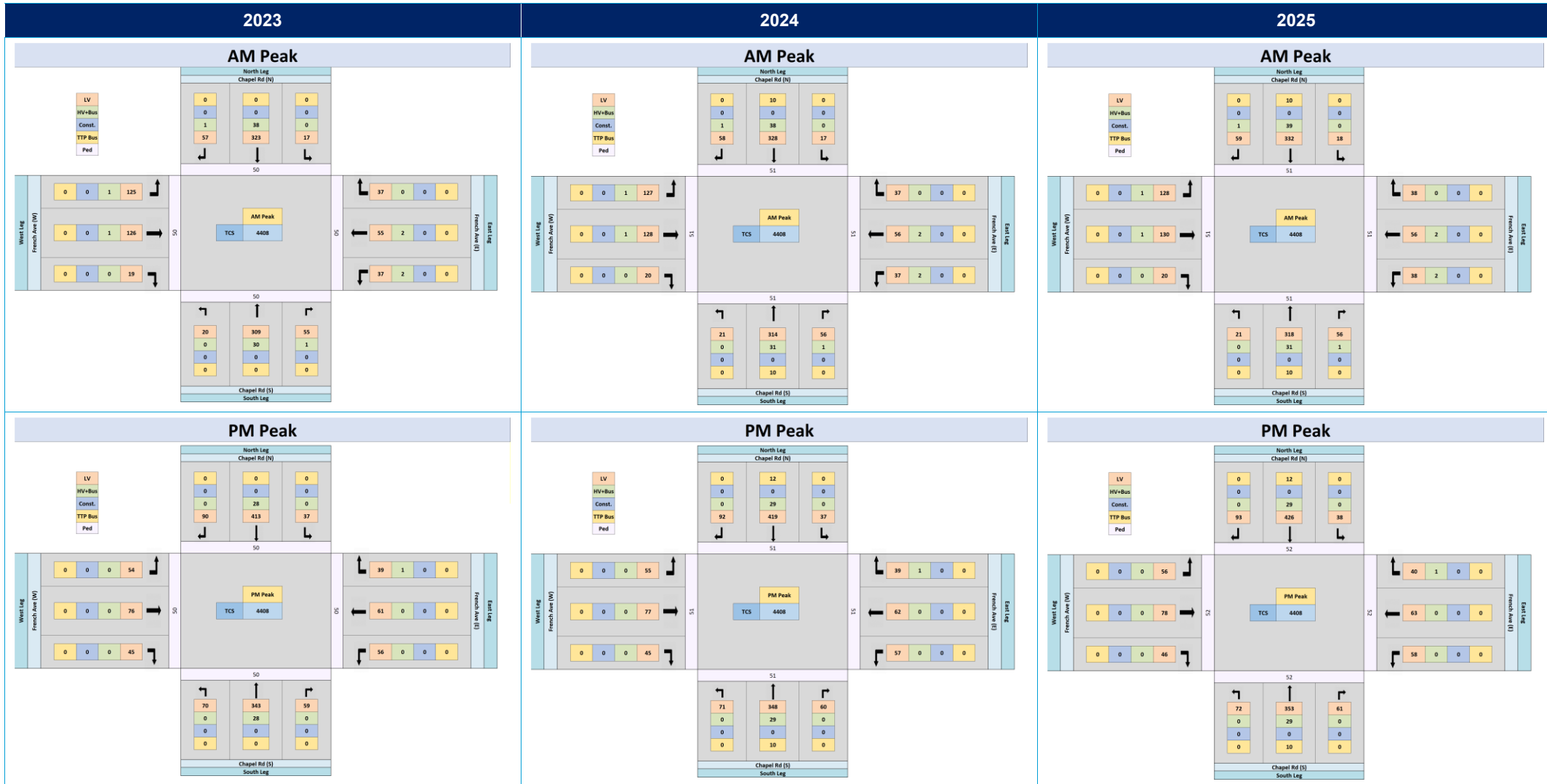
TCS 2206 – North Terrace / Fetherstone Street / Bankstown City Plaza



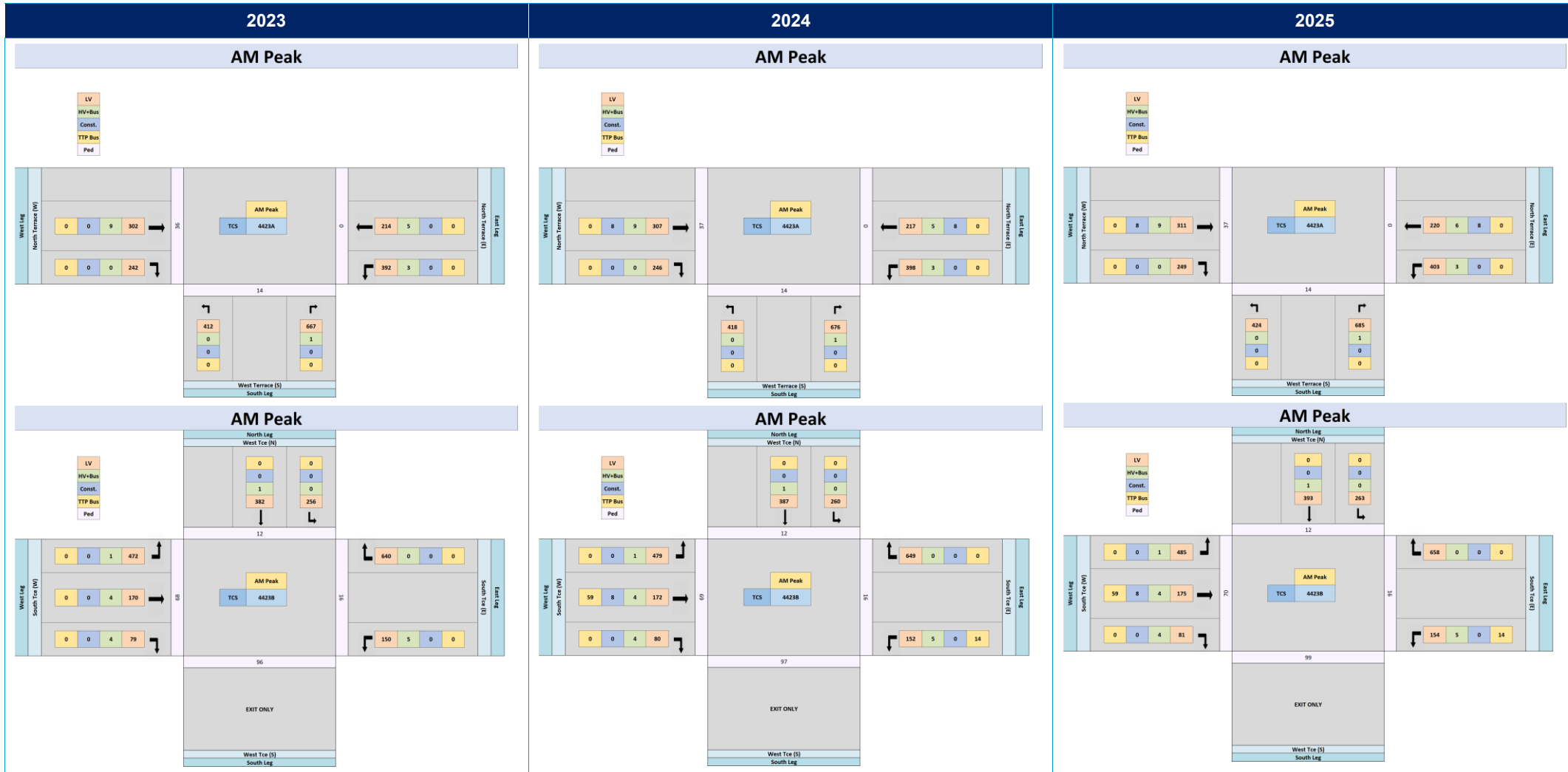
TCS 4074 – Restwell Street / Raymond Street / Greenfield Parade

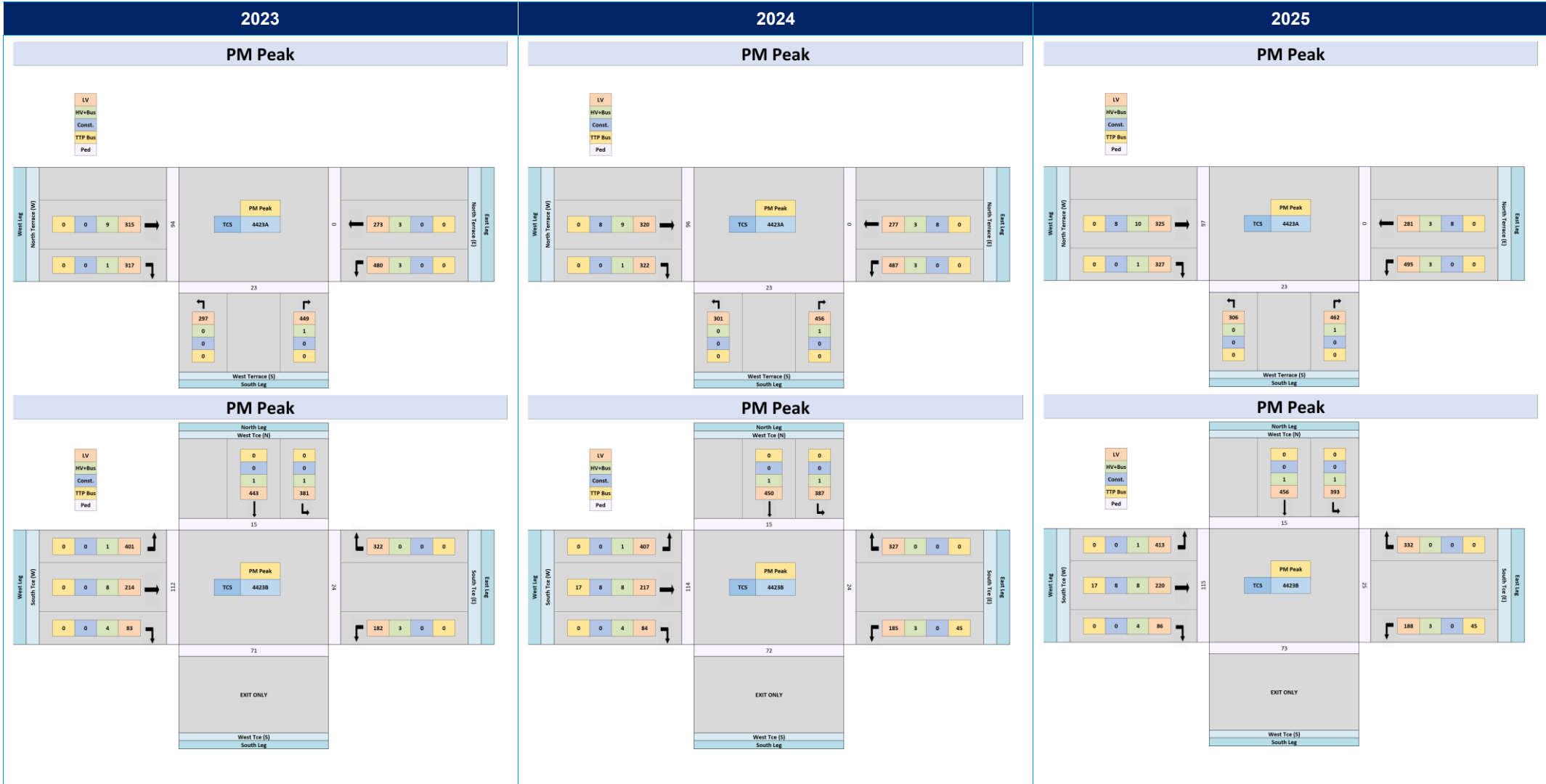


TCS 4408 – Chapel Road / French Avenue



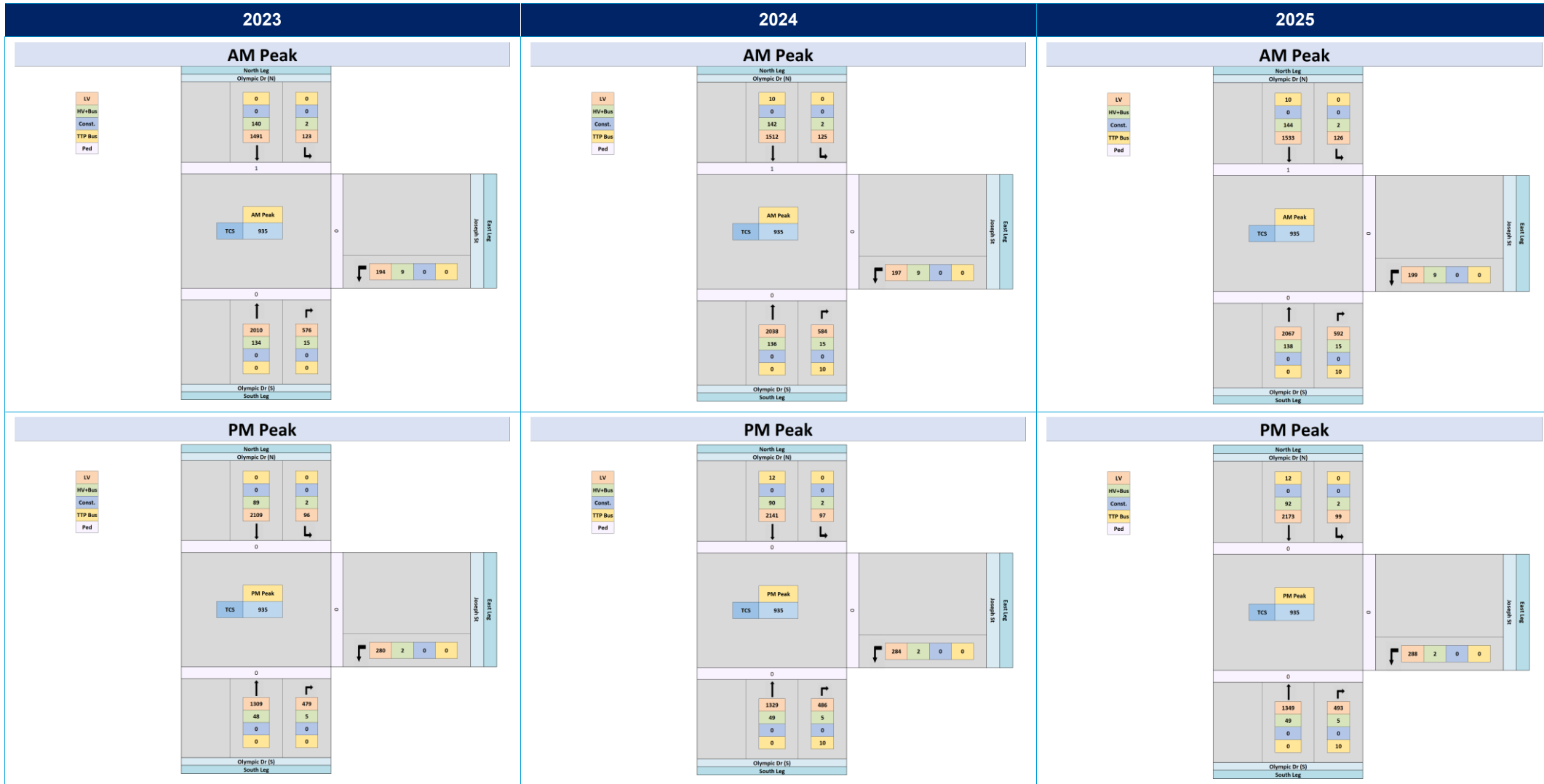
TCS 4423 – South Terrace / West Terrace



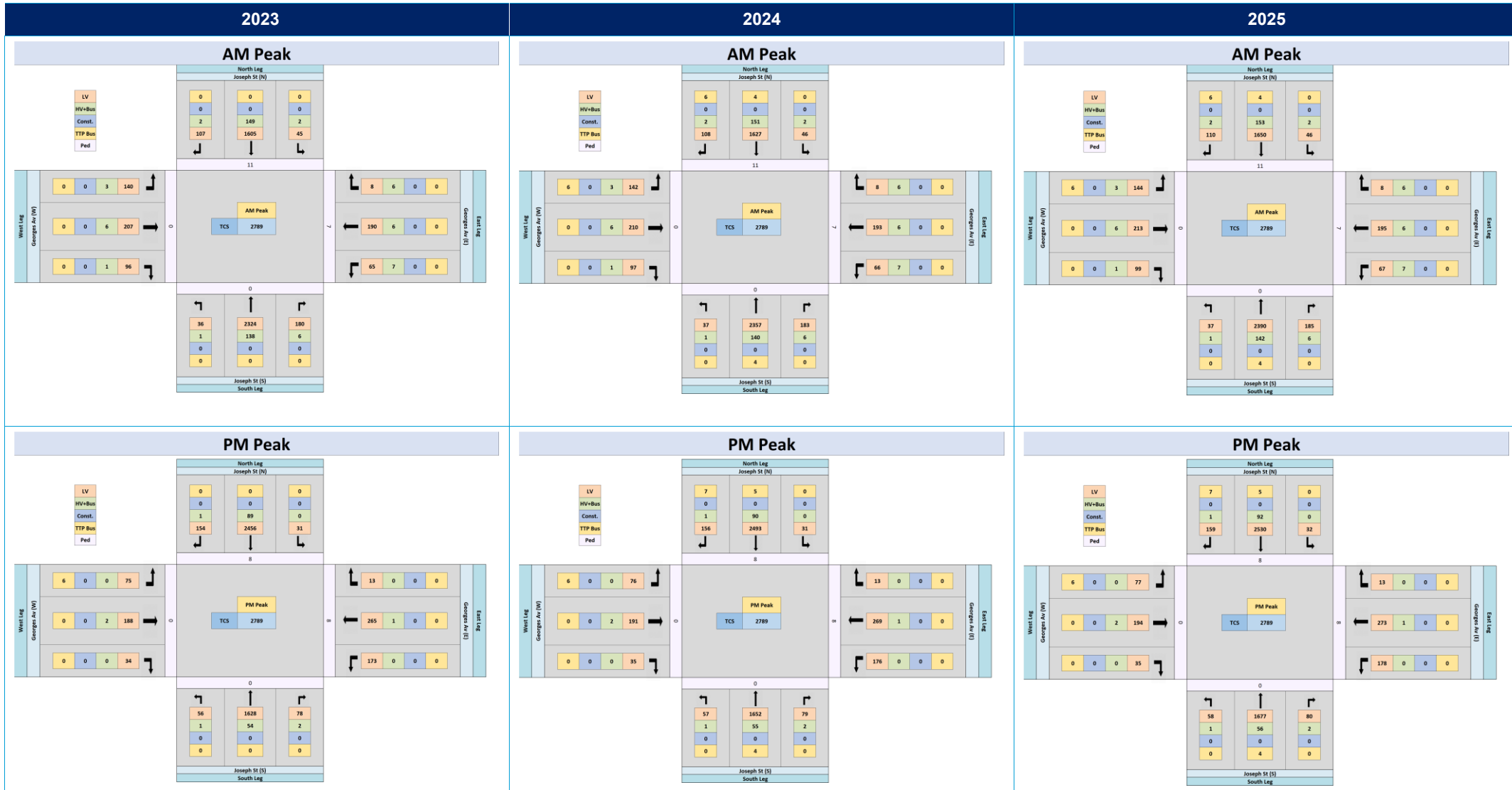


Lidcombe Station

TCS 935 – Olympic Drive / Joseph Street



TCS 2789 – Joseph Street / Georges Avenue



Appendix D – Intersection Movement Summaries

Sydenham Station

Scenario 1 – 2023 Existing

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
3320	Railway Parade / Gleeson Avenue	AM	Gleeson Ave	East	L2	998	0.287	4.5	LOS A	0
3320	Railway Parade / Gleeson Avenue	AM	Railway Pde	North	L2	1064	0.745	10.6	LOS A	13.6
3320	Railway Parade / Gleeson Avenue	AM	Railway Pde	North	T1	59	0.058	12.4	LOS A	1.5
3320	Railway Parade / Gleeson Avenue	PM	Gleeson Ave	East	L2	1175	0.327	4.5	LOS A	0
3320	Railway Parade / Gleeson Avenue	PM	Railway Pde	North	L2	961	0.706	11.7	LOS A	9.7
3320	Railway Parade / Gleeson Avenue	PM	Railway Pde	North	T1	46	0.032	2.7	LOS A	0.4

Scenario 2 – 2024 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
3320	Railway Parade / Gleeson Avenue	AM	Gleeson Ave	East	L2	1012	0.291	4.5	LOS A	0
3320	Railway Parade / Gleeson Avenue	AM	Railway Pde	North	L2	1079	0.756	11.2	LOS A	14.3
3320	Railway Parade / Gleeson Avenue	AM	Railway Pde	North	T1	60	0.059	12.4	LOS A	1.5
3320	Railway Parade / Gleeson Avenue	PM	Gleeson Ave	East	L2	1193	0.332	4.5	LOS A	0
3320	Railway Parade / Gleeson Avenue	PM	Railway Pde	North	L2	975	0.711	11.8	LOS A	10.8
3320	Railway Parade / Gleeson Avenue	PM	Railway Pde	North	T1	47	0.054	14.3	LOS A	1.1

Scenario 3 – 2024 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
3320	Railway Parade / Gleeson Avenue	AM	Gleeson Ave	East	L2	1012	0.291	4.5	LOS A	0
3320	Railway Parade / Gleeson Avenue	AM	Railway Pde	North	L2	1139	0.795	10.9	LOS A	18.1
3320	Railway Parade / Gleeson Avenue	AM	Railway Pde	North	T1	102	0.106	6.8	LOS A	2.2
3320	Railway Parade / Gleeson Avenue	PM	Gleeson Ave	East	L2	1232	0.353	4.5	LOS A	0
3320	Railway Parade / Gleeson Avenue	PM	Railway Pde	North	L2	975	0.711	11.8	LOS A	10.8
3320	Railway Parade / Gleeson Avenue	PM	Railway Pde	North	T1	135	0.161	4.6	LOS A	1.8

Scenario 4 – 2025 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
3320	Railway Parade / Gleeson Avenue	AM	Gleeson Ave	East	L2	1026	0.295	4.5	LOS A	0
3320	Railway Parade / Gleeson Avenue	AM	Railway Pde	North	L2	1095	0.76	10.9	LOS A	14.8
3320	Railway Parade / Gleeson Avenue	AM	Railway Pde	North	T1	60	0.059	12.8	LOS A	1.6
3320	Railway Parade / Gleeson Avenue	PM	Gleeson Ave	East	L2	1211	0.337	4.5	LOS A	0
3320	Railway Parade / Gleeson Avenue	PM	Railway Pde	North	L2	991	0.711	11.2	LOS A	11

3320	Railway Parade / Gleeson Avenue	PM	Railway Pde	North	T1	47	0.053	14.6	LOS B	1.1
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Scenario 5 – 2025 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
3320	Railway Parade / Gleeson Avenue	AM	Gleeson Ave	East	L2	1026	0.295	4.5	LOS A	0
3320	Railway Parade / Gleeson Avenue	AM	Railway Pde	North	L2	1155	0.805	12.2	LOS A	19.5
3320	Railway Parade / Gleeson Avenue	AM	Railway Pde	North	T1	102	0.105	6.5	LOS A	2.2
3320	Railway Parade / Gleeson Avenue	PM	Gleeson Ave	East	L2	1249	0.358	4.5	LOS A	0
3320	Railway Parade / Gleeson Avenue	PM	Railway Pde	North	L2	991	0.711	11.2	LOS A	11
3320	Railway Parade / Gleeson Avenue	PM	Railway Pde	North	T1	135	0.16	4.7	LOS A	1.9

Marrickville Station

Scenario 1 – 2023 Existing

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
41	Sydenham Road / Victoria Road	AM	Victoria Rd	South	L2	48	0.538	39.9	LOS C	7.3
41	Sydenham Road / Victoria Road	AM	Victoria Rd	South	T1	388	0.538	29.4	LOS C	8.1
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	L2	28	0.304	21.5	LOS B	6.1
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	T1	444	0.434	16.3	LOS B	7.5
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	R2	36	0.434	35.2	LOS C	7.5
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	L2	68	0.373	30.8	LOS C	6.4
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	T1	182	0.373	21.3	LOS B	6.4
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	R2	92	0.373	37.2	LOS C	4
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	L2	178	0.546	15.4	LOS B	12.9
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	T1	706	0.546	18.3	LOS B	12.9
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	R2	20	0.546	32.5	LOS C	12.3
41	Sydenham Road / Victoria Road	PM	Victoria Rd	South	L2	58	0.469	39.6	LOS C	3.9
41	Sydenham Road / Victoria Road	PM	Victoria Rd	South	T1	219	0.469	28.8	LOS C	5
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	L2	42	0.798	33.6	LOS C	17.2
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	T1	661	0.798	27.8	LOS B	17.2
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	R2	62	0.798	52.7	LOS D	10
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	L2	84	0.556	22.7	LOS B	11.9
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	T1	483	0.556	13.3	LOS A	11.9
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	R2	251	0.556	26.8	LOS B	8.5
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	L2	112	0.711	14	LOS A	14.2
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	T1	676	0.711	27	LOS B	14.2
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	R2	23	0.711	50.4	LOS D	11.6
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	L2	19	0.333	29.9	LOS C	5
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	T1	289	0.443	24.7	LOS B	6
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	R2	49	0.443	31.4	LOS C	6
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	L2	92	0.343	14.5	LOS B	6.9
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	T1	306	0.457	9.7	LOS A	6.9
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	R2	154	0.457	21	LOS B	5
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	L2	67	0.206	28.7	LOS C	2.8
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	T1	119	0.275	23.8	LOS B	3.4
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	R2	21	0.275	32.6	LOS C	3.4
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	L2	60	0.31	14.4	LOS A	6.3
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	T1	599	0.414	10.5	LOS A	8.1
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	R2	49	0.414	20.9	LOS B	8.1
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	L2	43	0.282	33.2	LOS C	4.6
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	T1	166	0.376	28.2	LOS B	4.6
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	R2	48	0.376	40.6	LOS C	4.4
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	L2	172	0.437	16.3	LOS B	10.9
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	T1	647	0.583	11.5	LOS A	12.7
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	R2	125	0.583	25.1	LOS B	12.7

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	L2	105	0.415	34.8	LOS C	6.8
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	T1	258	0.554	29.9	LOS C	8.2
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	R2	48	0.554	40.9	LOS C	8.2
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	L2	57	0.199	14.5	LOS A	4.2
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	T1	394	0.265	9.3	LOS A	5.3
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	R2	21	0.265	25.8	LOS B	5.3
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	L2	62	0.678	33.3	LOS C	10
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	T1	352	0.678	27.3	LOS B	10
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	R2	192	0.678	32.1	LOS C	9.8
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	L2	73	0.379	13.1	LOS A	5.7
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	T1	322	0.506	25.4	LOS B	6.6
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	R2	46	0.506	37.8	LOS C	6.6
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	L2	25	0.315	12.5	LOS A	2.4
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	T1	125	0.42	30.9	LOS C	4
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	R2	73	0.42	34.9	LOS C	4
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	L2	148	0.517	5.9	LOS A	5.1
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	T1	398	0.69	24.4	LOS B	10.7
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	R2	48	0.69	37.4	LOS C	10.7
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	L2	48	0.497	48.7	LOS D	5.8
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	T1	158	0.596	41.7	LOS C	7.4
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	R2	88	0.596	46.9	LOS D	7.4
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	L2	208	0.402	16.9	LOS B	10.3
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	T1	532	0.536	23.2	LOS B	14.4
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	R2	43	0.536	35.5	LOS C	14.4
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	L2	24	0.655	11.2	LOS A	8.9
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	T1	344	0.874	50	LOS D	15.1
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	R2	121	0.874	56.6	LOS E	15.1
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	L2	128	0.285	4.8	LOS A	4.6
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	T1	221	0.38	21.1	LOS B	6.7
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	R2	62	0.38	35.4	LOS C	6.7
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	L1	28	0.568	28	LOS B	9.5
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	T1	585	0.757	25.9	LOS B	11.3
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	R3	34	0.757	47.8	LOS D	11.3
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	L3	13	0.151	19.5	LOS B	2.5
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	T1	122	0.151	10	LOS A	2.5
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	R1	238	0.743	42.7	LOS D	8.5
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	L1	346	0.516	17	LOS B	9.8
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	T1	200	0.688	29.6	LOS C	9.8
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	R3	56	0.688	49	LOS D	7.1
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Frazer St	NorthWest	L3	224	0.482	14.4	LOS A	6.1
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Frazer St	NorthWest	T1	374	0.689	27.7	LOS B	9.5
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	L1	69	0.311	21.1	LOS B	7.4
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	T1	263	0.415	17.8	LOS B	7.4

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	R3	41	0.415	63.5	LOS E	4.1
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	L3	42	0.628	35.4	LOS C	15.9
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	T1	400	0.628	24.7	LOS B	15.9
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	R1	264	0.931	66.8	LOS E	13.8
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	L1	325	0.783	17.2	LOS B	26.5
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	T1	427	1.044	38.8	LOS C	26.5
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	R3	185	1.044	125.5	LOS F	18.4
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Frazer St	NorthWest	L3	112	0.349	18.7	LOS B	4.5
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Frazer St	NorthWest	T1	215	0.499	35.9	LOS C	6.6
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	L2	15	0.192	12.3	LOS A	3
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	T1	532	0.384	7.5	LOS A	6.4
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	R2	27	0.384	25.9	LOS B	6.4
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	L2	33	0.175	30.3	LOS C	1.7
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	T1	76	0.349	24.4	LOS B	2.9
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	R2	51	0.349	32.2	LOS C	2.9
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	L2	38	0.315	14.7	LOS B	5.4
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	T1	867	0.63	9.8	LOS A	11.2
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	R2	14	0.63	24	LOS B	11.2
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	L2	28	0.246	31.2	LOS C	2.4
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	T1	161	0.493	25	LOS B	4.6
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	R2	56	0.493	31.4	LOS C	4.6
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	L2	38	0.288	12.8	LOS A	4.7
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	T1	868	0.576	8.4	LOS A	11.2
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	R2	22	0.576	20.8	LOS B	11.2
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	L2	42	0.212	27.5	LOS B	2.1
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	T1	126	0.424	22	LOS B	4
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	R2	66	0.424	28	LOS B	4
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	L2	21	0.232	12.6	LOS A	3.6
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	T1	635	0.464	8.1	LOS A	7.7
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	R2	33	0.464	22.7	LOS B	7.7
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	L2	20	0.112	27.8	LOS B	1.1
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	T1	67	0.225	20.8	LOS B	1.9
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	R2	33	0.225	27.4	LOS B	1.9
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	L2	44	0.228	23.6	LOS B	3.6
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	T1	171	0.457	19.2	LOS B	5.6
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	R2	123	0.457	26.4	LOS B	5.6
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	L2	76	0.193	17.3	LOS B	3.1
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	T1	374	0.386	13.4	LOS A	6.8
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	R2	13	0.386	25.3	LOS B	6.8
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	L2	14	0.185	27.1	LOS B	2.7
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	T1	83	0.185	18.7	LOS B	2.7
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	R2	12	0.185	25.2	LOS B	2.7
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	L2	51	0.27	21.7	LOS B	4.8

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	T1	474	0.541	16.9	LOS B	8.6
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	R2	55	0.541	26.9	LOS B	8.6
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	L2	55	0.27	35.9	LOS C	3.7
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	T1	84	0.539	29.9	LOS C	5.4
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	R2	103	0.539	41	LOS C	5.4
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	L2	146	0.265	16.8	LOS B	5.6
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	T1	603	0.529	13.1	LOS A	11.2
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	R2	9	0.529	27.7	LOS B	11.2
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	L2	19	0.479	40.7	LOS C	7.2
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	T1	155	0.479	32	LOS C	7.2
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	R2	22	0.479	39.2	LOS C	7.2
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	L2	32	0.183	13.2	LOS A	3.7
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	T1	294	0.366	8.6	LOS A	5.5
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	R2	93	0.366	25	LOS B	5.5
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	L2	268	0.203	6.2	LOS A	1.3
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	T1	360	0.448	12.1	LOS A	6.3
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	T1	186	0.421	10.8	LOS A	4.5
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	R2	60	0.421	19.5	LOS B	4.5
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	L2	40	0.475	21.3	LOS B	5.6
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	R2	234	0.475	19.5	LOS B	5.6
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	L2	141	0.119	6.4	LOS A	0.8
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	T1	280	0.301	8.7	LOS A	3.8
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	T1	409	0.607	8.8	LOS A	8
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	R2	76	0.607	15.6	LOS B	8
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	L2	28	0.569	23.4	LOS B	5.1
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	R2	221	0.569	21.4	LOS B	5.1
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	L2	96	0.418	24	LOS B	4.4
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	T1	67	0.418	18	LOS B	4.4
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	R2	28	0.418	22.6	LOS B	4.4
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	L2	20	0.145	11.7	LOS A	1.9
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	T1	364	0.291	8.3	LOS A	4.1
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	R2	9	0.291	16.8	LOS B	4.1
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	L2	8	0.114	21.3	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	T1	35	0.114	15.9	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	R2	9	0.114	23.8	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	West	T1	534	0.579	14	LOS A	7.1
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	West	R2	105	0.579	21.3	LOS B	7.1
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	L2	114	0.515	39.2	LOS C	8
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	T1	55	0.515	31.6	LOS C	8
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	R2	36	0.515	39	LOS C	8
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	L2	27	0.235	15.4	LOS B	5.3
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	T1	681	0.469	12.6	LOS A	10.1
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	R2	4	0.469	25.8	LOS B	10.1

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	L2	22	0.286	36.5	LOS C	4.1
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	T1	64	0.286	30.2	LOS C	4.1
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	R2	23	0.286	41.3	LOS C	4.1
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	West	T1	368	0.549	15.4	LOS B	7.3
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	West	R2	145	0.549	30.6	LOS C	7.3
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	South	L2	15	0.698	18.9	LOS B	10.4
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	South	T1	512	0.698	13.4	LOS A	10.4
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	L2	14	0.227	17.4	LOS B	2.3
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	T1	128	0.227	11.9	LOS A	2.3
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	R2	71	0.142	17.1	LOS B	1.2
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	North	T1	307	0.423	13.2	LOS A	5
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	North	R2	32	0.128	25	LOS B	0.6
1315	Illawarra Road / Warren Road	AM	Warren Rd	West	L2	16	0.505	18.3	LOS B	4.2
1315	Illawarra Road / Warren Road	AM	Warren Rd	West	R2	203	0.505	19.1	LOS B	4.2
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	South	L2	20	0.405	15.9	LOS B	5.8
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	South	T1	331	0.405	9.7	LOS A	5.8
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	L2	26	0.318	20.5	LOS B	3.5
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	T1	153	0.318	14.9	LOS B	3.5
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	R2	94	0.211	20	LOS B	1.8
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	North	T1	543	0.668	18.4	LOS B	10.7
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	North	R2	47	0.112	23.8	LOS B	0.8
1315	Illawarra Road / Warren Road	PM	Warren Rd	West	L2	29	0.552	21.3	LOS B	4.5
1315	Illawarra Road / Warren Road	PM	Warren Rd	West	R2	169	0.552	23.2	LOS B	4.5
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	East	T1	556	0.535	8.7	LOS A	9.5
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	East	R2	53	0.535	19.4	LOS B	9.5
2065	Sydenham Road / Farr Street	AM	Farr St	North	L2	27	0.264	51	LOS D	2.3
2065	Sydenham Road / Farr Street	AM	Farr St	North	R2	21	0.264	49.9	LOS D	2.3
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	West	L2	19	0.33	10.7	LOS A	7.1
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	West	T1	908	0.33	4	LOS A	7.1
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	East	T1	889	0.566	7.6	LOS A	15.2
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	East	R2	12	0.566	17.5	LOS B	15.2
2065	Sydenham Road / Farr Street	PM	Farr St	North	L2	9	0.129	62.4	LOS E	1.3
2065	Sydenham Road / Farr Street	PM	Farr St	North	R2	13	0.129	62.2	LOS E	1.3
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	West	L2	11	0.092	9.3	LOS A	1.8
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	West	T1	676	0.38	4.5	LOS A	8.9
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	L2	3	0.233	10	LOS A	4.8
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	T1	371	0.466	4.5	LOS A	6.3
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	R2	164	0.466	20.1	LOS B	6.3
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	L2	33	0.157	50.2	LOS D	1.5
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	T1	35	0.237	44.7	LOS D	2.5
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	R2	18	0.237	53.3	LOS D	2.5
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	West	L2	73	0.104	13.2	LOS A	2.1
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	West	T1	721	0.521	7.9	LOS A	13.4

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	L2	6	0.252	11.4	LOS A	5.5
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	T1	714	0.505	7.3	LOS A	10.2
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	R2	96	0.505	18.5	LOS B	10.2
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	L2	38	0.146	51.5	LOS D	1.7
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	T1	53	0.35	48.2	LOS D	3.9
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	R2	33	0.35	53.8	LOS D	3.9
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	West	L2	24	0.07	11.6	LOS A	1.3
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	West	T1	561	0.35	5.3	LOS A	8.2
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	L2	103	0.3	43.9	LOS D	3.6
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	T1	3	0.624	42.4	LOS C	5.5
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	R2	140	0.624	46.9	LOS D	5.5
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	L2	58	0.097	16.6	LOS B	1.7
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	T1	534	0.486	13	LOS A	9.8
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	R2	5	0.486	37.1	LOS C	9.8
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	L2	3	0.01	36.1	LOS C	0.1
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	T1	2	0.023	28.1	LOS B	0.2
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	R2	4	0.023	34.2	LOS C	0.2
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	L2	2	0.142	19.7	LOS B	2.5
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	T1	781	0.711	17.3	LOS B	17
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	R2	34	0.711	35.1	LOS C	17
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	L2	49	0.303	67.5	LOS E	2.9
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	T1	3	0.453	61.7	LOS E	4
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	R2	63	0.453	66.3	LOS E	4
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	L2	44	0.115	12.7	LOS A	2.2
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	T1	826	0.576	9.4	LOS A	16.5
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	R2	12	0.576	35.4	LOS C	16.5
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	L2	3	0.019	62.5	LOS E	0.2
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	T1	4	0.044	56.2	LOS D	0.4
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	R2	2	0.044	64.8	LOS E	0.4
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	L2	17	0.118	14.9	LOS B	2.3
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	T1	639	0.591	12.7	LOS A	16
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	R2	64	0.591	39.9	LOS C	16

Scenario 2 – 2024 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
41	Sydenham Road / Victoria Road	AM	Victoria Rd	South	L2	48	0.544	40	LOS C	7.4
41	Sydenham Road / Victoria Road	AM	Victoria Rd	South	T1	394	0.544	29.4	LOS C	8.2
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	L2	28	0.31	21.5	LOS B	6.2
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	T1	452	0.443	16.3	LOS B	7.6
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	R2	36	0.443	36.2	LOS C	7.6
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	L2	71	0.382	31.1	LOS C	6.5
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	T1	184	0.382	21.7	LOS B	6.5

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	R2	93	0.382	37.9	LOS C	4.1
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	L2	180	0.555	15.5	LOS B	13.2
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	T1	717	0.555	18.4	LOS B	13.2
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	R2	20	0.555	33.6	LOS C	12.6
41	Sydenham Road / Victoria Road	PM	Victoria Rd	South	L2	58	0.472	39.6	LOS C	4
41	Sydenham Road / Victoria Road	PM	Victoria Rd	South	T1	221	0.472	28.8	LOS C	5.1
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	L2	42	0.82	34.9	LOS C	18.2
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	T1	671	0.82	29.1	LOS C	18.2
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	R2	63	0.82	53.7	LOS D	10.1
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	L2	85	0.566	22.8	LOS B	12.2
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	T1	491	0.566	13.4	LOS A	12.2
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	R2	256	0.566	27	LOS B	8.6
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	L2	114	0.733	14.5	LOS B	14.9
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	T1	686	0.733	27.6	LOS B	14.9
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	R2	24	0.733	52.5	LOS D	11.9
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	L2	20	0.339	29.9	LOS C	5.1
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	T1	294	0.452	24.8	LOS B	6.1
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	R2	51	0.452	31.5	LOS C	6.1
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	L2	93	0.352	14.6	LOS B	7.2
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	T1	312	0.47	9.8	LOS A	7.2
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	R2	156	0.47	21.9	LOS B	5.1
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	L2	67	0.21	28.7	LOS C	2.8
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	T1	120	0.279	23.9	LOS B	3.5
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	R2	22	0.279	32.6	LOS C	3.5
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	L2	61	0.316	14.4	LOS A	6.4
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	T1	607	0.422	10.5	LOS A	8.2
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	R2	51	0.422	20.9	LOS B	8.2
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	L2	44	0.295	33.4	LOS C	4.9
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	T1	168	0.394	28.4	LOS B	4.9
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	R2	49	0.394	42.2	LOS C	4.4
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	L2	174	0.447	16.6	LOS B	11.2
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	T1	657	0.597	11.8	LOS A	13
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	R2	127	0.597	25.5	LOS B	13
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	L2	106	0.428	35	LOS C	7
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	T1	261	0.57	30.3	LOS C	8.3
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	R2	49	0.57	42.7	LOS D	8.3
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	L2	58	0.202	14.5	LOS A	4.3
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	T1	399	0.269	9.4	LOS A	5.4
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	R2	21	0.269	25.9	LOS B	5.4
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	L2	63	0.687	33.5	LOS C	10.2
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	T1	357	0.687	27.5	LOS B	10.2
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	R2	194	0.687	32.3	LOS C	10
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	L2	74	0.386	13.1	LOS A	5.8

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	T1	326	0.514	25.5	LOS B	6.7
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	R2	47	0.514	37.8	LOS C	6.7
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	L2	25	0.32	12.6	LOS A	2.5
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	T1	127	0.426	31	LOS C	4
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	R2	74	0.426	34.9	LOS C	4
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	L2	151	0.526	5.9	LOS A	5.2
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	T1	403	0.701	24.7	LOS B	10.9
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	R2	49	0.701	37.8	LOS C	10.9
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	L2	49	0.504	48.7	LOS D	5.9
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	T1	160	0.605	41.7	LOS C	7.5
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	R2	89	0.605	47	LOS D	7.5
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	L2	212	0.41	16.9	LOS B	10.5
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	T1	539	0.547	23.7	LOS B	14.8
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	R2	43	0.547	37.5	LOS C	14.8
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	L2	24	0.665	11.7	LOS A	9.1
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	T1	349	0.887	51	LOS D	15.6
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	R2	123	0.887	58.2	LOS E	15.6
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	L2	131	0.295	4.8	LOS A	4.8
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	T1	224	0.393	21.3	LOS B	6.8
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	R2	63	0.393	37	LOS C	6.8
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	L1	29	0.591	28.4	LOS B	10
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	T1	594	0.788	27	LOS B	11.6
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	R3	35	0.788	51.5	LOS D	11.6
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	L3	14	0.153	19.5	LOS B	2.5
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	T1	123	0.153	10	LOS A	2.5
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	R1	241	0.752	43	LOS D	8.7
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	L1	352	0.535	17.6	LOS B	10.3
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	T1	203	0.714	30.5	LOS C	10.3
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	R3	57	0.714	49.7	LOS D	7.2
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Frazer St	NorthWest	L3	227	0.5	15.7	LOS B	6.3
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Frazer St	NorthWest	T1	379	0.715	29.1	LOS C	9.9
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	L1	71	0.308	21.9	LOS B	8.2
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	T1	267	0.411	17.9	LOS B	8.2
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	R3	42	0.411	67.8	LOS E	4.4
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	L3	42	0.649	38.9	LOS C	18.2
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	T1	406	0.865	28.2	LOS B	18.2
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	R1	267	0.865	62.7	LOS E	14.2
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	L1	329	0.773	16	LOS B	28
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	T1	434	1.03	39.3	LOS C	28
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	R3	188	1.03	122.4	LOS F	19.2
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Frazer St	NorthWest	L3	114	0.397	20.5	LOS B	5.1
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Frazer St	NorthWest	T1	218	0.567	41.7	LOS C	7.6
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	L2	15	0.195	12.3	LOS A	3.1

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	T1	539	0.389	7.5	LOS A	6.5
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	R2	27	0.389	26	LOS B	6.5
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	L2	33	0.177	30.3	LOS C	1.7
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	T1	77	0.354	24.4	LOS B	2.9
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	R2	52	0.354	32.2	LOS C	2.9
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	L2	39	0.321	14.8	LOS B	5.5
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	T1	880	0.643	10	LOS A	11.5
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	R2	14	0.643	24.4	LOS B	11.5
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	L2	28	0.25	31.2	LOS C	2.5
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	T1	163	0.499	25.1	LOS B	4.7
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	R2	57	0.499	31.4	LOS C	4.7
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	L2	39	0.292	12.8	LOS A	4.8
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	T1	881	0.584	8.4	LOS A	11.5
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	R2	22	0.584	20.9	LOS B	11.5
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	L2	43	0.216	27.5	LOS B	2.1
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	T1	128	0.432	22	LOS B	4.1
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	R2	67	0.432	28.1	LOS B	4.1
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	L2	21	0.236	12.8	LOS A	3.7
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	T1	644	0.473	8.2	LOS A	7.8
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	R2	33	0.473	22.9	LOS B	7.8
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	L2	20	0.113	27.9	LOS B	1.1
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	T1	68	0.227	20.8	LOS B	1.9
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	R2	33	0.227	27.4	LOS B	1.9
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	L2	45	0.231	23.6	LOS B	3.6
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	T1	173	0.462	19.2	LOS B	5.7
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	R2	124	0.462	26.4	LOS B	5.7
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	L2	77	0.196	17.4	LOS B	3.2
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	T1	379	0.392	13.6	LOS A	6.9
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	R2	13	0.392	25.5	LOS B	6.9
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	L2	14	0.187	27.1	LOS B	2.7
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	T1	84	0.187	18.8	LOS B	2.7
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	R2	12	0.187	25.2	LOS B	2.7
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	L2	52	0.276	21.9	LOS B	4.9
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	T1	480	0.552	17.1	LOS B	8.8
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	R2	56	0.552	27.2	LOS B	8.8
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	L2	56	0.274	36	LOS C	3.8
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	T1	85	0.548	29.9	LOS C	5.5
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	R2	104	0.548	41.1	LOS C	5.5
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	L2	148	0.269	16.9	LOS B	5.7
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	T1	612	0.539	13.3	LOS A	11.4
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	R2	9	0.539	28	LOS B	11.4
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	L2	19	0.484	40.7	LOS C	7.3
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	T1	157	0.484	32.1	LOS C	7.3

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	R2	22	0.484	39.3	LOS C	7.3
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	L2	32	0.186	13.2	LOS A	3.8
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	T1	298	0.373	8.6	LOS A	5.6
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	R2	94	0.373	25.1	LOS B	5.6
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	L2	273	0.206	6.5	LOS A	1.3
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	T1	365	0.461	12.3	LOS A	6.4
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	T1	188	0.43	11.3	LOS A	4.7
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	R2	61	0.43	21.2	LOS B	4.7
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	L2	41	0.482	21.4	LOS B	5.7
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	R2	237	0.482	19.6	LOS B	5.7
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	L2	143	0.121	6.4	LOS A	0.8
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	T1	284	0.306	8.7	LOS A	3.8
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	T1	416	0.616	8.8	LOS A	8.2
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	R2	77	0.616	15.7	LOS B	8.2
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	L2	28	0.576	23.5	LOS B	5.2
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	R2	224	0.576	21.5	LOS B	5.2
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	L2	97	0.422	24	LOS B	4.5
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	T1	68	0.422	18	LOS B	4.5
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	R2	28	0.422	22.6	LOS B	4.5
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	L2	21	0.148	11.7	LOS A	1.9
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	T1	369	0.295	8.3	LOS A	4.2
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	R2	9	0.295	16.8	LOS B	4.2
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	L2	8	0.115	21.3	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	T1	35	0.115	15.9	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	R2	9	0.115	23.8	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	West	T1	541	0.59	14.2	LOS A	7.2
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	West	R2	106	0.59	21.5	LOS B	7.2
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	L2	115	0.547	40.4	LOS C	8.2
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	T1	56	0.547	32.7	LOS C	8.2
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	R2	36	0.547	40.2	LOS C	8.2
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	L2	27	0.233	14.7	LOS B	5.2
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	T1	691	0.466	11.8	LOS A	10
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	R2	4	0.466	24.8	LOS B	10
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	L2	22	0.304	37.6	LOS C	4.2
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	T1	65	0.304	31.2	LOS C	4.2
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	R2	23	0.304	42.4	LOS C	4.2
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	West	T1	374	0.543	14.5	LOS A	7.2
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	West	R2	147	0.543	29.4	LOS C	7.2
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	South	L2	15	0.708	19.2	LOS B	10.7
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	South	T1	519	0.708	13.7	LOS A	10.7
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	L2	14	0.231	17.4	LOS B	2.4
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	T1	131	0.231	12	LOS A	2.4
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	R2	72	0.144	17.1	LOS B	1.2

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	North	T1	312	0.429	13.4	LOS A	5.1
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	North	R2	32	0.13	25.1	LOS B	0.6
1315	Illawarra Road / Warren Road	AM	Warren Rd	West	L2	16	0.514	18.3	LOS B	4.2
1315	Illawarra Road / Warren Road	AM	Warren Rd	West	R2	206	0.514	19.2	LOS B	4.2
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	South	L2	20	0.41	15.9	LOS B	5.9
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	South	T1	336	0.41	9.8	LOS A	5.9
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	L2	26	0.322	20.5	LOS B	3.5
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	T1	155	0.322	15	LOS B	3.5
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	R2	95	0.213	20	LOS B	1.8
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	North	T1	552	0.68	18.8	LOS B	11
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	North	R2	48	0.115	24	LOS B	0.8
1315	Illawarra Road / Warren Road	PM	Warren Rd	West	L2	29	0.56	21.4	LOS B	4.5
1315	Illawarra Road / Warren Road	PM	Warren Rd	West	R2	172	0.56	23.3	LOS B	4.5
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	East	T1	563	0.543	8.8	LOS A	9.7
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	East	R2	53	0.543	19.6	LOS B	9.7
2065	Sydenham Road / Farr Street	AM	Farr St	North	L2	27	0.264	51	LOS D	2.3
2065	Sydenham Road / Farr Street	AM	Farr St	North	R2	21	0.264	49.9	LOS D	2.3
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	West	L2	19	0.335	10.7	LOS A	7.2
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	West	T1	921	0.335	4.1	LOS A	7.3
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	East	T1	903	0.575	7.7	LOS A	15.7
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	East	R2	12	0.575	17.7	LOS B	15.7
2065	Sydenham Road / Farr Street	PM	Farr St	North	L2	9	0.129	62.4	LOS E	1.3
2065	Sydenham Road / Farr Street	PM	Farr St	North	R2	13	0.129	62.2	LOS E	1.3
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	West	L2	11	0.094	9.4	LOS A	1.8
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	West	T1	685	0.386	4.6	LOS A	9.1
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	L2	3	0.25	10.5	LOS A	5
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	T1	376	0.499	4.9	LOS A	6.3
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	R2	166	0.499	22.3	LOS B	6.3
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	L2	33	0.132	43.6	LOS D	1.4
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	T1	35	0.214	39.1	LOS C	2.2
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	R2	18	0.214	47.7	LOS D	2.2
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	West	L2	74	0.11	14.1	LOS A	2.1
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	West	T1	732	0.55	9	LOS A	13.8
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	L2	6	0.269	12.2	LOS A	5.7
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	T1	724	0.538	8.2	LOS A	10.4
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	R2	97	0.538	20.2	LOS B	10.4
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	L2	39	0.135	41.9	LOS C	1.5
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	T1	54	0.305	38.3	LOS C	3.5
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	R2	33	0.305	43.9	LOS D	3.5
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	West	L2	24	0.074	11.9	LOS A	1.3
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	West	T1	569	0.371	6	LOS A	8.4
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	L2	104	0.303	44.3	LOS D	3.6
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	T1	3	0.636	43	LOS D	5.6

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	R2	142	0.636	47.5	LOS D	5.6
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	L2	59	0.099	16.7	LOS B	1.7
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	T1	541	0.493	13.2	LOS A	10
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	R2	5	0.493	37.4	LOS C	10
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	L2	3	0.01	36.1	LOS C	0.1
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	T1	2	0.023	28.1	LOS B	0.2
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	R2	4	0.023	34.2	LOS C	0.2
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	L2	2	0.144	19.8	LOS B	2.6
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	T1	793	0.722	17.6	LOS B	17.5
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	R2	34	0.722	35.5	LOS C	17.5
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	L2	51	0.309	68.4	LOS E	3
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	T1	3	0.464	62.6	LOS E	4.1
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	R2	64	0.464	67.2	LOS E	4.1
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	L2	45	0.118	13.2	LOS A	2.3
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	T1	839	0.591	10.2	LOS A	17.6
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	R2	12	0.591	42.2	LOS C	17.6
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	L2	3	0.019	62.5	LOS E	0.2
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	T1	4	0.044	56.2	LOS D	0.4
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	R2	2	0.044	64.8	LOS E	0.4
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	L2	17	0.123	15.9	LOS B	2.4
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	T1	648	0.616	14.1	LOS A	17.2
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	R2	65	0.616	46.2	LOS D	17.2

Scenario 3 – 2024 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
41	Sydenham Road / Victoria Road	AM	Victoria Rd	South	L2	48	0.576	41.1	LOS C	7.6
41	Sydenham Road / Victoria Road	AM	Victoria Rd	South	T1	394	0.576	30.5	LOS C	8.4
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	L2	28	0.309	20.9	LOS B	6.2
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	T1	452	0.441	16	LOS B	7.5
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	R2	36	0.441	39.3	LOS C	7.5
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	L2	71	0.399	32.5	LOS C	6.6
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	T1	184	0.399	23.1	LOS B	6.6
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	R2	93	0.399	39.8	LOS C	4.2
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	L2	180	0.599	15.1	LOS B	14.3
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	T1	769	0.599	18.3	LOS B	14.3
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	R2	20	0.599	33.6	LOS C	13.4
41	Sydenham Road / Victoria Road	PM	Victoria Rd	South	L2	58	0.472	39.6	LOS C	4
41	Sydenham Road / Victoria Road	PM	Victoria Rd	South	T1	221	0.472	28.8	LOS C	5.1
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	L2	42	0.79	32.4	LOS C	17.5
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	T1	671	0.79	26.8	LOS B	17.5
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	R2	63	0.79	53.3	LOS D	9.7
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	L2	85	0.587	23.8	LOS B	12.7

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	T1	491	0.587	14.2	LOS A	12.7
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	R2	256	0.587	27.9	LOS B	8.7
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	L2	114	0.725	14.3	LOS A	14.9
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	T1	703	0.725	26.6	LOS B	14.9
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	R2	24	0.725	51.4	LOS D	12.1
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	L2	20	0.357	30.9	LOS C	5.2
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	T1	294	0.476	25.7	LOS B	6.2
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	R2	51	0.476	32.5	LOS C	6.2
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	L2	93	0.357	14.1	LOS A	7.1
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	T1	325	0.476	9.4	LOS A	7.1
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	R2	156	0.476	22.5	LOS B	5.4
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	L2	67	0.221	29.7	LOS C	2.9
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	T1	120	0.295	24.8	LOS B	3.5
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	R2	22	0.295	33.7	LOS C	3.5
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	L2	61	0.311	13.9	LOS A	6.2
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	T1	607	0.414	9.9	LOS A	7.9
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	R2	51	0.414	20.1	LOS B	7.9
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	L2	44	0.329	35.3	LOS C	5.1
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	T1	168	0.439	30.3	LOS C	5.1
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	R2	49	0.439	44.4	LOS D	4.5
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	L2	174	0.469	16	LOS B	11.5
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	T1	699	0.625	11.1	LOS A	13.1
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	R2	127	0.625	23.6	LOS B	13.1
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	L2	106	0.475	37	LOS C	7.3
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	T1	261	0.633	32.5	LOS C	8.6
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	R2	49	0.633	45.3	LOS D	8.6
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	L2	58	0.195	13.5	LOS A	4
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	T1	399	0.26	8.4	LOS A	5.1
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	R2	21	0.26	24.4	LOS B	5.1
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	L2	63	0.764	36.7	LOS C	11.4
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	T1	357	0.764	30.6	LOS C	11.4
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	R2	207	0.764	35.6	LOS C	10.7
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	L2	87	0.432	13.7	LOS A	6.4
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	T1	347	0.576	26	LOS B	7.3
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	R2	47	0.576	41.6	LOS C	7.3
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	L2	25	0.32	14.3	LOS A	2.5
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	T1	127	0.426	31.6	LOS C	4
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	R2	74	0.426	34.9	LOS C	4
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	L2	151	0.563	6.7	LOS A	6.5
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	T1	430	0.751	26.6	LOS B	11.5
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	R2	49	0.751	43.1	LOS D	11.5
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	L2	49	0.551	49.3	LOS D	6.6
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	T1	160	0.662	42.4	LOS C	7.7

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	R2	103	0.662	48.4	LOS D	7.7
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	L2	225	0.59	17.8	LOS B	16
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	T1	600	0.786	32.3	LOS C	18.2
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	R2	43	0.786	88.7	LOS F	18.2
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	L2	24	0.665	23.5	LOS B	9.1
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	T1	349	0.887	53.6	LOS D	15.6
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	R2	123	0.887	58.2	LOS E	15.6
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	L2	131	0.382	4.9	LOS A	7.8
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	T1	231	0.509	20.8	LOS B	7.8
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	R2	63	0.509	56.1	LOS D	4.8
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	L1	29	0.591	28.4	LOS B	10
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	T1	594	0.788	27	LOS B	11.6
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	R3	35	0.788	51.5	LOS D	11.6
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	L3	14	0.153	19.5	LOS B	2.5
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	T1	123	0.153	10	LOS A	2.5
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	R1	241	0.726	35.9	LOS C	7.6
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	L1	352	0.538	18.2	LOS B	10.2
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	T1	203	0.718	29.8	LOS C	10.2
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	R3	57	0.718	49.8	LOS D	7.3
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Frazer St	NorthWest	L3	227	0.598	20.8	LOS B	7
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Frazer St	NorthWest	T1	432	0.855	37.2	LOS C	12
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	L1	71	0.313	21.5	LOS B	7.9
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	T1	267	0.417	17.4	LOS B	7.9
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	R3	42	0.417	64.5	LOS E	4.2
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	L3	42	0.653	37.7	LOS C	17.4
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	T1	406	0.653	27	LOS B	17.4
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	R1	267	0.929	69.4	LOS E	14.6
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	L1	329	0.782	17.1	LOS B	27.9
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	T1	434	1.043	38.3	LOS C	27.9
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	R3	188	1.043	128	LOS F	18.8
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Frazer St	NorthWest	L3	114	0.422	20.4	LOS B	5.4
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Frazer St	NorthWest	T1	235	0.603	39.4	LOS C	7.7
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	L2	15	0.192	11.8	LOS A	3.1
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	T1	539	0.383	7.4	LOS A	6.8
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	R2	27	0.383	30.7	LOS C	6.8
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	L2	33	0.19	33.1	LOS C	1.9
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	T1	77	0.38	27.3	LOS B	3.2
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	R2	52	0.38	35.2	LOS C	3.2
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	L2	39	0.351	15	LOS B	6.2
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	T1	933	0.701	10.5	LOS A	13.1
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	R2	14	0.701	27.1	LOS B	13.1
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	L2	28	0.27	34.1	LOS C	2.7
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	T1	163	0.54	28	LOS B	5.2

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	R2	57	0.54	34.5	LOS C	5.2
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	L2	39	0.293	12.8	LOS A	4.8
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	T1	881	0.586	8.8	LOS A	11.8
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	R2	22	0.586	22.9	LOS B	11.8
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	L2	43	0.216	27.6	LOS B	2.1
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	T1	128	0.432	22	LOS B	4.1
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	R2	67	0.432	28.1	LOS B	4.1
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	L2	21	0.25	13	LOS A	4
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	T1	661	0.5	8.5	LOS A	8
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	R2	33	0.5	24.3	LOS B	8
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	L2	20	0.113	27.9	LOS B	1.1
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	T1	68	0.227	20.8	LOS B	1.9
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	R2	33	0.227	27.4	LOS B	1.9
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	L2	45	0.26	21.7	LOS B	4.2
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	T1	173	0.52	17.1	LOS B	6
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	R2	166	0.52	26.1	LOS B	6
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	L2	98	0.269	22	LOS B	3.9
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	T1	405	0.538	18.6	LOS B	8.5
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	R2	13	0.538	34.8	LOS C	8.5
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	L2	14	0.175	25.5	LOS B	2.6
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	T1	84	0.175	17.2	LOS B	2.6
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	R2	12	0.175	24.3	LOS B	2.6
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	L2	52	0.316	24.9	LOS B	5.7
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	T1	480	0.632	20.5	LOS B	9.3
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	R2	56	0.632	36.1	LOS C	9.3
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	L2	56	0.335	37.7	LOS C	4.6
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	T1	85	0.67	31.1	LOS C	6
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	R2	125	0.67	43.7	LOS D	6
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	L2	183	0.352	19.3	LOS B	5.9
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	T1	654	0.704	17.2	LOS B	15.6
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	R2	9	0.704	45	LOS D	15.6
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	L2	19	0.514	41.9	LOS C	7.5
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	T1	157	0.514	33.1	LOS C	7.5
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	R2	22	0.514	40.4	LOS C	7.5
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	L2	32	0.211	12.9	LOS A	4.4
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	T1	298	0.423	8.2	LOS A	5.6
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	R2	94	0.423	35.4	LOS C	5.6
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	L2	273	0.206	9.3	LOS A	1.3
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	T1	407	0.565	13.1	LOS A	7.3
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	T1	209	0.472	10.5	LOS A	5.1
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	R2	61	0.472	22.6	LOS B	5.1
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	L2	41	0.553	23.5	LOS B	6
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	R2	237	0.553	21.6	LOS B	6

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	L2	143	0.121	6.4	LOS A	0.8
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	T1	305	0.335	8.3	LOS A	4
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	T1	451	0.664	9	LOS A	9.1
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	R2	77	0.664	15.9	LOS B	9.1
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	L2	28	0.634	25.2	LOS B	5.5
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	R2	224	0.634	23	LOS B	5.5
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	L2	97	0.422	24.1	LOS B	4.5
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	T1	68	0.422	18	LOS B	4.5
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	R2	28	0.422	22.6	LOS B	4.5
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	L2	21	0.157	11.8	LOS A	2
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	T1	383	0.314	8.4	LOS A	4.3
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	R2	9	0.314	17	LOS B	4.3
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	L2	8	0.115	21.3	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	T1	35	0.115	15.9	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	R2	9	0.115	23.8	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	West	T1	541	0.594	14.2	LOS A	7.2
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	West	R2	106	0.594	21.5	LOS B	7.2
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	L2	115	0.577	41.8	LOS C	8.4
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	T1	56	0.577	33.7	LOS C	8.4
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	R2	36	0.577	41.3	LOS C	8.4
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	L2	27	0.262	14.9	LOS B	5.6
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	T1	733	0.524	12.3	LOS A	10.7
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	R2	4	0.524	28.1	LOS B	10.7
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	L2	22	0.322	38.6	LOS C	4.3
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	T1	65	0.322	32.2	LOS C	4.3
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	R2	23	0.322	43.6	LOS D	4.3
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	West	T1	374	0.57	14.3	LOS A	7.2
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	West	R2	147	0.57	31.9	LOS C	7.2
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	South	L2	15	0.641	16.1	LOS B	11.5
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	South	T1	561	0.641	10.8	LOS A	11.5
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	L2	14	0.282	22.9	LOS B	3.1
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	T1	131	0.282	17.4	LOS B	3.1
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	R2	72	0.174	22.4	LOS B	1.6
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	North	T1	312	0.359	10.9	LOS A	5.1
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	North	R2	53	0.234	25.1	LOS B	1.2
1315	Illawarra Road / Warren Road	AM	Warren Rd	West	L2	16	0.662	25.6	LOS B	5.9
1315	Illawarra Road / Warren Road	AM	Warren Rd	West	R2	206	0.662	27.5	LOS B	5.9
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	South	L2	20	0.413	15.1	LOS B	6.4
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	South	T1	357	0.413	9.1	LOS A	6.4
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	L2	26	0.354	23.4	LOS B	4
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	T1	155	0.354	17.8	LOS B	4
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	R2	95	0.232	22.8	LOS B	2.1
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	North	T1	586	0.692	18.7	LOS B	12.4

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	North	R2	48	0.11	23.8	LOS B	0.9
1315	Illawarra Road / Warren Road	PM	Warren Rd	West	L2	29	0.641	25.2	LOS B	5.4
1315	Illawarra Road / Warren Road	PM	Warren Rd	West	R2	172	0.641	28.2	LOS B	5.4
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	East	T1	563	0.543	8.1	LOS A	9.8
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	East	R2	53	0.543	19.1	LOS B	9.8
2065	Sydenham Road / Farr Street	AM	Farr St	North	L2	27	0.307	57.4	LOS E	2.5
2065	Sydenham Road / Farr Street	AM	Farr St	North	R2	21	0.307	57.3	LOS E	2.5
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	West	L2	19	0.36	10.4	LOS A	7.9
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	West	T1	974	0.36	3.8	LOS A	7.9
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	East	T1	903	0.575	7.7	LOS A	15.7
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	East	R2	12	0.575	18.2	LOS B	15.7
2065	Sydenham Road / Farr Street	PM	Farr St	North	L2	9	0.129	62.5	LOS E	1.3
2065	Sydenham Road / Farr Street	PM	Farr St	North	R2	13	0.129	62.2	LOS E	1.3
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	West	L2	11	0.099	9.5	LOS A	1.9
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	West	T1	702	0.407	4.8	LOS A	9.6
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	L2	3	0.256	10.1	LOS A	5.4
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	T1	376	0.512	4.4	LOS A	6.4
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	R2	166	0.512	23.1	LOS B	6.4
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	L2	33	0.157	50.2	LOS D	1.5
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	T1	35	0.237	44.7	LOS D	2.5
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	R2	18	0.237	53.3	LOS D	2.5
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	West	L2	74	0.12	14.1	LOS A	2.4
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	West	T1	784	0.602	9.3	LOS A	16
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	L2	6	0.26	11.5	LOS A	5.7
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	T1	724	0.52	7.4	LOS A	10.4
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	R2	97	0.52	19.2	LOS B	10.4
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	L2	39	0.15	52	LOS D	1.7
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	T1	54	0.356	48.7	LOS D	3.9
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	R2	33	0.356	54.3	LOS D	3.9
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	West	L2	24	0.076	11.5	LOS A	1.4
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	West	T1	586	0.379	5.7	LOS A	8.8
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	L2	104	0.324	45.9	LOS D	3.7
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	T1	3	0.686	45.5	LOS D	5.8
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	R2	142	0.686	50	LOS D	5.8
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	L2	59	0.098	16.2	LOS B	1.7
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	T1	541	0.49	13	LOS A	9.9
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	R2	5	0.49	43.6	LOS D	9.9
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	L2	3	0.011	37.4	LOS C	0.1
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	T1	2	0.025	29.1	LOS C	0.2
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	R2	4	0.025	35.2	LOS C	0.2
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	L2	2	0.159	20	LOS B	2.7
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	T1	845	0.794	21.1	LOS B	22
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	R2	34	0.794	42	LOS C	22

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	L2	51	0.309	68.4	LOS E	3
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	T1	3	0.464	62.6	LOS E	4.1
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	R2	64	0.464	67.2	LOS E	4.1
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	L2	45	0.118	13.2	LOS A	2.3
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	T1	839	0.592	10.2	LOS A	17.6
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	R2	12	0.592	43.3	LOS D	17.6
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	L2	3	0.019	62.6	LOS E	0.2
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	T1	4	0.044	56.2	LOS D	0.4
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	R2	2	0.044	64.8	LOS E	0.4
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	L2	17	0.128	16.3	LOS B	2.5
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	T1	665	0.639	14.7	LOS B	18.2
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	R2	65	0.639	47.7	LOS D	18.2

Scenario 4 – 2025 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
41	Sydenham Road / Victoria Road	AM	Victoria Rd	South	L2	49	0.552	40.7	LOS C	7.6
41	Sydenham Road / Victoria Road	AM	Victoria Rd	South	T1	399	0.552	29.5	LOS C	8.3
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	L2	28	0.317	22.3	LOS B	6.3
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	T1	457	0.452	16.5	LOS B	7.8
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	R2	36	0.452	38.3	LOS C	7.8
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	L2	72	0.391	32.5	LOS C	6.6
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	T1	187	0.391	22.1	LOS B	6.6
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	R2	94	0.391	38.5	LOS C	4.2
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	L2	182	0.565	15.5	LOS B	13.6
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	T1	726	0.565	18.7	LOS B	13.6
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	R2	21	0.565	35.6	LOS C	12.9
41	Sydenham Road / Victoria Road	PM	Victoria Rd	South	L2	59	0.482	39.7	LOS C	4.1
41	Sydenham Road / Victoria Road	PM	Victoria Rd	South	T1	225	0.482	28.8	LOS C	5.2
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	L2	43	0.785	33.1	LOS C	17.1
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	T1	681	0.785	26.5	LOS B	17.1
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	R2	64	0.785	51.2	LOS D	10.3
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	L2	87	0.597	24.7	LOS B	13
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	T1	498	0.597	14.3	LOS A	13
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	R2	259	0.597	28.1	LOS B	8.8
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	L2	115	0.702	14.1	LOS A	14.3
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	T1	696	0.702	25.7	LOS B	14.3
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	R2	24	0.702	49.2	LOS D	11.8
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	L2	20	0.342	29.9	LOS C	5.2
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	T1	298	0.457	24.8	LOS B	6.2
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	R2	51	0.457	31.5	LOS C	6.2
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	L2	94	0.357	14.6	LOS B	7.3
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	T1	316	0.475	9.8	LOS A	7.3

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	R2	158	0.475	21.1	LOS B	5.1
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	L2	68	0.212	28.8	LOS C	2.8
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	T1	122	0.283	23.9	LOS B	3.5
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	R2	22	0.283	32.7	LOS C	3.5
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	L2	61	0.319	14.5	LOS A	6.5
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	T1	617	0.426	10.6	LOS A	8.4
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	R2	51	0.426	21	LOS B	8.4
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	L2	44	0.315	34.4	LOS C	5.1
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	T1	172	0.42	29.4	LOS C	5.1
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	R2	49	0.42	43.4	LOS D	4.5
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	L2	177	0.445	16.1	LOS B	11.1
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	T1	667	0.594	11.3	LOS A	13
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	R2	128	0.594	25	LOS B	13
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	L2	108	0.456	36	LOS C	7.3
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	T1	265	0.608	31.4	LOS C	8.6
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	R2	49	0.608	44	LOS D	8.6
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	L2	59	0.202	14	LOS A	4.2
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	T1	405	0.269	8.9	LOS A	5.4
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	R2	22	0.269	25.1	LOS B	5.4
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	L2	64	0.696	33.8	LOS C	10.4
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	T1	361	0.696	27.7	LOS B	10.4
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	R2	197	0.696	32.5	LOS C	10.2
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	L2	75	0.39	13.2	LOS A	5.9
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	T1	331	0.52	25.5	LOS B	6.8
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	R2	47	0.52	37.9	LOS C	6.8
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	L2	26	0.324	12.6	LOS A	2.5
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	T1	128	0.431	31	LOS C	4.1
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	R2	75	0.431	35	LOS C	4.1
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	L2	153	0.533	6	LOS A	5.3
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	T1	409	0.711	25.1	LOS B	11.2
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	R2	49	0.711	38.1	LOS C	11.2
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	L2	49	0.513	48.8	LOS D	6
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	T1	163	0.615	41.9	LOS C	7.6
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	R2	92	0.615	47.1	LOS D	7.6
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	L2	215	0.42	17	LOS B	10.9
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	T1	547	0.56	23.8	LOS B	15
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	R2	44	0.56	38.6	LOS C	15
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	L2	25	0.674	11.9	LOS A	9.3
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	T1	355	0.899	51.9	LOS D	16.1
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	R2	124	0.899	59.7	LOS E	16.1
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	L2	132	0.303	4.9	LOS A	4.8
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	T1	227	0.404	21	LOS B	6.9
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	R2	64	0.404	38.7	LOS C	6.9

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	L1	29	0.606	29.4	LOS C	10.2
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	T1	602	0.809	27.4	LOS B	12
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	R3	35	0.809	52.2	LOS D	12
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	L3	14	0.155	19.7	LOS B	2.6
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	T1	125	0.155	10	LOS A	2.6
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	R1	245	0.767	43.5	LOS D	8.9
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	L1	356	0.554	18.2	LOS B	10.7
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	T1	206	0.739	31.4	LOS C	10.7
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	R3	58	0.739	52.3	LOS D	7.3
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Frazer St	NorthWest	L3	231	0.515	17.6	LOS B	6.6
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Frazer St	NorthWest	T1	384	0.735	30.7	LOS C	10.2
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	L1	72	0.31	21.3	LOS B	8.2
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	T1	272	0.413	17.2	LOS B	8.2
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	R3	43	0.413	66	LOS E	4.3
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	L3	43	0.679	40.1	LOS C	18.9
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	T1	413	0.679	29.3	LOS C	18.9
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	R1	272	0.931	72.5	LOS F	15.6
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	L1	335	0.771	16.1	LOS B	28.3
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	T1	440	1.029	37.7	LOS C	28.3
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	R3	192	1.029	121.2	LOS F	19.1
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Frazer St	NorthWest	L3	115	0.399	21.2	LOS B	5.4
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Frazer St	NorthWest	T1	221	0.57	41.8	LOS C	7.7
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	L2	15	0.199	12.3	LOS A	3.1
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	T1	547	0.398	7.5	LOS A	6.7
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	R2	28	0.398	26.1	LOS B	6.7
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	L2	34	0.18	30.3	LOS C	1.7
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	T1	78	0.359	24.4	LOS B	3
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	R2	52	0.359	32.3	LOS C	3
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	L2	39	0.327	15	LOS B	5.6
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	T1	892	0.653	10.2	LOS A	11.8
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	R2	14	0.653	24.7	LOS B	11.8
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	L2	29	0.253	31.2	LOS C	2.5
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	T1	165	0.506	25.1	LOS B	4.8
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	R2	57	0.506	31.4	LOS C	4.8
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	L2	39	0.299	12.8	LOS A	4.9
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	T1	895	0.597	8.8	LOS A	12.1
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	R2	23	0.597	24	LOS B	12.1
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	L2	43	0.219	27.6	LOS B	2.2
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	T1	131	0.438	22.1	LOS B	4.1
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	R2	68	0.438	28.1	LOS B	4.1
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	L2	22	0.247	13.1	LOS A	3.9
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	T1	654	0.494	8.8	LOS A	8.1
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	R2	34	0.494	26.3	LOS B	8.1

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	L2	21	0.117	28	LOS B	1.1
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	T1	69	0.233	20.8	LOS B	2
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	R2	34	0.233	27.4	LOS B	2
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	L2	45	0.234	23.7	LOS B	3.7
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	T1	175	0.469	19.2	LOS B	5.8
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	R2	126	0.469	26.5	LOS B	5.8
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	L2	78	0.202	18.7	LOS B	3.3
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	T1	384	0.404	14	LOS A	7.1
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	R2	13	0.404	25.9	LOS B	7.1
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	L2	14	0.188	27.1	LOS B	2.7
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	T1	85	0.188	18.8	LOS B	2.7
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	R2	12	0.188	25.2	LOS B	2.7
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	L2	52	0.282	22.1	LOS B	5.1
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	T1	487	0.564	17.2	LOS B	8.9
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	R2	56	0.564	28.3	LOS B	8.9
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	L2	57	0.28	36	LOS C	3.9
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	T1	86	0.56	30	LOS C	5.6
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	R2	106	0.56	41.2	LOS C	5.6
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	L2	151	0.275	17.1	LOS B	5.9
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	T1	621	0.549	13.5	LOS A	11.6
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	R2	9	0.549	29.2	LOS C	11.6
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	L2	20	0.496	40.8	LOS C	7.5
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	T1	159	0.496	32.1	LOS C	7.5
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	R2	23	0.496	39.4	LOS C	7.5
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	L2	33	0.192	13.2	LOS A	4
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	T1	302	0.385	8.7	LOS A	5.7
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	R2	96	0.385	26.3	LOS B	5.7
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	L2	276	0.209	6.9	LOS A	1.3
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	T1	371	0.476	12.6	LOS A	6.6
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	T1	192	0.44	11.3	LOS A	4.8
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	R2	62	0.44	21.3	LOS B	4.8
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	L2	41	0.488	21.4	LOS B	5.7
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	R2	240	0.488	19.6	LOS B	5.7
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	L2	145	0.122	6.4	LOS A	0.8
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	T1	288	0.31	8.8	LOS A	3.9
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	T1	422	0.626	8.9	LOS A	8.4
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	R2	78	0.626	15.8	LOS B	8.4
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	L2	29	0.585	23.6	LOS B	5.3
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	R2	227	0.585	21.6	LOS B	5.3
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	L2	99	0.426	24	LOS B	4.5
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	T1	68	0.426	18	LOS B	4.5
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	R2	28	0.426	22.6	LOS B	4.5
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	L2	21	0.15	11.8	LOS A	2

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	T1	375	0.3	8.3	LOS A	4.2
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	R2	9	0.3	16.8	LOS B	4.2
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	L2	8	0.117	21.3	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	T1	36	0.117	15.9	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	R2	9	0.117	23.8	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	West	T1	548	0.603	14.3	LOS A	7.4
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	West	R2	108	0.603	21.7	LOS B	7.4
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	L2	117	0.559	40.5	LOS C	8.4
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	T1	57	0.559	32.8	LOS C	8.4
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	R2	37	0.559	40.3	LOS C	8.4
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	L2	27	0.237	14.9	LOS B	5.3
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	T1	701	0.475	12	LOS A	10.2
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	R2	4	0.475	25.1	LOS B	10.2
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	L2	22	0.308	37.6	LOS C	4.2
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	T1	66	0.308	31.2	LOS C	4.2
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	R2	23	0.308	42.5	LOS C	4.2
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	West	T1	379	0.563	14.9	LOS B	7.5
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	West	R2	149	0.563	30.1	LOS C	7.5
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	South	L2	15	0.622	16.6	LOS B	10.2
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	South	T1	525	0.622	11.2	LOS A	10.2
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	L2	14	0.258	20.1	LOS B	2.8
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	T1	132	0.258	14.7	LOS B	2.8
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	R2	73	0.162	19.8	LOS B	1.4
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	North	T1	316	0.382	12.1	LOS A	5.1
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	North	R2	33	0.113	23.1	LOS B	0.6
1315	Illawarra Road / Warren Road	AM	Warren Rd	West	L2	16	0.593	21.8	LOS B	5.1
1315	Illawarra Road / Warren Road	AM	Warren Rd	West	R2	208	0.593	22.7	LOS B	5.1
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	South	L2	21	0.416	16	LOS B	6
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	South	T1	340	0.416	9.8	LOS A	6
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	L2	27	0.327	20.5	LOS B	3.6
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	T1	157	0.327	15	LOS B	3.6
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	R2	97	0.218	20.1	LOS B	1.9
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	North	T1	559	0.689	19.2	LOS B	11.3
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	North	R2	48	0.116	24.1	LOS B	0.8
1315	Illawarra Road / Warren Road	PM	Warren Rd	West	L2	31	0.575	21.6	LOS B	4.7
1315	Illawarra Road / Warren Road	PM	Warren Rd	West	R2	175	0.575	23.5	LOS B	4.7
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	East	T1	572	0.547	8.3	LOS A	10.1
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	East	R2	55	0.547	18.7	LOS B	10.1
2065	Sydenham Road / Farr Street	AM	Farr St	North	L2	28	0.319	57.5	LOS E	2.7
2065	Sydenham Road / Farr Street	AM	Farr St	North	R2	22	0.319	57.4	LOS E	2.7
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	West	L2	19	0.33	10.3	LOS A	7.3
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	West	T1	934	0.33	3.7	LOS A	7.4
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	East	T1	903	0.575	7.7	LOS A	15.7

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	East	R2	12	0.575	18.2	LOS B	15.7
2065	Sydenham Road / Farr Street	PM	Farr St	North	L2	9	0.129	62.5	LOS E	1.3
2065	Sydenham Road / Farr Street	PM	Farr St	North	R2	13	0.129	62.2	LOS E	1.3
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	West	L2	11	0.099	9.5	LOS A	1.9
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	West	T1	702	0.407	4.8	LOS A	9.6
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	L2	3	0.256	10.5	LOS A	5.1
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	T1	381	0.511	4.9	LOS A	6.4
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	R2	168	0.511	22.3	LOS B	6.4
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	L2	34	0.135	45.4	LOS D	1.4
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	T1	36	0.218	39.2	LOS C	2.3
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	R2	18	0.218	47.7	LOS D	2.3
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	West	L2	75	0.111	14.5	LOS B	2.1
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	West	T1	741	0.557	9.1	LOS A	14.2
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	L2	6	0.283	12.7	LOS A	5.9
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	T1	735	0.567	8.9	LOS A	10.6
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	R2	99	0.567	21.3	LOS B	10.6
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	L2	39	0.127	39	LOS C	1.4
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	T1	55	0.29	34.2	LOS C	3.3
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	R2	34	0.29	39.8	LOS C	3.3
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	West	L2	25	0.077	13	LOS A	1.4
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	West	T1	578	0.387	6.5	LOS A	8.6
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	L2	106	0.309	44.7	LOS D	3.7
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	T1	3	0.65	43.6	LOS D	5.7
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	R2	144	0.65	48.1	LOS D	5.7
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	L2	60	0.101	16.8	LOS B	1.7
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	T1	549	0.503	13.3	LOS A	10.2
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	R2	5	0.503	38.8	LOS C	10.2
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	L2	3	0.01	36.2	LOS C	0.1
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	T1	2	0.023	28.1	LOS B	0.2
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	R2	4	0.023	34.2	LOS C	0.2
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	L2	2	0.147	20	LOS B	2.6
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	T1	803	0.737	18.1	LOS B	18.2
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	R2	35	0.737	37.4	LOS C	18.2
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	L2	51	0.26	54.8	LOS D	2.5
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	T1	3	0.385	48.6	LOS D	3.4
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	R2	65	0.385	53.2	LOS D	3.4
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	L2	45	0.127	14.7	LOS B	2.4
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	T1	851	0.635	12.2	LOS A	18.1
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	R2	12	0.635	51.2	LOS D	18.1
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	L2	3	0.016	51.7	LOS D	0.1
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	T1	4	0.035	45.5	LOS D	0.3
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	R2	2	0.035	53	LOS D	0.3
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	L2	17	0.137	18.5	LOS B	2.6

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	T1	658	0.685	17.6	LOS B	17.8
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	R2	66	0.685	57.8	LOS E	17.8

Scenario 5 – 2025 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
41	Sydenham Road / Victoria Road	AM	Victoria Rd	South	L2	49	0.584	41.2	LOS C	7.7
41	Sydenham Road / Victoria Road	AM	Victoria Rd	South	T1	399	0.584	30.5	LOS C	8.5
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	L2	28	0.316	20.9	LOS B	6.4
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	T1	457	0.452	16.3	LOS B	7.6
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	East	R2	36	0.452	41.5	LOS C	7.6
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	L2	72	0.409	32.9	LOS C	6.7
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	T1	187	0.409	23.5	LOS B	6.7
41	Sydenham Road / Victoria Road	AM	Victoria Rd	North	R2	94	0.409	40.5	LOS C	4.3
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	L2	182	0.61	15.2	LOS B	14.7
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	T1	779	0.61	18.8	LOS B	14.7
41	Sydenham Road / Victoria Road	AM	Sydenham Rd	West	R2	21	0.61	36.9	LOS C	13.7
41	Sydenham Road / Victoria Road	PM	Victoria Rd	South	L2	59	0.506	44.5	LOS D	4.7
41	Sydenham Road / Victoria Road	PM	Victoria Rd	South	T1	225	0.506	33.7	LOS C	5.9
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	L2	43	0.655	26.9	LOS B	16.2
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	T1	681	0.655	21.5	LOS B	16.2
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	East	R2	64	0.655	48.1	LOS D	9.9
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	L2	87	0.669	29.5	LOS C	16.4
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	T1	498	0.669	19.6	LOS B	16.4
41	Sydenham Road / Victoria Road	PM	Victoria Rd	North	R2	259	0.669	35.3	LOS C	10.6
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	L2	115	0.601	12.7	LOS A	14.3
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	T1	713	0.601	22.9	LOS B	14.3
41	Sydenham Road / Victoria Road	PM	Sydenham Rd	West	R2	24	0.601	45.5	LOS D	12.2
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	L2	20	0.361	30.9	LOS C	5.3
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	T1	298	0.481	25.8	LOS B	6.3
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	South	R2	51	0.481	32.6	LOS C	6.3
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	L2	94	0.364	14.2	LOS A	7.2
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	T1	329	0.485	9.4	LOS A	7.2
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	East	R2	158	0.485	21.6	LOS B	5.3
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	L2	68	0.224	29.7	LOS C	2.9
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	T1	122	0.299	24.8	LOS B	3.6
67	Marrickville Road / Livingstone Road	AM	Livingstone Rd	North	R2	22	0.299	33.7	LOS C	3.6
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	L2	61	0.315	13.9	LOS A	6.3
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	T1	617	0.42	10.2	LOS A	8.3
67	Marrickville Road / Livingstone Road	AM	Marrickville Rd	West	R2	51	0.42	21.8	LOS B	8.3
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	L2	44	0.35	36.4	LOS C	5.3
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	T1	172	0.467	31.3	LOS C	5.3

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	South	R2	49	0.467	45.6	LOS D	4.6
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	L2	177	0.466	15.3	LOS B	11.3
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	T1	709	0.622	10.5	LOS A	13
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	East	R2	128	0.622	22.8	LOS B	13
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	L2	108	0.51	38.2	LOS C	7.6
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	T1	265	0.68	34.1	LOS C	9
67	Marrickville Road / Livingstone Road	PM	Livingstone Rd	North	R2	49	0.68	47.2	LOS D	9
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	L2	59	0.196	13.1	LOS A	4
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	T1	405	0.261	7.9	LOS A	5
67	Marrickville Road / Livingstone Road	PM	Marrickville Rd	West	R2	22	0.261	23.7	LOS B	5
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	L2	64	0.773	37.1	LOS C	11.7
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	T1	361	0.773	31	LOS C	11.7
68	Marrickville Road / Victoria Road	AM	Victoria Rd	South	R2	211	0.773	36	LOS C	10.9
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	L2	88	0.443	13.7	LOS A	6.6
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	T1	351	0.591	26	LOS B	7.4
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	East	R2	47	0.591	42.9	LOS D	7.4
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	L2	26	0.324	14.9	LOS B	2.5
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	T1	128	0.431	31.8	LOS C	4.1
68	Marrickville Road / Victoria Road	AM	Victoria Rd	North	R2	75	0.431	35	LOS C	4.1
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	L2	153	0.566	6.6	LOS A	6.4
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	T1	437	0.754	26.4	LOS B	11.8
68	Marrickville Road / Victoria Road	AM	Marrickville Rd	West	R2	49	0.754	43.4	LOS D	11.8
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	L2	49	0.56	49.4	LOS D	6.7
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	T1	163	0.672	42.5	LOS C	7.9
68	Marrickville Road / Victoria Road	PM	Victoria Rd	South	R2	105	0.672	48.6	LOS D	7.9
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	L2	228	0.599	17.9	LOS B	16.3
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	T1	608	0.798	32.6	LOS C	18.5
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	East	R2	44	0.798	87.3	LOS F	18.5
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	L2	25	0.674	22.9	LOS B	9.3
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	T1	355	0.899	54.3	LOS D	16.1
68	Marrickville Road / Victoria Road	PM	Victoria Rd	North	R2	124	0.899	59.7	LOS E	16.1
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	L2	132	0.394	4.9	LOS A	8.1
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	T1	234	0.526	21	LOS B	8.1
68	Marrickville Road / Victoria Road	PM	Marrickville Rd	West	R2	64	0.526	58.2	LOS E	4.8
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	L1	29	0.607	29.7	LOS C	10.1
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	T1	602	0.81	29	LOS C	12.2
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	South	R3	35	0.81	54.5	LOS D	12.2
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	L3	14	0.155	19.5	LOS B	2.6
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	T1	125	0.155	10	LOS A	2.6
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Sydenham Rd	SouthEast	R1	245	0.695	33.4	LOS C	7.4
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	L1	356	0.564	18.8	LOS B	10.9
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	T1	206	0.752	31.1	LOS C	10.9
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Livingstone Rd	North	R3	58	0.752	52.7	LOS D	7.4

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Frazer St	NorthWest	L3	231	0.611	21.4	LOS B	7.1
81	Livingstone Road / Sydenham Road / Frazer Street	AM	Frazer St	NorthWest	T1	437	0.873	39	LOS C	12.5
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	L1	72	0.317	22	LOS B	8.4
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	T1	272	0.422	17.9	LOS B	8.4
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	South	R3	43	0.422	67	LOS E	4.3
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	L3	43	0.659	39.1	LOS C	18.6
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	T1	413	0.879	28.3	LOS B	18.6
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Sydenham Rd	SouthEast	R1	272	0.879	64.4	LOS E	14.7
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	L1	335	0.799	18.4	LOS B	30.1
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	T1	440	1.065	44.3	LOS D	30.1
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Livingstone Rd	North	R3	192	1.065	146.9	LOS F	21.2
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Frazer St	NorthWest	L3	115	0.453	20.8	LOS B	5.6
81	Livingstone Road / Sydenham Road / Frazer Street	PM	Frazer St	NorthWest	T1	238	0.647	42.7	LOS D	8.3
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	L2	15	0.199	11.9	LOS A	3.3
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	T1	547	0.398	7.6	LOS A	7.1
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthEast	R2	28	0.398	34.2	LOS C	7.1
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	L2	34	0.196	33.1	LOS C	1.9
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	T1	78	0.391	27.3	LOS B	3.2
96	Sydenham Road / Illawarra Road	AM	Illawarra Rd	NorthEast	R2	52	0.391	35.3	LOS C	3.2
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	L2	39	0.36	15.5	LOS B	6.5
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	T1	944	0.72	11.7	LOS A	14.1
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	NorthWest	R2	14	0.72	30.9	LOS C	14.1
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	L2	29	0.267	34	LOS C	2.7
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	T1	165	0.535	27.8	LOS B	5.3
96	Sydenham Road / Illawarra Road	AM	Sydenham Rd	SouthWest	R2	57	0.535	35	LOS C	5.3
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	L2	39	0.299	12.8	LOS A	4.9
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	T1	895	0.598	8.9	LOS A	12.1
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthEast	R2	23	0.598	24	LOS B	12.1
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	L2	43	0.219	27.6	LOS B	2.2
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	T1	131	0.438	22.1	LOS B	4.1
96	Sydenham Road / Illawarra Road	PM	Illawarra Rd	NorthEast	R2	68	0.438	28.1	LOS B	4.1
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	L2	22	0.26	13.3	LOS A	4.2
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	T1	671	0.52	9.1	LOS A	8.4
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	NorthWest	R2	34	0.52	26.9	LOS B	8.4
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	L2	21	0.117	28	LOS B	1.1
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	T1	69	0.233	20.8	LOS B	2
96	Sydenham Road / Illawarra Road	PM	Sydenham Rd	SouthWest	R2	34	0.233	27.4	LOS B	2
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	L2	45	0.275	22.6	LOS B	4.4
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	T1	175	0.549	17.9	LOS B	6.2
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	South	R2	168	0.549	27.1	LOS B	6.2
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	L2	99	0.266	22.1	LOS B	3.9
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	T1	411	0.531	17.8	LOS B	8.5
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	East	R2	13	0.531	33.7	LOS C	8.5

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	L2	14	0.184	26.4	LOS B	2.7
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	T1	85	0.184	17.9	LOS B	2.7
435	Marrickville Road / Illawarra Road	AM	Illawarra Rd	North	R2	12	0.184	25.2	LOS B	2.7
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	L2	52	0.309	23.9	LOS B	5.6
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	T1	487	0.618	19.5	LOS B	9.2
435	Marrickville Road / Illawarra Road	AM	Marrickville Rd	West	R2	56	0.618	34.9	LOS C	9.2
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	L2	57	0.346	37.8	LOS C	4.7
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	T1	86	0.692	31.1	LOS C	6.1
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	South	R2	127	0.692	44.9	LOS D	6.1
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	L2	185	0.359	20.1	LOS B	6
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	T1	663	0.717	17.7	LOS B	16.3
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	East	R2	9	0.717	47.1	LOS D	16.3
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	L2	20	0.535	41.9	LOS C	7.7
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	T1	159	0.535	33.2	LOS C	7.7
435	Marrickville Road / Illawarra Road	PM	Illawarra Rd	North	R2	23	0.535	41.5	LOS C	7.7
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	L2	33	0.219	13	LOS A	4.6
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	T1	302	0.438	8.2	LOS A	5.6
435	Marrickville Road / Illawarra Road	PM	Marrickville Rd	West	R2	96	0.438	36.4	LOS C	5.6
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	L2	276	0.209	9.5	LOS A	1.3
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	T1	413	0.578	13.4	LOS A	7.4
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	T1	213	0.482	10.6	LOS A	5.2
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	R2	62	0.482	22.7	LOS B	5.2
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	L2	41	0.559	23.5	LOS B	6.1
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	R2	240	0.559	21.6	LOS B	6.1
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	L2	145	0.122	6.4	LOS A	0.8
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	South	T1	309	0.339	8.3	LOS A	4.1
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	T1	457	0.673	9.2	LOS A	9.3
569	Illawarra Road / Petersham Road	AM	Illawarra Rd	North	R2	78	0.673	16.2	LOS B	9.3
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	L2	29	0.645	25.3	LOS B	5.6
569	Illawarra Road / Petersham Road	AM	Petersham Rd	West	R2	227	0.645	23.2	LOS B	5.6
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	L2	99	0.426	24.1	LOS B	4.5
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	T1	68	0.426	18	LOS B	4.5
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	South	R2	28	0.426	22.6	LOS B	4.5
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	L2	21	0.159	11.8	LOS A	2.1
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	T1	388	0.318	8.4	LOS A	4.4
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	East	R2	9	0.318	17	LOS B	4.4
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	L2	8	0.117	21.3	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	T1	36	0.117	15.9	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Petersham Rd	North	R2	9	0.117	23.8	LOS B	1.1
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	West	T1	548	0.607	14.3	LOS A	7.4
1153	Marrickville Road / Petersham Road	AM	Marrickville Rd	West	R2	108	0.607	21.8	LOS B	7.4
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	L2	117	0.589	41.9	LOS C	8.6
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	T1	57	0.589	33.8	LOS C	8.6

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	South	R2	37	0.589	41.4	LOS C	8.6
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	L2	27	0.266	15	LOS B	5.8
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	T1	743	0.532	12.5	LOS A	11
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	East	R2	4	0.532	28.4	LOS B	11
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	L2	22	0.325	38.7	LOS C	4.3
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	T1	66	0.325	32.2	LOS C	4.3
1153	Marrickville Road / Petersham Road	PM	Petersham Rd	North	R2	23	0.325	43.6	LOS D	4.3
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	West	T1	379	0.592	14.8	LOS B	7.4
1153	Marrickville Road / Petersham Road	PM	Marrickville Rd	West	R2	149	0.592	32.6	LOS C	7.4
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	South	L2	15	0.647	16.2	LOS B	11.6
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	South	T1	567	0.647	10.8	LOS A	11.6
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	L2	14	0.284	22.9	LOS B	3.2
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	T1	132	0.284	17.4	LOS B	3.2
1315	Illawarra Road / Warren Road	AM	Warren Rd	East	R2	73	0.177	22.5	LOS B	1.6
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	North	T1	337	0.395	12.1	LOS A	5.6
1315	Illawarra Road / Warren Road	AM	Illawarra Rd	North	R2	33	0.116	24.7	LOS B	0.7
1315	Illawarra Road / Warren Road	AM	Warren Rd	West	L2	16	0.67	25.7	LOS B	6
1315	Illawarra Road / Warren Road	AM	Warren Rd	West	R2	208	0.67	27.7	LOS B	6
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	South	L2	21	0.419	15.2	LOS B	6.5
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	South	T1	361	0.419	9.1	LOS A	6.5
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	L2	27	0.36	23.4	LOS B	4.1
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	T1	157	0.36	17.8	LOS B	4.1
1315	Illawarra Road / Warren Road	PM	Warren Rd	East	R2	97	0.238	22.8	LOS B	2.1
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	North	T1	594	0.7	19	LOS B	12.7
1315	Illawarra Road / Warren Road	PM	Illawarra Rd	North	R2	48	0.111	23.9	LOS B	0.9
1315	Illawarra Road / Warren Road	PM	Warren Rd	West	L2	31	0.658	25.5	LOS B	5.5
1315	Illawarra Road / Warren Road	PM	Warren Rd	West	R2	175	0.658	28.6	LOS C	5.5
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	East	T1	572	0.56	8.4	LOS A	10.2
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	East	R2	55	0.56	19.4	LOS B	10.2
2065	Sydenham Road / Farr Street	AM	Farr St	North	L2	28	0.319	57.5	LOS E	2.7
2065	Sydenham Road / Farr Street	AM	Farr St	North	R2	22	0.319	57.4	LOS E	2.7
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	West	L2	19	0.364	10.4	LOS A	8.1
2065	Sydenham Road / Farr Street	AM	Sydenham Rd	West	T1	986	0.364	3.8	LOS A	8.1
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	East	T1	916	0.584	7.8	LOS A	16.1
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	East	R2	12	0.584	18.9	LOS B	16.1
2065	Sydenham Road / Farr Street	PM	Farr St	North	L2	9	0.129	62.5	LOS E	1.3
2065	Sydenham Road / Farr Street	PM	Farr St	North	R2	13	0.129	62.2	LOS E	1.3
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	West	L2	11	0.101	9.8	LOS A	1.9
2065	Sydenham Road / Farr Street	PM	Sydenham Rd	West	T1	713	0.414	4.9	LOS A	9.8
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	L2	3	0.263	10.2	LOS A	5.5
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	T1	381	0.525	4.4	LOS A	6.5
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	East	R2	168	0.525	23.8	LOS B	6.5
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	L2	34	0.161	50.3	LOS D	1.6

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	T1	36	0.241	44.8	LOS D	2.6
2450	Sydenham Road / Park Road / Petersham Road	AM	Park Rd	North	R2	18	0.241	53.4	LOS D	2.6
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	West	L2	75	0.122	14.2	LOS A	2.4
2450	Sydenham Road / Park Road / Petersham Road	AM	Sydenham Rd	West	T1	794	0.61	9.4	LOS A	16.4
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	L2	6	0.289	13	LOS A	6
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	T1	735	0.578	9.2	LOS A	10.8
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	East	R2	99	0.578	23	LOS B	10.8
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	L2	39	0.127	37.9	LOS C	1.4
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	T1	55	0.29	34.2	LOS C	3.3
2450	Sydenham Road / Park Road / Petersham Road	PM	Park Rd	North	R2	34	0.29	39.8	LOS C	3.3
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	West	L2	25	0.082	12.7	LOS A	1.4
2450	Sydenham Road / Park Road / Petersham Road	PM	Sydenham Rd	West	T1	595	0.412	6.8	LOS A	9.1
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	L2	106	0.309	44.7	LOS D	3.7
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	T1	3	0.65	43.6	LOS D	5.7
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	South	R2	144	0.65	48.1	LOS D	5.7
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	L2	60	0.102	17.2	LOS B	1.8
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	T1	549	0.511	14.2	LOS A	10.5
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	East	R2	5	0.511	48.1	LOS D	10.5
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	L2	3	0.01	36.5	LOS C	0.1
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	T1	2	0.023	28.1	LOS B	0.2
4297	Sydenham Road / Centennial Street	AM	Centennial Rd	North	R2	4	0.023	34.2	LOS C	0.2
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	L2	2	0.165	21.4	LOS B	2.8
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	T1	856	0.827	24.9	LOS B	24.8
4297	Sydenham Road / Centennial Street	AM	Sydenham Rd	West	R2	35	0.827	48.5	LOS D	24.8
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	L2	51	0.309	69.3	LOS E	3
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	T1	3	0.476	63.5	LOS E	4.1
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	South	R2	65	0.476	68.1	LOS E	4.1
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	L2	45	0.121	13.6	LOS A	2.4
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	T1	851	0.607	11	LOS A	18.6
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	East	R2	12	0.607	51.2	LOS D	18.6
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	L2	3	0.019	62.6	LOS E	0.2
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	T1	4	0.044	56.2	LOS D	0.4
4297	Sydenham Road / Centennial Street	PM	Centennial Rd	North	R2	2	0.044	64.8	LOS E	0.4
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	L2	17	0.134	17.5	LOS B	2.6
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	T1	675	0.669	16.3	LOS B	19.6
4297	Sydenham Road / Centennial Street	PM	Sydenham Rd	West	R2	66	0.669	56	LOS D	19.6

Dulwich Hill Station

Scenario 1 – 2023 Existing

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	L2	39	0.253	16.1	LOS B	2.8
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	T1	298	0.505	11.3	LOS A	5.1
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	R2	132	0.505	17.2	LOS B	5.1
42	Wardell Road / Frazer Street	AM	Frazer St	East	L2	56	0.151	16.3	LOS B	1.5
42	Wardell Road / Frazer Street	AM	Frazer St	East	T1	154	0.303	10.8	LOS A	2.6
42	Wardell Road / Frazer Street	AM	Frazer St	East	R2	46	0.303	21.1	LOS B	2.6
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	L2	44	0.082	15.6	LOS B	0.7
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	T1	123	0.164	10.2	LOS A	1.7
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	R2	1	0.164	16.3	LOS B	1.7
42	Wardell Road / Frazer Street	AM	Frazer St	West	L2	5	0.259	17.3	LOS B	2.9
42	Wardell Road / Frazer Street	AM	Frazer St	West	T1	482	0.518	11.7	LOS A	6
42	Wardell Road / Frazer Street	AM	Frazer St	West	R2	40	0.518	20	LOS B	6
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	L2	34	0.213	17.7	LOS B	2.2
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	T1	220	0.427	12.5	LOS A	3.7
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	R2	84	0.427	20.1	LOS B	3.7
42	Wardell Road / Frazer Street	PM	Frazer St	East	L2	173	0.329	16.2	LOS B	3.8
42	Wardell Road / Frazer Street	PM	Frazer St	East	T1	405	0.659	11.8	LOS A	8.3
42	Wardell Road / Frazer Street	PM	Frazer St	East	R2	107	0.659	21.6	LOS B	8.3
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	L2	40	0.172	17.2	LOS B	1.7
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	T1	271	0.343	12.3	LOS A	3.7
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	R2	9	0.343	19.7	LOS B	3.7
42	Wardell Road / Frazer Street	PM	Frazer St	West	L2	9	0.138	15.3	LOS B	1.5
42	Wardell Road / Frazer Street	PM	Frazer St	West	T1	243	0.277	9.5	LOS A	2.7
42	Wardell Road / Frazer Street	PM	Frazer St	West	R2	32	0.277	21.2	LOS B	2.7
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	L2	29	0.559	49.4	LOS D	7.3
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	T1	369	0.745	47.7	LOS D	13.6
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	R2	128	0.745	64.7	LOS E	13.6
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	L2	102	0.383	11.2	LOS A	10.1
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	T1	284	0.51	17.5	LOS B	10.1
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	R2	42	0.51	67	LOS E	2.8
66	Marrickville Road / Wardell Road	AM	Wardell Rd	North	L2	33	0.386	50.7	LOS D	3.7
66	Marrickville Road / Wardell Road	AM	Wardell Rd	North	T1	194	0.514	41.5	LOS C	6.3
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	L2	43	0.686	37	LOS C	18.6
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	T1	578	0.915	34.2	LOS C	18.6
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	R2	43	0.915	121.7	LOS F	7.1
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	L2	33	0.273	21.7	LOS B	5
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	T1	263	0.364	13.4	LOS A	5
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	R2	94	0.364	27	LOS B	4.2
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	L2	198	0.459	18.1	LOS B	8.7
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	T1	441	0.612	21.5	LOS B	9.9

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	R2	41	0.612	40.5	LOS C	9.9
66	Marrickville Road / Wardell Road	PM	Wardell Rd	North	L2	26	0.435	33.8	LOS C	6.5
66	Marrickville Road / Wardell Road	PM	Wardell Rd	North	T1	496	0.58	25.6	LOS B	8.8
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	L2	36	0.38	26.4	LOS B	5.9
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	T1	298	0.507	21.3	LOS B	5.9
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	R2	64	0.507	43.3	LOS D	5.1
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	L2	154	0.208	26.7	LOS B	5.6
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	T1	56	0.628	54.3	LOS D	6.5
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	R2	55	0.628	65.4	LOS E	6.5
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	NorthEast	L2	68	0.264	35.8	LOS C	6.7
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	NorthEast	T1	355	0.352	27.8	LOS B	8.8
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	L2	27	0.153	58.4	LOS E	1.5
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	T1	115	0.518	53.6	LOS D	6.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	R2	9	0.518	65.7	LOS E	6.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	L2	11	0.701	17.4	LOS B	29.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	T1	1166	0.701	8.9	LOS A	29.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	R2	396	0.701	24.8	LOS B	25.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	L2	303	0.413	27.1	LOS B	10
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	T1	84	0.673	48.9	LOS D	8.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	R2	80	0.673	56.6	LOS E	8.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	NorthEast	L2	105	0.683	37.8	LOS C	21
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	NorthEast	T1	906	0.683	27.8	LOS B	21.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	L2	20	0.071	46.1	LOS D	0.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	T1	86	0.294	40.9	LOS C	4.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	R2	7	0.294	49.9	LOS D	4.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	L2	17	0.482	16.3	LOS B	14.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	T1	677	0.482	8.3	LOS A	14.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	R2	214	0.482	36.1	LOS C	11
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	L2	25	0.623	78.3	LOS F	9.1
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	T1	153	0.831	73.1	LOS F	9.1
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	R2	79	0.831	98.3	LOS F	5.7
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	L2	27	0.227	7.1	LOS A	1.4
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	T1	460	0.303	2.5	LOS A	2.6
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	R2	29	0.303	12.5	LOS A	2.6
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	L2	119	0.495	53.4	LOS D	9
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	T1	173	0.66	50.8	LOS D	9.2
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	R2	36	0.66	71.6	LOS F	9.2
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	L2	8	0.638	10	LOS A	15.7
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	T1	1378	0.638	4.2	LOS A	15.7
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	R2	116	0.638	11.9	LOS A	12.7
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	L2	55	0.425	65.7	LOS E	6
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	T1	100	0.566	61.4	LOS E	6
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	R2	54	0.566	78.4	LOS F	5.2

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	L2	51	0.524	7.2	LOS A	5.2
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	T1	1132	0.524	1.7	LOS A	5.5
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	R2	65	0.524	8.6	LOS A	5.5
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	L2	42	0.305	50.1	LOS D	5.7
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	T1	125	0.407	45.5	LOS D	5.7
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	R2	38	0.407	62.8	LOS E	5.1
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	L2	26	0.424	9.4	LOS A	7.6
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	T1	795	0.424	3.5	LOS A	7.6
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	R2	57	0.424	10.5	LOS A	4.3
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	L2	45	0.339	34.4	LOS C	5.4
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	T1	246	0.452	29.4	LOS C	6.2
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	R2	34	0.452	41.6	LOS C	6.2
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	L2	34	0.466	16.5	LOS B	4.9
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	T1	342	0.621	11	LOS A	7
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	R2	54	0.621	42.2	LOS C	7
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	L2	89	0.552	11.7	LOS A	3.8
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	T1	288	0.788	34.6	LOS C	11.8
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	R2	71	0.788	51	LOS D	11.8
1413	Wardell Road / Ewart Street	AM	Wardell Rd	SouthWest	L2	183	0.638	42.6	LOS D	11.4
1413	Wardell Road / Ewart Street	AM	Wardell Rd	SouthWest	T1	568	0.85	42.7	LOS D	19.6
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	L2	80	0.502	32.9	LOS C	5.3
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	T1	274	0.669	28.1	LOS B	6.5
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	R2	25	0.669	40	LOS C	6.5
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	L2	52	0.714	29.4	LOS C	8.5
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	T1	653	0.952	43.5	LOS D	18.9
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	R2	71	0.952	79.8	LOS F	18.9
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	L2	73	0.678	8.7	LOS A	6.5
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	T1	239	0.872	31.6	LOS C	6.5
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	R2	96	0.872	47.7	LOS D	6.2
1413	Wardell Road / Ewart Street	PM	Wardell Rd	SouthWest	L2	95	0.61	36.5	LOS C	5.2
1413	Wardell Road / Ewart Street	PM	Wardell Rd	SouthWest	T1	380	0.813	31.2	LOS C	10.9
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	South	T1	885	0.533	5.5	LOS A	15.2
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	South	R2	319	0.533	29.9	LOS C	14.6
3340	New Canterbury Road / Frazer Street	AM	Frazer St	East	L2	75	0.083	18.3	LOS B	1.8
3340	New Canterbury Road / Frazer Street	AM	Frazer St	East	R2	106	0.472	53.4	LOS D	5.3
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	North	L2	134	0.137	34.7	LOS C	3.4
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	North	T1	377	0.705	48	LOS D	16.8
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	South	T1	571	0.413	6.2	LOS A	11.7
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	South	R2	195	0.572	46.3	LOS D	9.5
3340	New Canterbury Road / Frazer Street	PM	Frazer St	East	L2	221	0.454	51.2	LOS D	9.3
3340	New Canterbury Road / Frazer Street	PM	Frazer St	East	R2	187	0.884	82.5	LOS F	11.6
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	North	L2	103	0.074	25.5	LOS B	1.3
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	North	T1	833	0.873	46.8	LOS D	43.1

Scenario 2 – 2024 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	L2	39	0.263	15.6	LOS B	2.6
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	T1	302	0.527	10.8	LOS A	4.9
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	R2	134	0.527	16.7	LOS B	4.9
42	Wardell Road / Frazer Street	AM	Frazer St	East	L2	56	0.157	15.9	LOS B	1.4
42	Wardell Road / Frazer Street	AM	Frazer St	East	T1	156	0.315	10.3	LOS A	2.5
42	Wardell Road / Frazer Street	AM	Frazer St	East	R2	46	0.315	20.8	LOS B	2.5
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	L2	45	0.086	15.2	LOS B	0.7
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	T1	124	0.172	9.7	LOS A	1.7
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	R2	1	0.172	15.9	LOS B	1.7
42	Wardell Road / Frazer Street	AM	Frazer St	West	L2	5	0.272	16.9	LOS B	2.8
42	Wardell Road / Frazer Street	AM	Frazer St	West	T1	488	0.543	11.2	LOS A	5.7
42	Wardell Road / Frazer Street	AM	Frazer St	West	R2	41	0.543	19.6	LOS B	5.7
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	L2	34	0.216	17.8	LOS B	2.2
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	T1	223	0.433	12.5	LOS A	3.8
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	R2	85	0.433	20.1	LOS B	3.8
42	Wardell Road / Frazer Street	PM	Frazer St	East	L2	176	0.337	16.4	LOS B	3.9
42	Wardell Road / Frazer Street	PM	Frazer St	East	T1	412	0.673	12.2	LOS A	8.5
42	Wardell Road / Frazer Street	PM	Frazer St	East	R2	108	0.673	22.1	LOS B	8.5
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	L2	40	0.174	17.2	LOS B	1.7
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	T1	275	0.348	12.4	LOS A	3.7
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	R2	9	0.348	19.7	LOS B	3.7
42	Wardell Road / Frazer Street	PM	Frazer St	West	L2	9	0.14	15.3	LOS B	1.6
42	Wardell Road / Frazer Street	PM	Frazer St	West	T1	246	0.28	9.5	LOS A	2.8
42	Wardell Road / Frazer Street	PM	Frazer St	West	R2	32	0.28	21.3	LOS B	2.8
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	L2	29	0.507	42.4	LOS C	6.6
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	T1	375	0.677	38.1	LOS C	11.7
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	R2	131	0.677	52.9	LOS D	11.7
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	L2	103	0.403	11.4	LOS A	9.6
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	T1	288	0.538	18.1	LOS B	9.6
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	R2	43	0.538	62.7	LOS E	2.9
66	Marrickville Road / Wardell Road	AM	Wardell Rd	North	L2	33	0.378	46.1	LOS D	3.3
66	Marrickville Road / Wardell Road	AM	Wardell Rd	North	T1	196	0.504	36.9	LOS C	5.8
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	L2	44	0.728	38	LOS C	17.9
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	T1	585	0.971	38.1	LOS C	17.9
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	R2	44	0.971	128.5	LOS F	8.5
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	L2	33	0.293	23	LOS B	5.3
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	T1	267	0.391	14.8	LOS B	5.3
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	R2	95	0.391	30.2	LOS C	4.5
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	L2	201	0.452	17.4	LOS B	8.7
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	T1	447	0.603	21	LOS B	10
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	R2	42	0.603	40.5	LOS C	10
66	Marrickville Road / Wardell Road	PM	Wardell Rd	North	L2	26	0.471	35.6	LOS C	6.9

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
66	Marrickville Road / Wardell Road	PM	Wardell Rd	North	T1	503	0.628	27.3	LOS B	9.1
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	L2	37	0.375	25.5	LOS B	5.9
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	T1	302	0.5	20.4	LOS B	5.9
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	R2	65	0.5	42.1	LOS C	5.1
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	L2	156	0.14	11.5	LOS A	3.1
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	T1	57	0.721	51.1	LOS D	6.1
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	R2	56	0.721	61.4	LOS E	6.1
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	NorthEast	L2	69	0.603	67.5	LOS E	8
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	NorthEast	T1	359	0.805	63.1	LOS E	13.7
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	L2	27	0.174	53.8	LOS D	1.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	T1	116	0.583	49.5	LOS D	6.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	R2	9	0.583	60.9	LOS E	6.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	L2	11	0.687	16	LOS B	25.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	T1	1183	0.687	7.9	LOS A	25.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	R2	401	0.687	32.5	LOS C	18.5
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	L2	307	0.421	27.4	LOS B	10.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	T1	85	0.694	49.8	LOS D	8.5
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	R2	81	0.694	57.5	LOS E	8.5
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	NorthEast	L2	106	0.692	37.9	LOS C	21.4
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	NorthEast	T1	920	0.692	28	LOS B	22.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	L2	20	0.071	46.1	LOS D	0.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	T1	87	0.297	40.9	LOS C	4.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	R2	7	0.297	50	LOS D	4.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	L2	17	0.49	16.4	LOS B	15.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	T1	686	0.49	8.4	LOS A	15.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	R2	217	0.49	36.6	LOS C	11.1
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	L2	25	0.639	79.7	LOS F	9.6
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	T1	155	0.853	74.2	LOS F	9.6
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	R2	80	0.853	100.9	LOS F	5.6
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	L2	27	0.231	7.1	LOS A	1.4
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	T1	466	0.308	2.6	LOS A	2.8
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	R2	29	0.308	13.5	LOS A	2.8
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	L2	121	0.518	54.5	LOS D	9.2
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	T1	175	0.69	52.5	LOS D	9.3
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	R2	36	0.69	75.2	LOS F	9.3
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	L2	8	0.652	10.1	LOS A	16.5
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	T1	1397	0.652	4.2	LOS A	16.5
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	R2	119	0.652	12.3	LOS A	13.1
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	L2	56	0.436	66.3	LOS E	6.1
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	T1	101	0.581	62	LOS E	6.1
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	R2	55	0.581	79.2	LOS F	5.3
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	L2	52	0.533	7.3	LOS A	5.4
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	T1	1148	0.533	1.7	LOS A	5.6

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	R2	66	0.533	8.6	LOS A	5.6
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	L2	43	0.312	50.2	LOS D	5.8
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	T1	127	0.416	45.5	LOS D	5.8
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	R2	39	0.416	62.8	LOS E	5.2
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	L2	26	0.433	9.5	LOS A	7.9
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	T1	806	0.433	3.5	LOS A	7.9
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	R2	58	0.433	10.5	LOS A	4.3
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	L2	46	0.344	34.5	LOS C	5.5
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	T1	249	0.458	29.8	LOS C	6.4
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	R2	34	0.458	43.5	LOS D	6.4
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	L2	34	0.477	16.7	LOS B	5.1
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	T1	346	0.636	11.3	LOS A	7.2
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	R2	55	0.636	44.8	LOS D	7.2
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	L2	91	0.567	12.4	LOS A	4
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	T1	293	0.811	35.7	LOS C	12.2
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	R2	72	0.811	52.2	LOS D	12.2
1413	Wardell Road / Ewart Street	AM	Wardell Rd	SouthWest	L2	185	0.652	43.1	LOS D	11.5
1413	Wardell Road / Ewart Street	AM	Wardell Rd	SouthWest	T1	576	0.869	45	LOS D	20.7
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	L2	81	0.508	32.9	LOS C	5.3
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	T1	278	0.678	28.2	LOS B	6.6
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	R2	25	0.678	40.2	LOS C	6.6
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	L2	53	0.725	30.3	LOS C	8.8
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	T1	662	0.966	47.3	LOS D	20.6
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	R2	72	0.966	86.1	LOS F	20.6
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	L2	74	0.689	8.9	LOS A	6.7
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	T1	242	0.886	32.3	LOS C	6.7
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	R2	97	0.886	49	LOS D	6.3
1413	Wardell Road / Ewart Street	PM	Wardell Rd	SouthWest	L2	96	0.617	36.6	LOS C	5.2
1413	Wardell Road / Ewart Street	PM	Wardell Rd	SouthWest	T1	385	0.823	31.7	LOS C	11.1
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	South	T1	897	0.542	5.6	LOS A	15.6
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	South	R2	323	0.542	30	LOS C	14.9
3340	New Canterbury Road / Frazer Street	AM	Frazer St	East	L2	76	0.086	18.8	LOS B	1.9
3340	New Canterbury Road / Frazer Street	AM	Frazer St	East	R2	107	0.477	53.4	LOS D	5.3
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	North	L2	135	0.136	33.8	LOS C	3.3
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	North	T1	382	0.695	46.5	LOS D	16.7
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	South	T1	579	0.419	6.2	LOS A	11.9
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	South	R2	198	0.594	47.8	LOS D	9.7
3340	New Canterbury Road / Frazer Street	PM	Frazer St	East	L2	224	0.464	52	LOS D	9.4
3340	New Canterbury Road / Frazer Street	PM	Frazer St	East	R2	191	0.909	87.2	LOS F	12.2
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	North	L2	104	0.075	25.9	LOS B	1.3
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	North	T1	846	0.888	49.8	LOS D	45.7

Scenario 3 – 2024 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	L2	39	0.291	17.8	LOS B	3.1
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	T1	302	0.582	13.1	LOS A	5.6
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	R2	134	0.582	19.2	LOS B	5.6
42	Wardell Road / Frazer Street	AM	Frazer St	East	L2	56	0.141	14.9	LOS B	1.5
42	Wardell Road / Frazer Street	AM	Frazer St	East	T1	156	0.282	9.6	LOS A	2.5
42	Wardell Road / Frazer Street	AM	Frazer St	East	R2	46	0.282	20.8	LOS B	2.5
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	L2	45	0.094	17.5	LOS B	0.8
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	T1	124	0.189	11.8	LOS A	1.9
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	R2	1	0.189	18.8	LOS B	1.9
42	Wardell Road / Frazer Street	AM	Frazer St	West	L2	5	0.279	16.1	LOS B	3.1
42	Wardell Road / Frazer Street	AM	Frazer St	West	T1	541	0.559	10.7	LOS A	6.6
42	Wardell Road / Frazer Street	AM	Frazer St	West	R2	41	0.559	19.7	LOS B	6.6
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	L2	34	0.216	17.8	LOS B	2.2
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	T1	223	0.433	12.5	LOS A	3.8
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	R2	85	0.433	20.1	LOS B	3.8
42	Wardell Road / Frazer Street	PM	Frazer St	East	L2	176	0.339	16.4	LOS B	4
42	Wardell Road / Frazer Street	PM	Frazer St	East	T1	412	0.678	12.3	LOS A	8.6
42	Wardell Road / Frazer Street	PM	Frazer St	East	R2	108	0.678	22.2	LOS B	8.6
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	L2	40	0.174	17.3	LOS B	1.7
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	T1	275	0.348	12.4	LOS A	3.7
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	R2	9	0.348	19.7	LOS B	3.7
42	Wardell Road / Frazer Street	PM	Frazer St	West	L2	9	0.154	15.4	LOS B	1.6
42	Wardell Road / Frazer Street	PM	Frazer St	West	T1	263	0.308	9.7	LOS A	3
42	Wardell Road / Frazer Street	PM	Frazer St	West	R2	32	0.308	21.6	LOS B	3
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	L2	29	0.507	42.4	LOS C	6.6
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	T1	375	0.676	38.1	LOS C	11.6
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	R2	131	0.676	52.9	LOS D	11.6
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	L2	103	0.421	11.5	LOS A	9.9
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	T1	302	0.562	18.4	LOS B	9.9
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	R2	43	0.562	66.8	LOS E	3.3
66	Marrickville Road / Wardell Road	AM	Wardell Rd	North	L2	33	0.378	46.1	LOS D	3.3
66	Marrickville Road / Wardell Road	AM	Wardell Rd	North	T1	196	0.504	36.9	LOS C	5.8
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	L2	44	0.727	38.1	LOS C	17.8
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	T1	585	0.97	38.3	LOS C	17.8
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	R2	44	0.97	126	LOS F	8.5
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	L2	33	0.308	24.3	LOS B	5.4
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	T1	267	0.41	16	LOS B	5.4
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	R2	95	0.41	32	LOS C	4.6
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	L2	201	0.487	16.8	LOS B	9.3
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	T1	489	0.65	20.3	LOS B	10.5
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	R2	42	0.65	39.5	LOS C	10.5
66	Marrickville Road / Wardell Road	PM	Wardell Rd	North	L2	26	0.501	37.1	LOS C	7.1

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
66	Marrickville Road / Wardell Road	PM	Wardell Rd	North	T1	503	0.668	29.1	LOS C	9.4
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	L2	37	0.376	24.7	LOS B	6
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	T1	302	0.501	19.6	LOS B	6
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	R2	65	0.501	44.2	LOS D	4.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	L2	169	0.162	11.4	LOS A	3.4
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	T1	57	0.721	51.1	LOS D	6.1
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	R2	56	0.721	61.4	LOS E	6.1
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	NorthEast	L2	69	0.633	69.8	LOS E	8.1
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	NorthEast	T1	359	0.844	67.3	LOS E	14.4
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	L2	27	0.174	53.8	LOS D	1.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	T1	116	0.584	49.5	LOS D	6.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	R2	9	0.584	60.9	LOS E	6.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	L2	11	0.729	16.8	LOS B	27.5
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	T1	1236	0.729	8.4	LOS A	27.5
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	R2	401	0.729	35	LOS C	21.5
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	L2	349	0.566	33.4	LOS C	12.8
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	T1	85	0.717	54.5	LOS D	8.6
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	R2	81	0.717	62.2	LOS E	8.6
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	NorthEast	L2	106	0.692	37.9	LOS C	21.4
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	NorthEast	T1	920	0.692	28	LOS B	22.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	L2	20	0.071	46.1	LOS D	0.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	T1	87	0.299	40.9	LOS C	4.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	R2	7	0.299	50	LOS D	4.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	L2	17	0.506	16.6	LOS B	15.6
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	T1	703	0.506	8.6	LOS A	15.6
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	R2	217	0.506	37.5	LOS C	11.5
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	L2	25	0.639	79.7	LOS F	9.6
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	T1	155	0.852	74.2	LOS F	9.6
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	R2	80	0.852	100.8	LOS F	5.6
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	L2	27	0.259	7.1	LOS A	1.6
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	T1	497	0.346	2.9	LOS A	3.5
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	R2	29	0.346	16.4	LOS B	3.5
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	L2	121	0.518	54.6	LOS D	9.2
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	T1	175	0.69	52.6	LOS D	9.3
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	R2	36	0.69	75.3	LOS F	9.3
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	L2	8	0.704	10.4	LOS A	19.1
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	T1	1449	0.704	4.5	LOS A	19.1
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	R2	119	0.704	13.6	LOS A	14.9
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	L2	56	0.436	66.3	LOS E	6.1
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	T1	101	0.581	62	LOS E	6.1
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	R2	55	0.581	79.2	LOS F	5.3
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	L2	52	0.568	7.3	LOS A	5.9
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	T1	1191	0.568	1.7	LOS A	6.2

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	R2	66	0.568	8.8	LOS A	6.2
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	L2	43	0.312	50.2	LOS D	5.8
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	T1	127	0.416	45.5	LOS D	5.8
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	R2	39	0.416	62.8	LOS E	5.2
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	L2	26	0.457	9.5	LOS A	8.4
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	T1	823	0.457	3.6	LOS A	8.4
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	R2	58	0.457	10.9	LOS A	4.4
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	L2	46	0.385	35.7	LOS C	6
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	T1	249	0.514	31.1	LOS C	6.2
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	R2	34	0.514	47.6	LOS D	6.2
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	L2	34	0.515	16.6	LOS B	5.6
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	T1	346	0.686	11.4	LOS A	7.3
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	R2	72	0.686	46.4	LOS D	7.3
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	L2	128	0.576	13.5	LOS A	5.7
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	T1	293	0.823	37.2	LOS C	11.2
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	R2	72	0.823	55.2	LOS D	11.2
1413	Wardell Road / Ewart Street	AM	Wardell Rd	SouthWest	L2	185	0.652	43.2	LOS D	11.5
1413	Wardell Road / Ewart Street	AM	Wardell Rd	SouthWest	T1	576	0.869	45.1	LOS D	20.7
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	L2	81	0.51	32.9	LOS C	5.3
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	T1	278	0.68	28.2	LOS B	6.6
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	R2	25	0.68	40.3	LOS C	6.6
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	L2	53	0.785	36.8	LOS C	11.3
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	T1	662	1.047	66.8	LOS E	28.4
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	R2	102	1.047	114.1	LOS F	28.4
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	L2	91	0.713	9.7	LOS A	6.7
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	T1	242	0.917	33.9	LOS C	7
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	R2	97	0.917	52.9	LOS D	7
1413	Wardell Road / Ewart Street	PM	Wardell Rd	SouthWest	L2	96	0.617	36.6	LOS C	5.2
1413	Wardell Road / Ewart Street	PM	Wardell Rd	SouthWest	T1	385	0.823	31.7	LOS C	11.1
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	South	T1	897	0.542	5.6	LOS A	15.6
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	South	R2	323	0.542	30	LOS C	14.9
3340	New Canterbury Road / Frazer Street	AM	Frazer St	East	L2	76	0.086	18.8	LOS B	1.9
3340	New Canterbury Road / Frazer Street	AM	Frazer St	East	R2	107	0.477	53.4	LOS D	5.3
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	North	L2	135	0.136	33.8	LOS C	3.3
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	North	T1	382	0.695	46.5	LOS D	16.7
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	South	T1	579	0.421	6.1	LOS A	11.6
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	South	R2	215	0.669	49.6	LOS D	10.1
3340	New Canterbury Road / Frazer Street	PM	Frazer St	East	L2	224	0.426	47	LOS D	8.7
3340	New Canterbury Road / Frazer Street	PM	Frazer St	East	R2	191	0.894	80.2	LOS F	11.5
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	North	L2	104	0.077	27.1	LOS B	1.4
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	North	T1	846	0.924	59.5	LOS E	49.8

Scenario 4 – 2025 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	L2	40	0.268	15.6	LOS B	2.7
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	T1	306	0.536	10.8	LOS A	5
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	R2	136	0.536	16.7	LOS B	5
42	Wardell Road / Frazer Street	AM	Frazer St	East	L2	57	0.16	15.9	LOS B	1.5
42	Wardell Road / Frazer Street	AM	Frazer St	East	T1	158	0.321	10.4	LOS A	2.5
42	Wardell Road / Frazer Street	AM	Frazer St	East	R2	47	0.321	20.8	LOS B	2.5
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	L2	46	0.087	15.2	LOS B	0.7
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	T1	126	0.175	9.7	LOS A	1.7
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	R2	1	0.175	15.9	LOS B	1.7
42	Wardell Road / Frazer Street	AM	Frazer St	West	L2	5	0.275	16.9	LOS B	2.8
42	Wardell Road / Frazer Street	AM	Frazer St	West	T1	496	0.55	11.3	LOS A	5.8
42	Wardell Road / Frazer Street	AM	Frazer St	West	R2	41	0.55	19.6	LOS B	5.8
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	L2	35	0.221	17.8	LOS B	2.3
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	T1	226	0.443	12.6	LOS A	3.9
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	R2	87	0.443	20.2	LOS B	3.9
42	Wardell Road / Frazer Street	PM	Frazer St	East	L2	178	0.352	16.8	LOS B	4.2
42	Wardell Road / Frazer Street	PM	Frazer St	East	T1	418	0.705	13.3	LOS A	9
42	Wardell Road / Frazer Street	PM	Frazer St	East	R2	111	0.705	24.7	LOS B	9
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	L2	41	0.177	17.2	LOS B	1.8
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	T1	279	0.353	12.4	LOS A	3.8
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	R2	9	0.353	19.7	LOS B	3.8
42	Wardell Road / Frazer Street	PM	Frazer St	West	L2	9	0.146	15.3	LOS B	1.6
42	Wardell Road / Frazer Street	PM	Frazer St	West	T1	251	0.292	9.8	LOS A	2.9
42	Wardell Road / Frazer Street	PM	Frazer St	West	R2	33	0.292	23.1	LOS B	2.9
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	L2	31	0.497	41.4	LOS C	6.5
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	T1	380	0.663	36.8	LOS C	11.6
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	R2	132	0.663	51.2	LOS D	11.6
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	L2	105	0.427	11.8	LOS A	10.2
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	T1	292	0.569	19	LOS B	10.2
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	R2	43	0.569	61.9	LOS E	2.7
66	Marrickville Road / Wardell Road	AM	Wardell Rd	North	L2	34	0.385	46.7	LOS D	3.4
66	Marrickville Road / Wardell Road	AM	Wardell Rd	North	T1	199	0.513	36.9	LOS C	5.9
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	L2	44	0.768	43.4	LOS D	19.9
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	T1	595	1.024	44.8	LOS D	19.9
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	R2	44	1.024	152.9	LOS F	9.3
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	L2	34	0.289	22.2	LOS B	5.2
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	T1	272	0.385	14	LOS A	5.2
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	R2	97	0.385	29.1	LOS C	4.5
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	L2	204	0.479	18.2	LOS B	9.1
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	T1	454	0.639	21.4	LOS B	10
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	R2	42	0.639	40.2	LOS C	10
66	Marrickville Road / Wardell Road	PM	Wardell Rd	North	L2	27	0.454	34.4	LOS C	6.9

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
66	Marrickville Road / Wardell Road	PM	Wardell Rd	North	T1	511	0.605	26.2	LOS B	9
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	L2	37	0.413	27.2	LOS B	6.3
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	T1	306	0.551	22.2	LOS B	6.3
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	R2	66	0.551	45.8	LOS D	5.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	L2	158	0.144	12.5	LOS A	3.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	T1	57	0.738	51.7	LOS D	6.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	R2	56	0.738	61.9	LOS E	6.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	NorthEast	L2	71	0.592	66.3	LOS E	8.1
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	NorthEast	T1	365	0.79	61.3	LOS E	13.7
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	L2	28	0.225	56.6	LOS E	1.4
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	T1	118	0.591	49.6	LOS D	6.4
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	R2	9	0.591	61	LOS E	6.4
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	L2	11	0.7	16.3	LOS B	26.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	T1	1199	0.7	8	LOS A	26.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	R2	406	0.7	33.4	LOS C	18.8
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	L2	312	0.414	26.5	LOS B	10.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	T1	86	0.717	49.3	LOS D	8.7
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	R2	82	0.717	60.3	LOS E	8.7
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	NorthEast	L2	108	0.721	39.1	LOS C	22.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	NorthEast	T1	934	0.721	29.1	LOS C	23.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	L2	21	0.079	47.2	LOS D	0.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	T1	88	0.282	39.6	LOS C	4.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	R2	7	0.282	51.7	LOS D	4.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	L2	17	0.516	17.7	LOS B	16.8
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	T1	697	0.516	9.5	LOS A	16.8
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	R2	220	0.516	39.3	LOS C	11.3
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	L2	26	0.648	80.3	LOS F	9.6
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	T1	157	0.864	74.7	LOS F	9.6
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	R2	81	0.864	102.1	LOS F	6
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	L2	28	0.238	7.1	LOS A	1.5
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	T1	473	0.318	2.7	LOS A	3
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	R2	31	0.318	14.5	LOS B	3
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	L2	122	0.55	56.9	LOS E	9.4
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	T1	178	0.733	54.5	LOS D	9.8
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	R2	37	0.733	77.4	LOS F	9.8
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	L2	8	0.665	10.2	LOS A	17.2
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	T1	1417	0.665	4.3	LOS A	17.2
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	R2	120	0.665	12.6	LOS A	13.5
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	L2	57	0.42	67.5	LOS E	5.6
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	T1	103	0.56	62.3	LOS E	6
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	R2	56	0.56	75.3	LOS F	6
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	L2	52	0.543	7.3	LOS A	5.6
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	T1	1166	0.543	1.7	LOS A	5.8

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	R2	67	0.543	8.8	LOS A	5.8
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	L2	43	0.298	51.4	LOS D	5.4
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	T1	129	0.397	45.5	LOS D	5.6
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	R2	39	0.397	59.7	LOS E	5.6
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	L2	27	0.445	9.5	LOS A	8.2
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	T1	819	0.445	3.5	LOS A	8.2
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	R2	59	0.445	10.5	LOS A	4.4
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	L2	46	0.349	34.5	LOS C	5.6
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	T1	253	0.466	29.8	LOS C	6.4
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	R2	35	0.466	43.5	LOS D	6.4
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	L2	35	0.485	16.7	LOS B	5.2
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	T1	352	0.647	11.7	LOS A	7.4
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	R2	55	0.647	48	LOS D	7.4
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	L2	92	0.577	13.1	LOS A	4.1
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	T1	297	0.824	36.6	LOS C	12.5
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	R2	73	0.824	53.1	LOS D	12.5
1413	Wardell Road / Ewart Street	AM	Wardell Rd	SouthWest	L2	188	0.67	44.2	LOS D	11.8
1413	Wardell Road / Ewart Street	AM	Wardell Rd	SouthWest	T1	584	0.893	48.7	LOS D	22.3
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	L2	82	0.518	32.7	LOS C	5.4
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	T1	282	0.691	28.4	LOS B	6.8
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	R2	26	0.691	40.5	LOS C	6.8
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	L2	53	0.735	31.2	LOS C	9.2
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	T1	673	0.98	51.5	LOS D	22.5
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	R2	73	0.98	93.1	LOS F	22.5
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	L2	75	0.705	9.6	LOS A	7
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	T1	246	0.907	33.3	LOS C	7
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	R2	99	0.907	51.4	LOS D	6.6
1413	Wardell Road / Ewart Street	PM	Wardell Rd	SouthWest	L2	98	0.628	36.8	LOS C	5.4
1413	Wardell Road / Ewart Street	PM	Wardell Rd	SouthWest	T1	392	0.838	32.4	LOS C	11.5
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	South	T1	909	0.551	5.6	LOS A	16.1
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	South	R2	327	0.551	30.5	LOS C	15.1
3340	New Canterbury Road / Frazer Street	AM	Frazer St	East	L2	77	0.087	18.8	LOS B	1.9
3340	New Canterbury Road / Frazer Street	AM	Frazer St	East	R2	109	0.486	53.5	LOS D	5.4
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	North	L2	137	0.138	34.1	LOS C	3.4
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	North	T1	387	0.706	47.2	LOS D	17.1
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	South	T1	588	0.426	6.3	LOS A	12.2
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	South	R2	201	0.617	49.5	LOS D	9.9
3340	New Canterbury Road / Frazer Street	PM	Frazer St	East	L2	228	0.477	52.6	LOS D	9.7
3340	New Canterbury Road / Frazer Street	PM	Frazer St	East	R2	193	0.928	91.7	LOS F	12.8
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	North	L2	106	0.076	26.3	LOS B	1.3
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	North	T1	859	0.902	53	LOS D	48.4

Scenario 5 – 2025 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	L2	40	0.294	17.8	LOS B	3.1
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	T1	306	0.589	13	LOS A	5.7
42	Wardell Road / Frazer Street	AM	Wardell Rd	South	R2	136	0.589	19.8	LOS B	5.7
42	Wardell Road / Frazer Street	AM	Frazer St	East	L2	57	0.144	14.9	LOS B	1.5
42	Wardell Road / Frazer Street	AM	Frazer St	East	T1	158	0.288	9.6	LOS A	2.5
42	Wardell Road / Frazer Street	AM	Frazer St	East	R2	47	0.288	20.9	LOS B	2.5
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	L2	46	0.096	17.5	LOS B	0.8
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	T1	126	0.192	11.8	LOS A	1.9
42	Wardell Road / Frazer Street	AM	Wardell Rd	North	R2	1	0.192	18.9	LOS B	1.9
42	Wardell Road / Frazer Street	AM	Frazer St	West	L2	5	0.282	16.1	LOS B	3.1
42	Wardell Road / Frazer Street	AM	Frazer St	West	T1	548	0.565	10.7	LOS A	6.7
42	Wardell Road / Frazer Street	AM	Frazer St	West	R2	41	0.565	19.8	LOS B	6.7
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	L2	35	0.221	17.8	LOS B	2.3
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	T1	226	0.443	12.6	LOS A	3.9
42	Wardell Road / Frazer Street	PM	Wardell Rd	South	R2	87	0.443	20.2	LOS B	3.9
42	Wardell Road / Frazer Street	PM	Frazer St	East	L2	178	0.347	16.6	LOS B	4.1
42	Wardell Road / Frazer Street	PM	Frazer St	East	T1	418	0.694	12.8	LOS A	8.8
42	Wardell Road / Frazer Street	PM	Frazer St	East	R2	111	0.694	22.8	LOS B	8.8
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	L2	41	0.177	17.3	LOS B	1.8
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	T1	279	0.353	12.4	LOS A	3.8
42	Wardell Road / Frazer Street	PM	Wardell Rd	North	R2	9	0.353	19.7	LOS B	3.8
42	Wardell Road / Frazer Street	PM	Frazer St	West	L2	9	0.157	15.4	LOS B	1.7
42	Wardell Road / Frazer Street	PM	Frazer St	West	T1	267	0.314	9.7	LOS A	3
42	Wardell Road / Frazer Street	PM	Frazer St	West	R2	33	0.314	21.6	LOS B	3
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	L2	31	0.497	41.3	LOS C	6.5
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	T1	380	0.663	36.8	LOS C	11.6
66	Marrickville Road / Wardell Road	AM	Wardell Rd	South	R2	132	0.663	51.2	LOS D	11.6
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	L2	105	0.444	11.5	LOS A	10.5
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	T1	305	0.591	19.4	LOS B	10.5
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	East	R2	43	0.591	66.1	LOS E	3.1
66	Marrickville Road / Wardell Road	AM	Wardell Rd	North	L2	34	0.385	46.1	LOS D	3.4
66	Marrickville Road / Wardell Road	AM	Wardell Rd	North	T1	199	0.513	37	LOS C	5.9
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	L2	44	0.761	41.6	LOS C	19.5
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	T1	595	1.015	44.4	LOS D	19.5
66	Marrickville Road / Wardell Road	AM	Marrickville Rd	West	R2	44	1.015	147.7	LOS F	9.5
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	L2	34	0.32	24.8	LOS B	5.6
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	T1	272	0.427	16.6	LOS B	5.6
66	Marrickville Road / Wardell Road	PM	Wardell Rd	South	R2	97	0.427	34	LOS C	4.7
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	L2	204	0.496	16.9	LOS B	9.5
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	T1	496	0.661	20.9	LOS B	10.9
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	East	R2	42	0.661	42.1	LOS C	10.9
66	Marrickville Road / Wardell Road	PM	Wardell Rd	North	L2	27	0.512	37.5	LOS C	7.3

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
66	Marrickville Road / Wardell Road	PM	Wardell Rd	North	T1	511	0.683	29.6	LOS C	9.6
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	L2	37	0.391	25.3	LOS B	6.2
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	T1	306	0.521	20.2	LOS B	6.2
66	Marrickville Road / Wardell Road	PM	Marrickville Rd	West	R2	66	0.521	44.7	LOS D	5
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	L2	172	0.166	11.8	LOS A	3.5
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	T1	57	0.725	51.3	LOS D	6.1
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Marrickville Rd	SouthEast	R2	56	0.725	61.5	LOS E	6.1
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	NorthEast	L2	71	0.62	68.4	LOS E	8.2
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	NorthEast	T1	365	0.827	65.1	LOS E	14.4
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	L2	28	0.18	53.8	LOS D	1.4
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	T1	118	0.592	49.7	LOS D	6.4
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	Dulwich St	NorthWest	R2	9	0.592	61	LOS E	6.4
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	L2	11	0.74	17	LOS B	28.5
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	T1	1252	0.74	8.6	LOS A	28.5
86	New Canterbury Road / Marrickville Road / Dulwich Street	AM	New Canterbury Rd	SouthWest	R2	406	0.74	35.3	LOS C	21.5
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	L2	354	0.57	33.6	LOS C	13
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	T1	86	0.712	54.4	LOS D	8.7
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Marrickville Rd	SouthEast	R2	82	0.712	62.1	LOS E	8.7
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	NorthEast	L2	108	0.703	38.1	LOS C	21.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	NorthEast	T1	934	0.703	28.1	LOS B	22.8
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	L2	21	0.074	46.1	LOS D	0.9
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	T1	88	0.303	41.7	LOS C	4.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	Dulwich St	NorthWest	R2	7	0.303	51.9	LOS D	4.3
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	L2	17	0.515	16.7	LOS B	16.1
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	T1	714	0.515	8.6	LOS A	16.1
86	New Canterbury Road / Marrickville Road / Dulwich Street	PM	New Canterbury Rd	SouthWest	R2	220	0.515	38.6	LOS C	11.6
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	L2	26	0.656	80.6	LOS F	9.9
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	T1	157	0.874	75.1	LOS F	9.9
902	New Canterbury Road / Constitution Road	AM	Beach Rd	SouthEast	R2	81	0.874	103.5	LOS F	5.7
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	L2	28	0.275	7.3	LOS A	1.7
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	T1	503	0.367	3.4	LOS A	3.8
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	NorthEast	R2	31	0.367	19	LOS B	3.8
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	L2	122	0.538	56	LOS D	9.5
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	T1	178	0.717	54.2	LOS D	9.5
902	New Canterbury Road / Constitution Road	AM	Constitution Rd	NorthWest	R2	37	0.717	77.1	LOS F	9.5
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	L2	8	0.721	10.5	LOS A	20.3
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	T1	1469	0.721	4.6	LOS A	20.3
902	New Canterbury Road / Constitution Road	AM	New Canterbury Rd	SouthWest	R2	120	0.721	14.4	LOS A	15.4
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	L2	57	0.45	67.2	LOS E	6.3
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	T1	103	0.6	62.9	LOS E	6.3
902	New Canterbury Road / Constitution Road	PM	Beach Rd	SouthEast	R2	56	0.6	80.2	LOS F	5.4
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	L2	52	0.578	7.3	LOS A	6.2
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	T1	1208	0.578	1.8	LOS A	6.4

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	NorthEast	R2	67	0.578	8.8	LOS A	6.4
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	L2	43	0.315	50.2	LOS D	5.9
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	T1	129	0.42	45.6	LOS D	5.9
902	New Canterbury Road / Constitution Road	PM	Constitution Rd	NorthWest	R2	39	0.42	62.9	LOS E	5.2
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	L2	27	0.469	9.6	LOS A	8.8
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	T1	836	0.469	3.6	LOS A	8.8
902	New Canterbury Road / Constitution Road	PM	New Canterbury Rd	SouthWest	R2	59	0.469	10.9	LOS A	4.5
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	L2	46	0.402	35.8	LOS C	6.3
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	T1	253	0.535	31.4	LOS C	6.3
1413	Wardell Road / Ewart Street	AM	Ewart St	SouthEast	R2	35	0.535	49.6	LOS D	6.2
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	L2	35	0.527	16.7	LOS B	5.8
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	T1	352	0.703	11.8	LOS A	7.5
1413	Wardell Road / Ewart Street	AM	Wardell Rd	NorthEast	R2	72	0.703	49.1	LOS D	7.5
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	L2	129	0.603	15.3	LOS B	7.1
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	T1	297	0.862	41.2	LOS C	11.5
1413	Wardell Road / Ewart Street	AM	Ewart St	NorthWest	R2	73	0.862	59.6	LOS E	11.5
1413	Wardell Road / Ewart Street	AM	Wardell Rd	SouthWest	L2	188	0.67	44.2	LOS D	11.8
1413	Wardell Road / Ewart Street	AM	Wardell Rd	SouthWest	T1	584	0.893	48.7	LOS D	22.3
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	L2	82	0.52	32.9	LOS C	5.5
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	T1	282	0.693	28.4	LOS B	6.8
1413	Wardell Road / Ewart Street	PM	Ewart St	SouthEast	R2	26	0.693	40.5	LOS C	6.8
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	L2	53	0.796	38.1	LOS C	11.9
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	T1	673	1.061	72.2	LOS F	30.2
1413	Wardell Road / Ewart Street	PM	Wardell Rd	NorthEast	R2	103	1.061	123.6	LOS F	30.2
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	L2	92	0.729	10.1	LOS A	7
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	T1	246	0.938	35.5	LOS C	7.5
1413	Wardell Road / Ewart Street	PM	Ewart St	NorthWest	R2	99	0.938	56.5	LOS E	7.5
1413	Wardell Road / Ewart Street	PM	Wardell Rd	SouthWest	L2	98	0.628	36.8	LOS C	5.4
1413	Wardell Road / Ewart Street	PM	Wardell Rd	SouthWest	T1	392	0.838	32.5	LOS C	11.5
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	South	T1	909	0.6	5.8	LOS A	18.7
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	South	R2	380	0.6	29.9	LOS C	14.4
3340	New Canterbury Road / Frazer Street	AM	Frazer St	East	L2	77	0.084	17.8	LOS B	1.9
3340	New Canterbury Road / Frazer Street	AM	Frazer St	East	R2	109	0.486	53.5	LOS D	5.4
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	North	L2	137	0.143	36.5	LOS C	3.5
3340	New Canterbury Road / Frazer Street	AM	New Canterbury Rd	North	T1	387	0.748	52	LOS D	18.2
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	South	T1	588	0.428	6.1	LOS A	11.8
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	South	R2	218	0.692	51.4	LOS D	10.4
3340	New Canterbury Road / Frazer Street	PM	Frazer St	East	L2	228	0.439	47.6	LOS D	9
3340	New Canterbury Road / Frazer Street	PM	Frazer St	East	R2	193	0.913	84	LOS F	12
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	North	L2	106	0.079	27.5	LOS B	1.4
3340	New Canterbury Road / Frazer Street	PM	New Canterbury Rd	North	T1	859	0.938	64.1	LOS E	53

Hurlstone Park Station

Scenario 1 – 2023 Existing

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	L2	31	0.601	20.7	LOS B	14.8
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	T1	678	0.802	16.1	LOS B	17.5
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	R2	911	0.802	37.1	LOS C	22.6
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	L2	349	0.306	11.8	LOS A	5.9
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	T1	263	0.793	63.9	LOS E	11.5
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	R2	33	0.271	71.6	LOS F	1.4
78	New Canterbury Road / Canterbury Road	AM	Old Canterbury Rd	North	L2	22	0.789	48.1	LOS D	10.6
78	New Canterbury Road / Canterbury Road	AM	Old Canterbury Rd	North	T1	460	0.789	41.4	LOS C	10.6
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	L2	7	0.678	46.2	LOS D	8.8
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	T1	388	0.678	40.4	LOS C	8.8
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	R2	15	0.678	59.2	LOS E	8
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	L2	24	0.509	20.4	LOS B	13.1
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	T1	495	0.509	14.8	LOS B	13.1
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	R2	571	0.85	50.8	LOS D	13.4
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	L2	697	0.716	21.3	LOS B	21.6
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	T1	422	0.877	67.2	LOS E	20
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	R2	43	0.369	74.1	LOS F	1.9
78	New Canterbury Road / Canterbury Road	PM	Old Canterbury Rd	North	L2	41	0.893	57.2	LOS E	20
78	New Canterbury Road / Canterbury Road	PM	Old Canterbury Rd	North	T1	768	0.893	49.7	LOS D	20
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	L2	16	0.487	37.2	LOS C	8.7
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	T1	256	0.534	32.8	LOS C	8.7
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	R2	35	0.534	62.2	LOS E	2.6
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	L2	61	0.363	17.3	LOS B	4.7
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	T1	204	0.727	43.9	LOS D	7.2
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	R2	28	0.727	53.5	LOS D	7.2
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	NorthEast	L2	16	0.859	44.2	LOS D	18.6
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	NorthEast	T1	840	0.859	34	LOS C	18.8
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	L2	33	0.425	41.6	LOS C	4.9
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	T1	188	0.85	40.2	LOS C	7.1
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	R2	56	0.85	59.5	LOS E	7.1
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	L2	83	0.765	18	LOS B	26.2
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	T1	1617	0.765	10	LOS A	26.2
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	R2	93	0.765	39.3	LOS C	20.7
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	L2	100	0.353	27.6	LOS B	5.1
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	T1	205	0.705	40.9	LOS C	8
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	R2	26	0.705	50.1	LOS D	8
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	NorthEast	L2	80	0.9	36.4	LOS C	31.9
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	NorthEast	T1	1396	0.9	27.1	LOS B	32.7
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	L2	9	0.248	40.5	LOS C	2.9
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	T1	193	0.496	35.5	LOS C	5.4

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	R2	12	0.496	48.4	LOS D	5.4
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	L2	60	0.622	15.8	LOS B	18
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	T1	1095	0.622	8.8	LOS A	18
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	R2	98	0.622	60.6	LOS E	14.2
1303	New Canterbury Road / Duntroon Street	AM	Duntroon St	South	L2	29	0.123	51.8	LOS D	1.4
1303	New Canterbury Road / Duntroon Street	AM	Duntroon St	South	R3	108	0.502	54.5	LOS D	5.6
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	SouthEast	L3	24	0.086	11	LOS A	1.6
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	SouthEast	L1	651	0.431	10.4	LOS A	11.5
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	West	R1	1345	0.521	10.9	LOS A	15.7
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	West	R2	29	0.521	12.1	LOS A	15.3
1303	New Canterbury Road / Duntroon Street	PM	Duntroon St	South	L2	42	0.22	52.6	LOS D	2
1303	New Canterbury Road / Duntroon Street	PM	Duntroon St	South	R3	74	0.403	53.9	LOS D	3.7
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	SouthEast	L3	52	0.454	11.6	LOS A	11.2
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	SouthEast	L1	1197	0.454	9.3	LOS A	11.6
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	West	R1	825	0.42	9.2	LOS A	10.1
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	West	R2	46	0.42	10.5	LOS A	10.1

Scenario 2 – 2024 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	L2	31	0.614	21.1	LOS B	15.2
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	T1	687	0.819	16.6	LOS B	18.2
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	R2	924	0.819	38.6	LOS C	23.7
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	L2	354	0.309	11.8	LOS A	6
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	T1	266	0.804	64.7	LOS E	11.7
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	R2	33	0.279	71.9	LOS F	1.4
78	New Canterbury Road / Canterbury Road	AM	Old Canterbury Rd	North	L2	22	0.799	48.5	LOS D	10.9
78	New Canterbury Road / Canterbury Road	AM	Old Canterbury Rd	North	T1	466	0.799	41.9	LOS C	10.9
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	L2	7	0.695	47.1	LOS D	9
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	T1	394	0.695	41.3	LOS C	9
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	R2	15	0.695	60.1	LOS E	8.2
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	L2	24	0.519	20.6	LOS B	13.3
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	T1	501	0.519	15	LOS B	13.3
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	R2	578	0.865	52.3	LOS D	13.9
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	L2	706	0.725	21.4	LOS B	22.1
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	T1	428	0.891	69.4	LOS E	20.8
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	R2	44	0.378	74.4	LOS F	1.9
78	New Canterbury Road / Canterbury Road	PM	Old Canterbury Rd	North	L2	42	0.919	62.9	LOS E	21.6
78	New Canterbury Road / Canterbury Road	PM	Old Canterbury Rd	North	T1	779	0.919	55.4	LOS D	21.6
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	L2	16	0.494	37.6	LOS C	8.8
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	T1	259	0.541	33.2	LOS C	8.8
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	R2	35	0.541	62.7	LOS E	2.6
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	L2	62	0.37	17.3	LOS B	4.8

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	T1	206	0.739	44.5	LOS D	7.4
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	R2	29	0.739	55.8	LOS D	7.4
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	NorthEast	L2	16	0.872	45.4	LOS D	19.2
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	NorthEast	T1	853	0.872	35.2	LOS C	19.5
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	L2	34	0.431	41.6	LOS C	5
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	T1	192	0.862	40.7	LOS C	7.3
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	R2	56	0.862	60.4	LOS E	7.3
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	L2	84	0.776	18.2	LOS B	27
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	T1	1640	0.776	10.4	LOS A	27
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	R2	94	0.776	40.3	LOS C	21.3
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	L2	101	0.358	27.6	LOS B	5.2
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	T1	208	0.715	41.1	LOS C	8.2
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	R2	26	0.715	50.4	LOS D	8.2
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	NorthEast	L2	81	0.913	38.6	LOS C	33.7
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	NorthEast	T1	1417	0.913	29.3	LOS C	34.6
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	L2	9	0.253	40.6	LOS C	2.9
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	T1	196	0.507	35.5	LOS C	5.5
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	R2	12	0.507	49.6	LOS D	5.5
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	L2	61	0.635	16	LOS B	18.7
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	T1	1111	0.635	8.9	LOS A	18.7
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	R2	99	0.635	63.5	LOS E	14.3
1303	New Canterbury Road / Duntroon Street	AM	Duntroon St	South	L2	29	0.123	51.8	LOS D	1.4
1303	New Canterbury Road / Duntroon Street	AM	Duntroon St	South	R3	109	0.507	54.6	LOS D	5.7
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	SouthEast	L3	24	0.087	11	LOS A	1.6
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	SouthEast	L1	659	0.436	10.4	LOS A	11.7
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	West	R1	1364	0.528	11	LOS A	16
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	West	R2	29	0.528	12.1	LOS A	15.7
1303	New Canterbury Road / Duntroon Street	PM	Duntroon St	South	L2	43	0.225	52.7	LOS D	2.1
1303	New Canterbury Road / Duntroon Street	PM	Duntroon St	South	R3	75	0.409	54	LOS D	3.7
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	SouthEast	L3	53	0.46	11.7	LOS A	11.5
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	SouthEast	L1	1215	0.46	9.3	LOS A	11.9
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	West	R1	838	0.427	9.3	LOS A	10.3
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	West	R2	47	0.427	10.5	LOS A	10.3

Scenario 3 – 2024 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	L2	31	0.656	21.7	LOS B	16.4
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	T1	687	0.875	17.3	LOS B	20.9
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	R2	995	0.875	44.5	LOS D	28.1
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	L2	385	0.356	11.8	LOS A	6.7
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	T1	266	0.854	69.5	LOS E	12.4

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	R2	33	0.319	74.2	LOS F	1.4
78	New Canterbury Road / Canterbury Road	AM	Old Canterbury Rd	North	L2	22	0.86	53.1	LOS D	11.5
78	New Canterbury Road / Canterbury Road	AM	Old Canterbury Rd	North	T1	466	0.86	46.4	LOS D	11.5
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	L2	7	0.754	50.3	LOS D	9.5
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	T1	394	0.754	44.5	LOS D	9.5
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	R2	15	0.754	63.5	LOS E	8.5
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	L2	24	0.505	21	LOS B	12.9
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	T1	501	0.505	15.4	LOS B	12.9
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	R2	613	0.95	68	LOS E	18.1
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	L2	766	0.849	30.2	LOS C	31.1
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	T1	428	0.923	76.5	LOS F	22.3
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	R2	44	0.418	76.5	LOS F	1.9
78	New Canterbury Road / Canterbury Road	PM	Old Canterbury Rd	North	L2	42	0.919	63.2	LOS E	21.6
78	New Canterbury Road / Canterbury Road	PM	Old Canterbury Rd	North	T1	779	0.919	55.4	LOS D	21.6
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	L2	16	0.529	39.7	LOS C	9.2
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	T1	259	0.579	35.4	LOS C	9.2
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	R2	35	0.579	64.1	LOS E	2.5
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	L2	69	0.493	17.1	LOS B	6.2
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	T1	206	0.986	61.4	LOS E	9.6
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	R2	47	0.986	86.9	LOS F	9.6
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	NorthEast	L2	34	0.938	56.5	LOS E	22.5
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	NorthEast	T1	866	0.938	45.4	LOS D	23.8
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	L2	34	0.49	42.1	LOS C	5.8
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	T1	192	0.981	48	LOS D	7.7
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	R2	56	0.981	83.5	LOS F	7.7
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	L2	84	0.864	26.2	LOS B	39.1
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	T1	1693	0.864	18.4	LOS B	39.1
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	R2	122	0.864	57.1	LOS E	26.1
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	L2	122	0.436	28.7	LOS C	6
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	T1	208	0.871	47	LOS D	10.1
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	R2	44	0.871	59	LOS E	10.1
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	NorthEast	L2	99	0.936	43.2	LOS D	37.4
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	NorthEast	T1	1459	0.936	33.2	LOS C	39
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	L2	9	0.255	40.6	LOS C	2.9
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	T1	196	0.51	35.6	LOS C	5.5
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	R2	12	0.51	49.6	LOS D	5.5
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	L2	61	0.688	16.8	LOS B	21.4
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	T1	1127	0.688	9.2	LOS A	21.4
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	R2	106	0.688	71.6	LOS F	13.8
1303	New Canterbury Road / Duntroon Street	AM	Duntroon St	South	L2	29	0.132	53.1	LOS D	1.4
1303	New Canterbury Road / Duntroon Street	AM	Duntroon St	South	R3	109	0.543	55.8	LOS D	5.7
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	SouthEast	L3	24	0.094	10.7	LOS A	1.7
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	SouthEast	L1	689	0.469	10.3	LOS A	12.3

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	West	R1	1417	0.557	10.8	LOS A	16.7
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	West	R2	29	0.557	12.4	LOS A	16.5
1303	New Canterbury Road / Duntroon Street	PM	Duntroon St	South	L2	43	0.258	61.2	LOS E	2.4
1303	New Canterbury Road / Duntroon Street	PM	Duntroon St	South	R3	75	0.467	62.7	LOS E	4.3
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	SouthEast	L3	53	0.484	11.6	LOS A	12.7
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	SouthEast	L1	1274	0.484	9	LOS A	13
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	West	R1	855	0.418	8.8	LOS A	10.7
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	West	R2	47	0.418	10.3	LOS A	10.7

Scenario 4 – 2025 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	L2	32	0.626	21.5	LOS B	15.6
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	T1	697	0.835	17.2	LOS B	19
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	R2	936	0.835	40.3	LOS C	24.9
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	L2	360	0.315	11.9	LOS A	6.2
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	T1	271	0.82	65.9	LOS E	12.1
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	R2	34	0.296	72.3	LOS F	1.4
78	New Canterbury Road / Canterbury Road	AM	Old Canterbury Rd	North	L2	23	0.814	49.3	LOS D	11.2
78	New Canterbury Road / Canterbury Road	AM	Old Canterbury Rd	North	T1	474	0.814	42.6	LOS D	11.2
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	L2	7	0.713	48	LOS D	9.2
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	T1	399	0.713	42.2	LOS C	9.2
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	R2	15	0.713	61	LOS E	8.4
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	L2	25	0.531	21	LOS B	13.7
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	T1	508	0.531	15.4	LOS B	13.7
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	R2	586	0.884	54.4	LOS D	14.6
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	L2	717	0.737	21.6	LOS B	22.7
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	T1	434	0.905	72	LOS F	21.7
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	R2	44	0.402	75.1	LOS F	1.9
78	New Canterbury Road / Canterbury Road	PM	Old Canterbury Rd	North	L2	42	0.943	69.7	LOS E	23.3
78	New Canterbury Road / Canterbury Road	PM	Old Canterbury Rd	North	T1	789	0.943	62.1	LOS E	23.3
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	L2	16	0.513	38.6	LOS C	9.2
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	T1	263	0.562	34.1	LOS C	9.2
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	R2	36	0.562	62.7	LOS E	2.6
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	L2	63	0.378	17.3	LOS B	4.9
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	T1	209	0.755	44.9	LOS D	7.5
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	R2	29	0.755	56.4	LOS D	7.5
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	NorthEast	L2	17	0.884	46.7	LOS D	19.9
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	NorthEast	T1	864	0.884	36.4	LOS C	20.2
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	L2	34	0.437	41.7	LOS C	5.1
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	T1	194	0.874	41.1	LOS C	7.4
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	R2	57	0.874	61.2	LOS E	7.4

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	L2	85	0.792	18.6	LOS B	28.3
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	T1	1663	0.792	11.1	LOS A	28.3
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	R2	96	0.792	43.9	LOS D	22.1
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	L2	102	0.385	29.5	LOS C	5.6
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	T1	212	0.769	45.7	LOS D	9
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	R2	26	0.769	55	LOS D	9
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	NorthEast	L2	82	0.907	37.7	LOS C	34.9
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	NorthEast	T1	1438	0.907	28.5	LOS B	35.8
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	L2	9	0.273	43.4	LOS D	3.2
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	T1	199	0.546	38.5	LOS C	6
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	R2	12	0.546	52.7	LOS D	6
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	L2	61	0.627	15.5	LOS B	19
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	T1	1127	0.627	8.6	LOS A	19
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	R2	101	0.627	64.8	LOS E	15.2
1303	New Canterbury Road / Duntroon Street	AM	Duntroon St	South	L2	31	0.127	51.9	LOS D	1.5
1303	New Canterbury Road / Duntroon Street	AM	Duntroon St	South	R3	112	0.516	54.7	LOS D	5.8
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	SouthEast	L3	25	0.089	11	LOS A	1.6
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	SouthEast	L1	669	0.444	10.5	LOS A	12
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	West	R1	1383	0.532	11	LOS A	16.2
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	West	R2	31	0.532	12.6	LOS A	16.1
1303	New Canterbury Road / Duntroon Street	PM	Duntroon St	South	L2	43	0.225	52.7	LOS D	2.1
1303	New Canterbury Road / Duntroon Street	PM	Duntroon St	South	R3	76	0.415	54	LOS D	3.8
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	SouthEast	L3	53	0.468	12.1	LOS A	11.8
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	SouthEast	L1	1234	0.468	9.4	LOS A	12.2
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	West	R1	849	0.424	9.2	LOS A	10.5
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	West	R2	47	0.424	10.9	LOS A	10.5

Scenario 5 – 2025 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	L2	32	0.668	22.1	LOS B	16.8
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	T1	697	0.891	18	LOS B	22
78	New Canterbury Road / Canterbury Road	AM	Canterbury Rd	South	R2	1006	0.891	47.3	LOS D	29.8
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	L2	392	0.362	11.8	LOS A	6.8
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	T1	271	0.856	69.8	LOS E	12.6
78	New Canterbury Road / Canterbury Road	AM	New Canterbury Rd	East	R2	34	0.34	75.3	LOS F	1.5
78	New Canterbury Road / Canterbury Road	AM	Old Canterbury Rd	North	L2	23	0.876	54.5	LOS D	12
78	New Canterbury Road / Canterbury Road	AM	Old Canterbury Rd	North	T1	474	0.876	47.8	LOS D	12
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	L2	7	0.772	51.5	LOS D	9.7
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	T1	399	0.772	45.6	LOS D	9.7
78	New Canterbury Road / Canterbury Road	AM	Griffiths St	West	R2	15	0.772	64.6	LOS E	8.7
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	L2	25	0.518	21.4	LOS B	13.3

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	T1	508	0.518	15.8	LOS B	13.3
78	New Canterbury Road / Canterbury Road	PM	Canterbury Rd	South	R2	621	0.968	73.9	LOS F	19.4
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	L2	777	0.861	31.6	LOS C	32.5
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	T1	434	0.928	77.6	LOS F	22.8
78	New Canterbury Road / Canterbury Road	PM	New Canterbury Rd	East	R2	44	0.505	78.3	LOS F	2
78	New Canterbury Road / Canterbury Road	PM	Old Canterbury Rd	North	L2	42	0.943	70	LOS E	23.3
78	New Canterbury Road / Canterbury Road	PM	Old Canterbury Rd	North	T1	789	0.943	62.1	LOS E	23.3
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	L2	16	0.546	41.1	LOS C	9.6
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	T1	263	0.598	36.8	LOS C	9.6
78	New Canterbury Road / Canterbury Road	PM	Griffiths St	West	R2	36	0.598	64.3	LOS E	2.3
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	L2	71	0.444	18.8	LOS B	6.8
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	T1	209	0.889	52.8	LOS D	9
777	Canterbury Road / Queen Street / Crinan Street	AM	Crinan St	SouthEast	R2	47	0.889	72.6	LOS F	9
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	NorthEast	L2	34	0.87	47.3	LOS D	21.6
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	NorthEast	T1	878	0.87	36.5	LOS C	22.7
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	L2	34	0.43	44.3	LOS D	6.2
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	T1	194	0.86	42	LOS C	7.3
777	Canterbury Road / Queen Street / Crinan Street	AM	Queen St	NorthWest	R2	57	0.86	68.6	LOS E	7.3
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	L2	85	0.898	32.9	LOS C	49.8
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	T1	1716	0.898	25.3	LOS B	49.8
777	Canterbury Road / Queen Street / Crinan Street	AM	Canterbury Rd	SouthWest	R2	125	0.898	68.9	LOS E	32.2
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	L2	123	0.44	28.7	LOS C	6
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	T1	212	0.881	47.8	LOS D	10.3
777	Canterbury Road / Queen Street / Crinan Street	PM	Crinan St	SouthEast	R2	44	0.881	60	LOS E	10.3
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	NorthEast	L2	100	0.949	46.8	LOS D	39.8
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	NorthEast	T1	1480	0.949	36.7	LOS C	41.6
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	L2	9	0.258	40.6	LOS C	3
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	T1	199	0.517	35.6	LOS C	5.6
777	Canterbury Road / Queen Street / Crinan Street	PM	Queen St	NorthWest	R2	12	0.517	49.7	LOS D	5.6
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	L2	61	0.705	17	LOS B	22.5
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	T1	1144	0.705	9.4	LOS A	22.5
777	Canterbury Road / Queen Street / Crinan Street	PM	Canterbury Rd	SouthWest	R2	108	0.705	74.4	LOS F	13.9
1303	New Canterbury Road / Duntroon Street	AM	Duntroon St	South	L2	31	0.136	53.2	LOS D	1.5
1303	New Canterbury Road / Duntroon Street	AM	Duntroon St	South	R3	112	0.553	55.9	LOS D	5.9
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	SouthEast	L3	25	0.095	10.7	LOS A	1.7
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	SouthEast	L1	700	0.476	10.4	LOS A	12.7
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	West	R1	1436	0.564	10.9	LOS A	17.1
1303	New Canterbury Road / Duntroon Street	AM	New Canterbury Rd	West	R2	31	0.564	12.5	LOS A	16.9
1303	New Canterbury Road / Duntroon Street	PM	Duntroon St	South	L2	43	0.258	61.2	LOS E	2.4
1303	New Canterbury Road / Duntroon Street	PM	Duntroon St	South	R3	76	0.474	62.8	LOS E	4.4
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	SouthEast	L3	53	0.491	11.6	LOS A	12.9
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	SouthEast	L1	1293	0.491	9	LOS A	13.3
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	West	R1	866	0.423	8.8	LOS A	10.9

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1303	New Canterbury Road / Duntroon Street	PM	New Canterbury Rd	West	R2	47	0.423	10.3	LOS A	10.9

Canterbury Station

Scenario 1 – 2023 Existing

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
602	Canterbury Road / Fore Street	AM	Fore St	South	L2	101	0.149	28.4	LOS B	3.5
602	Canterbury Road / Fore Street	AM	Fore St	South	R2	204	0.672	52.3	LOS D	10.6
602	Canterbury Road / Fore Street	AM	Canterbury Rd	East	L2	114	0.683	7.7	LOS A	25
602	Canterbury Road / Fore Street	AM	Canterbury Rd	East	T1	1171	0.683	23.7	LOS B	26.1
602	Canterbury Road / Fore Street	AM	Canterbury Rd	West	T1	1668	0.682	11.2	LOS A	27.3
602	Canterbury Road / Fore Street	AM	Canterbury Rd	West	R2	162	0.44	23.8	LOS B	4.2
602	Canterbury Road / Fore Street	PM	Fore St	South	L2	277	0.397	38.2	LOS C	12.7
602	Canterbury Road / Fore Street	PM	Fore St	South	R2	232	0.879	75.6	LOS F	16.3
602	Canterbury Road / Fore Street	PM	Canterbury Rd	East	L2	172	0.846	11.5	LOS A	45.7
602	Canterbury Road / Fore Street	PM	Canterbury Rd	East	T1	1520	0.846	32.7	LOS C	47.1
602	Canterbury Road / Fore Street	PM	Canterbury Rd	West	T1	1333	0.478	8	LOS A	17.5
602	Canterbury Road / Fore Street	PM	Canterbury Rd	West	R2	235	0.675	59.5	LOS E	13.7
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	L3	7	0.473	19.2	LOS B	14.5
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	T1	1014	0.473	13.5	LOS A	15.6
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	R2	8	0.473	59	LOS E	15.6
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	L3	20	0.698	43.1	LOS D	9.2
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	L2	5	0.698	80.3	LOS F	9.2
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	R1	289	0.698	69.9	LOS E	9.8
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L3	1	0.213	63.9	LOS E	2.1
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L2	35	0.213	57.4	LOS E	2.1
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L1	2	0.213	55.4	LOS D	2.1
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	R2	153	0.808	70.1	LOS E	9.9
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	L2	35	0.986	28.8	LOS C	57.4
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	L1	185	0.986	26.9	LOS B	57.4
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	T1	1608	0.986	22.2	LOS B	58.9
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	L3	17	0.646	16.9	LOS B	23.8
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	T1	1526	0.646	12	LOS A	26.5
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	R2	20	0.646	55.5	LOS D	26.5
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	L3	25	1.023	70.5	LOS E	18.2
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	L2	12	1.023	89.8	LOS F	18.2
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	R1	372	1.023	105.9	LOS F	18.4
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L3	1	0.213	65.2	LOS E	2.3
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L2	22	0.213	61.6	LOS E	2.3
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L1	16	0.213	59.8	LOS E	2.3
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	R2	137	0.9	81.7	LOS F	9.9
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	L2	34	0.987	29.2	LOS C	53.3
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	L1	293	0.987	27.3	LOS B	53.3
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	T1	1301	0.987	22.7	LOS B	54.6
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	East	T1	1204	0.421	10.4	LOS A	10.8
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	East	R2	262	0.656	52.4	LOS D	14

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1167	Canterbury Road / Wonga Street	AM	Wonga St	North	L2	279	0.514	43.9	LOS D	14.1
1167	Canterbury Road / Wonga Street	AM	Wonga St	North	R2	63	0.433	66.3	LOS E	3.8
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	West	L2	11	0.604	25	LOS B	25.3
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	West	T1	1352	0.604	16	LOS B	25.3
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	East	T1	1577	0.598	5.5	LOS A	20.8
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	East	R2	361	0.782	29.2	LOS C	16.3
1167	Canterbury Road / Wonga Street	PM	Wonga St	North	L2	265	0.363	33.7	LOS C	11.7
1167	Canterbury Road / Wonga Street	PM	Wonga St	North	R2	101	0.657	70.3	LOS E	6.6
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	West	L2	74	0.735	34.8	LOS C	35.2
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	West	T1	1393	0.735	25.3	LOS B	35.8
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	East	T1	1012	0.383	3.5	LOS A	9.7
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	East	R2	16	0.383	13.2	LOS A	8.1
2995	Canterbury Road / Aldi Street	AM	Aldi St	North	L2	14	0.119	58.4	LOS E	1.3
2995	Canterbury Road / Aldi Street	AM	Aldi St	North	R2	7	0.119	73.2	LOS F	1.3
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	West	L2	1	0.6	6.1	LOS A	2.9
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	West	T1	1636	0.6	0.5	LOS A	2.9
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	East	T1	1555	0.561	4.2	LOS A	18.4
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	East	R2	33	0.561	13.2	LOS A	13.4
2995	Canterbury Road / Aldi Street	PM	Aldi St	North	L2	31	0.273	50.1	LOS D	3.1
2995	Canterbury Road / Aldi Street	PM	Aldi St	North	R2	20	0.273	83.1	LOS F	3.1
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	West	L2	15	0.584	14.3	LOS A	15.7
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	West	T1	1326	0.584	7.3	LOS A	15.7
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	East	T1	1241	0.446	5.5	LOS A	12
4052	Canterbury Road / Duke Street	AM	Duke St	North	L2	52	0.208	49.3	LOS D	2.4
4052	Canterbury Road / Duke Street	AM	Duke St	North	R2	140	0.575	52.2	LOS D	7
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	West	L2	28	0.574	31.9	LOS C	30.3
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	West	T1	1252	0.574	26.4	LOS B	30.3
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	East	T1	1462	0.495	4.8	LOS A	14.1
4052	Canterbury Road / Duke Street	PM	Duke St	North	L2	65	0.333	55.2	LOS D	3.4
4052	Canterbury Road / Duke Street	PM	Duke St	North	R2	100	0.494	56.2	LOS D	5.3
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	West	L2	32	0.496	10.5	LOS A	14.2
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	West	T1	1439	0.496	4.9	LOS A	14.3

Scenario 2 – 2024 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
602	Canterbury Road / Fore Street	AM	Fore St	South	L2	103	0.152	28.4	LOS B	3.6
602	Canterbury Road / Fore Street	AM	Fore St	South	R2	206	0.678	52.4	LOS D	10.8
602	Canterbury Road / Fore Street	AM	Canterbury Rd	East	L2	116	0.693	7.8	LOS A	25.6
602	Canterbury Road / Fore Street	AM	Canterbury Rd	East	T1	1187	0.693	23.9	LOS B	26.7
602	Canterbury Road / Fore Street	AM	Canterbury Rd	West	T1	1693	0.697	11.4	LOS A	28.4
602	Canterbury Road / Fore Street	AM	Canterbury Rd	West	R2	164	0.45	24.3	LOS B	4.4

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
602	Canterbury Road / Fore Street	PM	Fore St	South	L2	281	0.395	38	LOS C	12.8
602	Canterbury Road / Fore Street	PM	Fore St	South	R2	236	0.875	75.1	LOS F	16.6
602	Canterbury Road / Fore Street	PM	Canterbury Rd	East	L2	175	0.872	14.7	LOS B	49.6
602	Canterbury Road / Fore Street	PM	Canterbury Rd	East	T1	1542	0.872	37	LOS C	51.1
602	Canterbury Road / Fore Street	PM	Canterbury Rd	West	T1	1353	0.49	8.5	LOS A	18.4
602	Canterbury Road / Fore Street	PM	Canterbury Rd	West	R2	239	0.697	61.6	LOS E	14.1
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	L3	7	0.485	19.3	LOS B	15.1
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	T1	1028	0.485	13.8	LOS A	16.1
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	R2	8	0.485	65.7	LOS E	16.1
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	L3	20	0.706	43.4	LOS D	9.4
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	L2	5	0.706	80.6	LOS F	9.4
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	R1	294	0.706	70.2	LOS E	10
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L3	1	0.213	63.9	LOS E	2.1
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L2	35	0.213	57.4	LOS E	2.1
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L1	2	0.213	55.4	LOS D	2.1
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	R2	155	0.819	70.7	LOS F	10.1
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	L2	35	1	35	LOS C	66.7
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	L1	187	1	33	LOS C	66.7
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	T1	1632	1	28.3	LOS B	68.3
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	L3	17	0.702	19.8	LOS B	27.9
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	T1	1548	0.702	14.5	LOS B	28.3
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	R2	20	0.702	63.1	LOS E	28.3
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	L3	25	0.956	58.3	LOS E	15.1
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	L2	12	0.956	101.7	LOS F	15.1
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	R1	377	0.956	91.7	LOS F	15.2
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L3	1	0.196	59.6	LOS E	2.1
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L2	22	0.196	56	LOS D	2.1
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L1	16	0.196	54.2	LOS D	2.1
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	R2	139	0.843	70.9	LOS F	9
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	L2	34	1.01	40.1	LOS C	59
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	L1	297	1.01	38.1	LOS C	59
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	T1	1320	1.01	33.5	LOS C	60.4
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	East	T1	1221	0.423	11.3	LOS A	11
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	East	R2	265	0.663	56.3	LOS D	14.7
1167	Canterbury Road / Wonga Street	AM	Wonga St	North	L2	283	0.528	46	LOS D	15
1167	Canterbury Road / Wonga Street	AM	Wonga St	North	R2	64	0.508	70.7	LOS F	4.1
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	West	L2	11	0.605	25.1	LOS B	26.3
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	West	T1	1371	0.605	16.2	LOS B	26.4
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	East	T1	1600	0.612	6	LOS A	21.7
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	East	R2	366	0.833	37.9	LOS C	19.5
1167	Canterbury Road / Wonga Street	PM	Wonga St	North	L2	269	0.369	33.8	LOS C	11.9
1167	Canterbury Road / Wonga Street	PM	Wonga St	North	R2	102	0.664	70.4	LOS E	6.6
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	West	L2	75	0.746	35.1	LOS C	36.1

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	West	T1	1414	0.746	25.5	LOS B	36.7
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	East	T1	1026	0.389	3.5	LOS A	9.9
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	East	R2	16	0.389	13.3	LOS A	8.3
2995	Canterbury Road / Aldi Street	AM	Aldi St	North	L2	14	0.119	58.4	LOS E	1.3
2995	Canterbury Road / Aldi Street	AM	Aldi St	North	R2	7	0.119	73.2	LOS F	1.3
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	West	L2	1	0.608	6.1	LOS A	3
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	West	T1	1659	0.608	0.5	LOS A	3
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	East	T1	1578	0.565	4	LOS A	18.9
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	East	R2	33	0.565	12.9	LOS A	13.9
2995	Canterbury Road / Aldi Street	PM	Aldi St	North	L2	31	0.283	52.4	LOS D	3.2
2995	Canterbury Road / Aldi Street	PM	Aldi St	North	R2	20	0.283	86.7	LOS F	3.2
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	West	L2	15	0.586	14	LOS A	15.9
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	West	T1	1346	0.586	7	LOS A	15.9
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	East	T1	1259	0.452	5.5	LOS A	12.3
4052	Canterbury Road / Duke Street	AM	Duke St	North	L2	53	0.213	49.4	LOS D	2.5
4052	Canterbury Road / Duke Street	AM	Duke St	North	R2	142	0.583	52.3	LOS D	7.1
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	West	L2	28	0.581	32.3	LOS C	30.8
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	West	T1	1269	0.581	26.7	LOS B	30.8
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	East	T1	1483	0.502	4.9	LOS A	14.5
4052	Canterbury Road / Duke Street	PM	Duke St	North	L2	66	0.339	55.2	LOS D	3.4
4052	Canterbury Road / Duke Street	PM	Duke St	North	R2	101	0.499	56.3	LOS D	5.3
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	West	L2	32	0.503	10.5	LOS A	14.5
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	West	T1	1460	0.503	4.9	LOS A	14.6

Scenario 3 – 2024 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
602	Canterbury Road / Fore Street	AM	Fore St	South	L2	103	0.188	34.5	LOS C	4
602	Canterbury Road / Fore Street	AM	Fore St	South	R2	206	0.758	56.6	LOS E	11.4
602	Canterbury Road / Fore Street	AM	Canterbury Rd	East	L2	116	0.642	7.4	LOS A	23.3
602	Canterbury Road / Fore Street	AM	Canterbury Rd	East	T1	1228	0.642	17.8	LOS B	24.1
602	Canterbury Road / Fore Street	AM	Canterbury Rd	West	T1	1787	0.759	11.7	LOS A	32
602	Canterbury Road / Fore Street	AM	Canterbury Rd	West	R2	164	0.625	37.9	LOS C	7.4
602	Canterbury Road / Fore Street	PM	Fore St	South	L2	281	0.738	63.2	LOS E	17
602	Canterbury Road / Fore Street	PM	Fore St	South	R2	236	0.903	84.4	LOS F	17.1
602	Canterbury Road / Fore Street	PM	Canterbury Rd	East	L2	175	0.735	7.6	LOS A	35.6
602	Canterbury Road / Fore Street	PM	Canterbury Rd	East	T1	1625	0.735	15.7	LOS B	36.3
602	Canterbury Road / Fore Street	PM	Canterbury Rd	West	T1	1391	0.507	7.9	LOS A	18.4
602	Canterbury Road / Fore Street	PM	Canterbury Rd	West	R2	239	1.215	275.1	LOS F	33.6
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	L3	7	0.509	18.4	LOS B	15.8
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	T1	1069	0.509	13.5	LOS A	17.3
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	R2	8	0.509	73.7	LOS F	17.3

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	L3	20	0.735	48.3	LOS D	9.9
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	L2	5	0.735	86.1	LOS F	9.9
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	R1	294	0.735	74.6	LOS F	10.5
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L3	1	0.321	68.3	LOS E	3
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L2	46	0.321	61.7	LOS E	3
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L1	2	0.321	59.6	LOS E	3
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	R2	155	0.851	75.6	LOS F	10.7
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	L2	46	1.024	50.3	LOS D	76.8
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	L1	189	1.024	48	LOS D	76.8
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	T1	1713	1.024	43.3	LOS D	78.9
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	L3	17	0.729	17.9	LOS B	29.6
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	T1	1632	0.729	13.4	LOS A	31.7
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	R2	20	0.729	68.6	LOS E	31.7
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	L3	25	1.036	78.5	LOS F	19
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	L2	12	1.036	96.5	LOS F	19
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	R1	377	1.036	113.3	LOS F	19.1
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L3	1	0.325	66.9	LOS E	3.1
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L2	34	0.325	63.4	LOS E	3.1
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L1	16	0.325	61.4	LOS E	3.1
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	R2	139	0.913	83.5	LOS F	10.2
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	L2	45	1.005	38.2	LOS C	63.2
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	L1	299	1.005	35.9	LOS C	63.2
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	T1	1344	1.005	31.2	LOS C	65.3
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	East	T1	1248	0.446	18.8	LOS B	11.9
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	East	R2	279	0.619	76.2	LOS F	14.2
1167	Canterbury Road / Wonga Street	AM	Wonga St	North	L2	302	0.477	37.1	LOS C	14.1
1167	Canterbury Road / Wonga Street	AM	Wonga St	North	R2	64	0.489	67.8	LOS E	4
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	West	L2	11	0.767	33.4	LOS C	34.1
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	West	T1	1446	0.767	23.6	LOS B	34.2
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	East	T1	1646	0.707	9.6	LOS A	28.7
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	East	R2	403	0.996	101.7	LOS F	31.3
1167	Canterbury Road / Wonga Street	PM	Wonga St	North	L2	276	0.387	34.1	LOS C	12.3
1167	Canterbury Road / Wonga Street	PM	Wonga St	North	R2	102	0.664	70.4	LOS E	6.6
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	West	L2	75	0.777	35.9	LOS C	37.9
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	West	T1	1445	0.777	26.2	LOS B	38.5
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	East	T1	1067	0.426	3.7	LOS A	11
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	East	R2	16	0.426	13.7	LOS A	8.8
2995	Canterbury Road / Aldi Street	AM	Aldi St	North	L2	14	0.119	58.4	LOS E	1.3
2995	Canterbury Road / Aldi Street	AM	Aldi St	North	R2	7	0.119	73.2	LOS F	1.3
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	West	L2	1	0.673	6.2	LOS A	3.7
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	West	T1	1752	0.673	0.5	LOS A	3.7
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	East	T1	1661	0.626	4.6	LOS A	21.8
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	East	R2	33	0.626	15	LOS B	15.6

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
2995	Canterbury Road / Aldi Street	PM	Aldi St	North	L2	31	0.273	49.6	LOS D	3.1
2995	Canterbury Road / Aldi Street	PM	Aldi St	North	R2	20	0.273	83.9	LOS F	3.1
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	West	L2	15	0.632	15.3	LOS B	18.3
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	West	T1	1382	0.632	8.2	LOS A	18.3
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	East	T1	1286	0.457	5.3	LOS A	13.2
4052	Canterbury Road / Duke Street	AM	Duke St	North	L2	53	0.227	56.6	LOS E	2.8
4052	Canterbury Road / Duke Street	AM	Duke St	North	R2	142	0.622	60.2	LOS E	8.2
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	West	L2	28	0.619	36.6	LOS C	35.1
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	West	T1	1345	0.619	29	LOS C	35.1
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	East	T1	1529	0.533	4.9	LOS A	14.9
4052	Canterbury Road / Duke Street	PM	Duke St	North	L2	66	0.352	53.6	LOS D	3.3
4052	Canterbury Road / Duke Street	PM	Duke St	North	R2	101	0.519	54.6	LOS D	5.1
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	West	L2	32	0.524	10.5	LOS A	14.7
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	West	T1	1492	0.524	4.9	LOS A	14.7

Scenario 4 – 2025 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
602	Canterbury Road / Fore Street	AM	Fore St	South	L2	104	0.153	28.4	LOS B	3.6
602	Canterbury Road / Fore Street	AM	Fore St	South	R2	209	0.688	52.7	LOS D	11
602	Canterbury Road / Fore Street	AM	Canterbury Rd	East	L2	117	0.702	7.8	LOS A	26.2
602	Canterbury Road / Fore Street	AM	Canterbury Rd	East	T1	1204	0.702	24.1	LOS B	27.3
602	Canterbury Road / Fore Street	AM	Canterbury Rd	West	T1	1716	0.709	11.7	LOS A	29.4
602	Canterbury Road / Fore Street	AM	Canterbury Rd	West	R2	166	0.46	25.1	LOS B	4.6
602	Canterbury Road / Fore Street	PM	Fore St	South	L2	285	0.393	38.1	LOS C	12.9
602	Canterbury Road / Fore Street	PM	Fore St	South	R2	239	0.922	84.2	LOS F	17.9
602	Canterbury Road / Fore Street	PM	Canterbury Rd	East	L2	177	0.897	19.1	LOS B	54.1
602	Canterbury Road / Fore Street	PM	Canterbury Rd	East	T1	1565	0.897	42.3	LOS C	55.7
602	Canterbury Road / Fore Street	PM	Canterbury Rd	West	T1	1373	0.503	9.1	LOS A	19.3
602	Canterbury Road / Fore Street	PM	Canterbury Rd	West	R2	242	0.715	63.4	LOS E	14.4
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	L3	7	0.493	19.3	LOS B	15.5
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	T1	1042	0.493	14.2	LOS A	16.6
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	R2	8	0.493	69.2	LOS E	16.6
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	L3	20	0.713	44.5	LOS D	9.5
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	L2	5	0.713	81.1	LOS F	9.5
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	R1	297	0.713	70.5	LOS F	10.1
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L3	1	0.217	63.9	LOS E	2.2
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L2	36	0.217	57.4	LOS E	2.2
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L1	2	0.217	55.5	LOS D	2.2
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	R2	157	0.83	71.3	LOS F	10.3
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	L2	36	0.996	33	LOS C	65
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	L1	191	0.996	31	LOS C	65

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	T1	1655	0.996	26.4	LOS B	66.6
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	L3	17	0.742	21.6	LOS B	30.6
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	T1	1573	0.742	15.8	LOS B	30.6
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	R2	20	0.742	65.1	LOS E	29.3
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	L3	26	0.93	52.5	LOS D	14
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	L2	12	0.93	91.9	LOS F	14
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	R1	382	0.93	82.2	LOS F	14.2
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L3	1	0.188	56.8	LOS E	2
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L2	22	0.188	53.2	LOS D	2
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L1	16	0.188	51.4	LOS D	2
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	R2	141	0.82	66.8	LOS E	8.6
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	L2	35	1.008	38.3	LOS C	57.5
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	L1	301	1.008	36.4	LOS C	57.5
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	T1	1341	1.008	31.8	LOS C	58.9
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	East	T1	1238	0.433	12.1	LOS A	11.3
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	East	R2	269	0.688	58.7	LOS E	14.6
1167	Canterbury Road / Wonga Street	AM	Wonga St	North	L2	286	0.527	44.1	LOS D	14.6
1167	Canterbury Road / Wonga Street	AM	Wonga St	North	R2	65	0.497	67.9	LOS E	4
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	West	L2	11	0.621	25.3	LOS B	26.4
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	West	T1	1389	0.621	16.3	LOS B	26.5
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	East	T1	1624	0.623	6.4	LOS A	22.5
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	East	R2	372	0.849	42.1	LOS C	20.3
1167	Canterbury Road / Wonga Street	PM	Wonga St	North	L2	273	0.373	33.9	LOS C	12.1
1167	Canterbury Road / Wonga Street	PM	Wonga St	North	R2	104	0.678	70.6	LOS F	6.8
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	West	L2	76	0.757	35.4	LOS C	37
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	West	T1	1435	0.757	25.8	LOS B	37.6
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	East	T1	1040	0.395	3.5	LOS A	10.2
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	East	R2	16	0.395	13.4	LOS A	8.4
2995	Canterbury Road / Aldi Street	AM	Aldi St	North	L2	14	0.119	58.4	LOS E	1.3
2995	Canterbury Road / Aldi Street	AM	Aldi St	North	R2	7	0.119	73.2	LOS F	1.3
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	West	L2	1	0.617	6.1	LOS A	3.1
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	West	T1	1682	0.617	0.5	LOS A	3.1
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	East	T1	1602	0.581	4.3	LOS A	19.6
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	East	R2	34	0.581	13.7	LOS A	14
2995	Canterbury Road / Aldi Street	PM	Aldi St	North	L2	32	0.285	50.1	LOS D	3.2
2995	Canterbury Road / Aldi Street	PM	Aldi St	North	R2	21	0.285	83.1	LOS F	3.2
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	West	L2	15	0.602	14.4	LOS A	16.6
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	West	T1	1366	0.602	7.4	LOS A	16.6
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	East	T1	1276	0.458	5.6	LOS A	12.5
4052	Canterbury Road / Duke Street	AM	Duke St	North	L2	53	0.213	49.4	LOS D	2.5
4052	Canterbury Road / Duke Street	AM	Duke St	North	R2	144	0.592	52.4	LOS D	7.2
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	West	L2	29	0.588	32.6	LOS C	31.4
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	West	T1	1287	0.588	27	LOS B	31.4

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	East	T1	1506	0.51	4.9	LOS A	14.8
4052	Canterbury Road / Duke Street	PM	Duke St	North	L2	67	0.375	56.6	LOS E	3.5
4052	Canterbury Road / Duke Street	PM	Duke St	North	R2	103	0.509	56.4	LOS D	5.4
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	West	L2	33	0.511	10.6	LOS A	14.9
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	West	T1	1483	0.511	4.9	LOS A	15

Scenario 5 – 2025 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
602	Canterbury Road / Fore Street	AM	Fore St	South	L2	104	0.189	34.5	LOS C	4.1
602	Canterbury Road / Fore Street	AM	Fore St	South	R2	209	0.769	57	LOS E	11.6
602	Canterbury Road / Fore Street	AM	Canterbury Rd	East	L2	117	0.65	7.4	LOS A	23.8
602	Canterbury Road / Fore Street	AM	Canterbury Rd	East	T1	1245	0.65	17.9	LOS B	24.6
602	Canterbury Road / Fore Street	AM	Canterbury Rd	West	T1	1811	0.771	12	LOS A	33.1
602	Canterbury Road / Fore Street	AM	Canterbury Rd	West	R2	166	0.642	39.5	LOS C	7.7
602	Canterbury Road / Fore Street	PM	Fore St	South	L2	285	0.757	64.9	LOS E	17.5
602	Canterbury Road / Fore Street	PM	Fore St	South	R2	239	0.985	109.1	LOS F	20.2
602	Canterbury Road / Fore Street	PM	Canterbury Rd	East	L2	177	0.745	7.6	LOS A	36.6
602	Canterbury Road / Fore Street	PM	Canterbury Rd	East	T1	1648	0.745	15.9	LOS B	37.3
602	Canterbury Road / Fore Street	PM	Canterbury Rd	West	T1	1411	0.514	7.9	LOS A	18.8
602	Canterbury Road / Fore Street	PM	Canterbury Rd	West	R2	242	1.275	326	LOS F	36.7
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	L3	7	0.514	18.4	LOS B	16
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	T1	1083	0.514	13.6	LOS A	17.6
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	East	R2	8	0.514	73.9	LOS F	17.6
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	L3	20	0.741	48.5	LOS D	10
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	L2	5	0.741	86.4	LOS F	10
855	Canterbury Road / Jeffrey Street	AM	Jeffrey St	NorthEast	R1	297	0.741	74.9	LOS F	10.6
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L3	1	0.326	68.3	LOS E	3
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L2	47	0.326	61.7	LOS E	3
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	L1	2	0.326	59.6	LOS E	3
855	Canterbury Road / Jeffrey Street	AM	Broughton St	North	R2	157	0.863	76.5	LOS F	11
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	L2	47	1.039	60.4	LOS E	80.8
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	L1	193	1.039	58.1	LOS E	80.8
855	Canterbury Road / Jeffrey Street	AM	Canterbury Rd	West	T1	1736	1.039	53.4	LOS D	83.1
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	L3	17	0.76	19.4	LOS B	32.3
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	T1	1656	0.76	14.5	LOS B	32.4
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	East	R2	20	0.76	69.2	LOS E	32.4
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	L3	26	1.011	63.3	LOS E	17.8
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	L2	12	1.011	79.7	LOS F	17.8
855	Canterbury Road / Jeffrey Street	PM	Jeffrey St	NorthEast	R1	382	1.011	96	LOS F	18
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L3	1	0.312	64	LOS E	2.9
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L2	34	0.312	60.5	LOS E	2.9

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	L1	16	0.312	58.5	LOS E	2.9
855	Canterbury Road / Jeffrey Street	PM	Broughton St	North	R2	141	0.891	77.8	LOS F	9.8
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	L2	46	1.023	49	LOS D	65.2
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	L1	303	1.023	46.8	LOS D	65.2
855	Canterbury Road / Jeffrey Street	PM	Canterbury Rd	West	T1	1365	1.023	42.1	LOS C	67.4
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	East	T1	1265	0.443	17.9	LOS B	11.8
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	East	R2	283	0.711	80.5	LOS F	16.4
1167	Canterbury Road / Wonga Street	AM	Wonga St	North	L2	305	0.564	48.6	LOS D	16.7
1167	Canterbury Road / Wonga Street	AM	Wonga St	North	R2	65	0.536	76.7	LOS F	4.4
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	West	L2	11	0.703	29.7	LOS C	33.3
1167	Canterbury Road / Wonga Street	AM	Canterbury Rd	West	T1	1465	0.703	20.3	LOS B	33.4
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	East	T1	1671	0.716	9.9	LOS A	29.6
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	East	R2	408	1.012	102.4	LOS F	29.5
1167	Canterbury Road / Wonga Street	PM	Wonga St	North	L2	279	0.391	34.1	LOS C	12.5
1167	Canterbury Road / Wonga Street	PM	Wonga St	North	R2	104	0.678	70.6	LOS F	6.8
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	West	L2	76	0.788	36.2	LOS C	38.9
1167	Canterbury Road / Wonga Street	PM	Canterbury Rd	West	T1	1466	0.788	26.5	LOS B	39.4
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	East	T1	1081	0.433	3.7	LOS A	11.3
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	East	R2	16	0.433	13.8	LOS A	9
2995	Canterbury Road / Aldi Street	AM	Aldi St	North	L2	14	0.119	58.4	LOS E	1.3
2995	Canterbury Road / Aldi Street	AM	Aldi St	North	R2	7	0.119	73.2	LOS F	1.3
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	West	L2	1	0.681	6.2	LOS A	3.9
2995	Canterbury Road / Aldi Street	AM	Canterbury Rd	West	T1	1775	0.681	0.5	LOS A	3.9
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	East	T1	1685	0.638	4.7	LOS A	22.6
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	East	R2	34	0.638	15.7	LOS B	15.7
2995	Canterbury Road / Aldi Street	PM	Aldi St	North	L2	32	0.285	49.5	LOS D	3.2
2995	Canterbury Road / Aldi Street	PM	Aldi St	North	R2	21	0.285	83.9	LOS F	3.2
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	West	L2	15	0.641	15.4	LOS B	18.8
2995	Canterbury Road / Aldi Street	PM	Canterbury Rd	West	T1	1402	0.641	8.2	LOS A	18.8
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	East	T1	1303	0.462	5.3	LOS A	13.5
4052	Canterbury Road / Duke Street	AM	Duke St	North	L2	53	0.227	56.6	LOS E	2.8
4052	Canterbury Road / Duke Street	AM	Duke St	North	R2	144	0.631	60.3	LOS E	8.3
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	West	L2	29	0.625	36.9	LOS C	35.8
4052	Canterbury Road / Duke Street	AM	Canterbury Rd	West	T1	1363	0.625	29.4	LOS C	35.8
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	East	T1	1553	0.541	5	LOS A	15.3
4052	Canterbury Road / Duke Street	PM	Duke St	North	L2	67	0.358	53.7	LOS D	3.3
4052	Canterbury Road / Duke Street	PM	Duke St	North	R2	103	0.53	54.7	LOS D	5.2
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	West	L2	33	0.533	10.5	LOS A	15.1
4052	Canterbury Road / Duke Street	PM	Canterbury Rd	West	T1	1515	0.533	4.9	LOS A	15.1

Campsie Station

Scenario 1 – 2023 Existing

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	L2	108	0.698	21.5	LOS B	11.7
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	T1	494	0.698	44	LOS D	13.1
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	R2	368	0.774	46.1	LOS D	16.3
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	East	L2	171	0.816	52.2	LOS D	17.4
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	East	T1	748	0.816	40.8	LOS C	23.7
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	L2	48	0.652	12.5	LOS A	8.9
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	T1	366	0.652	49.2	LOS D	8.9
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	R2	93	0.262	53.7	LOS D	3.6
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	L2	69	0.398	13.9	LOS A	18.1
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	T1	1145	0.398	20.1	LOS B	18.1
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	R2	258	0.271	45.4	LOS D	9.1
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	L2	165	0.203	15.9	LOS B	3.3
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	T1	379	0.427	26.9	LOS B	12.6
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	R2	415	0.717	25.8	LOS B	11.2
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	East	L2	88	0.678	43.5	LOS D	22.8
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	East	T1	1117	0.678	32.9	LOS C	25
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	L2	47	0.674	12.8	LOS A	9.5
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	T1	374	0.674	49.2	LOS D	9.5
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	R2	146	0.644	59.5	LOS E	6.4
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	L2	73	0.4	18.8	LOS B	17.6
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	T1	978	0.4	23.2	LOS B	17.6
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	R2	231	0.548	51.4	LOS D	9.6
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	L2	19	0.528	48.5	LOS D	9.1
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	T1	289	0.703	43.2	LOS D	9.1
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	R2	42	0.703	65	LOS E	8.1
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	L2	28	0.347	15.1	LOS B	9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	T1	846	0.347	15.3	LOS B	9.1
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	R2	221	0.875	81.1	LOS F	13.6
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	L2	56	0.488	35.7	LOS C	8.9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	T1	219	0.651	44.4	LOS D	8.9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	R2	44	0.651	63.8	LOS E	6.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	West	L2	153	0.705	27.2	LOS B	26.4
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	West	T1	1285	0.705	17.7	LOS B	26.9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	L2	35	0.435	34.7	LOS C	11.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	T1	288	0.58	28.1	LOS B	11.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	R2	68	0.58	63.1	LOS E	5.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	L2	57	0.609	27.1	LOS B	21.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	T1	1054	0.609	21.1	LOS B	21.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	R2	160	0.555	62.2	LOS E	7.6
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	L2	88	0.638	28.5	LOS B	17

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	T1	340	0.851	38.9	LOS C	17
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	R2	116	0.851	73.6	LOS F	8.4
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	West	L2	132	0.84	48.1	LOS D	29
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	West	T1	1026	0.84	37.6	LOS C	30.4
738	Beamish Street / Evaline Street	AM	Beamish St	South	L2	55	0.072	38.1	LOS C	0.8
738	Beamish Street / Evaline Street	AM	Beamish St	South	T1	376	0.732	41.9	LOS C	13.9
738	Beamish Street / Evaline Street	AM	Evaline St	East	L2	28	0.324	44.4	LOS D	2.2
738	Beamish Street / Evaline Street	AM	Evaline St	East	T1	131	0.649	37.3	LOS C	6.5
738	Beamish Street / Evaline Street	AM	Evaline St	East	R2	61	0.649	41.1	LOS C	6.5
738	Beamish Street / Evaline Street	AM	Beamish St	North	L2	47	0.341	37.4	LOS C	4.4
738	Beamish Street / Evaline Street	AM	Beamish St	North	T1	336	0.682	34.5	LOS C	9.5
738	Beamish Street / Evaline Street	AM	Beamish St	North	R2	72	0.682	57.5	LOS E	9.5
738	Beamish Street / Evaline Street	AM	Evaline St	West	L2	42	0.31	26.8	LOS B	3.7
738	Beamish Street / Evaline Street	AM	Evaline St	West	T1	148	0.619	34.6	LOS C	7.5
738	Beamish Street / Evaline Street	AM	Evaline St	West	R2	116	0.619	37.8	LOS C	7.5
738	Beamish Street / Evaline Street	PM	Beamish St	South	L2	53	0.085	30	LOS C	0.8
738	Beamish Street / Evaline Street	PM	Beamish St	South	T1	275	0.771	40.8	LOS C	9.9
738	Beamish Street / Evaline Street	PM	Evaline St	East	L2	33	0.307	37.1	LOS C	2.3
738	Beamish Street / Evaline Street	PM	Evaline St	East	T1	146	0.614	31	LOS C	6.2
738	Beamish Street / Evaline Street	PM	Evaline St	East	R2	75	0.614	34.8	LOS C	6.2
738	Beamish Street / Evaline Street	PM	Beamish St	North	L2	46	0.375	41.8	LOS C	4.8
738	Beamish Street / Evaline Street	PM	Beamish St	North	T1	382	0.749	41.3	LOS C	11.5
738	Beamish Street / Evaline Street	PM	Beamish St	North	R2	68	0.749	62.6	LOS E	11.5
738	Beamish Street / Evaline Street	PM	Evaline St	West	L2	75	0.306	22.4	LOS B	3.8
738	Beamish Street / Evaline Street	PM	Evaline St	West	T1	117	0.612	29.7	LOS C	7.4
738	Beamish Street / Evaline Street	PM	Evaline St	West	R2	169	0.612	32.1	LOS C	7.4
996	Beamish Street / Ninth Avenue	AM	Beamish St	South	L2	278	0.584	26.7	LOS B	7.9
996	Beamish Street / Ninth Avenue	AM	Beamish St	South	T1	405	0.652	20.7	LOS B	11.2
996	Beamish Street / Ninth Avenue	AM	Beamish St	North	T1	361	0.378	10	LOS A	6.8
996	Beamish Street / Ninth Avenue	AM	Beamish St	North	R2	139	0.396	23.4	LOS B	3.7
996	Beamish Street / Ninth Avenue	AM	Ninth Ave	West	L2	205	0.233	14.2	LOS A	3.8
996	Beamish Street / Ninth Avenue	AM	Ninth Ave	West	R2	306	0.645	27.5	LOS B	9
996	Beamish Street / Ninth Avenue	PM	Beamish St	South	L2	293	0.691	30	LOS C	9.1
996	Beamish Street / Ninth Avenue	PM	Beamish St	South	T1	339	0.598	21.4	LOS B	9.4
996	Beamish Street / Ninth Avenue	PM	Beamish St	North	T1	449	0.446	9.9	LOS A	8.7
996	Beamish Street / Ninth Avenue	PM	Beamish St	North	R2	162	0.401	23.5	LOS B	4.3
996	Beamish Street / Ninth Avenue	PM	Ninth Ave	West	L2	152	0.162	12.6	LOS A	2.6
996	Beamish Street / Ninth Avenue	PM	Ninth Ave	West	R2	294	0.647	28.3	LOS B	8.8
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	East	T1	152	0.72	6.5	LOS A	5.8
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	East	R2	259	0.72	24.1	LOS B	5.8
1363	Fifth Avenue / Ninth Avenue	AM	Fifth Ave	North	L2	184	0.222	13.5	LOS A	2.7
1363	Fifth Avenue / Ninth Avenue	AM	Fifth Ave	North	R2	105	0.328	25	LOS B	2.4
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	West	L2	131	0.777	40.4	LOS C	5.4

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	West	T1	379	0.777	30.3	LOS C	8.1
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	East	T1	252	0.667	8.2	LOS A	6.6
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	East	R2	208	0.667	22.4	LOS B	6.6
1363	Fifth Avenue / Ninth Avenue	PM	Fifth Ave	North	L2	202	0.237	13.1	LOS A	2.9
1363	Fifth Avenue / Ninth Avenue	PM	Fifth Ave	North	R2	197	0.597	26	LOS B	4.7
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	West	L2	125	0.521	30.7	LOS C	3.7
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	West	T1	257	0.521	21.1	LOS B	4.7
2816	Beamish Street / Amy Street	AM	Beamish St	South	L2	91	0.43	6	LOS A	4.8
2816	Beamish Street / Amy Street	AM	Beamish St	South	T1	432	0.43	2.6	LOS A	4.8
2816	Beamish Street / Amy Street	AM	Beamish St	North	T1	514	0.421	2.2	LOS A	4.2
2816	Beamish Street / Amy Street	AM	Amy St	West	L2	48	0.534	47.9	LOS D	2.1
2816	Beamish Street / Amy Street	PM	Beamish St	South	L2	83	0.402	7	LOS A	4.9
2816	Beamish Street / Amy Street	PM	Beamish St	South	T1	379	0.402	3.6	LOS A	4.9
2816	Beamish Street / Amy Street	PM	Beamish St	North	T1	571	0.488	2.4	LOS A	4.8
2816	Beamish Street / Amy Street	PM	Amy St	West	L2	80	0.754	44.1	LOS D	3.1
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	South	T1	477	0.565	6.3	LOS A	3.5
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	South	R2	11	0.565	15.8	LOS B	3.5
3431	Beamish Street / South Parade / Lilian Lane	AM	South Pde	East	L2	66	0.229	50.1	LOS D	2.2
3431	Beamish Street / South Parade / Lilian Lane	AM	South Pde	East	R2	181	0.684	54.9	LOS D	7
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	North	L2	221	0.339	20.7	LOS B	5.1
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	North	T1	454	0.741	20.9	LOS B	14.2
3431	Beamish Street / South Parade / Lilian Lane	AM	Lilian Ln	West	L2	4	0.025	31.7	LOS C	0.3
3431	Beamish Street / South Parade / Lilian Lane	AM	Lilian Ln	West	T1	7	0.025	22.8	LOS B	0.3
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	South	T1	461	0.549	7	LOS A	3.5
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	South	R2	8	0.549	19.2	LOS B	3.5
3431	Beamish Street / South Parade / Lilian Lane	PM	South Pde	East	L2	54	0.188	44.6	LOS D	1.6
3431	Beamish Street / South Parade / Lilian Lane	PM	South Pde	East	R2	187	0.711	49.9	LOS D	6.6
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	North	L2	215	0.342	21	LOS B	4.6
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	North	T1	514	0.838	29.1	LOS C	18.5
3431	Beamish Street / South Parade / Lilian Lane	PM	Lilian Ln	West	L2	59	0.225	31.4	LOS C	2.6
3431	Beamish Street / South Parade / Lilian Lane	PM	Lilian Ln	West	T1	31	0.225	22.1	LOS B	2.6
4136	Beamish Street / Clissold Parade	AM	Beamish St	South	T1	585	0.686	9.3	LOS A	12.4
4136	Beamish Street / Clissold Parade	AM	Beamish St	South	R2	75	0.686	74.9	LOS F	12.4
4136	Beamish Street / Clissold Parade	AM	Clissold Pde	East	L2	47	0.103	30.4	LOS C	1.6
4136	Beamish Street / Clissold Parade	AM	Clissold Pde	East	R2	43	0.161	39.9	LOS C	1.7
4136	Beamish Street / Clissold Parade	AM	Beamish St	North	L2	22	0.039	22.4	LOS B	0.4
4136	Beamish Street / Clissold Parade	AM	Beamish St	North	T1	601	0.845	33.7	LOS C	25.9
4136	Beamish Street / Clissold Parade	PM	Beamish St	South	T1	562	0.63	6.7	LOS A	12
4136	Beamish Street / Clissold Parade	PM	Beamish St	South	R2	116	0.63	45.2	LOS D	12
4136	Beamish Street / Clissold Parade	PM	Clissold Pde	East	L2	72	0.315	43.8	LOS D	3
4136	Beamish Street / Clissold Parade	PM	Clissold Pde	East	R2	68	0.301	43.8	LOS D	2.9
4136	Beamish Street / Clissold Parade	PM	Beamish St	North	L2	80	0.101	12.3	LOS A	1.2
4136	Beamish Street / Clissold Parade	PM	Beamish St	North	T1	612	0.732	11.1	LOS A	15.9

Scenario 2 – 2024 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	L2	109	0.618	25.3	LOS B	11.3
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	T1	500	0.618	40.6	LOS C	12.7
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	R2	374	0.627	39.9	LOS C	15
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	East	L2	173	0.609	44	LOS D	16.3
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	East	T1	759	0.609	33.1	LOS C	20.5
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	L2	49	0.586	13.1	LOS A	8.6
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	T1	372	0.586	46.4	LOS D	8.6
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	R2	94	0.212	49.2	LOS D	3.4
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	L2	71	0.52	15.1	LOS B	23.3
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	T1	1161	0.52	25.8	LOS B	23.3
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	R2	261	0.565	56	LOS D	10.7
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	L2	167	0.202	16.4	LOS B	3.6
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	T1	384	0.426	28	LOS B	13.4
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	R2	421	0.695	25.9	LOS B	11.7
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	East	L2	89	0.663	44.5	LOS D	24.3
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	East	T1	1134	0.663	34	LOS C	26.4
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	L2	48	0.684	13.4	LOS A	10.3
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	T1	379	0.684	52.6	LOS D	10.3
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	R2	148	0.666	63.8	LOS E	6.9
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	L2	74	0.416	19.4	LOS B	19.6
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	T1	993	0.416	24.8	LOS B	19.6
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	R2	234	0.58	55.7	LOS D	10.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	L2	19	0.533	48.6	LOS D	9.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	T1	294	0.71	43.3	LOS D	9.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	R2	42	0.71	65.2	LOS E	8.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	L2	28	0.351	15.1	LOS B	9.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	T1	858	0.351	16.2	LOS B	9.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	R2	224	0.899	88.6	LOS F	14.4
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	L2	57	0.494	35.7	LOS C	9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	T1	222	0.659	44.5	LOS D	9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	R2	44	0.659	64	LOS E	6.6
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	West	L2	155	0.715	27.4	LOS B	27
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	West	T1	1303	0.715	17.8	LOS B	27.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	L2	39	0.483	33.9	LOS C	13.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	T1	327	0.643	27.2	LOS B	13.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	R2	78	0.643	62.9	LOS E	5.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	L2	64	0.677	29.6	LOS C	24.6
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	T1	1196	0.677	25.8	LOS B	24.6
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	R2	181	0.736	79.1	LOS F	9.1
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	L2	100	0.73	32.2	LOS C	20.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	T1	386	0.973	43.9	LOS D	20.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	R2	132	0.973	100.9	LOS F	11.5

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	West	L2	149	0.979	81.2	LOS F	45.7
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	West	T1	1165	0.979	70.3	LOS E	48.1
738	Beamish Street / Evaline Street	AM	Beamish St	South	L2	56	0.073	38.6	LOS C	0.8
738	Beamish Street / Evaline Street	AM	Beamish St	South	T1	381	0.741	42.5	LOS D	14.2
738	Beamish Street / Evaline Street	AM	Evaline St	East	L2	28	0.328	44.5	LOS D	2.2
738	Beamish Street / Evaline Street	AM	Evaline St	East	T1	133	0.656	37.3	LOS C	6.5
738	Beamish Street / Evaline Street	AM	Evaline St	East	R2	62	0.656	41.2	LOS C	6.5
738	Beamish Street / Evaline Street	AM	Beamish St	North	L2	48	0.349	38.2	LOS C	4.4
738	Beamish Street / Evaline Street	AM	Beamish St	North	T1	342	0.697	35.6	LOS C	9.9
738	Beamish Street / Evaline Street	AM	Beamish St	North	R2	73	0.697	59.1	LOS E	9.9
738	Beamish Street / Evaline Street	AM	Evaline St	West	L2	43	0.314	26.9	LOS B	3.8
738	Beamish Street / Evaline Street	AM	Evaline St	West	T1	150	0.629	34.7	LOS C	7.6
738	Beamish Street / Evaline Street	AM	Evaline St	West	R2	118	0.629	38	LOS C	7.6
738	Beamish Street / Evaline Street	PM	Beamish St	South	L2	54	0.086	30.6	LOS C	0.8
738	Beamish Street / Evaline Street	PM	Beamish St	South	T1	279	0.783	41.6	LOS C	10.1
738	Beamish Street / Evaline Street	PM	Evaline St	East	L2	34	0.312	37.1	LOS C	2.3
738	Beamish Street / Evaline Street	PM	Evaline St	East	T1	148	0.624	31.1	LOS C	6.3
738	Beamish Street / Evaline Street	PM	Evaline St	East	R2	76	0.624	35	LOS C	6.3
738	Beamish Street / Evaline Street	PM	Beamish St	North	L2	47	0.388	42.8	LOS D	4.9
738	Beamish Street / Evaline Street	PM	Beamish St	North	T1	388	0.775	43	LOS D	11.7
738	Beamish Street / Evaline Street	PM	Beamish St	North	R2	69	0.775	66.2	LOS E	11.7
738	Beamish Street / Evaline Street	PM	Evaline St	West	L2	76	0.311	22.4	LOS B	3.9
738	Beamish Street / Evaline Street	PM	Evaline St	West	T1	119	0.622	29.8	LOS C	7.5
738	Beamish Street / Evaline Street	PM	Evaline St	West	R2	171	0.622	32.3	LOS C	7.5
996	Beamish Street / Ninth Avenue	AM	Beamish St	South	L2	282	0.592	26.8	LOS B	8.1
996	Beamish Street / Ninth Avenue	AM	Beamish St	South	T1	411	0.66	20.8	LOS B	11.4
996	Beamish Street / Ninth Avenue	AM	Beamish St	North	T1	365	0.382	10	LOS A	6.9
996	Beamish Street / Ninth Avenue	AM	Beamish St	North	R2	141	0.405	23.5	LOS B	3.7
996	Beamish Street / Ninth Avenue	AM	Ninth Ave	West	L2	208	0.237	14.2	LOS A	3.9
996	Beamish Street / Ninth Avenue	AM	Ninth Ave	West	R2	311	0.653	27.6	LOS B	9.2
996	Beamish Street / Ninth Avenue	PM	Beamish St	South	L2	297	0.701	30.3	LOS C	9.3
996	Beamish Street / Ninth Avenue	PM	Beamish St	South	T1	344	0.607	21.5	LOS B	9.5
996	Beamish Street / Ninth Avenue	PM	Beamish St	North	T1	456	0.452	9.9	LOS A	8.9
996	Beamish Street / Ninth Avenue	PM	Beamish St	North	R2	164	0.408	23.6	LOS B	4.4
996	Beamish Street / Ninth Avenue	PM	Ninth Ave	West	L2	154	0.164	12.7	LOS A	2.6
996	Beamish Street / Ninth Avenue	PM	Ninth Ave	West	R2	298	0.657	28.5	LOS B	8.9
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	East	T1	154	0.735	6.5	LOS A	5.9
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	East	R2	263	0.735	24.6	LOS B	5.9
1363	Fifth Avenue / Ninth Avenue	AM	Fifth Ave	North	L2	187	0.226	13.5	LOS A	2.8
1363	Fifth Avenue / Ninth Avenue	AM	Fifth Ave	North	R2	106	0.332	25	LOS B	2.4
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	West	L2	133	0.793	41.3	LOS C	5.5
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	West	T1	384	0.793	31.3	LOS C	8.4
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	East	T1	256	0.68	8.4	LOS A	6.7

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	East	R2	212	0.68	22.9	LOS B	6.7
1363	Fifth Avenue / Ninth Avenue	PM	Fifth Ave	North	L2	205	0.241	13.1	LOS A	3
1363	Fifth Avenue / Ninth Avenue	PM	Fifth Ave	North	R2	199	0.603	26.1	LOS B	4.7
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	West	L2	127	0.536	31.1	LOS C	3.8
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	West	T1	261	0.536	21.5	LOS B	4.8
2816	Beamish Street / Amy Street	AM	Beamish St	South	L2	92	0.435	6	LOS A	4.9
2816	Beamish Street / Amy Street	AM	Beamish St	South	T1	437	0.435	2.6	LOS A	4.9
2816	Beamish Street / Amy Street	AM	Beamish St	North	T1	521	0.427	2.2	LOS A	4.3
2816	Beamish Street / Amy Street	AM	Amy St	West	L2	49	0.545	48	LOS D	2.1
2816	Beamish Street / Amy Street	PM	Beamish St	South	L2	84	0.407	7	LOS A	5
2816	Beamish Street / Amy Street	PM	Beamish St	South	T1	384	0.407	3.6	LOS A	5
2816	Beamish Street / Amy Street	PM	Beamish St	North	T1	578	0.494	2.4	LOS A	4.9
2816	Beamish Street / Amy Street	PM	Amy St	West	L2	81	0.764	44.3	LOS D	3.1
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	South	T1	483	0.574	6.4	LOS A	3.6
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	South	R2	11	0.574	16.3	LOS B	3.6
3431	Beamish Street / South Parade / Lilian Lane	AM	South Pde	East	L2	67	0.24	50.4	LOS D	2.3
3431	Beamish Street / South Parade / Lilian Lane	AM	South Pde	East	R2	183	0.693	55.4	LOS D	7.1
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	North	L2	224	0.343	21	LOS B	5.2
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	North	T1	460	0.756	22.1	LOS B	14.9
3431	Beamish Street / South Parade / Lilian Lane	AM	Lilian Ln	West	L2	4	0.025	31.7	LOS C	0.3
3431	Beamish Street / South Parade / Lilian Lane	AM	Lilian Ln	West	T1	7	0.025	22.8	LOS B	0.3
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	South	T1	467	0.559	7.1	LOS A	3.6
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	South	R2	8	0.559	19.8	LOS B	3.6
3431	Beamish Street / South Parade / Lilian Lane	PM	South Pde	East	L2	55	0.191	44.9	LOS D	1.6
3431	Beamish Street / South Parade / Lilian Lane	PM	South Pde	East	R2	191	0.725	50.6	LOS D	6.7
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	North	L2	218	0.347	21.3	LOS B	4.7
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	North	T1	521	0.855	31.6	LOS C	19.7
3431	Beamish Street / South Parade / Lilian Lane	PM	Lilian Ln	West	L2	60	0.228	31.4	LOS C	2.6
3431	Beamish Street / South Parade / Lilian Lane	PM	Lilian Ln	West	T1	31	0.228	22.1	LOS B	2.6
4136	Beamish Street / Clissold Parade	AM	Beamish St	South	T1	593	0.708	9.6	LOS A	12.7
4136	Beamish Street / Clissold Parade	AM	Beamish St	South	R2	76	0.708	78.2	LOS F	12.7
4136	Beamish Street / Clissold Parade	AM	Clissold Pde	East	L2	48	0.105	30.4	LOS C	1.6
4136	Beamish Street / Clissold Parade	AM	Clissold Pde	East	R2	44	0.165	39.9	LOS C	1.7
4136	Beamish Street / Clissold Parade	AM	Beamish St	North	L2	22	0.039	22.7	LOS B	0.4
4136	Beamish Street / Clissold Parade	AM	Beamish St	North	T1	609	0.856	35.6	LOS C	27.1
4136	Beamish Street / Clissold Parade	PM	Beamish St	South	T1	571	0.65	6.7	LOS A	12.3
4136	Beamish Street / Clissold Parade	PM	Beamish St	South	R2	118	0.65	47.2	LOS D	12.3
4136	Beamish Street / Clissold Parade	PM	Clissold Pde	East	L2	73	0.32	43.9	LOS D	3
4136	Beamish Street / Clissold Parade	PM	Clissold Pde	East	R2	69	0.306	43.8	LOS D	2.9
4136	Beamish Street / Clissold Parade	PM	Beamish St	North	L2	81	0.102	12.5	LOS A	1.3
4136	Beamish Street / Clissold Parade	PM	Beamish St	North	T1	620	0.744	11.8	LOS A	16.6

Scenario 3 – 2024 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	L2	109	0.707	22.2	LOS B	11.9
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	T1	500	0.707	44.2	LOS D	13.3
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	R2	374	0.784	46.4	LOS D	16.6
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	East	L2	173	0.782	50.3	LOS D	17.6
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	East	T1	766	0.782	38.9	LOS C	23.3
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	L2	78	0.726	15.8	LOS B	9.5
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	T1	372	0.726	53.7	LOS D	9.5
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	R2	94	0.265	56.2	LOS D	3.6
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	L2	71	0.434	14	LOS A	19.8
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	T1	1195	0.434	20.6	LOS B	19.8
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	R2	261	0.287	47	LOS D	9.4
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	L2	167	0.225	17.3	LOS B	3.3
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	T1	384	0.474	30.7	LOS C	14
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	R2	421	0.624	26.1	LOS B	11.7
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	East	L2	89	0.793	49.5	LOS D	26.8
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	East	T1	1160	0.793	38.6	LOS C	29.2
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	L2	56	0.749	15.5	LOS B	10.9
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	T1	379	0.749	56.1	LOS D	10.9
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	R2	148	0.437	57	LOS E	6.1
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	L2	74	0.451	17.9	LOS B	20.3
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	T1	1003	0.451	28.8	LOS C	20.3
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	R2	234	0.604	63.1	LOS E	10.4
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	L2	19	0.533	48.6	LOS D	9.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	T1	294	0.711	43.3	LOS D	9.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	R2	42	0.711	65.2	LOS E	8.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	L2	28	0.358	15.2	LOS B	9.4
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	T1	865	0.358	17.5	LOS B	9.4
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	R2	224	0.991	125.7	LOS F	17.8
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	L2	57	0.494	36.4	LOS C	9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	T1	222	0.659	44.3	LOS D	9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	R2	44	0.659	64	LOS E	6.6
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	West	L2	155	0.734	27.2	LOS B	27.9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	West	T1	1337	0.734	17.6	LOS B	28.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	L2	39	0.483	33.9	LOS C	13.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	T1	327	0.643	27.2	LOS B	13.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	R2	78	0.643	61.6	LOS E	5.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	L2	64	0.703	30.1	LOS C	25.7
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	T1	1222	0.703	26.6	LOS B	25.7
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	R2	181	0.786	82.6	LOS F	9.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	L2	100	0.729	32.4	LOS C	20.1
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	T1	386	0.972	43.3	LOS D	20.1

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	R2	132	0.972	101	LOS F	11.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	West	L2	149	0.968	76	LOS F	44.6
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	West	T1	1176	0.968	65.2	LOS E	46.8
738	Beamish Street / Evaline Street	AM	Beamish St	South	L2	56	0.073	43	LOS D	0.9
738	Beamish Street / Evaline Street	AM	Beamish St	South	T1	390	0.761	46.8	LOS D	15.6
738	Beamish Street / Evaline Street	AM	Evaline St	East	L2	28	0.376	47.3	LOS D	3.4
738	Beamish Street / Evaline Street	AM	Evaline St	East	T1	133	0.752	41.8	LOS C	7.5
738	Beamish Street / Evaline Street	AM	Evaline St	East	R2	95	0.752	47.6	LOS D	7.5
738	Beamish Street / Evaline Street	AM	Beamish St	North	L2	48	0.395	42.8	LOS D	4.6
738	Beamish Street / Evaline Street	AM	Beamish St	North	T1	372	0.791	43.4	LOS D	12.4
738	Beamish Street / Evaline Street	AM	Beamish St	North	R2	73	0.791	70.9	LOS F	12.4
738	Beamish Street / Evaline Street	AM	Evaline St	West	L2	43	0.334	29.1	LOS C	4
738	Beamish Street / Evaline Street	AM	Evaline St	West	T1	150	0.668	38.1	LOS C	8.3
738	Beamish Street / Evaline Street	AM	Evaline St	West	R2	118	0.668	41.4	LOS C	8.3
738	Beamish Street / Evaline Street	PM	Beamish St	South	L2	54	0.09	34.5	LOS C	0.8
738	Beamish Street / Evaline Street	PM	Beamish St	South	T1	288	0.89	52.5	LOS D	12
738	Beamish Street / Evaline Street	PM	Evaline St	East	L2	34	0.419	38.2	LOS C	3.4
738	Beamish Street / Evaline Street	PM	Evaline St	East	T1	148	0.838	35.6	LOS C	7.8
738	Beamish Street / Evaline Street	PM	Evaline St	East	R2	119	0.838	43.4	LOS D	7.8
738	Beamish Street / Evaline Street	PM	Beamish St	North	L2	47	0.448	41.3	LOS C	5.3
738	Beamish Street / Evaline Street	PM	Beamish St	North	T1	397	0.897	46.7	LOS D	13
738	Beamish Street / Evaline Street	PM	Beamish St	North	R2	69	0.897	73.6	LOS F	13
738	Beamish Street / Evaline Street	PM	Evaline St	West	L2	76	0.311	22.1	LOS B	3.9
738	Beamish Street / Evaline Street	PM	Evaline St	West	T1	119	0.622	30.1	LOS C	7.5
738	Beamish Street / Evaline Street	PM	Evaline St	West	R2	171	0.622	32.3	LOS C	7.5
996	Beamish Street / Ninth Avenue	AM	Beamish St	South	L2	289	0.662	29.4	LOS C	8.7
996	Beamish Street / Ninth Avenue	AM	Beamish St	South	T1	426	0.762	25.7	LOS B	13.4
996	Beamish Street / Ninth Avenue	AM	Beamish St	North	T1	365	0.393	10.7	LOS A	7.2
996	Beamish Street / Ninth Avenue	AM	Beamish St	North	R2	141	0.43	25.1	LOS B	3.9
996	Beamish Street / Ninth Avenue	AM	Ninth Ave	West	L2	208	0.229	13.6	LOS A	3.8
996	Beamish Street / Ninth Avenue	AM	Ninth Ave	West	R2	339	0.728	29	LOS C	10.6
996	Beamish Street / Ninth Avenue	PM	Beamish St	South	L2	318	0.666	27.2	LOS B	9.4
996	Beamish Street / Ninth Avenue	PM	Beamish St	South	T1	360	0.574	19.1	LOS B	9.5
996	Beamish Street / Ninth Avenue	PM	Beamish St	North	T1	456	0.452	9.9	LOS A	8.9
996	Beamish Street / Ninth Avenue	PM	Beamish St	North	R2	164	0.484	24.7	LOS B	4.5
996	Beamish Street / Ninth Avenue	PM	Ninth Ave	West	L2	154	0.181	14.5	LOS B	2.9
996	Beamish Street / Ninth Avenue	PM	Ninth Ave	West	R2	305	0.689	29.2	LOS C	9.4
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	East	T1	161	0.512	5	LOS A	8.2
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	East	R2	263	0.512	24.8	LOS B	8.2
1363	Fifth Avenue / Ninth Avenue	AM	Fifth Ave	North	L2	187	0.223	17.4	LOS B	4.1
1363	Fifth Avenue / Ninth Avenue	AM	Fifth Ave	North	R2	106	0.448	38.6	LOS C	3.8
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	West	L2	133	0.732	48.7	LOS D	8.4
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	West	T1	413	0.732	38.8	LOS C	10.7

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	East	T1	277	0.729	9.3	LOS A	7.4
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	East	R2	212	0.729	24.9	LOS B	7.4
1363	Fifth Avenue / Ninth Avenue	PM	Fifth Ave	North	L2	205	0.241	13.1	LOS A	3
1363	Fifth Avenue / Ninth Avenue	PM	Fifth Ave	North	R2	199	0.603	26.1	LOS B	4.7
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	West	L2	127	0.569	32	LOS C	3.9
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	West	T1	268	0.569	22.3	LOS B	5
2816	Beamish Street / Amy Street	AM	Beamish St	South	L2	92	0.455	6.4	LOS A	6.1
2816	Beamish Street / Amy Street	AM	Beamish St	South	T1	459	0.455	3	LOS A	6.1
2816	Beamish Street / Amy Street	AM	Beamish St	North	T1	552	0.471	2.2	LOS A	5
2816	Beamish Street / Amy Street	AM	Amy St	West	L2	49	0.579	51.2	LOS D	2.2
2816	Beamish Street / Amy Street	PM	Beamish St	South	L2	84	0.481	8.3	LOS A	7.2
2816	Beamish Street / Amy Street	PM	Beamish St	South	T1	429	0.481	4.9	LOS A	7.2
2816	Beamish Street / Amy Street	PM	Beamish St	North	T1	587	0.515	2.7	LOS A	5.6
2816	Beamish Street / Amy Street	PM	Amy St	West	L2	81	0.764	44.3	LOS D	3.1
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	South	T1	499	0.899	24.1	LOS B	9.7
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	South	R2	36	0.899	49.6	LOS D	9.7
3431	Beamish Street / South Parade / Lilian Lane	AM	South Pde	East	L2	69	0.341	56.4	LOS D	2.6
3431	Beamish Street / South Parade / Lilian Lane	AM	South Pde	East	R2	183	0.737	62.2	LOS E	7.8
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	North	L2	224	0.325	21.7	LOS B	5.2
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	North	T1	488	0.825	30.1	LOS C	19.6
3431	Beamish Street / South Parade / Lilian Lane	AM	Lilian Ln	West	L2	13	0.071	35.5	LOS C	0.7
3431	Beamish Street / South Parade / Lilian Lane	AM	Lilian Ln	West	T1	7	0.071	26	LOS B	0.7
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	South	T1	497	0.742	18.1	LOS B	7.9
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	South	R2	21	0.742	43.4	LOS D	7.9
3431	Beamish Street / South Parade / Lilian Lane	PM	South Pde	East	L2	57	0.219	46.7	LOS D	1.7
3431	Beamish Street / South Parade / Lilian Lane	PM	South Pde	East	R2	191	0.767	53.4	LOS D	7
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	North	L2	218	0.337	20.4	LOS B	4.6
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	North	T1	528	0.854	31	LOS C	19.9
3431	Beamish Street / South Parade / Lilian Lane	PM	Lilian Ln	West	L2	68	0.292	33.1	LOS C	3
3431	Beamish Street / South Parade / Lilian Lane	PM	Lilian Ln	West	T1	31	0.292	23.3	LOS B	3
4136	Beamish Street / Clissold Parade	AM	Beamish St	South	T1	616	0.869	12.6	LOS A	14
4136	Beamish Street / Clissold Parade	AM	Beamish St	South	R2	76	0.869	107.8	LOS F	14
4136	Beamish Street / Clissold Parade	AM	Clissold Pde	East	L2	48	0.105	30.4	LOS C	1.6
4136	Beamish Street / Clissold Parade	AM	Clissold Pde	East	R2	44	0.165	39.9	LOS C	1.7
4136	Beamish Street / Clissold Parade	AM	Beamish St	North	L2	22	0.039	24.6	LOS B	0.4
4136	Beamish Street / Clissold Parade	AM	Beamish St	North	T1	638	0.933	56.3	LOS D	37.1
4136	Beamish Street / Clissold Parade	PM	Beamish St	South	T1	607	0.685	6.8	LOS A	14
4136	Beamish Street / Clissold Parade	PM	Beamish St	South	R2	118	0.685	49.5	LOS D	14
4136	Beamish Street / Clissold Parade	PM	Clissold Pde	East	L2	73	0.338	46.7	LOS D	3.2
4136	Beamish Street / Clissold Parade	PM	Clissold Pde	East	R2	69	0.323	46.7	LOS D	3.1
4136	Beamish Street / Clissold Parade	PM	Beamish St	North	L2	81	0.1	12.2	LOS A	1.3
4136	Beamish Street / Clissold Parade	PM	Beamish St	North	T1	627	0.747	11.5	LOS A	17.1

Scenario 4 – 2025 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	L2	112	0.719	22.5	LOS B	12.2
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	T1	508	0.719	44.5	LOS D	13.6
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	R2	379	0.795	46.8	LOS D	17
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	East	L2	176	0.783	50.3	LOS D	17.6
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	East	T1	769	0.783	38.9	LOS C	23.5
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	L2	49	0.673	13.3	LOS A	9.3
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	T1	377	0.673	50.1	LOS D	9.3
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	R2	95	0.268	54.4	LOS D	3.7
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	L2	71	0.418	14	LOS A	19.2
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	T1	1178	0.418	20.2	LOS B	19.2
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	R2	265	0.292	46.2	LOS D	9.5
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	L2	171	0.205	16.3	LOS B	3.7
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	T1	389	0.432	28.1	LOS B	13.6
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	R2	427	0.705	26.1	LOS B	12
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	East	L2	91	0.673	44.6	LOS D	24.7
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	East	T1	1151	0.673	34.1	LOS C	26.8
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	L2	48	0.695	14.1	LOS A	10.6
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	T1	384	0.695	53.1	LOS D	10.6
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	R2	151	0.682	64.4	LOS E	7
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	L2	75	0.422	19.5	LOS B	19.9
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	T1	1007	0.422	25.1	LOS B	19.9
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	R2	238	0.593	57	LOS E	10.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	L2	19	0.53	47.7	LOS D	9.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	T1	299	0.706	42.5	LOS D	9.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	R2	43	0.706	65.9	LOS E	8.1
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	L2	29	0.367	15.7	LOS B	9.9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	T1	871	0.367	18.2	LOS B	9.9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	R2	227	0.936	102.6	LOS F	15.6
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	L2	58	0.49	34.9	LOS C	9.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	T1	224	0.654	43.6	LOS D	9.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	R2	45	0.654	64.5	LOS E	6.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	West	L2	157	0.738	28.5	LOS B	28.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	West	T1	1321	0.738	18.8	LOS B	28.8
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	L2	40	0.494	34.2	LOS C	13.7
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	T1	332	0.659	27.3	LOS B	13.7
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	R2	79	0.659	62.6	LOS E	5.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	L2	65	0.699	30	LOS C	25.9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	T1	1215	0.699	26	LOS B	25.9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	R2	184	0.734	78.8	LOS F	9.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	L2	102	0.751	33.6	LOS C	21.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	T1	392	1.001	46	LOS D	21.2

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	R2	134	1.001	114	LOS F	12.3
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	West	L2	152	0.993	87.8	LOS F	48.4
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	West	T1	1182	0.993	76.9	LOS F	51
738	Beamish Street / Evaline Street	AM	Beamish St	South	L2	57	0.082	41.6	LOS C	0.8
738	Beamish Street / Evaline Street	AM	Beamish St	South	T1	387	0.884	55.1	LOS D	16.9
738	Beamish Street / Evaline Street	AM	Evaline St	East	L2	29	0.313	41.5	LOS C	2.1
738	Beamish Street / Evaline Street	AM	Evaline St	East	T1	135	0.626	34.2	LOS C	6.2
738	Beamish Street / Evaline Street	AM	Evaline St	East	R2	63	0.626	37.9	LOS C	6.2
738	Beamish Street / Evaline Street	AM	Beamish St	North	L2	48	0.397	41	LOS C	4.7
738	Beamish Street / Evaline Street	AM	Beamish St	North	T1	346	0.795	39.7	LOS C	10.5
738	Beamish Street / Evaline Street	AM	Beamish St	North	R2	74	0.795	65.9	LOS E	10.5
738	Beamish Street / Evaline Street	AM	Evaline St	West	L2	43	0.297	24.2	LOS B	3.5
738	Beamish Street / Evaline Street	AM	Evaline St	West	T1	152	0.595	31.6	LOS C	7.1
738	Beamish Street / Evaline Street	AM	Evaline St	West	R2	119	0.595	34.7	LOS C	7.1
738	Beamish Street / Evaline Street	PM	Beamish St	South	L2	55	0.088	31.4	LOS C	0.8
738	Beamish Street / Evaline Street	PM	Beamish St	South	T1	284	0.8	42.9	LOS D	10.5
738	Beamish Street / Evaline Street	PM	Evaline St	East	L2	34	0.316	37.2	LOS C	2.4
738	Beamish Street / Evaline Street	PM	Evaline St	East	T1	151	0.632	31.2	LOS C	6.4
738	Beamish Street / Evaline Street	PM	Evaline St	East	R2	77	0.632	35.1	LOS C	6.4
738	Beamish Street / Evaline Street	PM	Beamish St	North	L2	47	0.398	43.1	LOS D	5
738	Beamish Street / Evaline Street	PM	Beamish St	North	T1	394	0.797	44	LOS D	12.1
738	Beamish Street / Evaline Street	PM	Beamish St	North	R2	70	0.797	67.7	LOS E	12.1
738	Beamish Street / Evaline Street	PM	Evaline St	West	L2	77	0.315	22.4	LOS B	4
738	Beamish Street / Evaline Street	PM	Evaline St	West	T1	121	0.63	29.8	LOS C	7.7
738	Beamish Street / Evaline Street	PM	Evaline St	West	R2	173	0.63	32.4	LOS C	7.7
996	Beamish Street / Ninth Avenue	AM	Beamish St	South	L2	285	0.599	26.8	LOS B	8.2
996	Beamish Street / Ninth Avenue	AM	Beamish St	South	T1	417	0.671	20.6	LOS B	11.7
996	Beamish Street / Ninth Avenue	AM	Beamish St	North	T1	372	0.389	10	LOS A	7.1
996	Beamish Street / Ninth Avenue	AM	Beamish St	North	R2	143	0.413	23.6	LOS B	3.8
996	Beamish Street / Ninth Avenue	AM	Ninth Ave	West	L2	211	0.239	14.3	LOS A	4
996	Beamish Street / Ninth Avenue	AM	Ninth Ave	West	R2	315	0.662	27.8	LOS B	9.4
996	Beamish Street / Ninth Avenue	PM	Beamish St	South	L2	301	0.71	30.5	LOS C	9.5
996	Beamish Street / Ninth Avenue	PM	Beamish St	South	T1	349	0.618	21.3	LOS B	9.7
996	Beamish Street / Ninth Avenue	PM	Beamish St	North	T1	463	0.46	10	LOS A	9.1
996	Beamish Street / Ninth Avenue	PM	Beamish St	North	R2	167	0.418	23.7	LOS B	4.5
996	Beamish Street / Ninth Avenue	PM	Ninth Ave	West	L2	156	0.166	12.7	LOS A	2.7
996	Beamish Street / Ninth Avenue	PM	Ninth Ave	West	R2	302	0.666	28.7	LOS C	9.1
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	East	T1	156	0.764	6.6	LOS A	6
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	East	R2	267	0.764	25.7	LOS B	6
1363	Fifth Avenue / Ninth Avenue	AM	Fifth Ave	North	L2	189	0.224	13	LOS A	2.7
1363	Fifth Avenue / Ninth Avenue	AM	Fifth Ave	North	R2	108	0.331	24.5	LOS B	2.4
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	West	L2	134	0.859	45.6	LOS D	5.8
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	West	T1	389	0.859	36.1	LOS C	9.4

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	East	T1	259	0.692	8.5	LOS A	6.9
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	East	R2	215	0.692	23.4	LOS B	6.9
1363	Fifth Avenue / Ninth Avenue	PM	Fifth Ave	North	L2	208	0.244	13.1	LOS A	3
1363	Fifth Avenue / Ninth Avenue	PM	Fifth Ave	North	R2	202	0.612	26.2	LOS B	4.8
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	West	L2	129	0.552	31.5	LOS C	3.8
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	West	T1	265	0.552	21.8	LOS B	4.9
2816	Beamish Street / Amy Street	AM	Beamish St	South	L2	93	0.457	6	LOS A	4.9
2816	Beamish Street / Amy Street	AM	Beamish St	South	T1	444	0.457	2.6	LOS A	4.9
2816	Beamish Street / Amy Street	AM	Beamish St	North	T1	528	0.447	2.4	LOS A	4.5
2816	Beamish Street / Amy Street	AM	Amy St	West	L2	49	0.511	44.9	LOS D	2
2816	Beamish Street / Amy Street	PM	Beamish St	South	L2	85	0.413	7	LOS A	5.1
2816	Beamish Street / Amy Street	PM	Beamish St	South	T1	389	0.413	3.6	LOS A	5.1
2816	Beamish Street / Amy Street	PM	Beamish St	North	T1	587	0.502	2.4	LOS A	5
2816	Beamish Street / Amy Street	PM	Amy St	West	L2	82	0.774	44.5	LOS D	3.2
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	South	T1	491	0.599	6.1	LOS A	3.4
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	South	R2	11	0.599	15.8	LOS B	3.4
3431	Beamish Street / South Parade / Lilian Lane	AM	South Pde	East	L2	67	0.222	46.8	LOS D	2.1
3431	Beamish Street / South Parade / Lilian Lane	AM	South Pde	East	R2	186	0.692	51.7	LOS D	6.8
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	North	L2	227	0.362	21.3	LOS B	5.2
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	North	T1	467	0.788	24.6	LOS B	15.7
3431	Beamish Street / South Parade / Lilian Lane	AM	Lilian Ln	West	L2	4	0.025	30.1	LOS C	0.3
3431	Beamish Street / South Parade / Lilian Lane	AM	Lilian Ln	West	T1	7	0.025	21.2	LOS B	0.3
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	South	T1	475	0.572	7.5	LOS A	3.7
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	South	R2	8	0.572	20.9	LOS B	3.7
3431	Beamish Street / South Parade / Lilian Lane	PM	South Pde	East	L2	55	0.191	45.1	LOS D	1.6
3431	Beamish Street / South Parade / Lilian Lane	PM	South Pde	East	R2	193	0.736	51.2	LOS D	6.9
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	North	L2	221	0.352	21.6	LOS B	4.8
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	North	T1	528	0.871	34.6	LOS C	21
3431	Beamish Street / South Parade / Lilian Lane	PM	Lilian Ln	West	L2	61	0.233	31.5	LOS C	2.7
3431	Beamish Street / South Parade / Lilian Lane	PM	Lilian Ln	West	T1	32	0.233	22.2	LOS B	2.7
4136	Beamish Street / Clissold Parade	AM	Beamish St	South	T1	602	0.735	9.9	LOS A	13.2
4136	Beamish Street / Clissold Parade	AM	Beamish St	South	R2	77	0.735	82	LOS F	13.2
4136	Beamish Street / Clissold Parade	AM	Clissold Pde	East	L2	48	0.105	30.4	LOS C	1.6
4136	Beamish Street / Clissold Parade	AM	Clissold Pde	East	R2	44	0.165	39.9	LOS C	1.7
4136	Beamish Street / Clissold Parade	AM	Beamish St	North	L2	23	0.04	23	LOS B	0.5
4136	Beamish Street / Clissold Parade	AM	Beamish St	North	T1	618	0.87	38.3	LOS C	28.7
4136	Beamish Street / Clissold Parade	PM	Beamish St	South	T1	579	0.645	6.5	LOS A	12.9
4136	Beamish Street / Clissold Parade	PM	Beamish St	South	R2	119	0.645	47.7	LOS D	12.9
4136	Beamish Street / Clissold Parade	PM	Clissold Pde	East	L2	74	0.343	46.8	LOS D	3.3
4136	Beamish Street / Clissold Parade	PM	Clissold Pde	East	R2	71	0.328	46.7	LOS D	3.1
4136	Beamish Street / Clissold Parade	PM	Beamish St	North	L2	82	0.101	12.2	LOS A	1.3
4136	Beamish Street / Clissold Parade	PM	Beamish St	North	T1	631	0.744	11.2	LOS A	17

Scenario 5 – 2025 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	L2	112	0.719	22.5	LOS B	12.2
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	T1	508	0.719	44.5	LOS D	13.6
79	Canterbury Road / Beamish Street / Bexley Road	AM	Bexley Rd	South	R2	379	0.795	46.8	LOS D	17
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	East	L2	176	0.794	50.6	LOS D	17.9
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	East	T1	777	0.794	39.2	LOS C	23.8
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	L2	78	0.737	16.1	LOS B	9.7
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	T1	377	0.737	54.3	LOS D	9.7
79	Canterbury Road / Beamish Street / Bexley Road	AM	Beamish St	North	R2	95	0.268	56.5	LOS E	3.7
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	L2	71	0.441	14.1	LOS A	20.2
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	T1	1212	0.441	20.8	LOS B	20.2
79	Canterbury Road / Beamish Street / Bexley Road	AM	Canterbury Rd	West	R2	265	0.292	47.5	LOS D	9.5
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	L2	171	0.228	17.3	LOS B	3.4
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	T1	389	0.48	30.7	LOS C	14.2
79	Canterbury Road / Beamish Street / Bexley Road	PM	Bexley Rd	South	R2	427	0.634	26.4	LOS B	12
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	East	L2	91	0.805	50	LOS D	27.4
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	East	T1	1177	0.805	39.1	LOS C	29.9
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	L2	56	0.76	16.4	LOS B	11.2
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	T1	384	0.76	56.7	LOS E	11.2
79	Canterbury Road / Beamish Street / Bexley Road	PM	Beamish St	North	R2	151	0.448	57.3	LOS E	6.2
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	L2	75	0.46	17.9	LOS B	20.7
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	T1	1018	0.46	29	LOS C	20.7
79	Canterbury Road / Beamish Street / Bexley Road	PM	Canterbury Rd	West	R2	238	0.617	63.8	LOS E	10.6
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	L2	19	0.562	48.9	LOS D	9.8
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	T1	299	0.749	43.9	LOS D	9.8
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Charlotte St	South	R2	43	0.749	68.1	LOS E	8.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	L2	29	0.367	15.2	LOS B	9.7
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	T1	878	0.367	18.3	LOS B	9.7
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	East	R2	227	1.019	119.6	LOS F	14.6
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	L2	58	0.522	36.6	LOS C	9.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	T1	224	0.696	44.7	LOS D	9.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Thorncraft Pde	North	R2	45	0.696	66.4	LOS E	6.4
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	West	L2	157	0.743	27.4	LOS B	28.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	AM	Canterbury Rd	West	T1	1355	0.743	17.8	LOS B	28.9
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	L2	40	0.49	34.1	LOS C	13.6
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	T1	332	0.654	27.3	LOS B	13.6
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Charlotte St	South	R2	79	0.654	61.8	LOS E	5.5
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	L2	65	0.727	30.6	LOS C	27.1
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	T1	1241	0.727	26.9	LOS B	27.1
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	East	R2	184	0.734	80.3	LOS F	9.2
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	L2	102	0.745	32.9	LOS C	20.8
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	T1	392	0.993	45.4	LOS D	20.8

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Thorncraft Pde	North	R2	134	0.993	110.3	LOS F	12.4
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	West	L2	152	1.008	95.9	LOS F	50.8
507	Canterbury Road / Charlotte Street / Thorncraft Parade	PM	Canterbury Rd	West	T1	1193	1.008	85	LOS F	53.5
738	Beamish Street / Evaline Street	AM	Beamish St	South	L2	57	0.077	42.3	LOS C	0.8
738	Beamish Street / Evaline Street	AM	Beamish St	South	T1	396	0.818	49.5	LOS D	16.3
738	Beamish Street / Evaline Street	AM	Evaline St	East	L2	29	0.429	46.7	LOS D	3.2
738	Beamish Street / Evaline Street	AM	Evaline St	East	T1	135	0.858	44	LOS D	8
738	Beamish Street / Evaline Street	AM	Evaline St	East	R2	96	0.858	51.6	LOS D	8
738	Beamish Street / Evaline Street	AM	Beamish St	North	L2	48	0.417	41.9	LOS C	4.6
738	Beamish Street / Evaline Street	AM	Beamish St	North	T1	376	0.834	43	LOS D	12.2
738	Beamish Street / Evaline Street	AM	Beamish St	North	R2	74	0.834	71	LOS F	12.2
738	Beamish Street / Evaline Street	AM	Evaline St	West	L2	43	0.317	26.4	LOS B	3.8
738	Beamish Street / Evaline Street	AM	Evaline St	West	T1	152	0.635	34.9	LOS C	7.7
738	Beamish Street / Evaline Street	AM	Evaline St	West	R2	119	0.635	38.1	LOS C	7.7
738	Beamish Street / Evaline Street	PM	Beamish St	South	L2	55	0.092	35.3	LOS C	0.8
738	Beamish Street / Evaline Street	PM	Beamish St	South	T1	292	0.908	55.5	LOS D	12.7
738	Beamish Street / Evaline Street	PM	Evaline St	East	L2	34	0.424	38.6	LOS C	3.5
738	Beamish Street / Evaline Street	PM	Evaline St	East	T1	151	0.849	36.3	LOS C	8
738	Beamish Street / Evaline Street	PM	Evaline St	East	R2	120	0.849	44.4	LOS D	8
738	Beamish Street / Evaline Street	PM	Beamish St	North	L2	47	0.456	42	LOS C	5.2
738	Beamish Street / Evaline Street	PM	Beamish St	North	T1	404	0.912	49.5	LOS D	14
738	Beamish Street / Evaline Street	PM	Beamish St	North	R2	70	0.912	77.2	LOS F	14
738	Beamish Street / Evaline Street	PM	Evaline St	West	L2	77	0.315	22.1	LOS B	4
738	Beamish Street / Evaline Street	PM	Evaline St	West	T1	121	0.63	30.2	LOS C	7.7
738	Beamish Street / Evaline Street	PM	Evaline St	West	R2	173	0.63	32.4	LOS C	7.7
996	Beamish Street / Ninth Avenue	AM	Beamish St	South	L2	293	0.669	30	LOS C	8.9
996	Beamish Street / Ninth Avenue	AM	Beamish St	South	T1	433	0.785	27.2	LOS B	14
996	Beamish Street / Ninth Avenue	AM	Beamish St	North	T1	372	0.401	10.7	LOS A	7.3
996	Beamish Street / Ninth Avenue	AM	Beamish St	North	R2	143	0.438	25.2	LOS B	3.9
996	Beamish Street / Ninth Avenue	AM	Ninth Ave	West	L2	211	0.232	13.6	LOS A	3.8
996	Beamish Street / Ninth Avenue	AM	Ninth Ave	West	R2	343	0.736	29.2	LOS C	10.8
996	Beamish Street / Ninth Avenue	PM	Beamish St	South	L2	322	0.674	27.4	LOS B	9.6
996	Beamish Street / Ninth Avenue	PM	Beamish St	South	T1	365	0.583	19.2	LOS B	9.7
996	Beamish Street / Ninth Avenue	PM	Beamish St	North	T1	463	0.46	10	LOS A	9.1
996	Beamish Street / Ninth Avenue	PM	Beamish St	North	R2	167	0.497	24.8	LOS B	4.6
996	Beamish Street / Ninth Avenue	PM	Ninth Ave	West	L2	156	0.183	14.5	LOS B	2.9
996	Beamish Street / Ninth Avenue	PM	Ninth Ave	West	R2	309	0.698	29.5	LOS C	9.6
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	East	T1	163	0.523	5	LOS A	8.3
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	East	R2	267	0.523	25.2	LOS B	8.3
1363	Fifth Avenue / Ninth Avenue	AM	Fifth Ave	North	L2	189	0.225	17.4	LOS B	4.1
1363	Fifth Avenue / Ninth Avenue	AM	Fifth Ave	North	R2	108	0.456	38.7	LOS C	3.9
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	West	L2	134	0.742	49.4	LOS D	8.6
1363	Fifth Avenue / Ninth Avenue	AM	Ninth Ave	West	T1	418	0.742	39.5	LOS C	11

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	East	T1	280	0.741	9.6	LOS A	7.6
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	East	R2	215	0.741	25.5	LOS B	7.6
1363	Fifth Avenue / Ninth Avenue	PM	Fifth Ave	North	L2	208	0.244	13.1	LOS A	3
1363	Fifth Avenue / Ninth Avenue	PM	Fifth Ave	North	R2	202	0.612	26.2	LOS B	4.8
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	West	L2	129	0.585	32.4	LOS C	4
1363	Fifth Avenue / Ninth Avenue	PM	Ninth Ave	West	T1	273	0.585	22.7	LOS B	5.1
2816	Beamish Street / Amy Street	AM	Beamish St	South	L2	93	0.476	6.4	LOS A	6
2816	Beamish Street / Amy Street	AM	Beamish St	South	T1	466	0.476	3	LOS A	6
2816	Beamish Street / Amy Street	AM	Beamish St	North	T1	559	0.482	2.9	LOS A	5.9
2816	Beamish Street / Amy Street	AM	Amy St	West	L2	49	0.545	48	LOS D	2.1
2816	Beamish Street / Amy Street	PM	Beamish St	South	L2	85	0.487	8.2	LOS A	7.1
2816	Beamish Street / Amy Street	PM	Beamish St	South	T1	435	0.487	4.8	LOS A	7.1
2816	Beamish Street / Amy Street	PM	Beamish St	North	T1	597	0.564	2.8	LOS A	6.1
2816	Beamish Street / Amy Street	PM	Amy St	West	L2	82	0.774	44.5	LOS D	3.2
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	South	T1	506	0.845	19.7	LOS B	8.8
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	South	R2	36	0.845	41.4	LOS C	8.8
3431	Beamish Street / South Parade / Lilian Lane	AM	South Pde	East	L2	69	0.37	56.5	LOS D	2.5
3431	Beamish Street / South Parade / Lilian Lane	AM	South Pde	East	R2	186	0.836	66.5	LOS E	8.2
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	North	L2	227	0.324	19.5	LOS B	4.9
3431	Beamish Street / South Parade / Lilian Lane	AM	Beamish St	North	T1	496	0.81	25.7	LOS B	17.9
3431	Beamish Street / South Parade / Lilian Lane	AM	Lilian Ln	West	L2	13	0.08	35.8	LOS C	0.7
3431	Beamish Street / South Parade / Lilian Lane	AM	Lilian Ln	West	T1	7	0.08	26.1	LOS B	0.7
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	South	T1	504	0.759	18.8	LOS B	8.3
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	South	R2	21	0.759	45.3	LOS D	8.3
3431	Beamish Street / South Parade / Lilian Lane	PM	South Pde	East	L2	57	0.219	46.9	LOS D	1.7
3431	Beamish Street / South Parade / Lilian Lane	PM	South Pde	East	R2	193	0.778	54.1	LOS D	7.1
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	North	L2	221	0.342	20.7	LOS B	4.6
3431	Beamish Street / South Parade / Lilian Lane	PM	Beamish St	North	T1	536	0.87	33.8	LOS C	21.2
3431	Beamish Street / South Parade / Lilian Lane	PM	Lilian Ln	West	L2	69	0.297	33.2	LOS C	3
3431	Beamish Street / South Parade / Lilian Lane	PM	Lilian Ln	West	T1	32	0.297	23.4	LOS B	3
4136	Beamish Street / Clissold Parade	AM	Beamish St	South	R2	77	0.925	120.4	LOS F	14.3
4136	Beamish Street / Clissold Parade	AM	Clissold Pde	East	L2	48	0.105	30.4	LOS C	1.6
4136	Beamish Street / Clissold Parade	AM	Clissold Pde	East	R2	44	0.165	39.9	LOS C	1.7
4136	Beamish Street / Clissold Parade	AM	Beamish St	North	L2	23	0.04	25	LOS B	0.5
4136	Beamish Street / Clissold Parade	AM	Beamish St	North	T1	646	0.947	61.6	LOS E	39.5
4136	Beamish Street / Clissold Parade	PM	Beamish St	South	T1	616	0.686	6.6	LOS A	14.8
4136	Beamish Street / Clissold Parade	PM	Beamish St	South	R2	119	0.686	52.1	LOS D	14.8
4136	Beamish Street / Clissold Parade	PM	Clissold Pde	East	L2	74	0.361	49.7	LOS D	3.5
4136	Beamish Street / Clissold Parade	PM	Clissold Pde	East	R2	71	0.345	49.6	LOS D	3.3
4136	Beamish Street / Clissold Parade	PM	Beamish St	North	L2	82	0.099	12	LOS A	1.3
4136	Beamish Street / Clissold Parade	PM	Beamish St	North	T1	638	0.749	11.1	LOS A	17.7

Belmore Station

Scenario 1 – 2023 Existing

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	L2	82	0.606	40.5	LOS D	15.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	T1	348	0.808	34	LOS C	15.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	R2	207	0.808	58.2	LOS E	14.1
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	NorthEast	L2	78	0.914	69	LOS E	22.2
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	NorthEast	T1	683	0.914	57.8	LOS E	24.4
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Sharp St	NorthWest	L2	42	0.815	67	LOS E	7.8
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Sharp St	NorthWest	T1	296	0.941	66.6	LOS E	12.6
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	L2	11	0.841	35	LOS C	38.6
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	T1	1099	0.841	26	LOS C	38.6
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	R2	229	0.841	65.2	LOS E	22
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	L2	115	0.614	43.5	LOS D	15.8
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	T1	326	0.818	37.8	LOS D	15.8
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	R2	169	0.818	63.5	LOS E	14.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	NorthEast	L2	103	0.811	47.1	LOS D	27.7
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	NorthEast	T1	1013	0.811	36.4	LOS D	29.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Sharp St	NorthWest	L2	39	0.642	60.6	LOS E	8.2
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Sharp St	NorthWest	T1	315	0.742	52.8	LOS D	10.9
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	L2	12	0.831	32	LOS C	40.4
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	T1	1035	0.831	22.9	LOS C	40.4
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	R2	205	0.831	71.3	LOS E	18.1
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	L2	53	0.307	15.5	LOS B	2.9
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	T1	427	0.613	11.2	LOS A	6
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	R2	74	0.613	20.2	LOS B	6
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	L2	82	0.229	16.4	LOS B	2
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	T1	242	0.458	12	LOS A	3.9
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	R2	44	0.458	20.6	LOS B	3.9
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	L2	58	0.243	15.7	LOS B	2.3
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	T1	365	0.486	10.1	LOS A	4.6
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	R2	35	0.486	19.3	LOS B	4.6
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	L2	57	0.311	16.7	LOS B	2.9
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	T1	329	0.621	12.6	LOS A	5.4
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	R2	95	0.621	21.5	LOS B	5.4
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	L2	94	0.318	14.9	LOS B	3.2
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	T1	437	0.636	11.6	LOS A	6.4
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	R2	54	0.636	22.7	LOS B	6.4
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	L2	72	0.258	16.7	LOS B	2.3
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	T1	291	0.516	12.1	LOS A	4.5
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	R2	57	0.516	20.9	LOS B	4.5
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	L2	54	0.292	14.7	LOS B	2.9
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	T1	479	0.584	11.2	LOS A	6

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	R2	35	0.584	22.1	LOS B	6
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	L2	45	0.279	16.6	LOS B	2.6
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	T1	273	0.558	12.2	LOS A	4.4
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	R2	100	0.558	21.3	LOS B	4.4
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	East	T1	867	0.63	6.9	LOS A	17
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	East	R2	213	0.63	36.8	LOS C	8.8
162	Canterbury Road / Burwood Road	AM	Burwood Rd	North	L2	78	0.121	39.7	LOS C	2
162	Canterbury Road / Burwood Road	AM	Burwood Rd	North	R2	145	0.785	64.3	LOS E	6.2
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	West	L2	86	0.852	35.8	LOS C	28.5
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	West	T1	1352	0.852	27.3	LOS B	29.2
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	East	T1	1215	0.719	8.3	LOS A	29.7
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	East	R2	282	0.719	55.7	LOS D	18.7
162	Canterbury Road / Burwood Road	PM	Burwood Rd	North	L2	107	0.178	53.1	LOS D	3.2
162	Canterbury Road / Burwood Road	PM	Burwood Rd	North	R2	156	0.879	98.6	LOS F	9.6
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	West	L2	113	0.872	50.4	LOS D	36.7
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	West	T1	1238	0.872	39.8	LOS C	38
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	L2	29	0.33	21.9	LOS B	3.3
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	T1	323	0.44	16.7	LOS B	4.4
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	R2	12	0.44	25.5	LOS B	4.4
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	L2	27	0.215	16.6	LOS B	2.8
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	T1	159	0.215	8.2	LOS A	2.8
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	R2	303	0.701	21.2	LOS B	6.7
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	L2	282	0.355	13.3	LOS A	4.9
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	T1	216	0.473	17.3	LOS B	4.9
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	R2	18	0.473	25.8	LOS B	4.6
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	West	L2	33	0.615	29.3	LOS C	6.5
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	West	T1	243	0.615	19.3	LOS B	6.5
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	L2	40	0.376	31.3	LOS C	4.6
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	T1	292	0.501	25.9	LOS B	6
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	R2	14	0.501	38.4	LOS C	6
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	L2	24	0.242	14.3	LOS A	4.3
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	T1	246	0.242	6.8	LOS A	4.3
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	R2	315	0.439	17.9	LOS B	7.2
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	L2	287	0.443	16.4	LOS B	8.1
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	T1	221	0.591	30.5	LOS C	8.1
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	R2	28	0.591	38	LOS C	6.8
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	West	L2	34	0.6	37.7	LOS C	7.2
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	West	T1	188	0.6	27.8	LOS B	7.2

Scenario 2 – 2024 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	L2	83	0.614	40.6	LOS D	15.5
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	T1	353	0.818	34.2	LOS C	15.5
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	R2	210	0.818	58.9	LOS E	14.4
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	NorthEast	L2	79	0.928	72	LOS E	23.1
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	NorthEast	T1	693	0.928	60.8	LOS E	25.4
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Sharp St	NorthWest	L2	43	0.831	68.3	LOS E	8
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Sharp St	NorthWest	T1	300	0.959	70.6	LOS E	13.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	L2	11	0.853	36.5	LOS D	40.4
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	T1	1115	0.853	27.4	LOS C	40.4
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	R2	232	0.853	66.7	LOS E	22.7
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	L2	116	0.625	43.6	LOS D	16.2
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	T1	331	0.834	38.3	LOS D	16.2
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	R2	172	0.834	64.9	LOS E	14.7
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	NorthEast	L2	105	0.823	48.1	LOS D	28.6
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	NorthEast	T1	1028	0.823	37.4	LOS D	30.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Sharp St	NorthWest	L2	40	0.656	61.5	LOS E	8.4
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Sharp St	NorthWest	T1	320	0.758	53.8	LOS D	11.1
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	L2	12	0.845	33.6	LOS C	42.6
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	T1	1050	0.845	24.3	LOS C	42.6
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	R2	208	0.845	73.1	LOS E	18.6
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	L2	54	0.311	15.6	LOS B	3
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	T1	433	0.622	11.3	LOS A	6.2
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	R2	75	0.622	20.3	LOS B	6.2
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	L2	83	0.233	16.5	LOS B	2
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	T1	245	0.465	12.1	LOS A	4
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	R2	45	0.465	20.7	LOS B	4
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	L2	59	0.246	15.7	LOS B	2.3
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	T1	371	0.493	10.2	LOS A	4.7
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	R2	35	0.493	19.4	LOS B	4.7
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	L2	58	0.315	16.7	LOS B	2.9
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	T1	334	0.63	12.6	LOS A	5.5
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	R2	96	0.63	21.7	LOS B	5.5
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	L2	95	0.323	15	LOS B	3.2
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	T1	443	0.646	11.7	LOS A	6.6
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	R2	55	0.646	22.9	LOS B	6.6
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	L2	73	0.262	16.8	LOS B	2.4
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	T1	295	0.524	12.2	LOS A	4.6
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	R2	58	0.524	20.9	LOS B	4.6
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	L2	55	0.296	14.7	LOS B	3
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	T1	486	0.592	11.3	LOS A	6.2
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	R2	35	0.592	22.2	LOS B	6.2
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	L2	46	0.283	16.7	LOS B	2.6

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	T1	277	0.567	12.2	LOS A	4.5
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	R2	101	0.567	21.4	LOS B	4.5
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	East	T1	880	0.616	6.7	LOS A	17.9
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	East	R2	216	0.616	40.3	LOS C	10.1
162	Canterbury Road / Burwood Road	AM	Burwood Rd	North	L2	79	0.122	46.5	LOS D	2.2
162	Canterbury Road / Burwood Road	AM	Burwood Rd	North	R2	147	0.84	77.2	LOS F	7.3
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	West	L2	87	0.834	35.1	LOS C	30.4
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	West	T1	1371	0.834	26.6	LOS B	31
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	East	T1	1233	0.732	8.7	LOS A	32.1
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	East	R2	286	0.732	58.4	LOS E	19.7
162	Canterbury Road / Burwood Road	PM	Burwood Rd	North	L2	108	0.189	56.4	LOS D	3.4
162	Canterbury Road / Burwood Road	PM	Burwood Rd	North	R2	158	0.881	103.4	LOS F	10.2
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	West	L2	115	0.867	50.1	LOS D	38.1
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	West	T1	1256	0.867	39.5	LOS C	39.3
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	L2	29	0.333	21.9	LOS B	3.4
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	T1	327	0.444	16.8	LOS B	4.4
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	R2	12	0.444	25.5	LOS B	4.4
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	L2	27	0.218	16.6	LOS B	2.8
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	T1	161	0.218	8.2	LOS A	2.8
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	R2	307	0.713	21.6	LOS B	6.9
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	L2	286	0.36	13.3	LOS A	5
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	T1	219	0.48	17.4	LOS B	5
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	R2	18	0.48	25.8	LOS B	4.7
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	West	L2	33	0.622	29.4	LOS C	6.6
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	West	T1	246	0.622	19.4	LOS B	6.6
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	L2	41	0.382	31.4	LOS C	4.6
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	T1	296	0.509	25.9	LOS B	6.1
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	R2	14	0.509	38.5	LOS C	6.1
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	L2	24	0.245	14.3	LOS A	4.4
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	T1	251	0.245	6.9	LOS A	4.4
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	R2	319	0.446	18.1	LOS B	7.3
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	L2	292	0.449	16.5	LOS B	8.2
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	T1	224	0.598	30.7	LOS C	8.2
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	R2	28	0.598	38.1	LOS C	6.9
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	West	L2	34	0.607	37.8	LOS C	7.3
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	West	T1	192	0.607	27.9	LOS B	7.3

Scenario 3 – 2024 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	L2	83	0.658	42.1	LOS D	16.6
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	T1	353	0.877	35.7	LOS D	16.6
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	R2	210	0.877	65.3	LOS E	14.7
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	NorthEast	L2	79	0.872	61	LOS E	21.2
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	NorthEast	T1	700	0.872	50	LOS D	23.1
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Sharp St	NorthWest	L2	43	0.694	60.5	LOS E	7.5
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Sharp St	NorthWest	T1	300	0.801	52.9	LOS D	10.9
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	L2	11	0.879	39.9	LOS D	44.2
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	T1	1148	0.879	30.6	LOS C	44.2
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	R2	232	0.879	69.9	LOS E	24.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	L2	116	0.668	40.6	LOS D	14.6
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	T1	331	0.891	36	LOS D	14.6
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	R2	172	0.891	63.1	LOS E	13.6
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	NorthEast	L2	105	0.848	46.3	LOS D	26.9
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	NorthEast	T1	1054	0.848	35.5	LOS D	28.5
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Sharp St	NorthWest	L2	40	0.64	53.4	LOS D	7
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Sharp St	NorthWest	T1	320	0.739	44.9	LOS D	9.9
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	L2	12	0.885	38.2	LOS D	44.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	T1	1061	0.885	28.1	LOS C	44.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	R2	208	0.885	70.9	LOS E	16.7
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	L2	54	0.348	15.8	LOS B	3.4
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	T1	433	0.695	12.1	LOS A	6.8
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	R2	103	0.695	23.1	LOS B	6.8
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	L2	91	0.24	16.6	LOS B	2
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	T1	245	0.48	12.2	LOS A	4.2
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	R2	45	0.48	20.8	LOS B	4.2
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	L2	59	0.248	15.7	LOS B	2.3
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	T1	371	0.497	10.6	LOS A	4.8
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	R2	35	0.497	21.3	LOS B	4.8
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	L2	58	0.331	16.7	LOS B	3.1
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	T1	334	0.663	12.9	LOS A	5.6
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	R2	106	0.663	22.3	LOS B	5.6
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	L2	95	0.332	15	LOS B	3.3
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	T1	443	0.664	11.9	LOS A	6.7
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	R2	62	0.664	23.1	LOS B	6.7
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	L2	94	0.291	17	LOS B	2.3
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	T1	295	0.582	12.5	LOS A	5.2
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	R2	58	0.582	22.3	LOS B	5.2
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	L2	55	0.296	14.7	LOS B	3
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	T1	486	0.592	11.3	LOS A	6.2
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	R2	35	0.592	22.2	LOS B	6.2
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	L2	46	0.293	16.7	LOS B	2.7

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	T1	277	0.585	12.5	LOS A	4.5
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	R2	101	0.585	23.1	LOS B	4.5
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	East	T1	880	0.713	8.5	LOS A	20.4
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	East	R2	223	0.855	44.8	LOS D	9.3
162	Canterbury Road / Burwood Road	AM	Burwood Rd	North	L2	113	0.356	40.4	LOS C	3.2
162	Canterbury Road / Burwood Road	AM	Burwood Rd	North	R2	147	0.737	55	LOS D	5.6
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	West	L2	87	0.788	27	LOS B	23.3
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	West	T1	1371	0.788	18.7	LOS B	23.8
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	East	T1	1233	0.77	9.6	LOS A	34.9
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	East	R2	313	0.77	57.1	LOS E	19.3
162	Canterbury Road / Burwood Road	PM	Burwood Rd	North	L2	119	0.221	52.8	LOS D	3.6
162	Canterbury Road / Burwood Road	PM	Burwood Rd	North	R2	158	0.894	100.5	LOS F	10
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	West	L2	115	0.905	56.9	LOS E	40.2
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	West	T1	1256	0.905	46.1	LOS D	41.7
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	L2	29	0.348	22	LOS B	3.5
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	T1	335	0.464	16.8	LOS B	4.5
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	R2	12	0.464	27.6	LOS B	4.5
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	L2	27	0.218	16.8	LOS B	2.8
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	T1	161	0.218	8.2	LOS A	2.8
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	R2	320	0.764	23.5	LOS B	7.4
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	L2	286	0.441	14.2	LOS A	6
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	T1	265	0.588	18.7	LOS B	6
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	R2	18	0.588	27	LOS B	5.4
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	West	L2	33	0.622	29.4	LOS C	6.6
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	West	T1	246	0.622	19.4	LOS B	6.6
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	L2	41	0.411	30.8	LOS C	5
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	T1	322	0.548	25.4	LOS B	6.5
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	R2	14	0.548	39.1	LOS C	6.5
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	L2	24	0.251	19.6	LOS B	4.5
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	T1	251	0.251	12	LOS A	4.5
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	R2	332	0.492	24.5	LOS B	7.7
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	L2	292	0.482	16.3	LOS B	8.8
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	T1	247	0.643	31.5	LOS C	8.8
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	R2	28	0.643	39.3	LOS C	7.4
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	West	L2	34	0.655	39.5	LOS C	7.6
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	West	T1	192	0.655	29.5	LOS C	7.6

Scenario 4 – 2025 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	L2	84	0.648	38.1	LOS D	15.2
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	T1	358	0.864	31.2	LOS C	15.2
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	R2	213	0.864	60	LOS E	13.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	NorthEast	L2	80	0.969	81.6	LOS F	23.8
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	NorthEast	T1	701	0.969	69.2	LOS E	26.4
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Sharp St	NorthWest	L2	43	0.749	57.7	LOS E	7
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Sharp St	NorthWest	T1	305	0.865	51.5	LOS D	10.8
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	L2	11	0.888	41.6	LOS D	42.1
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	T1	1130	0.888	31.8	LOS C	42.1
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	R2	236	0.888	66.1	LOS E	22.7
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	L2	118	0.65	42.8	LOS D	16.1
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	T1	336	0.867	38	LOS D	16.1
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	R2	174	0.867	66.6	LOS E	14.6
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	NorthEast	L2	106	0.862	52.7	LOS D	29.8
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	NorthEast	T1	1043	0.862	40.9	LOS D	31.7
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Sharp St	NorthWest	L2	40	0.674	59.2	LOS E	8.1
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Sharp St	NorthWest	T1	324	0.778	51.7	LOS D	11
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	L2	12	0.857	34.8	LOS C	42.9
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	T1	1066	0.857	25.1	LOS C	42.9
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	R2	211	0.857	72.9	LOS E	18.3
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	L2	54	0.321	15.6	LOS B	3.1
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	T1	440	0.643	11.4	LOS A	6.3
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	R2	76	0.643	21.5	LOS B	6.3
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	L2	84	0.235	16.5	LOS B	2
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	T1	248	0.47	12.1	LOS A	4.1
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	R2	45	0.47	20.7	LOS B	4.1
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	L2	60	0.251	15.7	LOS B	2.3
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	T1	375	0.503	10.6	LOS A	4.9
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	R2	36	0.503	21.3	LOS B	4.9
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	L2	58	0.32	16.7	LOS B	3
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	T1	339	0.641	12.7	LOS A	5.6
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	R2	98	0.641	21.9	LOS B	5.6
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	L2	97	0.328	15	LOS B	3.3
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	T1	451	0.657	11.8	LOS A	6.8
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	R2	55	0.657	23.1	LOS B	6.8
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	L2	74	0.266	16.8	LOS B	2.4
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	T1	299	0.532	12.2	LOS A	4.7
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	R2	59	0.532	21	LOS B	4.7
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	L2	56	0.301	14.8	LOS B	3
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	T1	493	0.602	11.4	LOS A	6.3
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	R2	36	0.602	22.4	LOS B	6.3
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	L2	46	0.289	16.7	LOS B	2.7

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	T1	281	0.577	12.3	LOS A	4.6
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	R2	103	0.577	21.5	LOS B	4.6
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	East	T1	892	0.625	6.8	LOS A	18.4
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	East	R2	218	0.625	41	LOS C	10.2
162	Canterbury Road / Burwood Road	AM	Burwood Rd	North	L2	80	0.123	46.8	LOS D	2.2
162	Canterbury Road / Burwood Road	AM	Burwood Rd	North	R2	149	0.854	78.5	LOS F	7.5
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	West	L2	88	0.846	36.3	LOS C	31.6
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	West	T1	1389	0.846	27.8	LOS B	32.2
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	East	T1	1252	0.757	9.4	LOS A	33.5
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	East	R2	291	0.757	59.1	LOS E	19.7
162	Canterbury Road / Burwood Road	PM	Burwood Rd	North	L2	111	0.188	53.8	LOS D	3.3
162	Canterbury Road / Burwood Road	PM	Burwood Rd	North	R2	160	0.907	103.5	LOS F	10.2
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	West	L2	116	0.898	54.7	LOS D	40
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	West	T1	1275	0.898	43.9	LOS D	41.4
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	L2	31	0.34	21.9	LOS B	3.4
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	T1	333	0.453	16.8	LOS B	4.5
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	R2	12	0.453	25.6	LOS B	4.5
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	L2	28	0.221	16.6	LOS B	2.9
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	T1	163	0.221	8.2	LOS A	2.9
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	R2	312	0.728	22.2	LOS B	7
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	L2	289	0.363	13.3	LOS A	5
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	T1	221	0.484	17.4	LOS B	5
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	R2	18	0.484	25.9	LOS B	4.8
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	West	L2	34	0.632	29.6	LOS C	6.8
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	West	T1	249	0.632	19.5	LOS B	6.8
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	L2	41	0.386	31.4	LOS C	4.7
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	T1	300	0.515	26	LOS B	6.2
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	R2	14	0.515	38.5	LOS C	6.2
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	L2	25	0.249	14.3	LOS A	4.5
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	T1	254	0.249	6.9	LOS A	4.5
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	R2	324	0.455	18.4	LOS B	7.5
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	L2	296	0.457	16.5	LOS B	8.4
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	T1	227	0.61	30.9	LOS C	8.4
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	R2	29	0.61	38.3	LOS C	7
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	West	L2	35	0.617	37.9	LOS C	7.5
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	West	T1	194	0.617	28	LOS B	7.5

Scenario 5 – 2025 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	L2	84	0.679	42.4	LOS D	17.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	T1	358	0.906	36.2	LOS D	17.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Kingsgrove Road	SouthEast	R2	213	0.906	70.6	LOS E	15.2
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	NorthEast	L2	80	0.882	62.3	LOS E	21.8
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	NorthEast	T1	709	0.882	51.3	LOS D	23.7
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Sharp St	NorthWest	L2	43	0.705	61.2	LOS E	7.7
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Sharp St	NorthWest	T1	305	0.814	53.9	LOS D	11.1
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	L2	11	0.896	43.1	LOS D	47.5
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	T1	1164	0.896	33.6	LOS C	47.5
80	Canterbury Road / Kingsgrove Road / Sharp Street	AM	Canterbury Rd	SouthWest	R2	236	0.896	74.1	LOS E	25.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	L2	118	0.684	41	LOS D	15.1
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	T1	336	0.912	37.1	LOS D	15.1
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Kingsgrove Road	SouthEast	R2	174	0.912	68.3	LOS E	14.1
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	NorthEast	L2	106	0.885	51.9	LOS D	29.5
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	NorthEast	T1	1070	0.885	41	LOS D	31.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Sharp St	NorthWest	L2	40	0.702	55.6	LOS E	7.3
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Sharp St	NorthWest	T1	324	0.811	48	LOS D	10.6
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	L2	12	0.893	39.7	LOS D	45.9
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	T1	1077	0.893	29.4	LOS C	45.9
80	Canterbury Road / Kingsgrove Road / Sharp Street	PM	Canterbury Rd	SouthWest	R2	211	0.893	73.1	LOS E	17.2
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	L2	54	0.353	15.8	LOS B	3.5
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	T1	440	0.706	12.3	LOS A	7
157	Burwood Road / Lakemba Street	AM	Burwood Rd	South	R2	104	0.706	23.4	LOS B	7
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	L2	92	0.243	16.6	LOS B	2
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	T1	248	0.485	12.2	LOS A	4.3
157	Burwood Road / Lakemba Street	AM	Lakemba St	East	R2	45	0.485	20.8	LOS B	4.3
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	L2	60	0.252	15.8	LOS B	2.4
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	T1	375	0.505	10.6	LOS A	4.9
157	Burwood Road / Lakemba Street	AM	Burwood Rd	North	R2	36	0.505	21.3	LOS B	4.9
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	L2	58	0.337	16.8	LOS B	3.2
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	T1	339	0.674	13.1	LOS A	5.8
157	Burwood Road / Lakemba Street	AM	Lakemba St	West	R2	108	0.674	22.5	LOS B	5.8
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	L2	97	0.338	15.1	LOS B	3.4
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	T1	451	0.675	12	LOS A	6.9
157	Burwood Road / Lakemba Street	PM	Burwood Rd	South	R2	62	0.675	23.4	LOS B	6.9
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	L2	95	0.295	17	LOS B	2.4
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	T1	299	0.59	12.6	LOS A	5.3
157	Burwood Road / Lakemba Street	PM	Lakemba St	East	R2	59	0.59	22.4	LOS B	5.3
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	L2	56	0.301	14.8	LOS B	3
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	T1	493	0.602	11.4	LOS A	6.3
157	Burwood Road / Lakemba Street	PM	Burwood Rd	North	R2	36	0.602	22.4	LOS B	6.3
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	L2	46	0.298	16.7	LOS B	2.8

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	T1	281	0.596	12.5	LOS A	4.6
157	Burwood Road / Lakemba Street	PM	Lakemba St	West	R2	103	0.596	23.2	LOS B	4.6
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	East	T1	892	0.721	8.6	LOS A	20.9
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	East	R2	225	0.871	47	LOS D	9.7
162	Canterbury Road / Burwood Road	AM	Burwood Rd	North	L2	114	0.36	40.7	LOS C	3.2
162	Canterbury Road / Burwood Road	AM	Burwood Rd	North	R2	149	0.749	55.7	LOS D	5.8
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	West	L2	88	0.799	27.7	LOS B	24.2
162	Canterbury Road / Burwood Road	AM	Canterbury Rd	West	T1	1389	0.799	19.4	LOS B	24.7
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	East	T1	1252	0.784	9.8	LOS A	36.3
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	East	R2	317	0.784	58.6	LOS E	19.8
162	Canterbury Road / Burwood Road	PM	Burwood Rd	North	L2	121	0.227	53.2	LOS D	3.7
162	Canterbury Road / Burwood Road	PM	Burwood Rd	North	R2	160	0.909	103.4	LOS F	10.3
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	West	L2	116	0.918	59.7	LOS E	42.1
162	Canterbury Road / Burwood Road	PM	Canterbury Rd	West	T1	1275	0.918	48.9	LOS D	43.7
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	L2	31	0.354	22	LOS B	3.5
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	T1	340	0.472	16.9	LOS B	4.6
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	South	R2	12	0.472	27.7	LOS B	4.6
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	L2	28	0.221	16.8	LOS B	2.9
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	T1	163	0.221	8.2	LOS A	2.9
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	East	R2	324	0.779	24.3	LOS B	7.6
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	L2	289	0.444	14.2	LOS A	6.1
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	T1	267	0.592	18.8	LOS B	6.1
1329	Burwood Road / Leylands Parade	AM	Burwood Rd	North	R2	18	0.592	27	LOS B	5.5
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	West	L2	34	0.632	29.6	LOS C	6.8
1329	Burwood Road / Leylands Parade	AM	Leylands Pde	West	T1	249	0.632	19.5	LOS B	6.8
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	L2	41	0.415	30.9	LOS C	5.1
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	T1	326	0.554	25.4	LOS B	6.6
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	South	R2	14	0.554	39.2	LOS C	6.6
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	L2	25	0.255	20.4	LOS B	4.6
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	T1	254	0.255	12.8	LOS A	4.6
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	East	R2	337	0.502	25.8	LOS B	7.8
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	L2	296	0.491	16.3	LOS B	9
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	T1	251	0.654	31.7	LOS C	9
1329	Burwood Road / Leylands Parade	PM	Burwood Rd	North	R2	29	0.654	39.5	LOS C	7.6
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	West	L2	35	0.665	39.7	LOS C	7.7
1329	Burwood Road / Leylands Parade	PM	Leylands Pde	West	T1	194	0.665	29.7	LOS C	7.7

Lakemba Station

Scenario 1 – 2023 Existing

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1299	Haldon Street / The Boulevarde	AM	Haldon St	South	L2	60	0.175	29.2	LOS C	2.4
1299	Haldon Street / The Boulevarde	AM	Haldon St	South	T1	273	0.536	34.9	LOS C	7.1
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	East	L2	32	0.444	9.4	LOS A	4.2
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	East	T1	132	0.444	26.7	LOS B	4.2
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	East	R2	68	0.221	31.7	LOS C	2.1
1299	Haldon Street / The Boulevarde	AM	Haldon St	North	L2	103	0.677	16	LOS B	11.1
1299	Haldon Street / The Boulevarde	AM	Haldon St	North	T1	248	0.902	30.7	LOS C	11.1
1299	Haldon Street / The Boulevarde	AM	Haldon St	North	R2	202	0.902	50.4	LOS D	8.9
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	West	L2	198	0.542	39.2	LOS C	6.3
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	West	T1	226	0.76	37.5	LOS C	9.6
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	West	R2	45	0.76	41.3	LOS C	9.6
1299	Haldon Street / The Boulevarde	PM	Haldon St	South	L2	62	0.16	28.2	LOS B	2.2
1299	Haldon Street / The Boulevarde	PM	Haldon St	South	T1	248	0.491	33.3	LOS C	6.5
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	East	L2	32	0.572	9.8	LOS A	6.2
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	East	T1	179	0.572	30.1	LOS C	6.2
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	East	R2	142	0.419	32.8	LOS C	4.5
1299	Haldon Street / The Boulevarde	PM	Haldon St	North	L2	119	0.645	15.9	LOS B	10.4
1299	Haldon Street / The Boulevarde	PM	Haldon St	North	T1	249	0.859	31.6	LOS C	10.4
1299	Haldon Street / The Boulevarde	PM	Haldon St	North	R2	184	0.859	45.9	LOS D	8.8
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	West	L2	199	0.548	35.1	LOS C	6.4
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	West	T1	179	0.573	28.9	LOS C	7.2
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	West	R2	51	0.573	32.7	LOS C	7.2

Scenario 2 – 2024 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1299	Haldon Street / The Boulevarde	AM	Haldon St	South	L2	61	0.159	28.5	LOS B	2.5
1299	Haldon Street / The Boulevarde	AM	Haldon St	South	T1	277	0.488	34.2	LOS C	7.3
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	East	L2	32	0.479	9.2	LOS A	4.8
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	East	T1	134	0.479	30.1	LOS C	4.8
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	East	R2	69	0.24	34.6	LOS C	2.3
1299	Haldon Street / The Boulevarde	AM	Haldon St	North	L2	104	0.607	15.3	LOS B	11.1
1299	Haldon Street / The Boulevarde	AM	Haldon St	North	T1	252	0.81	29	LOS C	11.1
1299	Haldon Street / The Boulevarde	AM	Haldon St	North	R2	205	0.81	42.6	LOS D	8.6
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	West	L2	201	0.602	44	LOS D	7
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	West	T1	229	0.811	44.5	LOS D	10.9
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	West	R2	46	0.811	48.4	LOS D	10.9
1299	Haldon Street / The Boulevarde	PM	Haldon St	South	L2	63	0.163	28.4	LOS B	2.2
1299	Haldon Street / The Boulevarde	PM	Haldon St	South	T1	252	0.499	33.5	LOS C	6.6

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	East	L2	32	0.581	9.8	LOS A	6.3
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	East	T1	182	0.581	30.3	LOS C	6.3
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	East	R2	144	0.425	32.8	LOS C	4.5
1299	Haldon Street / The Boulevarde	PM	Haldon St	North	L2	121	0.658	16.1	LOS B	10.7
1299	Haldon Street / The Boulevarde	PM	Haldon St	North	T1	253	0.877	32	LOS C	10.7
1299	Haldon Street / The Boulevarde	PM	Haldon St	North	R2	187	0.877	47.7	LOS D	9.1
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	West	L2	202	0.562	35.7	LOS C	6.5
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	West	T1	182	0.593	29.5	LOS C	7.4
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	West	R2	52	0.593	33.3	LOS C	7.4

Scenario 3 – 2024 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1299	Haldon Street / The Boulevarde	AM	Haldon St	South	L2	68	0.171	33.3	LOS C	3.2
1299	Haldon Street / The Boulevarde	AM	Haldon St	South	T1	285	0.524	45.7	LOS D	9.5
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	East	L2	41	0.798	14.9	LOS B	8.5
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	East	T1	148	0.798	52.7	LOS D	8.5
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	East	R2	69	0.305	46	LOS D	3
1299	Haldon Street / The Boulevarde	AM	Haldon St	North	L2	104	0.684	21.2	LOS B	13.9
1299	Haldon Street / The Boulevarde	AM	Haldon St	North	T1	260	0.912	36.3	LOS C	13.9
1299	Haldon Street / The Boulevarde	AM	Haldon St	North	R2	205	0.912	65.3	LOS E	13.2
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	West	L2	201	0.549	55.9	LOS D	8
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	West	T1	292	0.941	82.3	LOS F	21.4
1299	Haldon Street / The Boulevarde	AM	The Boulevarde	West	R2	52	0.941	86.1	LOS F	21.4
1299	Haldon Street / The Boulevarde	PM	Haldon St	South	L2	71	0.168	31.5	LOS C	2.6
1299	Haldon Street / The Boulevarde	PM	Haldon St	South	T1	260	0.515	37.8	LOS C	7.6
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	East	L2	41	0.843	19.9	LOS B	11.4
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	East	T1	229	0.843	45.8	LOS D	11.4
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	East	R2	144	0.394	35.4	LOS C	5
1299	Haldon Street / The Boulevarde	PM	Haldon St	North	L2	121	0.659	16.1	LOS B	12
1299	Haldon Street / The Boulevarde	PM	Haldon St	North	T1	261	0.878	34.5	LOS C	12
1299	Haldon Street / The Boulevarde	PM	Haldon St	North	R2	187	0.878	52.9	LOS D	10.5
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	West	L2	202	0.664	49.2	LOS D	7.7
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	West	T1	200	0.845	51.7	LOS D	11.3
1299	Haldon Street / The Boulevarde	PM	The Boulevarde	West	R2	57	0.845	55.6	LOS D	11.3

Scenario 4 – 2025 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1299	Haldon Street / The Boulevard	AM	Haldon St	South	L2	62	0.162	28.6	LOS C	2.5
1299	Haldon Street / The Boulevard	AM	Haldon St	South	T1	280	0.495	34.4	LOS C	7.4
1299	Haldon Street / The Boulevard	AM	The Boulevard	East	L2	33	0.486	9.2	LOS A	4.8
1299	Haldon Street / The Boulevard	AM	The Boulevard	East	T1	135	0.486	30.1	LOS C	4.8
1299	Haldon Street / The Boulevard	AM	The Boulevard	East	R2	71	0.244	34.6	LOS C	2.3
1299	Haldon Street / The Boulevard	AM	Haldon St	North	L2	106	0.621	15.4	LOS B	11.3
1299	Haldon Street / The Boulevard	AM	Haldon St	North	T1	255	0.829	29.3	LOS C	11.3
1299	Haldon Street / The Boulevard	AM	Haldon St	North	R2	207	0.829	44.1	LOS D	8.9
1299	Haldon Street / The Boulevard	AM	The Boulevard	West	L2	203	0.617	44.5	LOS D	7.1
1299	Haldon Street / The Boulevard	AM	The Boulevard	West	T1	233	0.825	45.7	LOS D	11.2
1299	Haldon Street / The Boulevard	AM	The Boulevard	West	R2	46	0.825	49.6	LOS D	11.2
1299	Haldon Street / The Boulevard	PM	Haldon St	South	L2	64	0.166	28.6	LOS C	2.3
1299	Haldon Street / The Boulevard	PM	Haldon St	South	T1	256	0.508	33.9	LOS C	6.7
1299	Haldon Street / The Boulevard	PM	The Boulevard	East	L2	33	0.589	9.8	LOS A	6.4
1299	Haldon Street / The Boulevard	PM	The Boulevard	East	T1	184	0.589	30.4	LOS C	6.4
1299	Haldon Street / The Boulevard	PM	The Boulevard	East	R2	146	0.431	32.9	LOS C	4.6
1299	Haldon Street / The Boulevard	PM	Haldon St	North	L2	122	0.67	16.3	LOS B	11
1299	Haldon Street / The Boulevard	PM	Haldon St	North	T1	257	0.893	32.4	LOS C	11
1299	Haldon Street / The Boulevard	PM	Haldon St	North	R2	189	0.893	49.8	LOS D	9.4
1299	Haldon Street / The Boulevard	PM	The Boulevard	West	L2	205	0.581	36	LOS C	6.6
1299	Haldon Street / The Boulevard	PM	The Boulevard	West	T1	184	0.603	29.8	LOS C	7.4
1299	Haldon Street / The Boulevard	PM	The Boulevard	West	R2	52	0.603	33.7	LOS C	7.4

Scenario 5 – 2025 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1299	Haldon Street / The Boulevard	AM	Haldon St	South	L2	69	0.174	33.7	LOS C	3.2
1299	Haldon Street / The Boulevard	AM	Haldon St	South	T1	288	0.532	46	LOS D	9.7
1299	Haldon Street / The Boulevard	AM	The Boulevard	East	L2	42	0.808	15.7	LOS B	8.7
1299	Haldon Street / The Boulevard	AM	The Boulevard	East	T1	149	0.808	53.4	LOS D	8.7
1299	Haldon Street / The Boulevard	AM	The Boulevard	East	R2	71	0.309	46	LOS D	3.1
1299	Haldon Street / The Boulevard	AM	Haldon St	North	L2	106	0.702	24.9	LOS B	14.4
1299	Haldon Street / The Boulevard	AM	Haldon St	North	T1	263	0.936	40.6	LOS C	14.4
1299	Haldon Street / The Boulevard	AM	Haldon St	North	R2	207	0.936	74.3	LOS F	14.1
1299	Haldon Street / The Boulevard	AM	The Boulevard	West	L2	203	0.563	56.3	LOS D	8.1
1299	Haldon Street / The Boulevard	AM	The Boulevard	West	T1	295	0.95	85.5	LOS F	22.1
1299	Haldon Street / The Boulevard	AM	The Boulevard	West	R2	52	0.95	89.3	LOS F	22.1
1299	Haldon Street / The Boulevard	PM	Haldon St	South	L2	72	0.171	31.7	LOS C	2.6
1299	Haldon Street / The Boulevard	PM	Haldon St	South	T1	264	0.524	38.1	LOS C	7.8
1299	Haldon Street / The Boulevard	PM	The Boulevard	East	L2	42	0.858	21.3	LOS B	11.8
1299	Haldon Street / The Boulevard	PM	The Boulevard	East	T1	232	0.858	47.3	LOS D	11.8

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1299	Haldon Street / The Boulevard	PM	The Boulevard	East	R2	146	0.4	35.4	LOS C	5.1
1299	Haldon Street / The Boulevard	PM	Haldon St	North	L2	122	0.676	16.4	LOS B	12.3
1299	Haldon Street / The Boulevard	PM	Haldon St	North	T1	265	0.901	35.3	LOS C	12.3
1299	Haldon Street / The Boulevard	PM	Haldon St	North	R2	189	0.901	56.4	LOS D	11
1299	Haldon Street / The Boulevard	PM	The Boulevard	West	L2	205	0.686	50	LOS D	7.9
1299	Haldon Street / The Boulevard	PM	The Boulevard	West	T1	202	0.856	53	LOS D	11.6
1299	Haldon Street / The Boulevard	PM	The Boulevard	West	R2	57	0.856	56.9	LOS E	11.6

Wiley Park Station

Scenario 1 – 2023 Existing

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
382	King Georges Road / The Boulevard	AM	King Georges Rd	South	L2	20	0.922	42.7	LOS D	57.8
382	King Georges Road / The Boulevard	AM	King Georges Rd	South	T1	2438	0.922	35.5	LOS C	58.1
382	King Georges Road / The Boulevard	AM	The Boulevard	East	L2	13	0.269	51.3	LOS D	8
382	King Georges Road / The Boulevard	AM	The Boulevard	East	T1	131	0.269	44	LOS D	8
382	King Georges Road / The Boulevard	AM	The Boulevard	East	R2	165	0.66	72.2	LOS F	11.4
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	L2	141	0.659	4.1	LOS A	2.6
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	T1	2018	0.659	0.7	LOS A	2.9
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	R2	149	0.684	64	LOS E	10.3
382	King Georges Road / The Boulevard	AM	The Boulevard	West	L2	218	0.438	51.6	LOS D	13.1
382	King Georges Road / The Boulevard	AM	The Boulevard	West	T1	202	0.752	69.8	LOS E	14.8
382	King Georges Road / The Boulevard	PM	King Georges Rd	South	L2	34	0.829	35.2	LOS C	38.9
382	King Georges Road / The Boulevard	PM	King Georges Rd	South	T1	2066	0.829	25.8	LOS B	39.1
382	King Georges Road / The Boulevard	PM	The Boulevard	East	L2	28	0.651	59.5	LOS E	20.6
382	King Georges Road / The Boulevard	PM	The Boulevard	East	T1	300	0.651	50.7	LOS D	20.6
382	King Georges Road / The Boulevard	PM	The Boulevard	East	R2	166	0.857	85.1	LOS F	12.3
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	L2	149	0.632	5.6	LOS A	2.8
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	T1	2132	0.632	8.7	LOS A	2.8
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	R2	325	1.098	155.7	LOS F	32.2
382	King Georges Road / The Boulevard	PM	The Boulevard	West	L2	245	0.557	39.4	LOS C	12.2
382	King Georges Road / The Boulevard	PM	The Boulevard	West	T1	187	0.675	64.7	LOS E	12.8

Scenario 2 – 2024 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
382	King Georges Road / The Boulevard	AM	King Georges Rd	South	L2	20	0.935	46.1	LOS D	61.3
382	King Georges Road / The Boulevard	AM	King Georges Rd	South	T1	2473	0.935	38.9	LOS C	61.6
382	King Georges Road / The Boulevard	AM	The Boulevard	East	L2	13	0.273	51.4	LOS D	8.1
382	King Georges Road / The Boulevard	AM	The Boulevard	East	T1	133	0.273	44.1	LOS D	8.1
382	King Georges Road / The Boulevard	AM	The Boulevard	East	R2	167	0.673	72.9	LOS F	11.6
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	L2	143	0.668	4.1	LOS A	2.7
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	T1	2046	0.668	0.7	LOS A	3
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	R2	152	0.695	65.6	LOS E	10.5
382	King Georges Road / The Boulevard	AM	The Boulevard	West	L2	221	0.444	51.7	LOS D	13.3
382	King Georges Road / The Boulevard	AM	The Boulevard	West	T1	205	0.763	70.3	LOS E	15.1
382	King Georges Road / The Boulevard	PM	King Georges Rd	South	L2	34	0.83	34.4	LOS C	39.1
382	King Georges Road / The Boulevard	PM	King Georges Rd	South	T1	2098	0.83	24.9	LOS B	39.3
382	King Georges Road / The Boulevard	PM	The Boulevard	East	L2	28	0.696	61.8	LOS E	21.3
382	King Georges Road / The Boulevard	PM	The Boulevard	East	T1	304	0.696	52.9	LOS D	21.3

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
382	King Georges Road / The Boulevard	PM	The Boulevard	East	R2	168	1.013	74.1	LOS F	12.4
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	L2	152	0.628	5.6	LOS A	2.8
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	T1	2163	0.628	8.8	LOS A	2.8
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	R2	329	1.068	132.7	LOS F	30.7
382	King Georges Road / The Boulevard	PM	The Boulevard	West	L2	248	0.549	39.8	LOS C	12.5
382	King Georges Road / The Boulevard	PM	The Boulevard	West	T1	191	0.686	65	LOS E	13.1

Scenario 3 – 2024 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
382	King Georges Road / The Boulevard	AM	King Georges Rd	South	L2	28	0.997	74.5	LOS F	75.6
382	King Georges Road / The Boulevard	AM	King Georges Rd	South	T1	2481	0.997	66.6	LOS E	76.7
382	King Georges Road / The Boulevard	AM	The Boulevard	East	L2	15	0.302	49.4	LOS D	8.6
382	King Georges Road / The Boulevard	AM	The Boulevard	East	T1	147	0.302	39.6	LOS C	8.6
382	King Georges Road / The Boulevard	AM	The Boulevard	East	R2	167	0.822	80.7	LOS F	12.1
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	L2	143	0.714	4.3	LOS A	3.3
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	T1	2046	0.714	0.8	LOS A	3.8
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	R2	152	0.81	73.8	LOS F	10.7
382	King Georges Road / The Boulevard	AM	The Boulevard	West	L2	229	0.422	57	LOS E	12.8
382	King Georges Road / The Boulevard	AM	The Boulevard	West	T1	267	1.018	133.2	LOS F	26.8
382	King Georges Road / The Boulevard	PM	King Georges Rd	South	L2	42	0.868	40.5	LOS C	43.6
382	King Georges Road / The Boulevard	PM	King Georges Rd	South	T1	2106	0.868	30.6	LOS C	44.3
382	King Georges Road / The Boulevard	PM	The Boulevard	East	L2	31	0.722	59	LOS E	22.2
382	King Georges Road / The Boulevard	PM	The Boulevard	East	T1	352	0.902	51.8	LOS D	22.2
382	King Georges Road / The Boulevard	PM	The Boulevard	East	R2	168	0.902	95.7	LOS F	15.8
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	L2	152	0.663	5.6	LOS A	3
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	T1	2163	0.663	10	LOS A	3
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	R2	329	1.227	269	LOS F	41.7
382	King Georges Road / The Boulevard	PM	The Boulevard	West	L2	257	0.638	43.6	LOS D	12.8
382	King Georges Road / The Boulevard	PM	The Boulevard	West	T1	208	0.843	75	LOS F	15.7

Scenario 4 – 2025 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
382	King Georges Road / The Boulevard	AM	King Georges Rd	South	L2	20	0.948	49.9	LOS D	64.9
382	King Georges Road / The Boulevard	AM	King Georges Rd	South	T1	2506	0.948	42.6	LOS D	65.2
382	King Georges Road / The Boulevard	AM	The Boulevard	East	L2	13	0.275	51.4	LOS D	8.2
382	King Georges Road / The Boulevard	AM	The Boulevard	East	T1	134	0.275	44.1	LOS D	8.2
382	King Georges Road / The Boulevard	AM	The Boulevard	East	R2	169	0.684	73.4	LOS F	11.8
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	L2	145	0.678	4.1	LOS A	2.8

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	T1	2075	0.678	0.7	LOS A	3.1
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	R2	154	0.706	67.2	LOS E	10.7
382	King Georges Road / The Boulevard	AM	The Boulevard	West	L2	224	0.451	51.8	LOS D	13.5
382	King Georges Road / The Boulevard	AM	The Boulevard	West	T1	207	0.771	70.6	LOS F	15.3
382	King Georges Road / The Boulevard	PM	King Georges Rd	South	L2	35	0.813	30.2	LOS C	36.1
382	King Georges Road / The Boulevard	PM	King Georges Rd	South	T1	2128	0.813	21.2	LOS B	36.3
382	King Georges Road / The Boulevard	PM	The Boulevard	East	L2	29	0.649	56.8	LOS E	20.4
382	King Georges Road / The Boulevard	PM	The Boulevard	East	T1	309	0.649	47.9	LOS D	20.4
382	King Georges Road / The Boulevard	PM	The Boulevard	East	R2	172	0.871	84.2	LOS F	12.5
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	L2	154	0.664	5.6	LOS A	3
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	T1	2196	0.664	8.6	LOS A	3
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	R2	335	1.447	458.7	LOS F	55.1
382	King Georges Road / The Boulevard	PM	The Boulevard	West	L2	253	0.668	41.7	LOS C	12.7
382	King Georges Road / The Boulevard	PM	The Boulevard	West	T1	193	0.669	61.8	LOS E	12.7

Scenario 5 – 2025 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
382	King Georges Road / The Boulevard	AM	King Georges Rd	South	L2	28	1.01	81.7	LOS F	78.8
382	King Georges Road / The Boulevard	AM	King Georges Rd	South	T1	2515	1.01	73.7	LOS F	80
382	King Georges Road / The Boulevard	AM	The Boulevard	East	L2	15	0.304	49.5	LOS D	8.7
382	King Georges Road / The Boulevard	AM	The Boulevard	East	T1	148	0.304	39.7	LOS C	8.7
382	King Georges Road / The Boulevard	AM	The Boulevard	East	R2	169	0.832	81.4	LOS F	12.3
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	L2	145	0.724	4.3	LOS A	3.5
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	T1	2075	0.724	0.8	LOS A	4
382	King Georges Road / The Boulevard	AM	King Georges Rd	North	R2	154	0.821	74.2	LOS F	10.9
382	King Georges Road / The Boulevard	AM	The Boulevard	West	L2	233	0.427	57.5	LOS E	13
382	King Georges Road / The Boulevard	AM	The Boulevard	West	T1	269	1.025	138	LOS F	27.4
382	King Georges Road / The Boulevard	PM	King Georges Rd	South	L2	43	0.877	40.7	LOS C	43.8
382	King Georges Road / The Boulevard	PM	King Georges Rd	South	T1	2137	0.877	30.8	LOS C	44.5
382	King Georges Road / The Boulevard	PM	The Boulevard	East	L2	32	0.707	56	LOS D	21.6
382	King Georges Road / The Boulevard	PM	The Boulevard	East	T1	357	0.884	48.6	LOS D	21.6
382	King Georges Road / The Boulevard	PM	The Boulevard	East	R2	172	0.884	90	LOS F	15.2
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	L2	154	0.687	5.6	LOS A	3.2
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	T1	2196	0.687	10.4	LOS A	3.2
382	King Georges Road / The Boulevard	PM	King Georges Rd	North	R2	335	1.4	423.4	LOS F	52.6
382	King Georges Road / The Boulevard	PM	The Boulevard	West	L2	261	0.689	39.9	LOS C	12.7
382	King Georges Road / The Boulevard	PM	The Boulevard	West	T1	211	0.792	66.8	LOS E	14.8

Punchbowl Station

Scenario 1 – 2023 Existing

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1744	Punchbowl Road / The Boulevard / South Terrace	AM	The Boulevard	East	L1	417	0.401	24	LOS B	15
1744	Punchbowl Road / The Boulevard / South Terrace	AM	The Boulevard	East	R3	288	0.943	66.4	LOS E	18.5
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	L3	168	0.723	21.5	LOS B	26.6
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	T1	636	0.723	39.1	LOS C	26.6
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	T1	817	0.547	6.2	LOS A	14.3
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	R1	285	0.547	33.8	LOS C	14.3
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	T1	583	0.443	2.1	LOS A	5.5
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	R2	456	0.708	43.4	LOS D	15
1744	Punchbowl Road / The Boulevard / South Terrace	AM	South Tce	NorthWest	L2	528	0.659	47.6	LOS D	22.8
1744	Punchbowl Road / The Boulevard / South Terrace	AM	South Tce	NorthWest	R2	97	0.298	71.5	LOS F	5
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	L2	5	0.827	61.3	LOS E	16.9
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	T1	563	0.827	51.1	LOS D	16.9
1744	Punchbowl Road / The Boulevard / South Terrace	PM	The Boulevard	East	L1	489	0.423	19.6	LOS B	16.2
1744	Punchbowl Road / The Boulevard / South Terrace	PM	The Boulevard	East	R3	253	0.677	51.2	LOS D	13.8
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	L3	146	0.944	43.8	LOS D	45
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	T1	789	0.944	72.5	LOS F	45
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	T1	814	0.645	11.9	LOS A	14.9
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	R1	359	0.645	56.4	LOS D	14.9
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	T1	731	0.594	3.4	LOS A	10.8
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	R2	464	0.714	32.7	LOS C	15.1
1744	Punchbowl Road / The Boulevard / South Terrace	PM	South Tce	NorthWest	L2	593	0.691	40.7	LOS C	24.6
1744	Punchbowl Road / The Boulevard / South Terrace	PM	South Tce	NorthWest	R2	139	0.897	91.3	LOS F	9.8
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	L2	5	0.72	65.2	LOS E	15.3
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	T1	581	0.72	54.7	LOS D	15.3
2308	The Boulevard / Arthur Street	AM	Arthur St	South	L2	193	0.823	37.7	LOS C	6.6
2308	The Boulevard / Arthur Street	AM	Arthur St	South	R2	65	0.195	27.9	LOS B	1.7
2308	The Boulevard / Arthur Street	AM	The Boulevard	East	L2	32	0.442	14.6	LOS B	4.9
2308	The Boulevard / Arthur Street	AM	The Boulevard	East	T1	506	0.442	9.4	LOS A	4.9
2308	The Boulevard / Arthur Street	AM	The Boulevard	West	T1	386	0.509	16.5	LOS B	7
2308	The Boulevard / Arthur Street	AM	The Boulevard	West	R2	60	0.509	28.2	LOS B	7
2308	The Boulevard / Arthur Street	PM	Arthur St	South	L2	168	0.716	33.4	LOS C	5.3
2308	The Boulevard / Arthur Street	PM	Arthur St	South	R2	38	0.111	27.3	LOS B	1
2308	The Boulevard / Arthur Street	PM	The Boulevard	East	L2	35	0.549	16	LOS B	5.9
2308	The Boulevard / Arthur Street	PM	The Boulevard	East	T1	561	0.549	10.1	LOS A	5.9
2308	The Boulevard / Arthur Street	PM	The Boulevard	West	T1	449	0.595	18.6	LOS B	8.5
2308	The Boulevard / Arthur Street	PM	The Boulevard	West	R2	59	0.595	34.4	LOS C	8.5

Scenario 2 – 2024 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1744	Punchbowl Road / The Boulevard / South Terrace	AM	The Boulevard	East	L1	422	0.413	24.8	LOS B	15.5
1744	Punchbowl Road / The Boulevard / South Terrace	AM	The Boulevard	East	R3	293	1.1	159.1	LOS F	28.2
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	L3	171	0.718	22.8	LOS B	26.7
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	T1	645	0.718	37.8	LOS C	26.7
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	T1	828	0.559	6	LOS A	14.3
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	R1	289	0.559	33.1	LOS C	14.3
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	T1	592	0.45	2.1	LOS A	5.7
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	R2	462	0.734	44.2	LOS D	15
1744	Punchbowl Road / The Boulevard / South Terrace	AM	South Tce	NorthWest	L2	536	0.68	49.5	LOS D	23.7
1744	Punchbowl Road / The Boulevard / South Terrace	AM	South Tce	NorthWest	R2	98	0.409	76.2	LOS F	5.3
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	L2	5	0.83	60.5	LOS E	17.2
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	T1	572	0.83	50.3	LOS D	17.2
1744	Punchbowl Road / The Boulevard / South Terrace	PM	The Boulevard	East	L1	497	0.435	20.3	LOS B	16.9
1744	Punchbowl Road / The Boulevard / South Terrace	PM	The Boulevard	East	R3	257	0.688	51.6	LOS D	14.1
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	L3	148	0.937	41.1	LOS C	44.8
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	T1	802	0.937	69.5	LOS E	44.8
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	T1	826	0.661	12	LOS A	14.9
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	R1	364	0.661	57.2	LOS E	14.9
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	T1	742	0.604	3.5	LOS A	11.4
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	R2	472	0.738	33.5	LOS C	15.1
1744	Punchbowl Road / The Boulevard / South Terrace	PM	South Tce	NorthWest	L2	601	0.712	42.6	LOS D	25.7
1744	Punchbowl Road / The Boulevard / South Terrace	PM	South Tce	NorthWest	R2	141	0.933	101.8	LOS F	10.6
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	L2	5	0.717	64.1	LOS E	15.4
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	T1	591	0.717	53.6	LOS D	15.4
2308	The Boulevard / Arthur Street	AM	Arthur St	South	L2	196	0.836	38.5	LOS C	6.8
2308	The Boulevard / Arthur Street	AM	Arthur St	South	R2	66	0.198	27.9	LOS B	1.7
2308	The Boulevard / Arthur Street	AM	The Boulevard	East	L2	32	0.455	14.6	LOS B	5
2308	The Boulevard / Arthur Street	AM	The Boulevard	East	T1	514	0.455	9.4	LOS A	5
2308	The Boulevard / Arthur Street	AM	The Boulevard	West	T1	392	0.519	16.7	LOS B	7.1
2308	The Boulevard / Arthur Street	AM	The Boulevard	West	R2	61	0.519	28.5	LOS B	7.1
2308	The Boulevard / Arthur Street	PM	Arthur St	South	L2	171	0.725	33.7	LOS C	5.4
2308	The Boulevard / Arthur Street	PM	Arthur St	South	R2	39	0.114	27.3	LOS B	1
2308	The Boulevard / Arthur Street	PM	The Boulevard	East	L2	35	0.564	16.2	LOS B	6
2308	The Boulevard / Arthur Street	PM	The Boulevard	East	T1	569	0.564	10.2	LOS A	6
2308	The Boulevard / Arthur Street	PM	The Boulevard	West	T1	456	0.617	19.6	LOS B	8.9
2308	The Boulevard / Arthur Street	PM	The Boulevard	West	R2	60	0.617	37.3	LOS C	8.9

Scenario 3 – 2024 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1744	Punchbowl Road / The Boulevard / South Terrace	AM	The Boulevard	East	L1	437	0.434	24.5	LOS B	16.1
1744	Punchbowl Road / The Boulevard / South Terrace	AM	The Boulevard	East	R3	296	1.123	179.2	LOS F	30.2
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	L3	174	0.744	23.6	LOS B	27.5
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	T1	648	0.744	39.2	LOS C	27.5
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	T1	832	0.623	8.3	LOS A	14.8
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	R1	352	0.623	34.3	LOS C	14.8
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	T1	592	0.45	2.1	LOS A	5.7
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	R2	480	0.81	46.6	LOS D	15
1744	Punchbowl Road / The Boulevard / South Terrace	AM	South Tce	NorthWest	L2	601	0.813	54.5	LOS D	29.4
1744	Punchbowl Road / The Boulevard / South Terrace	AM	South Tce	NorthWest	R2	98	0.431	79	LOS F	5.3
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	L2	5	0.903	69	LOS E	19.8
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	T1	572	0.903	58.7	LOS E	19.8
1744	Punchbowl Road / The Boulevard / South Terrace	PM	The Boulevard	East	L1	544	0.569	25.7	LOS B	22
1744	Punchbowl Road / The Boulevard / South Terrace	PM	The Boulevard	East	R3	260	0.598	46.2	LOS D	13.4
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	L3	152	0.831	18.7	LOS B	35.7
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	T1	805	0.831	45.7	LOS D	35.7
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	T1	829	0.72	21.5	LOS B	14.4
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	R1	382	0.933	82.9	LOS F	14.9
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	T1	742	0.644	7.3	LOS A	14.4
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	R2	522	1.067	106.9	LOS F	15
1744	Punchbowl Road / The Boulevard / South Terrace	PM	South Tce	NorthWest	L2	622	0.833	59	LOS E	33.4
1744	Punchbowl Road / The Boulevard / South Terrace	PM	South Tce	NorthWest	R2	141	0.753	76.4	LOS F	8.2
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	L2	5	0.609	52.9	LOS D	13.7
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	T1	591	0.609	42.8	LOS D	13.8
2308	The Boulevard / Arthur Street	AM	Arthur St	South	L2	196	0.836	38.5	LOS C	6.8
2308	The Boulevard / Arthur Street	AM	Arthur St	South	R2	66	0.198	27.9	LOS B	1.7
2308	The Boulevard / Arthur Street	AM	The Boulevard	East	L2	32	0.516	15.1	LOS B	5.4
2308	The Boulevard / Arthur Street	AM	The Boulevard	East	T1	532	0.516	9.9	LOS A	5.4
2308	The Boulevard / Arthur Street	AM	The Boulevard	West	T1	457	0.67	20	LOS B	9.4
2308	The Boulevard / Arthur Street	AM	The Boulevard	West	R2	61	0.67	34.9	LOS C	9.4
2308	The Boulevard / Arthur Street	PM	Arthur St	South	L2	171	0.725	33.7	LOS C	5.4
2308	The Boulevard / Arthur Street	PM	Arthur St	South	R2	39	0.114	27.3	LOS B	1
2308	The Boulevard / Arthur Street	PM	The Boulevard	East	L2	35	0.738	25.5	LOS B	8.7
2308	The Boulevard / Arthur Street	PM	The Boulevard	East	T1	620	0.738	19.3	LOS B	8.7
2308	The Boulevard / Arthur Street	PM	The Boulevard	West	T1	477	0.781	27.3	LOS B	11.5
2308	The Boulevard / Arthur Street	PM	The Boulevard	West	R2	60	0.781	59.1	LOS E	11.5

Scenario 4 – 2025 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1744	Punchbowl Road / The Boulevard / South Terrace	AM	The Boulevard	East	L1	428	0.386	21.4	LOS B	14.5
1744	Punchbowl Road / The Boulevard / South Terrace	AM	The Boulevard	East	R3	297	1.115	172.4	LOS F	29.7
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	L3	173	0.758	24.3	LOS B	28
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	T1	654	0.758	40.1	LOS C	28
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	T1	840	0.55	6	LOS A	14.7
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	R1	294	0.55	34.5	LOS C	14.7
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	T1	599	0.455	2.1	LOS A	5.7
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	R2	468	0.736	45	LOS D	15
1744	Punchbowl Road / The Boulevard / South Terrace	AM	South Tce	NorthWest	L2	543	0.656	45.4	LOS D	23
1744	Punchbowl Road / The Boulevard / South Terrace	AM	South Tce	NorthWest	R2	100	0.469	74.9	LOS F	5.5
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	L2	5	0.913	72.7	LOS F	20.1
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	T1	579	0.913	62.4	LOS E	20.1
1744	Punchbowl Road / The Boulevard / South Terrace	PM	The Boulevard	East	L1	504	0.494	25.1	LOS B	19.5
1744	Punchbowl Road / The Boulevard / South Terrace	PM	The Boulevard	East	R3	260	0.527	42.2	LOS C	12.6
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	L3	151	0.814	15	LOS B	34.8
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	T1	814	0.814	43.4	LOS D	34.8
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	T1	838	0.765	23.8	LOS B	14.5
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	R1	369	1.05	95.1	LOS F	14.9
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	T1	753	0.69	9.6	LOS A	14.4
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	R2	478	1.065	107.9	LOS F	15.1
1744	Punchbowl Road / The Boulevard / South Terrace	PM	South Tce	NorthWest	L2	609	0.811	57	LOS E	31.4
1744	Punchbowl Road / The Boulevard / South Terrace	PM	South Tce	NorthWest	R2	143	0.61	66.1	LOS E	7.2
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	L2	5	0.606	51.9	LOS D	13.8
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	T1	599	0.606	41.9	LOS C	13.8
2308	The Boulevard / Arthur Street	AM	Arthur St	South	L2	198	0.845	39.2	LOS C	7
2308	The Boulevard / Arthur Street	AM	Arthur St	South	R2	67	0.201	27.9	LOS B	1.7
2308	The Boulevard / Arthur Street	AM	The Boulevard	East	L2	33	0.468	14.7	LOS B	5.1
2308	The Boulevard / Arthur Street	AM	The Boulevard	East	T1	520	0.468	9.5	LOS A	5.1
2308	The Boulevard / Arthur Street	AM	The Boulevard	West	T1	397	0.529	16.7	LOS B	7.2
2308	The Boulevard / Arthur Street	AM	The Boulevard	West	R2	61	0.529	29.4	LOS C	7.2
2308	The Boulevard / Arthur Street	PM	Arthur St	South	L2	174	0.738	34.1	LOS C	5.5
2308	The Boulevard / Arthur Street	PM	Arthur St	South	R2	39	0.114	27.3	LOS B	1
2308	The Boulevard / Arthur Street	PM	The Boulevard	East	L2	36	0.58	16.3	LOS B	6.2
2308	The Boulevard / Arthur Street	PM	The Boulevard	East	T1	578	0.58	10.3	LOS A	6.2
2308	The Boulevard / Arthur Street	PM	The Boulevard	West	T1	463	0.631	19.9	LOS B	9.1
2308	The Boulevard / Arthur Street	PM	The Boulevard	West	R2	61	0.631	37.7	LOS C	9.1

Scenario 5 – 2025 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1744	Punchbowl Road / The Boulevard / South Terrace	AM	The Boulevard	East	L1	443	0.44	24.5	LOS B	16.4
1744	Punchbowl Road / The Boulevard / South Terrace	AM	The Boulevard	East	R3	300	1.139	192.7	LOS F	31.8
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	L3	176	0.753	23.7	LOS B	28
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	T1	657	0.753	39.4	LOS C	28
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	T1	843	0.632	8.4	LOS A	14.9
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	R1	356	0.632	35	LOS C	14.9
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	T1	599	0.455	2.1	LOS A	5.8
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	NorthEast	R2	486	0.835	47.5	LOS D	15
1744	Punchbowl Road / The Boulevard / South Terrace	AM	South Tce	NorthWest	L2	608	0.823	55	LOS D	30.1
1744	Punchbowl Road / The Boulevard / South Terrace	AM	South Tce	NorthWest	R2	100	0.51	79.9	LOS F	5.5
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	L2	5	0.927	73.6	LOS F	21.2
1744	Punchbowl Road / The Boulevard / South Terrace	AM	Punchbowl Rd	SouthWest	T1	579	0.927	63.4	LOS E	21.2
1744	Punchbowl Road / The Boulevard / South Terrace	PM	The Boulevard	East	L1	552	0.576	25.8	LOS B	22.4
1744	Punchbowl Road / The Boulevard / South Terrace	PM	The Boulevard	East	R3	263	0.605	46.3	LOS D	13.5
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	L3	154	0.842	19.7	LOS B	36.9
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	T1	817	0.842	47.1	LOS D	36.9
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	T1	841	0.73	21.9	LOS B	14.4
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	R1	387	0.953	88.5	LOS F	14.9
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	T1	753	0.653	7.5	LOS A	14.4
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	NorthEast	R2	528	1.09	124.2	LOS F	15.1
1744	Punchbowl Road / The Boulevard / South Terrace	PM	South Tce	NorthWest	L2	631	0.845	60.7	LOS E	34.7
1744	Punchbowl Road / The Boulevard / South Terrace	PM	South Tce	NorthWest	R2	143	0.787	79.6	LOS F	8.6
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	L2	5	0.622	53.5	LOS D	14
1744	Punchbowl Road / The Boulevard / South Terrace	PM	Punchbowl Rd	SouthWest	T1	599	0.622	43.4	LOS D	14
2308	The Boulevard / Arthur Street	AM	Arthur St	South	L2	198	0.845	39.2	LOS C	7
2308	The Boulevard / Arthur Street	AM	Arthur St	South	R2	67	0.201	27.9	LOS B	1.7
2308	The Boulevard / Arthur Street	AM	The Boulevard	East	L2	33	0.529	15.2	LOS B	5.6
2308	The Boulevard / Arthur Street	AM	The Boulevard	East	T1	538	0.529	10	LOS A	5.6
2308	The Boulevard / Arthur Street	AM	The Boulevard	West	T1	462	0.687	21.3	LOS B	9.8
2308	The Boulevard / Arthur Street	AM	The Boulevard	West	R2	61	0.687	38.2	LOS C	9.8
2308	The Boulevard / Arthur Street	PM	Arthur St	South	L2	174	0.738	34.1	LOS C	5.5
2308	The Boulevard / Arthur Street	PM	Arthur St	South	R2	39	0.114	27.3	LOS B	1
2308	The Boulevard / Arthur Street	PM	The Boulevard	East	L2	36	0.755	26.7	LOS B	9.1
2308	The Boulevard / Arthur Street	PM	The Boulevard	East	T1	628	0.755	20.5	LOS B	9.1
2308	The Boulevard / Arthur Street	PM	The Boulevard	West	T1	484	0.8	28.3	LOS B	12
2308	The Boulevard / Arthur Street	PM	The Boulevard	West	R2	61	0.8	60.7	LOS E	12

Bankstown Station

Scenario 1 – 2023 Existing

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	L2	214	0.587	56.5	LOS D	15.9
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	T1	266	0.69	62.5	LOS E	16.7
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	R2	7	0.69	66.6	LOS E	16.7
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	L2	100	0.596	35.6	LOS C	21.1
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	T1	1236	0.596	26.9	LOS B	21.9
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	R2	36	0.175	67.4	LOS E	2.3
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	L2	46	0.217	23.7	LOS B	5.9
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	T1	261	0.255	31	LOS C	7.2
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	R2	203	1.014	118.5	LOS F	19.6
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	L2	188	1.014	78.3	LOS F	71.5
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	T1	2021	1.014	88.1	LOS F	74.1
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	R2	192	0.991	117	LOS F	17.8
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	L2	258	0.784	66.4	LOS E	22.2
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	T1	352	0.922	84.9	LOS F	26
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	R2	9	0.922	91.7	LOS F	26
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	L2	103	0.947	72.2	LOS F	47.9
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	T1	1676	0.947	65.3	LOS E	49.9
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	R2	55	0.196	62	LOS E	2
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	L2	22	0.326	18.1	LOS B	10
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	T1	539	0.384	25.5	LOS B	12.4
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	R2	317	1.036	108.5	LOS F	28.5
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	L2	206	0.917	45.6	LOS D	43.2
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	T1	1557	0.917	55.6	LOS D	46.2
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	R2	215	0.806	60.2	LOS E	12
1203	Chapel Road / Rickard Road	AM	Chapel Rd	South	L2	127	0.145	15.4	LOS B	2.5
1203	Chapel Road / Rickard Road	AM	Chapel Rd	South	T1	244	0.398	20.5	LOS B	6.5
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	L2	84	0.304	27.5	LOS B	4.2
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	T1	254	0.304	19.2	LOS B	4.8
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	R2	89	0.299	17.3	LOS B	1.8
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	L2	123	0.316	17.2	LOS B	4.5
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	T1	240	0.421	21.1	LOS B	6
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	R2	36	0.421	30.5	LOS C	6
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	L2	81	0.587	29.9	LOS C	9.9
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	T1	560	0.587	24	LOS B	9.9
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	R2	154	0.34	26.3	LOS B	3.1
1203	Chapel Road / Rickard Road	PM	Chapel Rd	South	L2	180	0.186	14.1	LOS A	2.9
1203	Chapel Road / Rickard Road	PM	Chapel Rd	South	T1	274	0.387	16.2	LOS B	6.3
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	L2	143	0.812	40.6	LOS C	10.4
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	T1	562	0.812	28.7	LOS C	13.2
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	R2	223	0.69	23	LOS B	5.2

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	L2	207	0.413	16.9	LOS B	6.3
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	T1	382	0.55	18.3	LOS B	8.5
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	R2	36	0.55	28.9	LOS C	8.5
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	L2	82	0.575	34	LOS C	6.6
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	T1	416	0.575	24.7	LOS B	7.4
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	R2	133	0.439	26.8	LOS B	2.7
1817	Restwell Street / South Terrace	AM	Restwell St	South	L2	154	0.658	18.3	LOS B	13
1817	Restwell Street / South Terrace	AM	Restwell St	South	R2	787	0.658	20.3	LOS B	14.8
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	L2	3	0.332	49	LOS D	1
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	T1	1	0.332	45.6	LOS D	1
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	R2	19	0.332	50.2	LOS D	1
1817	Restwell Street / South Terrace	AM	Bankstown City Plaza	West	T1	15	0.583	47.7	LOS D	1.8
1817	Restwell Street / South Terrace	AM	Bankstown City Plaza	West	R2	24	0.583	51.8	LOS D	1.8
1817	Restwell Street / South Terrace	PM	Restwell St	South	L2	134	0.52	14.1	LOS A	9.5
1817	Restwell Street / South Terrace	PM	Restwell St	South	R2	673	0.52	17.3	LOS B	10.8
1817	Restwell Street / South Terrace	PM	Local Access Rd	North	L2	9	0.508	52.9	LOS D	1.7
1817	Restwell Street / South Terrace	PM	Local Access Rd	North	T1	1	0.508	49.5	LOS D	1.7
1817	Restwell Street / South Terrace	PM	Local Access Rd	North	R2	25	0.508	54.1	LOS D	1.7
1817	Restwell Street / South Terrace	PM	Bankstown City Plaza	West	T1	21	0.749	53.7	LOS D	2.4
1817	Restwell Street / South Terrace	PM	Bankstown City Plaza	West	R2	26	0.749	57.8	LOS E	2.4
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	North Terrace	East	T1	58	0.095	7.3	LOS A	1
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	North Terrace	East	R2	713	0.484	24.4	LOS B	11
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	Bankstown City Plaza	West	L2	109	0.672	45.4	LOS D	4.8
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	North Terrace	East	T1	74	0.124	8	LOS A	1.3
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	North Terrace	East	R2	620	0.476	27.1	LOS B	10.1
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	Bankstown City Plaza	West	L2	114	0.582	41	LOS C	4.7
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	South	L2	247	0.281	22.4	LOS B	5.4
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	South	T1	357	0.783	35.8	LOS C	13.2
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	L2	241	0.267	15.3	LOS B	5.1
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	T1	408	0.804	32.2	LOS C	15.6
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	R2	119	0.249	27.6	LOS B	3.5
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	North	T1	35	0.111	20	LOS B	0.9
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Greenfield Parade	West	L2	501	0.408	8.6	LOS A	8.1
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	South	L2	166	0.195	18.4	LOS B	3.6
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	South	T1	269	0.647	29.7	LOS C	9.1
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	L2	329	0.326	13.5	LOS A	6.6
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	T1	420	0.685	24.6	LOS B	13.7
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	R2	128	0.22	24.2	LOS B	3.5
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	North	T1	38	0.146	23.6	LOS B	1.1
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Greenfield Parade	West	L2	482	0.394	8.5	LOS A	7.7
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	L2	21	0.201	15	LOS B	2.4
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	T1	357	0.403	9.5	LOS A	4.6
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	R2	59	0.403	19.2	LOS B	4.6

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
4408	Chapel Road / French Avenue	AM	French Ave	East	L2	41	0.083	19.3	LOS B	0.8
4408	Chapel Road / French Avenue	AM	French Ave	East	T1	60	0.231	14.7	LOS B	1.9
4408	Chapel Road / French Avenue	AM	French Ave	East	R2	39	0.231	21.7	LOS B	1.9
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	L2	18	0.214	15.2	LOS B	2.6
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	T1	380	0.428	9.6	LOS A	4.9
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	R2	61	0.428	19.6	LOS B	4.9
4408	Chapel Road / French Avenue	AM	French Ave	West	L2	133	0.257	20.7	LOS B	2.6
4408	Chapel Road / French Avenue	AM	French Ave	West	T1	134	0.282	14.8	LOS B	3
4408	Chapel Road / French Avenue	AM	French Ave	West	R2	20	0.282	20.2	LOS B	3
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	L2	74	0.345	18	LOS B	3.9
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	T1	391	0.69	14.2	LOS A	6
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	R2	62	0.69	34.4	LOS C	6
4408	Chapel Road / French Avenue	PM	French Ave	East	L2	59	0.102	16.8	LOS B	0.9
4408	Chapel Road / French Avenue	PM	French Ave	East	T1	64	0.202	11.8	LOS A	1.7
4408	Chapel Road / French Avenue	PM	French Ave	East	R2	42	0.202	17.1	LOS B	1.7
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	L2	39	0.428	19.8	LOS B	5
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	T1	464	0.856	18.2	LOS B	8.1
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	R2	95	0.856	44.1	LOS D	8.1
4408	Chapel Road / French Avenue	PM	French Ave	West	L2	57	0.098	17.3	LOS B	0.9
4408	Chapel Road / French Avenue	PM	French Ave	West	T1	80	0.236	11.6	LOS A	2.1
4408	Chapel Road / French Avenue	PM	French Ave	West	R2	47	0.236	17.7	LOS B	2.1
4423	South Terrace / West Terrace	AM	West Terrace	South	L2	434	0.349	3.2	LOS A	0.8
4423	South Terrace / West Terrace	AM	West Terrace	South	R2	703	0.79	29.4	LOS C	7
4423	South Terrace / West Terrace	AM	North Terrace	East	L2	416	0.572	9.8	LOS A	9.2
4423	South Terrace / West Terrace	AM	North Terrace	East	T1	231	0.605	40	LOS C	10.5
4423	South Terrace / West Terrace	AM	North Terrace	West	T1	327	0.432	25.7	LOS B	11.6
4423	South Terrace / West Terrace	AM	North Terrace	West	R2	255	0.841	60	LOS E	8.1
4423	South Terrace / West Terrace	AM	South Terrace	East	L2	163	0.182	22.9	LOS B	4.3
4423	South Terrace / West Terrace	AM	South Terrace	East	R2	674	0.869	54.3	LOS D	23.6
4423	South Terrace / West Terrace	AM	Underpass	North	L2	269	0.213	10.5	LOS A	5.9
4423	South Terrace / West Terrace	AM	Underpass	North	T1	403	0.628	31.5	LOS C	7
4423	South Terrace / West Terrace	AM	South Terrace	West	L2	498	0.888	41.7	LOS C	27.9
4423	South Terrace / West Terrace	AM	South Terrace	West	T1	183	0.48	38.8	LOS C	8.1
4423	South Terrace / West Terrace	AM	South Terrace	West	R2	87	0.077	4.9	LOS A	0.5
4423	South Terrace / West Terrace	PM	West Terrace	South	L2	313	0.267	5	LOS A	2.1
4423	South Terrace / West Terrace	PM	West Terrace	South	R2	474	0.691	31.6	LOS C	7
4423	South Terrace / West Terrace	PM	North Terrace	East	L2	508	0.901	43.6	LOS D	29.3
4423	South Terrace / West Terrace	PM	North Terrace	East	T1	291	0.697	39.3	LOS C	13.3
4423	South Terrace / West Terrace	PM	North Terrace	West	T1	341	0.352	16.8	LOS B	9.8
4423	South Terrace / West Terrace	PM	North Terrace	West	R2	335	0.861	59.4	LOS E	9.7
4423	South Terrace / West Terrace	PM	South Terrace	East	L2	195	0.237	22.5	LOS B	5.8
4423	South Terrace / West Terrace	PM	South Terrace	East	R2	339	0.64	45.7	LOS D	10.4
4423	South Terrace / West Terrace	PM	Underpass	North	L2	402	0.339	10	LOS A	7

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
4423	South Terrace / West Terrace	PM	Underpass	North	T1	467	0.616	24.9	LOS B	7
4423	South Terrace / West Terrace	PM	South Terrace	West	L2	423	0.596	12.2	LOS A	10.9
4423	South Terrace / West Terrace	PM	South Terrace	West	T1	234	0.517	36	LOS C	10
4423	South Terrace / West Terrace	PM	South Terrace	West	R2	92	0.082	5.2	LOS A	0.6

Scenario 2 – 2024 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	L2	217	0.595	56.6	LOS E	16.2
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	T1	271	0.7	62.9	LOS E	17
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	R2	7	0.7	66.9	LOS E	17
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	L2	101	0.604	35.7	LOS C	21.5
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	T1	1253	0.604	27	LOS B	22.3
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	R2	36	0.175	67.4	LOS E	2.3
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	L2	46	0.219	23.7	LOS B	6
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	T1	264	0.258	31	LOS C	7.3
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	R2	206	1.029	127.4	LOS F	20.4
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	L2	192	1.03	88.4	LOS F	74.7
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	T1	2049	1.03	98.4	LOS F	77.6
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	R2	194	1.001	122.6	LOS F	18.4
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	L2	262	0.786	65.4	LOS E	22.1
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	T1	357	0.925	84.5	LOS F	25.7
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	R2	9	0.925	92	LOS F	25.7
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	L2	105	1.024	109.3	LOS F	56.8
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	T1	1701	1.024	103.3	LOS F	59.5
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	R2	55	0.211	69.8	LOS E	2
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	L2	23	0.31	16.1	LOS B	9
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	T1	546	0.365	20.8	LOS B	11.2
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	R2	321	0.95	69.2	LOS E	22.8
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	L2	209	0.994	71.1	LOS F	52.1
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	T1	1579	0.994	84.8	LOS F	56.1
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	R2	218	0.875	68	LOS E	12.7
1203	Chapel Road / Rickard Road	AM	Chapel Rd	South	L2	129	0.148	15.6	LOS B	2.5
1203	Chapel Road / Rickard Road	AM	Chapel Rd	South	T1	247	0.406	20.8	LOS B	6.6
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	L2	85	0.308	27.6	LOS B	4.2
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	T1	257	0.308	19.2	LOS B	4.8
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	R2	89	0.302	17.6	LOS B	1.8
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	L2	125	0.32	17.2	LOS B	4.6
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	T1	243	0.426	21.2	LOS B	6
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	R2	36	0.426	30.5	LOS C	6
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	L2	82	0.597	30	LOS C	10.1
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	T1	567	0.597	24.2	LOS B	10.1

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	R2	156	0.346	26.7	LOS B	3.2
1203	Chapel Road / Rickard Road	PM	Chapel Rd	South	L2	183	0.189	14.3	LOS A	3
1203	Chapel Road / Rickard Road	PM	Chapel Rd	South	T1	278	0.399	16.5	LOS B	6.5
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	L2	145	0.824	41.3	LOS C	10.7
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	T1	571	0.824	29.4	LOS C	13.6
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	R2	226	0.708	23.4	LOS B	5.3
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	L2	212	0.421	17	LOS B	6.4
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	T1	387	0.561	18.4	LOS B	8.7
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	R2	37	0.561	29	LOS C	8.7
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	L2	83	0.588	34.1	LOS C	6.7
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	T1	423	0.588	25	LOS B	7.6
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	R2	135	0.449	27.5	LOS B	2.7
1817	Restwell Street / South Terrace	AM	Restwell St	South	L2	156	0.668	18.4	LOS B	13.2
1817	Restwell Street / South Terrace	AM	Restwell St	South	R2	798	0.668	20.4	LOS B	15.1
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	L2	3	0.332	49	LOS D	1
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	T1	1	0.332	45.6	LOS D	1
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	R2	19	0.332	50.2	LOS D	1
1817	Restwell Street / South Terrace	AM	Bankstown City Plaza	West	T1	15	0.583	47.7	LOS D	1.8
1817	Restwell Street / South Terrace	AM	Bankstown City Plaza	West	R2	24	0.583	51.8	LOS D	1.8
1817	Restwell Street / South Terrace	PM	Restwell Street	South	L2	138	0.67	16.9	LOS B	12.6
1817	Restwell Street / South Terrace	PM	Restwell Street	South	R2	748	0.67	20.9	LOS B	13.9
1817	Restwell Street / South Terrace	PM	Local Access Road	North	L2	36	0.926	66.5	LOS E	4
1817	Restwell Street / South Terrace	PM	Local Access Road	North	T1	1	0.926	62.7	LOS E	4
1817	Restwell Street / South Terrace	PM	Local Access Road	North	R2	37	0.926	67.3	LOS E	4
1817	Restwell Street / South Terrace	PM	Bankstown City Plaza	West	T1	34	0.912	60.9	LOS E	3.3
1817	Restwell Street / South Terrace	PM	Bankstown City Plaza	West	R2	27	0.912	65	LOS E	3.3
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	North Terrace	East	T1	59	0.112	9.1	LOS A	1
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	North Terrace	East	R2	722	0.654	27.6	LOS B	11.1
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	Bankstown City Plaza	West	L2	112	0.677	38.7	LOS C	4.1
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	North Terrace	East	T1	75	0.154	10	LOS A	1.3
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	North Terrace	East	R2	629	0.693	29.7	LOS C	9.7
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	Bankstown City Plaza	West	L2	116	0.679	36	LOS C	4
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	South	L2	251	0.285	22.7	LOS B	5.5
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	South	T1	361	0.796	36.9	LOS C	13.6
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	L2	244	0.27	15.4	LOS B	5.2
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	T1	414	0.814	32.8	LOS C	16
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	R2	121	0.254	27.6	LOS B	3.6
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	North	T1	35	0.111	20	LOS B	0.9
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Greenfield Parade	West	L2	507	0.413	8.6	LOS A	8.2
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	South	L2	168	0.197	18.8	LOS B	3.6
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	South	T1	274	0.666	30.7	LOS C	9.4
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	L2	335	0.331	13.5	LOS A	6.8
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	T1	426	0.695	24.9	LOS B	14.1

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	R2	131	0.223	24.2	LOS B	3.5
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	North	T1	39	0.15	23.6	LOS B	1.1
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Greenfield Parade	West	L2	489	0.4	8.5	LOS A	7.8
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	L2	22	0.238	16.2	LOS B	2.5
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	T1	363	0.476	10.7	LOS A	4.8
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	R2	60	0.476	21	LOS B	4.8
4408	Chapel Road / French Avenue	AM	French Ave	East	L2	41	0.075	16.7	LOS B	0.7
4408	Chapel Road / French Avenue	AM	French Ave	East	T1	61	0.207	12	LOS A	1.7
4408	Chapel Road / French Avenue	AM	French Ave	East	R2	39	0.207	18.9	LOS B	1.7
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	L2	18	0.252	16.5	LOS B	2.7
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	T1	385	0.504	10.9	LOS A	5.1
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	R2	62	0.504	21.5	LOS B	5.1
4408	Chapel Road / French Avenue	AM	French Ave	West	L2	135	0.235	18	LOS B	2.3
4408	Chapel Road / French Avenue	AM	French Ave	West	T1	136	0.259	12.1	LOS A	2.6
4408	Chapel Road / French Avenue	AM	French Ave	West	R2	21	0.259	17.5	LOS B	2.6
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	L2	75	0.355	18.2	LOS B	4
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	T1	397	0.709	14.6	LOS B	6.2
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	R2	63	0.709	35.1	LOS C	6.2
4408	Chapel Road / French Avenue	PM	French Ave	East	L2	60	0.104	16.8	LOS B	1
4408	Chapel Road / French Avenue	PM	French Ave	East	T1	65	0.204	11.9	LOS A	1.8
4408	Chapel Road / French Avenue	PM	French Ave	East	R2	42	0.204	17.1	LOS B	1.8
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	L2	39	0.438	20.4	LOS B	5.1
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	T1	472	0.876	19.6	LOS B	8.5
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	R2	97	0.876	46.8	LOS D	8.5
4408	Chapel Road / French Avenue	PM	French Ave	West	L2	58	0.1	17.3	LOS B	0.9
4408	Chapel Road / French Avenue	PM	French Ave	West	T1	81	0.238	11.6	LOS A	2.1
4408	Chapel Road / French Avenue	PM	French Ave	West	R2	47	0.238	17.7	LOS B	2.1
4423	South Terrace / West Terrace	AM	West Terrace	South	L2	440	0.354	3.2	LOS A	0.8
4423	South Terrace / West Terrace	AM	West Terrace	South	R2	713	0.801	30.2	LOS C	7
4423	South Terrace / West Terrace	AM	North Terrace	East	L2	422	0.584	9.9	LOS A	9.5
4423	South Terrace / West Terrace	AM	North Terrace	East	T1	234	0.613	40.1	LOS C	10.6
4423	South Terrace / West Terrace	AM	North Terrace	West	T1	333	0.439	25.8	LOS B	11.8
4423	South Terrace / West Terrace	AM	North Terrace	West	R2	259	0.868	62.8	LOS E	8.4
4423	South Terrace / West Terrace	AM	South Terrace	East	L2	165	0.184	23.4	LOS B	4.4
4423	South Terrace / West Terrace	AM	South Terrace	East	R2	683	0.885	57.1	LOS E	24.5
4423	South Terrace / West Terrace	AM	Underpass	North	L2	274	0.217	10.6	LOS A	6
4423	South Terrace / West Terrace	AM	Underpass	North	T1	408	0.636	31.6	LOS C	7
4423	South Terrace / West Terrace	AM	South Terrace	West	L2	505	0.901	45.1	LOS D	29.5
4423	South Terrace / West Terrace	AM	South Terrace	West	T1	185	0.486	38.9	LOS C	8.2
4423	South Terrace / West Terrace	AM	South Terrace	West	R2	88	0.078	5	LOS A	0.5
4423	South Terrace / West Terrace	PM	West Terrace	South	L2	317	0.275	5.1	LOS A	2.2
4423	South Terrace / West Terrace	PM	West Terrace	South	R2	481	0.721	32.4	LOS C	7
4423	South Terrace / West Terrace	PM	North Terrace	East	L2	516	0.92	49.6	LOS D	31.9

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
4423	South Terrace / West Terrace	PM	North Terrace	East	T1	295	0.694	38.6	LOS C	13.4
4423	South Terrace / West Terrace	PM	North Terrace	West	T1	346	0.351	16.2	LOS B	9.8
4423	South Terrace / West Terrace	PM	North Terrace	West	R2	340	0.875	61.3	LOS E	10.1
4423	South Terrace / West Terrace	PM	South Terrace	East	L2	198	0.241	22.6	LOS B	5.9
4423	South Terrace / West Terrace	PM	South Terrace	East	R2	344	0.686	47.7	LOS D	10.9
4423	South Terrace / West Terrace	PM	Underpass	North	L2	408	0.35	10.3	LOS A	7
4423	South Terrace / West Terrace	PM	Underpass	North	T1	475	0.626	24.5	LOS B	7
4423	South Terrace / West Terrace	PM	South Terrace	West	L2	429	0.596	11.8	LOS A	10.8
4423	South Terrace / West Terrace	PM	South Terrace	West	T1	237	0.503	35.1	LOS C	10
4423	South Terrace / West Terrace	PM	South Terrace	West	R2	93	0.083	5.2	LOS A	0.6

Scenario 3 – 2024 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	L2	223	0.614	56.2	LOS D	16.6
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	T1	275	0.723	63.7	LOS E	17.5
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	R2	7	0.723	67.8	LOS E	17.5
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	L2	101	0.614	36.7	LOS C	21.9
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	T1	1253	0.614	27.9	LOS B	22.7
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	R2	36	0.166	66.2	LOS E	2.3
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	L2	46	0.225	23.3	LOS B	6.1
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	T1	268	0.264	31.2	LOS C	7.4
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	R2	206	1.029	127.4	LOS F	20.4
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	L2	192	1.05	102.2	LOS F	77.6
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	T1	2049	1.05	112.6	LOS F	80.7
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	R2	200	1.004	124.7	LOS F	19.1
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	L2	268	0.723	53.2	LOS D	19.3
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	T1	361	0.851	63.5	LOS E	22.4
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	R2	9	0.851	69.7	LOS E	22.4
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	L2	105	1.042	118.5	LOS F	55.8
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	T1	1701	1.042	111.2	LOS F	58.6
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	R2	55	0.207	61.8	LOS E	1.9
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	L2	23	0.319	15.5	LOS B	8.6
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	T1	552	0.375	20	LOS B	10.8
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	R2	321	0.99	82.2	LOS F	24
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	L2	209	1.01	80	LOS F	50.9
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	T1	1579	1.01	89.7	LOS F	54.9
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	R2	225	0.91	64.3	LOS E	12.9
1203	Chapel Road / Rickard Road	AM	Chapel Rd	South	L2	129	0.137	12.9	LOS A	2.2
1203	Chapel Road / Rickard Road	AM	Chapel Rd	South	T1	258	0.402	17.8	LOS B	6.3
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	L2	96	0.402	30.5	LOS C	4.2
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	T1	257	0.402	21.2	LOS B	5.5
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	R2	89	0.331	18.7	LOS B	1.8

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	L2	125	0.309	15.2	LOS B	4.3
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	T1	254	0.412	18.3	LOS B	5.5
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	R2	36	0.412	26.1	LOS B	5.5
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	L2	82	0.713	33.7	LOS C	10.4
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	T1	567	0.713	28.1	LOS B	10.4
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	R2	156	0.401	29.6	LOS C	3.2
1203	Chapel Road / Rickard Road	PM	Chapel Rd	South	L2	183	0.189	15.5	LOS B	3
1203	Chapel Road / Rickard Road	PM	Chapel Rd	South	T1	288	0.457	18.1	LOS B	6.9
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	L2	156	0.854	43.5	LOS D	11
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	T1	571	0.854	31.5	LOS C	14.7
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	R2	226	0.708	23.4	LOS B	5.3
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	L2	212	0.443	16.9	LOS B	6.8
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	T1	400	0.591	18.6	LOS B	8.9
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	R2	37	0.591	31.2	LOS C	8.9
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	L2	83	0.588	34.2	LOS C	6.8
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	T1	423	0.588	24.9	LOS B	7.6
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	R2	135	0.456	27.5	LOS B	2.7
1817	Restwell Street / South Terrace	AM	Restwell St	South	L2	156	0.816	27.6	LOS B	17.8
1817	Restwell Street / South Terrace	AM	Restwell St	South	R2	821	0.816	29.8	LOS C	20.5
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	L2	74	0.881	59.1	LOS E	5.4
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	T1	1	0.881	55.1	LOS D	5.4
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	R2	29	0.881	59.7	LOS E	5.4
1817	Restwell Street / South Terrace	AM	Bankstown City Plaza	West	T1	26	0.736	50.3	LOS D	2.4
1817	Restwell Street / South Terrace	AM	Bankstown City Plaza	West	R2	24	0.736	54.3	LOS D	2.4
1817	Restwell Street / South Terrace	PM	Restwell St	South	L2	136	0.661	16.8	LOS B	12.3
1817	Restwell Street / South Terrace	PM	Restwell St	South	R2	738	0.661	20.8	LOS B	13.6
1817	Restwell Street / South Terrace	PM	Local Access Rd	North	L2	36	0.912	64.2	LOS E	3.9
1817	Restwell Street / South Terrace	PM	Local Access Rd	North	T1	1	0.912	60.3	LOS E	3.9
1817	Restwell Street / South Terrace	PM	Local Access Rd	North	R2	36	0.912	64.9	LOS E	3.9
1817	Restwell Street / South Terrace	PM	Bankstown City Plaza	West	T1	34	0.902	59.6	LOS E	3.2
1817	Restwell Street / South Terrace	PM	Bankstown City Plaza	West	R2	27	0.902	63.7	LOS E	3.2
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	North Terrace	East	T1	69	0.133	9.2	LOS A	1.2
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	North Terrace	East	R2	722	0.687	29.1	LOS C	11.5
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	Bankstown City Plaza	West	L2	122	0.689	38.1	LOS C	4.5
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	North Terrace	East	T1	87	0.18	10.2	LOS A	1.6
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	North Terrace	East	R2	629	0.74	31.8	LOS C	10.1
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	Bankstown City Plaza	West	L2	126	0.685	35.3	LOS C	4.3
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	South	L2	251	0.285	22.7	LOS B	5.5
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	South	T1	361	0.796	36.9	LOS C	13.6
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	L2	244	0.27	15.4	LOS B	5.2
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	T1	414	0.814	32.8	LOS C	16
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	R2	144	0.351	28.7	LOS C	4.4
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	North	T1	35	0.111	20	LOS B	0.9

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Greenfield Parade	West	L2	507	0.413	8.6	LOS A	8.2
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	South	L2	168	0.197	18.8	LOS B	3.6
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	South	T1	274	0.666	30.7	LOS C	9.4
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	L2	335	0.331	13.5	LOS A	6.8
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	T1	426	0.695	24.9	LOS B	14.1
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	R2	186	0.418	26.2	LOS B	5.5
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	North	T1	39	0.15	23.6	LOS B	1.1
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Greenfield Parade	West	L2	489	0.4	8.5	LOS A	7.8
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	L2	22	0.216	15.3	LOS B	2.6
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	T1	374	0.433	9.9	LOS A	4.9
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	R2	60	0.433	19.7	LOS B	4.9
4408	Chapel Road / French Avenue	AM	French Ave	East	L2	41	0.083	19.3	LOS B	0.8
4408	Chapel Road / French Avenue	AM	French Ave	East	T1	61	0.233	14.7	LOS B	2
4408	Chapel Road / French Avenue	AM	French Ave	East	R2	39	0.233	21.8	LOS B	2
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	L2	18	0.231	15.8	LOS B	2.8
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	T1	396	0.461	10.2	LOS A	5.2
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	R2	62	0.461	20.4	LOS B	5.2
4408	Chapel Road / French Avenue	AM	French Ave	West	L2	135	0.261	20.8	LOS B	2.6
4408	Chapel Road / French Avenue	AM	French Ave	West	T1	136	0.288	14.8	LOS B	3
4408	Chapel Road / French Avenue	AM	French Ave	West	R2	21	0.288	20.2	LOS B	3
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	L2	75	0.403	15.3	LOS B	7.4
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	T1	407	0.806	10.1	LOS A	7.4
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	R2	63	0.806	83.9	LOS F	5.8
4408	Chapel Road / French Avenue	PM	French Ave	East	L2	60	0.199	36.9	LOS C	2.1
4408	Chapel Road / French Avenue	PM	French Ave	East	T1	65	0.379	32.4	LOS C	3.9
4408	Chapel Road / French Avenue	PM	French Ave	East	R2	42	0.379	40.8	LOS C	3.9
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	L2	39	0.48	16.8	LOS B	9.4
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	T1	484	0.961	11.8	LOS A	9.4
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	R2	97	0.961	85	LOS F	7.1
4408	Chapel Road / French Avenue	PM	French Ave	West	L2	58	0.192	36.9	LOS C	2
4408	Chapel Road / French Avenue	PM	French Ave	West	T1	81	0.444	32.6	LOS C	4.7
4408	Chapel Road / French Avenue	PM	French Ave	West	R2	47	0.444	41.2	LOS C	4.7
4423	South Terrace / West Terrace	AM	West Terrace	South	L2	440	0.376	3.3	LOS A	1
4423	South Terrace / West Terrace	AM	West Terrace	South	R2	713	0.873	40.6	LOS C	7
4423	South Terrace / West Terrace	AM	North Terrace	East	L2	422	0.591	9.9	LOS A	9.6
4423	South Terrace / West Terrace	AM	North Terrace	East	T1	242	0.545	36.3	LOS C	10.5
4423	South Terrace / West Terrace	AM	North Terrace	West	T1	341	0.417	23.1	LOS B	11.3
4423	South Terrace / West Terrace	AM	North Terrace	West	R2	259	0.897	67	LOS E	8.5
4423	South Terrace / West Terrace	AM	South Terrace	East	L2	180	0.2	21.4	LOS B	4.5
4423	South Terrace / West Terrace	AM	South Terrace	East	R2	683	0.894	58.6	LOS E	24.9
4423	South Terrace / West Terrace	AM	Underpass	North	L2	274	0.23	12	LOS A	6.3
4423	South Terrace / West Terrace	AM	Underpass	North	T1	408	0.724	35.6	LOS C	7
4423	South Terrace / West Terrace	AM	South Terrace	West	L2	505	0.901	45.1	LOS D	29.5

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
4423	South Terrace / West Terrace	AM	South Terrace	West	T1	254	0.726	44.5	LOS D	12.1
4423	South Terrace / West Terrace	AM	South Terrace	West	R2	88	0.079	12.8	LOS A	0.5
4423	South Terrace / West Terrace	PM	West Terrace	South	L2	317	0.284	5.4	LOS A	2.4
4423	South Terrace / West Terrace	PM	West Terrace	South	R2	481	0.742	34.4	LOS C	7
4423	South Terrace / West Terrace	PM	North Terrace	East	L2	516	0.909	46.7	LOS D	30.5
4423	South Terrace / West Terrace	PM	North Terrace	East	T1	303	0.785	42.8	LOS D	14.8
4423	South Terrace / West Terrace	PM	North Terrace	West	T1	355	0.359	15.8	LOS B	9.9
4423	South Terrace / West Terrace	PM	North Terrace	West	R2	340	0.918	70.1	LOS E	10.9
4423	South Terrace / West Terrace	PM	South Terrace	East	L2	244	0.335	22.8	LOS B	7.5
4423	South Terrace / West Terrace	PM	South Terrace	East	R2	344	0.686	47.7	LOS D	10.9
4423	South Terrace / West Terrace	PM	Underpass	North	L2	408	0.362	11.8	LOS A	7
4423	South Terrace / West Terrace	PM	Underpass	North	T1	475	0.659	27	LOS B	7
4423	South Terrace / West Terrace	PM	South Terrace	West	L2	429	0.596	11.8	LOS A	10.8
4423	South Terrace / West Terrace	PM	South Terrace	West	T1	263	0.562	34.3	LOS C	11.2
4423	South Terrace / West Terrace	PM	South Terrace	West	R2	93	0.088	5.7	LOS A	0.8

Scenario 4 – 2025 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	L2	220	0.602	56.7	LOS E	16.4
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	T1	274	0.708	63.1	LOS E	17.3
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	R2	7	0.708	67.2	LOS E	17.3
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	L2	102	0.613	35.8	LOS C	22
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	T1	1271	0.613	27.1	LOS B	22.8
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	R2	36	0.175	67.4	LOS E	2.3
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	L2	47	0.224	23.7	LOS B	6.1
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	T1	269	0.263	31.1	LOS C	7.4
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	R2	208	1.039	133.9	LOS F	21
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	L2	194	1.046	98.8	LOS F	78.1
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	T1	2078	1.046	109.1	LOS F	81.1
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	R2	198	1.026	137.6	LOS F	19.6
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	L2	265	0.805	67.4	LOS E	22.8
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	T1	362	0.947	90.6	LOS F	27.1
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	R2	9	0.947	98.8	LOS F	27.1
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	L2	106	1.039	118.8	LOS F	59.2
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	T1	1726	1.039	113	LOS F	62
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	R2	56	0.215	71.3	LOS F	2.1
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	L2	23	0.314	16.1	LOS B	9.1
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	T1	555	0.37	21.2	LOS B	11.4
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	R2	325	0.962	73.8	LOS F	23.8
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	L2	213	1.012	80.7	LOS F	55
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	T1	1604	1.012	94.8	LOS F	59.2
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	R2	221	0.887	71.2	LOS F	13.1

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
1203	Chapel Road / Rickard Road	AM	Chapel Rd	South	L2	131	0.149	16	LOS B	2.5
1203	Chapel Road / Rickard Road	AM	Chapel Rd	South	T1	252	0.418	21.3	LOS B	6.8
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	L2	87	0.313	27.6	LOS B	4.3
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	T1	261	0.313	19.2	LOS B	5
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	R2	91	0.308	17.7	LOS B	1.8
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	L2	127	0.326	17.2	LOS B	4.7
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	T1	246	0.435	21.2	LOS B	6.2
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	R2	37	0.435	30.6	LOS C	6.2
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	L2	84	0.609	30.1	LOS C	10.3
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	T1	576	0.609	24.4	LOS B	10.3
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	R2	158	0.353	27.1	LOS B	3.2
1203	Chapel Road / Rickard Road	PM	Chapel Rd	South	L2	185	0.192	14.6	LOS B	3
1203	Chapel Road / Rickard Road	PM	Chapel Rd	South	T1	282	0.412	16.8	LOS B	6.6
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	L2	147	0.836	42	LOS C	11
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	T1	579	0.836	30.2	LOS C	14
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	R2	229	0.722	23.7	LOS B	5.4
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	L2	214	0.429	17	LOS B	6.6
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	T1	395	0.572	18.4	LOS B	8.9
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	R2	37	0.572	30	LOS C	8.9
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	L2	85	0.599	34.3	LOS C	6.9
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	T1	429	0.599	25.2	LOS B	7.7
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	R2	137	0.459	28.1	LOS B	2.8
1817	Restwell Street / South Terrace	AM	Restwell St	South	L2	158	0.677	18.5	LOS B	13.5
1817	Restwell Street / South Terrace	AM	Restwell St	South	R2	809	0.677	20.5	LOS B	15.4
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	L2	3	0.348	49.2	LOS D	1.1
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	T1	1	0.348	45.8	LOS D	1.1
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	R2	20	0.348	50.3	LOS D	1.1
1817	Restwell Street / South Terrace	AM	Bankstown City Plaza	West	T1	16	0.604	48	LOS D	1.9
1817	Restwell Street / South Terrace	AM	Bankstown City Plaza	West	R2	25	0.604	52.1	LOS D	1.9
1817	Restwell Street / South Terrace	PM	Restwell St	South	L2	138	0.503	13.1	LOS A	9.4
1817	Restwell Street / South Terrace	PM	Restwell St	South	R2	693	0.503	15.9	LOS B	10.7
1817	Restwell Street / South Terrace	PM	Local Access Rd	North	L2	9	0.555	56.3	LOS D	1.9
1817	Restwell Street / South Terrace	PM	Local Access Rd	North	T1	1	0.555	52.9	LOS D	1.9
1817	Restwell Street / South Terrace	PM	Local Access Rd	North	R2	26	0.555	57.5	LOS E	1.9
1817	Restwell Street / South Terrace	PM	Bankstown City Plaza	West	T1	22	0.814	59	LOS E	2.7
1817	Restwell Street / South Terrace	PM	Bankstown City Plaza	West	R2	27	0.814	63.1	LOS E	2.7
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	North Terrace	East	T1	59	0.112	9.1	LOS A	1
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	North Terrace	East	R2	733	0.664	27.8	LOS B	11.3
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	Bankstown City Plaza	West	L2	113	0.685	38.9	LOS C	4.1
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	North Terrace	East	T1	76	0.156	10	LOS A	1.4
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	North Terrace	East	R2	639	0.704	30	LOS C	9.9
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	Bankstown City Plaza	West	L2	117	0.686	36.2	LOS C	4
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	South	L2	255	0.29	23.2	LOS B	5.6

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	South	T1	367	0.818	39	LOS C	14.3
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	L2	247	0.274	15.4	LOS B	5.3
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	T1	420	0.826	33.6	LOS C	16.5
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	R2	122	0.256	27.7	LOS B	3.6
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	North	T1	36	0.115	20	LOS B	1
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Greenfield Parade	West	L2	515	0.419	8.6	LOS A	8.4
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	South	L2	172	0.201	19.2	LOS B	3.7
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	South	T1	278	0.683	31.5	LOS C	9.6
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	L2	339	0.335	13.5	LOS A	6.9
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	T1	433	0.705	25.2	LOS B	14.4
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	R2	133	0.227	24.2	LOS B	3.6
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	North	T1	39	0.15	23.6	LOS B	1.1
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Greenfield Parade	West	L2	496	0.405	8.6	LOS A	8
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	L2	22	0.244	16.2	LOS B	2.6
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	T1	367	0.489	11	LOS A	4.9
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	R2	60	0.489	22.7	LOS B	4.9
4408	Chapel Road / French Avenue	AM	French Ave	East	L2	42	0.077	16.7	LOS B	0.7
4408	Chapel Road / French Avenue	AM	French Ave	East	T1	61	0.21	12	LOS A	1.7
4408	Chapel Road / French Avenue	AM	French Ave	East	R2	40	0.21	18.9	LOS B	1.7
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	L2	19	0.264	16.9	LOS B	2.8
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	T1	391	0.529	11.6	LOS A	5.2
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	R2	63	0.529	23.6	LOS B	5.2
4408	Chapel Road / French Avenue	AM	French Ave	West	L2	136	0.237	18	LOS B	2.3
4408	Chapel Road / French Avenue	AM	French Ave	West	T1	138	0.262	12.1	LOS A	2.6
4408	Chapel Road / French Avenue	AM	French Ave	West	R2	21	0.262	17.5	LOS B	2.6
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	L2	76	0.363	18.3	LOS B	4.2
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	T1	402	0.725	14.9	LOS B	6.3
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	R2	64	0.725	35.6	LOS C	6.3
4408	Chapel Road / French Avenue	PM	French Ave	East	L2	61	0.106	16.8	LOS B	1
4408	Chapel Road / French Avenue	PM	French Ave	East	T1	66	0.207	11.6	LOS A	1.8
4408	Chapel Road / French Avenue	PM	French Ave	East	R2	43	0.207	17.6	LOS B	1.8
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	L2	40	0.452	20.8	LOS B	5.2
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	T1	479	0.903	21.4	LOS B	9.3
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	R2	98	0.903	50.6	LOS D	9.3
4408	Chapel Road / French Avenue	PM	French Ave	West	L2	59	0.102	17.3	LOS B	0.9
4408	Chapel Road / French Avenue	PM	French Ave	West	T1	82	0.242	11.6	LOS A	2.2
4408	Chapel Road / French Avenue	PM	French Ave	West	R2	48	0.242	17.8	LOS B	2.2
4423	South Terrace / West Terrace	AM	West Terrace	South	L2	446	0.359	3.2	LOS A	0.9
4423	South Terrace / West Terrace	AM	West Terrace	South	R2	722	0.811	31.1	LOS C	7
4423	South Terrace / West Terrace	AM	North Terrace	East	L2	427	0.593	9.9	LOS A	9.7
4423	South Terrace / West Terrace	AM	North Terrace	East	T1	238	0.626	40.2	LOS C	10.8
4423	South Terrace / West Terrace	AM	North Terrace	West	T1	337	0.444	26	LOS B	12
4423	South Terrace / West Terrace	AM	North Terrace	West	R2	262	0.887	65.4	LOS E	8.6

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
4423	South Terrace / West Terrace	AM	South Terrace	East	L2	167	0.186	23.9	LOS B	4.4
4423	South Terrace / West Terrace	AM	South Terrace	East	R2	693	0.901	60.3	LOS E	25.6
4423	South Terrace / West Terrace	AM	Underpass	North	L2	277	0.219	10.6	LOS A	6
4423	South Terrace / West Terrace	AM	Underpass	North	T1	415	0.646	31.7	LOS C	7
4423	South Terrace / West Terrace	AM	South Terrace	West	L2	512	0.912	48.2	LOS D	31
4423	South Terrace / West Terrace	AM	South Terrace	West	T1	188	0.494	39	LOS C	8.3
4423	South Terrace / West Terrace	AM	South Terrace	West	R2	89	0.079	5	LOS A	0.5
4423	South Terrace / West Terrace	PM	West Terrace	South	L2	322	0.284	5.2	LOS A	2.4
4423	South Terrace / West Terrace	PM	West Terrace	South	R2	487	0.731	32.8	LOS C	7
4423	South Terrace / West Terrace	PM	North Terrace	East	L2	524	0.925	50.8	LOS D	32.9
4423	South Terrace / West Terrace	PM	North Terrace	East	T1	299	0.694	38	LOS C	13.5
4423	South Terrace / West Terrace	PM	North Terrace	West	T1	353	0.358	16.3	LOS B	10
4423	South Terrace / West Terrace	PM	North Terrace	West	R2	345	0.933	73.7	LOS F	11.3
4423	South Terrace / West Terrace	PM	South Terrace	East	L2	201	0.239	22	LOS B	5.9
4423	South Terrace / West Terrace	PM	South Terrace	East	R2	349	0.697	48	LOS D	11.2
4423	South Terrace / West Terrace	PM	Underpass	North	L2	415	0.361	11.7	LOS A	7
4423	South Terrace / West Terrace	PM	Underpass	North	T1	481	0.651	26.4	LOS B	7
4423	South Terrace / West Terrace	PM	South Terrace	West	L2	436	0.605	11.9	LOS A	11.1
4423	South Terrace / West Terrace	PM	South Terrace	West	T1	240	0.49	34.1	LOS C	10
4423	South Terrace / West Terrace	PM	South Terrace	West	R2	95	0.085	5.2	LOS A	0.6

Scenario 5 – 2025 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	L2	226	0.621	56.3	LOS D	16.9
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	T1	278	0.731	64	LOS E	17.8
61	Hume Highway / Chapel Road / Rookwood Road	AM	Chapel Rd	South	R2	7	0.731	68.1	LOS E	17.8
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	L2	102	0.623	36.9	LOS C	22.4
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	T1	1271	0.623	28.1	LOS B	23.2
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	East	R2	36	0.166	66.2	LOS E	2.3
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	L2	47	0.229	23.3	LOS B	6.3
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	T1	274	0.27	31.2	LOS C	7.6
61	Hume Highway / Chapel Road / Rookwood Road	AM	Rookwood Rd	North	R2	208	1.039	133.9	LOS F	21
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	L2	194	1.065	112.8	LOS F	81
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	T1	2078	1.065	123.5	LOS F	84.2
61	Hume Highway / Chapel Road / Rookwood Road	AM	Hume Hwy	West	R2	204	1.028	139.4	LOS F	20.3
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	L2	272	0.796	63.7	LOS E	21.6
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	T1	366	0.936	82.7	LOS F	26.3
61	Hume Highway / Chapel Road / Rookwood Road	PM	Chapel Rd	South	R2	9	0.936	90	LOS F	26.3
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	L2	106	1.071	141.3	LOS F	61.6
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	T1	1726	1.071	135	LOS F	64.6
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	East	R2	56	0.208	68.3	LOS E	2
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	L2	23	0.319	15.4	LOS B	8.9

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	T1	560	0.375	20.1	LOS B	11.1
61	Hume Highway / Chapel Road / Rookwood Road	PM	Rookwood Rd	North	R2	325	0.967	73.4	LOS F	23.3
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	L2	213	1.043	100.4	LOS F	56.6
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	T1	1604	1.043	113.3	LOS F	61.2
61	Hume Highway / Chapel Road / Rookwood Road	PM	Hume Hwy	West	R2	228	0.91	71.5	LOS F	13.6
1203	Chapel Road / Rickard Road	AM	Chapel Rd	South	L2	131	0.138	13.2	LOS A	2.2
1203	Chapel Road / Rickard Road	AM	Chapel Rd	South	T1	262	0.412	18.1	LOS B	6.4
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	L2	98	0.409	30.6	LOS C	4.2
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	T1	261	0.409	21.2	LOS B	5.6
1203	Chapel Road / Rickard Road	AM	Rickard Rd	East	R2	91	0.338	18.7	LOS B	1.8
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	L2	127	0.316	15.2	LOS B	4.4
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	T1	257	0.422	18.8	LOS B	5.7
1203	Chapel Road / Rickard Road	AM	Chapel Rd	North	R2	37	0.422	27.8	LOS B	5.7
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	L2	84	0.728	34.1	LOS C	10.7
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	T1	576	0.728	28.7	LOS C	10.7
1203	Chapel Road / Rickard Road	AM	Rickard Rd	West	R2	158	0.408	30.1	LOS C	3.2
1203	Chapel Road / Rickard Road	PM	Chapel Rd	South	L2	185	0.192	15.7	LOS B	3
1203	Chapel Road / Rickard Road	PM	Chapel Rd	South	T1	293	0.468	18.4	LOS B	7
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	L2	158	0.865	44.5	LOS D	11.4
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	T1	579	0.865	32.5	LOS C	15.2
1203	Chapel Road / Rickard Road	PM	Rickard Rd	East	R2	229	0.723	23.7	LOS B	5.4
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	L2	214	0.45	17	LOS B	6.9
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	T1	407	0.6	18.6	LOS B	9.1
1203	Chapel Road / Rickard Road	PM	Chapel Rd	North	R2	37	0.6	31.3	LOS C	9.1
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	L2	85	0.6	34.4	LOS C	6.9
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	T1	429	0.6	25.2	LOS B	7.7
1203	Chapel Road / Rickard Road	PM	Rickard Rd	West	R2	137	0.467	28.1	LOS B	2.8
1817	Restwell Street / South Terrace	AM	Restwell St	South	L2	158	0.827	28.3	LOS B	18.4
1817	Restwell Street / South Terrace	AM	Restwell St	South	R2	833	0.827	30.5	LOS C	21.1
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	L2	74	0.89	60.3	LOS E	5.6
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	T1	1	0.89	56.3	LOS D	5.6
1817	Restwell Street / South Terrace	AM	Local Access Rd	North	R2	31	0.89	60.9	LOS E	5.6
1817	Restwell Street / South Terrace	AM	Bankstown City Plaza	West	T1	26	0.757	50.8	LOS D	2.5
1817	Restwell Street / South Terrace	AM	Bankstown City Plaza	West	R2	25	0.757	54.9	LOS D	2.5
1817	Restwell Street / South Terrace	PM	Restwell Street	South	L2	138	0.67	17.1	LOS B	12.7
1817	Restwell Street / South Terrace	PM	Restwell Street	South	R2	748	0.67	21.2	LOS B	14
1817	Restwell Street / South Terrace	PM	Local Access Road	North	L2	36	0.926	66.5	LOS E	4
1817	Restwell Street / South Terrace	PM	Local Access Road	North	T1	1	0.926	62.7	LOS E	4
1817	Restwell Street / South Terrace	PM	Local Access Road	North	R2	37	0.926	67.3	LOS E	4
1817	Restwell Street / South Terrace	PM	Bankstown City Plaza	West	T1	34	0.912	60.9	LOS E	3.3
1817	Restwell Street / South Terrace	PM	Bankstown City Plaza	West	R2	27	0.912	65	LOS E	3.3
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	North Terrace	East	T1	69	0.133	9.2	LOS A	1.2
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	North Terrace	East	R2	733	0.697	29.4	LOS C	11.7

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	AM	Bankstown City Plaza	West	L2	123	0.696	38.3	LOS C	4.5
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	North Terrace	East	T1	88	0.182	10.2	LOS A	1.6
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	North Terrace	East	R2	639	0.751	32.1	LOS C	10.4
2206	North Terrace / Fetherstone Street / Bankstown City Plaza	PM	Bankstown City Plaza	West	L2	127	0.692	35.5	LOS C	4.3
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	South	L2	255	0.29	23.2	LOS B	5.6
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	South	T1	367	0.818	39	LOS C	14.3
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	L2	247	0.274	15.4	LOS B	5.3
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	T1	420	0.826	33.6	LOS C	16.5
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Raymond Street	East	R2	145	0.353	28.7	LOS C	4.4
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Restwell Street	North	T1	36	0.115	20	LOS B	1
4074	Restwell Street / Raymond Street / Greenfield Parade	AM	Greenfield Parade	West	L2	515	0.419	8.6	LOS A	8.4
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	South	L2	172	0.201	19.2	LOS B	3.7
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	South	T1	278	0.683	31.5	LOS C	9.6
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	L2	339	0.335	13.5	LOS A	6.9
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	T1	433	0.705	25.2	LOS B	14.4
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Raymond Street	East	R2	188	0.422	26.3	LOS B	5.6
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Restwell Street	North	T1	39	0.15	23.6	LOS B	1.1
4074	Restwell Street / Raymond Street / Greenfield Parade	PM	Greenfield Parade	West	L2	496	0.405	8.6	LOS A	8
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	L2	22	0.259	16.7	LOS B	2.7
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	T1	378	0.518	11.6	LOS A	5.1
4408	Chapel Road / French Avenue	AM	Chapel Rd	South	R2	60	0.518	23.4	LOS B	5.1
4408	Chapel Road / French Avenue	AM	French Ave	East	L2	42	0.077	16.7	LOS B	0.7
4408	Chapel Road / French Avenue	AM	French Ave	East	T1	61	0.21	12	LOS A	1.7
4408	Chapel Road / French Avenue	AM	French Ave	East	R2	40	0.21	18.9	LOS B	1.7
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	L2	19	0.279	17.3	LOS B	3
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	T1	401	0.559	12.1	LOS A	5.4
4408	Chapel Road / French Avenue	AM	Chapel Rd	North	R2	63	0.559	24.3	LOS B	5.4
4408	Chapel Road / French Avenue	AM	French Ave	West	L2	136	0.237	18	LOS B	2.3
4408	Chapel Road / French Avenue	AM	French Ave	West	T1	138	0.262	12.1	LOS A	2.6
4408	Chapel Road / French Avenue	AM	French Ave	West	R2	21	0.262	17.5	LOS B	2.6
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	L2	76	0.409	15.5	LOS B	7.6
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	T1	413	0.818	10.1	LOS A	7.6
4408	Chapel Road / French Avenue	PM	Chapel Rd	South	R2	64	0.818	84	LOS F	5.6
4408	Chapel Road / French Avenue	PM	French Ave	East	L2	61	0.202	37.5	LOS C	2.1
4408	Chapel Road / French Avenue	PM	French Ave	East	T1	66	0.39	33	LOS C	4
4408	Chapel Road / French Avenue	PM	French Ave	East	R2	43	0.39	41.6	LOS C	4
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	L2	40	0.492	17.1	LOS B	9.8
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	T1	492	0.984	12.1	LOS A	9.8
4408	Chapel Road / French Avenue	PM	Chapel Rd	North	R2	98	0.984	90.7	LOS F	7.2
4408	Chapel Road / French Avenue	PM	French Ave	West	L2	59	0.195	37	LOS C	2.1
4408	Chapel Road / French Avenue	PM	French Ave	West	T1	82	0.453	32.6	LOS C	4.8
4408	Chapel Road / French Avenue	PM	French Ave	West	R2	48	0.453	41.3	LOS C	4.8
4423	South Terrace / West Terrace	AM	West Terrace	South	L2	446	0.381	3.3	LOS A	1

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
4423	South Terrace / West Terrace	AM	West Terrace	South	R2	722	0.885	42.5	LOS C	7
4423	South Terrace / West Terrace	AM	North Terrace	East	L2	427	0.598	10	LOS A	9.8
4423	South Terrace / West Terrace	AM	North Terrace	East	T1	246	0.556	36.4	LOS C	10.7
4423	South Terrace / West Terrace	AM	North Terrace	West	T1	345	0.422	23.2	LOS B	11.5
4423	South Terrace / West Terrace	AM	North Terrace	West	R2	262	0.904	68.2	LOS E	8.7
4423	South Terrace / West Terrace	AM	South Terrace	East	L2	182	0.202	21.9	LOS B	4.5
4423	South Terrace / West Terrace	AM	South Terrace	East	R2	693	0.911	62.3	LOS E	26
4423	South Terrace / West Terrace	AM	Underpass	North	L2	277	0.233	11.8	LOS A	6.3
4423	South Terrace / West Terrace	AM	Underpass	North	T1	415	0.735	35.9	LOS C	7
4423	South Terrace / West Terrace	AM	South Terrace	West	L2	512	0.912	48.2	LOS D	31
4423	South Terrace / West Terrace	AM	South Terrace	West	T1	257	0.736	45.2	LOS D	12.4
4423	South Terrace / West Terrace	AM	South Terrace	West	R2	89	0.08	13.6	LOS A	0.5
4423	South Terrace / West Terrace	PM	West Terrace	South	L2	322	0.294	5.5	LOS A	2.5
4423	South Terrace / West Terrace	PM	West Terrace	South	R2	487	0.774	36.3	LOS C	7
4423	South Terrace / West Terrace	PM	North Terrace	East	L2	524	0.931	54.2	LOS D	33.7
4423	South Terrace / West Terrace	PM	North Terrace	East	T1	307	0.783	42.1	LOS C	15
4423	South Terrace / West Terrace	PM	North Terrace	West	T1	361	0.36	15.3	LOS B	9.9
4423	South Terrace / West Terrace	PM	North Terrace	West	R2	345	0.933	73.7	LOS F	11.3
4423	South Terrace / West Terrace	PM	South Terrace	East	L2	247	0.339	22.9	LOS B	7.6
4423	South Terrace / West Terrace	PM	South Terrace	East	R2	349	0.738	50.1	LOS D	11.5
4423	South Terrace / West Terrace	PM	Underpass	North	L2	415	0.373	12.6	LOS A	7
4423	South Terrace / West Terrace	PM	Underpass	North	T1	481	0.668	27.2	LOS B	7
4423	South Terrace / West Terrace	PM	South Terrace	West	L2	436	0.596	11.3	LOS A	11.4
4423	South Terrace / West Terrace	PM	South Terrace	West	T1	266	0.548	33.4	LOS C	11.2
4423	South Terrace / West Terrace	PM	South Terrace	West	R2	95	0.09	5.9	LOS A	0.8

Lidcombe Station

Scenario 1 – 2023 Existing

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
935	Olympic Drive / Joseph Street	AM	Joseph Street	South	T1	2257	0.41	0.1	LOS A	0
935	Olympic Drive / Joseph Street	AM	Joseph Street	South	R2	622	0.721	22.2	LOS B	13.5
935	Olympic Drive / Joseph Street	AM	Joseph Street	East	L2	214	0.133	24.1	LOS B	3.4
935	Olympic Drive / Joseph Street	AM	Olympic Drive	North	L2	132	0.788	28.8	LOS C	27.2
935	Olympic Drive / Joseph Street	AM	Olympic Drive	North	T1	1717	0.788	22.4	LOS B	27.2
935	Olympic Drive / Joseph Street	PM	Joseph Street	South	T1	1428	0.253	0	LOS A	0
935	Olympic Drive / Joseph Street	PM	Joseph Street	South	R2	509	0.724	29.9	LOS C	14.9
935	Olympic Drive / Joseph Street	PM	Joseph Street	East	L2	297	0.217	36.5	LOS C	6.8
935	Olympic Drive / Joseph Street	PM	Olympic Drive	North	L2	103	0.803	22.3	LOS B	36.2
935	Olympic Drive / Joseph Street	PM	Olympic Drive	North	T1	2314	0.803	16	LOS B	36.4
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	L2	39	0.826	18.4	LOS B	39.2
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	T1	2592	0.826	13.7	LOS A	39.2
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	R2	196	0.711	61	LOS E	9.6
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	L2	76	0.585	39.2	LOS C	14.5
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	T1	206	0.585	68.9	LOS E	14.5
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	R2	15	0.585	107.4	LOS F	5.7
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	L2	49	0.731	29.8	LOS C	30.5
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	T1	1846	0.731	23.3	LOS B	30.8
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	R2	115	0.675	87.4	LOS F	8.4
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	L2	151	0.959	116.7	LOS F	24.2
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	T1	224	0.959	128.5	LOS F	24.2
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	R2	102	0.959	131.1	LOS F	19.6
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	L2	60	0.558	16.6	LOS B	16.9
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	T1	1771	0.558	9.6	LOS A	17
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	R2	84	0.45	71.6	LOS F	5.6
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	L2	182	0.697	54.4	LOS D	18.3
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	T1	280	0.697	67.9	LOS E	18.3
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	R2	14	0.697	92.3	LOS F	13.5
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	L2	33	0.854	22	LOS B	43.2
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	T1	2679	0.854	16.2	LOS B	43.4
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	R2	163	0.855	88.6	LOS F	12.3
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	L2	79	0.708	68.5	LOS E	15.6
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	T1	200	0.708	84.5	LOS F	15.6
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	R2	36	0.708	112.2	LOS F	6.1

Scenario 2 – 2024 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
935	Olympic Drive / Joseph Street	AM	Joseph Street	South	T1	2288	0.416	0.1	LOS A	0
935	Olympic Drive / Joseph Street	AM	Joseph Street	South	R2	631	0.724	26.8	LOS B	14.9
935	Olympic Drive / Joseph Street	AM	Joseph Street	East	L2	217	0.13	22.8	LOS B	3.4
935	Olympic Drive / Joseph Street	AM	Olympic Drive	North	L2	134	0.833	33.4	LOS C	30.7
935	Olympic Drive / Joseph Street	AM	Olympic Drive	North	T1	1741	0.833	27.1	LOS B	30.7
935	Olympic Drive / Joseph Street	PM	Joseph Street	South	T1	1451	0.257	0.1	LOS A	0
935	Olympic Drive / Joseph Street	PM	Joseph Street	South	R2	517	0.738	32.8	LOS C	16.5
935	Olympic Drive / Joseph Street	PM	Joseph Street	East	L2	301	0.216	35.8	LOS C	6.9
935	Olympic Drive / Joseph Street	PM	Olympic Drive	North	L2	104	0.826	23.5	LOS B	38.8
935	Olympic Drive / Joseph Street	PM	Olympic Drive	North	T1	2348	0.826	17.1	LOS B	38.9
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	L2	40	0.839	18.6	LOS B	41
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	T1	2628	0.839	14	LOS A	41
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	R2	199	0.723	62.5	LOS E	9.8
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	L2	77	0.589	39.2	LOS C	14.6
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	T1	209	0.589	69.1	LOS E	14.6
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	R2	15	0.589	107.6	LOS F	5.9
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	L2	51	0.742	30	LOS C	31.4
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	T1	1872	0.742	23.6	LOS B	31.7
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	R2	116	0.681	88	LOS F	8.5
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	L2	153	0.978	125.5	LOS F	25.7
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	T1	227	0.978	137.4	LOS F	25.7
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	R2	103	0.978	139.9	LOS F	20.6
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	L2	61	0.567	16.7	LOS B	17.4
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	T1	1797	0.567	9.7	LOS A	17.4
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	R2	85	0.456	71.9	LOS F	5.7
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	L2	185	0.709	55.5	LOS D	18.6
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	T1	284	0.709	68.9	LOS E	18.6
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	R2	14	0.709	93.3	LOS F	13.9
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	L2	33	0.867	23.4	LOS B	46.1
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	T1	2719	0.867	17.7	LOS B	46.3
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	R2	165	0.866	89.9	LOS F	12.5
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	L2	80	0.73	70.3	LOS E	16.2
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	T1	203	0.73	86.3	LOS F	16.2
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	R2	37	0.73	113.7	LOS F	6.2

Scenario 3 – 2024 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
935	Olympic Drive / Joseph Street	AM	Joseph Street	South	T1	2288	0.416	0.1	LOS A	0
935	Olympic Drive / Joseph Street	AM	Joseph Street	South	R2	641	0.769	32.5	LOS C	16.6
935	Olympic Drive / Joseph Street	AM	Joseph Street	East	L2	217	0.126	21.6	LOS B	3.3
935	Olympic Drive / Joseph Street	AM	Olympic Drive	North	L2	134	0.878	39.7	LOS C	34.5
935	Olympic Drive / Joseph Street	AM	Olympic Drive	North	T1	1752	0.878	33.4	LOS C	34.5
935	Olympic Drive / Joseph Street	PM	Joseph Street	South	T1	1451	0.257	0.1	LOS A	0
935	Olympic Drive / Joseph Street	PM	Joseph Street	South	R2	527	0.779	35.7	LOS C	18.6
935	Olympic Drive / Joseph Street	PM	Joseph Street	East	L2	301	0.212	35	LOS C	6.8
935	Olympic Drive / Joseph Street	PM	Olympic Drive	North	L2	104	0.846	25.8	LOS B	41.7
935	Olympic Drive / Joseph Street	PM	Olympic Drive	North	T1	2361	0.846	19.4	LOS B	41.8
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	L2	40	0.842	18.7	LOS B	41.3
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	T1	2633	0.842	14.1	LOS A	41.4
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	R2	199	0.723	62.7	LOS E	9.8
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	L2	77	0.59	39.2	LOS C	14.6
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	T1	209	0.59	69.1	LOS E	14.6
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	R2	15	0.59	107.6	LOS F	5.9
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	L2	51	0.845	33.9	LOS C	42.1
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	T1	1876	0.845	25.3	LOS B	42.4
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	R2	122	0.748	86.1	LOS F	9
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	L2	159	1.007	140.8	LOS F	27.5
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	T1	227	1.007	152.4	LOS F	27.5
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	R2	103	1.007	154.7	LOS F	22.1
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	L2	61	0.578	17.4	LOS B	18.2
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	T1	1801	0.578	10.5	LOS A	18.3
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	R2	85	0.427	70.9	LOS F	5.6
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	L2	185	0.721	56	LOS D	18.9
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	T1	284	0.721	70.7	LOS F	18.9
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	R2	14	0.721	96.5	LOS F	13.8
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	L2	33	0.917	32.2	LOS C	59.8
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	T1	2724	0.917	22.7	LOS B	60
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	R2	173	0.879	82.6	LOS F	13.2
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	L2	86	0.767	72.5	LOS F	17.2
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	T1	203	0.767	89.5	LOS F	17.2
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	R2	37	0.767	117.5	LOS F	6.1

Scenario 4 – 2025 Base

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
935	Olympic Drive / Joseph Street	AM	Joseph Street	South	T1	2321	0.422	0.1	LOS A	0
935	Olympic Drive / Joseph Street	AM	Joseph Street	South	R2	639	0.759	29.7	LOS C	16
935	Olympic Drive / Joseph Street	AM	Joseph Street	East	L2	219	0.129	22.3	LOS B	3.4
935	Olympic Drive / Joseph Street	AM	Olympic Drive	North	L2	135	0.862	37	LOS C	33.3
935	Olympic Drive / Joseph Street	AM	Olympic Drive	North	T1	1765	0.862	30.6	LOS C	33.3
935	Olympic Drive / Joseph Street	PM	Joseph Street	South	T1	1472	0.26	0.1	LOS A	0
935	Olympic Drive / Joseph Street	PM	Joseph Street	South	R2	524	0.769	34.3	LOS C	17.7
935	Olympic Drive / Joseph Street	PM	Joseph Street	East	L2	305	0.219	35.8	LOS C	7
935	Olympic Drive / Joseph Street	PM	Olympic Drive	North	L2	106	0.839	24.3	LOS B	40.7
935	Olympic Drive / Joseph Street	PM	Olympic Drive	North	T1	2384	0.839	17.9	LOS B	40.8
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	L2	40	0.852	18.8	LOS B	42.9
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	T1	2665	0.852	14.6	LOS B	42.9
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	R2	201	0.73	63.8	LOS E	10
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	L2	78	0.592	39.3	LOS C	14.7
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	T1	212	0.592	69	LOS E	14.7
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	R2	15	0.592	106.7	LOS F	6
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	L2	51	0.752	30.3	LOS C	32.3
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	T1	1898	0.752	24	LOS B	32.6
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	R2	118	0.693	88.7	LOS F	8.6
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	L2	155	1.006	140.1	LOS F	27.7
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	T1	231	1.006	152.2	LOS F	27.7
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	R2	105	1.006	154.7	LOS F	21.9
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	L2	62	0.577	16.8	LOS B	17.9
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	T1	1824	0.577	9.9	LOS A	18
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	R2	86	0.461	72.1	LOS F	5.8
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	L2	187	0.731	57.4	LOS E	19.2
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	T1	288	0.731	71.2	LOS F	19.2
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	R2	14	0.731	97.4	LOS F	14.2
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	L2	34	0.882	25.2	LOS B	49.6
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	T1	2760	0.882	19.7	LOS B	49.8
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	R2	168	0.883	91.9	LOS F	12.9
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	L2	81	0.755	73.2	LOS F	17.2
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	T1	206	0.755	89.2	LOS F	17.2
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	R2	37	0.755	117.7	LOS F	5.7

Scenario 5 – 2025 Base + TTP + Construction

TCS	Intersection	Peak	Approach Name	Approach Direction	OD Movement	Demand Volumes (vehicle/hour)	Degree of Saturation	Average Delay (second)	Level of Service	95th Percentile Queue (vehicle)
935	Olympic Drive / Joseph Street	AM	Joseph Street	South	T1	2321	0.422	0.1	LOS A	0
935	Olympic Drive / Joseph Street	AM	Joseph Street	South	R2	649	0.804	41.8	LOS C	19.2
935	Olympic Drive / Joseph Street	AM	Joseph Street	East	L2	219	0.124	21.1	LOS B	3.2
935	Olympic Drive / Joseph Street	AM	Olympic Drive	North	L2	135	0.909	45.4	LOS D	37.9
935	Olympic Drive / Joseph Street	AM	Olympic Drive	North	T1	1776	0.909	39	LOS C	37.9
935	Olympic Drive / Joseph Street	PM	Joseph Street	South	T1	1472	0.26	0.1	LOS A	0
935	Olympic Drive / Joseph Street	PM	Joseph Street	South	R2	535	0.79	40	LOS C	20.2
935	Olympic Drive / Joseph Street	PM	Joseph Street	East	L2	305	0.211	34.4	LOS C	6.8
935	Olympic Drive / Joseph Street	PM	Olympic Drive	North	L2	106	0.871	29.3	LOS C	46.1
935	Olympic Drive / Joseph Street	PM	Olympic Drive	North	T1	2397	0.871	22.9	LOS B	46.2
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	L2	40	0.854	18.9	LOS B	43.2
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	T1	2669	0.854	14.8	LOS B	43.2
2789	Joseph Street / Georges Avenue	AM	Joseph Street	South	R2	201	0.73	64	LOS E	10
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	L2	78	0.593	39.3	LOS C	14.8
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	T1	212	0.593	69.2	LOS E	14.8
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	East	R2	15	0.593	107.7	LOS F	6
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	L2	51	0.892	40	LOS C	50.6
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	T1	1902	0.892	35.1	LOS C	51
2789	Joseph Street / Georges Avenue	AM	Joseph Street	North	R2	124	0.76	101.7	LOS F	9.2
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	L2	161	1.023	150.5	LOS F	28.7
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	T1	231	1.023	162.1	LOS F	28.7
2789	Joseph Street / Georges Avenue	AM	Georges Avenue	West	R2	105	1.023	164.4	LOS F	23
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	L2	62	0.579	17.1	LOS B	18.6
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	T1	1828	0.579	10.3	LOS A	18.6
2789	Joseph Street / Georges Avenue	PM	Joseph Street	South	R2	86	0.421	72.5	LOS F	5.9
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	L2	187	0.803	66.5	LOS E	21.4
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	T1	288	0.803	82.4	LOS F	21.4
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	East	R2	14	0.803	112.1	LOS F	14.8
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	L2	34	0.92	31.8	LOS C	62.4
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	T1	2765	0.92	22.6	LOS B	62.6
2789	Joseph Street / Georges Avenue	PM	Joseph Street	North	R2	176	0.871	83.7	LOS F	13.7
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	L2	87	0.861	89.3	LOS F	21.8
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	T1	206	0.861	107.6	LOS F	21.8
2789	Joseph Street / Georges Avenue	PM	Georges Avenue	West	R2	37	0.861	130.6	LOS F	4.1



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Appendix C – Social Impact Assessment



Extended final possession and staged works at Bankstown Station: Summary social impact assessment

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1. Introduction

The Sydenham to Bankstown project (the Preferred Project) involves upgrading 10 existing stations west of Sydenham (Marrickville to Bankstown inclusive), and a 13-kilometre-long section of the Sydney Trains T3 Bankstown Line between west of Sydenham Station and west of Bankstown Station, to improve accessibility for customers and meet the standards required for metro operations.

The Environment Impact Statement (EIS) and Submissions and Preferred Infrastructure Report (SPIR) for the project identified that some construction works would need to be undertaken during rail possession periods. Possessions would be undertaken on weekends, at night, during school holidays as well as a final possession for about three to six months for the final stage of construction and commissioning works.

It is now proposed that the duration of the final possession is extended to up to 12 months, commencing in mid-2024. The extended final possession is required to complete the remaining construction activities along the rail line and complete all testing and commissioning activities. It is also proposed that the works at Bankstown Station are delivered in a staged manner; with Stage 1 enabling the operation of the metro line between Sydenham and Bankstown and Stage 2 to enable completion of the full scope of works at Bankstown Station.

The proposed staged approach has been identified to meet the operational requirements for the metro line in the short-term and achieve the broader transport network benefits of this metro line in a timely manner, while enabling the full benefits and outcomes at Bankstown Station to be delivered at a later stage.

The purpose of this assessment is to determine whether the social impacts of the extended final possession and the staged works at Bankstown Station would be consistent with the social impacts assessed for the approved project.

2. Assessment of the approved project

Table 1 provides a summary of the potential social impacts on businesses, the community, community values and community infrastructure as assessed in the EIS, SPIR and Bankstown Station modification report as it relates to station construction works and rail possession periods. It provides an assessment of whether there would be a change in impact associated with the proposed extended final possession and proposed staged works at Bankstown Station.

The assessment provided in Table 1 concludes that the proposed extended final possession and staged works at Bankstown Station is unlikely to result in a significant change to impacts as identified and assessed for the approved project. Staged delivery of the full scope of works at Bankstown Station would delay the delivery of the full benefits and outcomes at Bankstown Station for the Day 1 operations, but these benefits would be fully realised at the completion of the Stage 2 works.

The works to be undertaken during the staged delivery of Bankstown Station are the same activities as assessed for the approved project, as modified. There would be no change to the nature, type or level of impact assessed but the timing of these impacts would change and occur across stages of construction.

The Conditions of Approval for the project include the preparation and implementation of the Construction Environment Management Plan (Part C), Community Communication Strategy (B1), Business Management Plan (E37) and Temporary Transport Management Plan (E48), all of which contribute to the management and minimisation of potential social impacts will continue to apply.

Table 1 - Summary of potential impacts

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
Business and economic impacts						
Business impacts	Alterations in the rail service (including possession of the rail line or reduced frequency in rail service) and closure of stations would result in people opting for an alternative form of transport, therefore resulting in a reduction in passing trade (retail and food services) and in business revenue at businesses near affected stations	Negative	Direct and indirect	Construction – short-term	Minor to medium	<p><u>Final possession:</u> Impacts during extended rail possession would occur for a longer duration than identified in the EIS/ SPIR but will continue to be a short-term, construction impact. No change. The Business Management Plan as required under condition E37 of SSI 8256 will continue to apply.</p> <p><u>Bankstown Station staged works:</u> Stage 1 works would be delivered during the extended final possession (see above). Completion of the Stage 2 works may require</p>

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Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
						<p>about three weekend possessions of the metro line, which would form part of the scheduled routine maintenance possessions to support the approved operations of Sydney Metro.</p> <p>No Change</p>
Business impacts	Potential loss in local employment and business within the local business precincts due to changes in rail services and amenity issues. This may cause employment areas to become less attractive and inconvenient to access	Negative	Direct and indirect	Construction – short-term	Minor to medium	<p><u>Final possession:</u> Impacts during the extended final possession would occur for a longer duration than identified in the EIS/ SPIR but will continue to be a short-term, construction impact. The proposed extension of duration for the rail possession is unlikely to increase potential loss in local employment and business.</p>

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
						<p>No change.</p> <p><u>Bankstown Station staged works:</u> Stage 1 works would be delivered during the extended final possession and are not expected to have an additional change. Completion of Stage 2 works may require about three weekend possessions of the metro line and would have ongoing amenity issues during its construction, but these will continue to be short-term, construction impacts or a minor to medium level.</p> <p>No change.</p>

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
Business impacts	The Bankstown Station modification noted that no new direct or indirect impact types to businesses around Bankstown Station would be introduced. It did acknowledge that the at-grade corridor crossing at Bankstown may result in benefits to some businesses in the Bankstown CBD in relations to passing trade and easier pedestrian access	N/A	N/A	N/A	N/A	Staged delivery of the at-grade corridor crossing would mean that the full benefits of this infrastructure for local businesses would not be realised until the completion of the Stage 2 works. No change.

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
Social impacts: community values – local amenity and character						
Traffic	There would be deterioration in road network performance and increased congestion as a result of replacement bus services during possession periods	Negative	Direct	Construction -temporary to short-term	Minor to medium	The Traffic Assessment (June 2023) concludes that the proposed extended final possession would have minimal impacts on road network performance as a result of replacement bus services. The impacts would remain a minor to medium impact for a short-term duration during construction, and would be consistent with approved project. No change.
	Impacts on rail customers as a result of replacement buses operating during rail possessions.	Negative	Direct	Construction -temporary to short-term	Minor to medium	Impacts during the extended rail possession will occur for a longer duration than identified in the EIS/SPIR but will continue to be a short-term, construction

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
						<p>impact. The proposed extended final possession has been identified as the preferred approach to complete the construction activities along the Sydenham to Bankstown line rather than having multiple extended school holiday possessions over a longer duration. This approach would have less disruption to customers as only one possession is required, rather than the disruptions that would occur from multiple shorter-term possessions and more regular changes and inconveniences to customer journeys.</p>

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
						No change.
	Longer queuing at bus stops which would increase the time required to complete the journey	Negative	Direct	Construction -temporary to short-term	Minor to medium	<p>Impacts during the extended final possession would occur for a longer duration than identified in the EIS/ SPIR but will continue to be a short-term, construction impact. No change.</p> <p>As noted above, the proposed approach to the extended final possession would have less disruption to customers than other options considered, as only one possession is required, rather than the disruptions that would occur from multiple shorter-term possessions</p>

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Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
						and more regular changes to customer journeys.
Construction fatigue	Construction fatigue resulting in irritation, stress, and anxiety for community members.	Negative	Direct	Construction -temporary to short-term	Minor to medium	<p>Impacts during the extended rail possession and staged delivery of Bankstown Station will occur for a longer duration than identified in the EIS/ SPIR, leading to extended construction fatigue, but will continue to be a short-term, construction impact. No change.</p> <p>The proposed approach has been identified to minimise the duration of the final possession to as</p>

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
						short as possible. The staged delivery of works at Bankstown Station is to meet the operational requirements for the metro line in the short-term and achieve the broader transport network benefits of this metro line in a timely manner, while enabling the full benefits and outcomes at Bankstown Station to be delivered at a later stage.
Amenity Impacts	Residents in close proximity to the project area would experience reduced amenity during construction due to increased noise levels, increased dust, increased traffic, decreased visual and landscape value of the area and changes to the heritage character of the area.	Negative	Direct	Construction – temporary to short-term	Minor to Major	Impacts during the extended rail possession and staged delivery of Bankstown Station will occur for a longer duration than identified in the EIS/ SPIR, leading to extended reduced amenity, but will continue

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
						to be a short-term, construction impact. No change
Amenity Impacts	The project would provide improved amenity at new stations with efficient design and integrated, retrofitted heritage items (w here possible).	Positive	Direct	Operation – long-term	Medium to high	Staged delivery would result in delay in the delivery improved amenities at Bankstown Station for Day 1 operation but would be realised at the completion of Stage 2 consistent with the approved project. No change
Amenity Impacts	While the project provides opportunities to enhance the amenity and character of stations and surrounding areas, new station structures may conflict with existing community values and character for some members of the community.	Negative	Indirect	Operation – long-term	Minor to Medium	Staged delivery would result in delay in the delivery of an enhanced station at Bankstown for Day 1 operation but would be realised at the completion of Stage 2 consistent with the approved project. No change

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Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
Social impacts: community values – Access, connectivity and community cohesion						
Community cohesion	During operation, community access and connectivity are expected to improve for all including vulnerable groups through the provision of efficient public transport, better connections with other modes of transport and accessible station/platform design.	Positive	Direct	Operation – long-term	Major	Staged delivery would result in delay in the delivery of fully improved community access and connectivity at Bankstown Station for Day 1 operation but would be realised at the completion of Stage 2 consistent with the approved project. An accessible station and station access would be

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
						provided at Bankstown Station for Day 1 operation. No Change
Community cohesion	Station upgrades are expected to improve community access and connectivity between stations and surrounding areas and across the rail line. Additional meeting spaces within and outside stations may encourage more pedestrian activity and the potential for social interactions.	Positive	Direct	Operation – long-term	Major	Staged delivery would result in delay in the delivery of complete station upgrade works at Bankstown for Day 1 operation, and the associated improved access and connectivity, but would be realised at the completion of Stage 2 consistent with the approved project. No Change
Community cohesion	Increased traffic, diversions and alternate public transport arrangements during possession periods is likely to cause increased congestion and delays particularly during peak hours for	Negative	Direct	Construction -temporary to short-term	Minor to medium	Impacts during the extended final possession would occur for a longer duration than identified in the EIS/ SPIR but will continue to

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
	commuters and other road users. Additional travel time would potentially reduce people's leisure or family time and affect their ability to participate in community networking and leisure activities on certain days or at certain times					<p>be a short-term, construction impact.</p> <p>The Traffic Assessment (June 2023) concludes that the proposed extended final possession would have minimal impacts on road network performance as a result of replacement bus services. The impacts of congestion and delays, and additional travel time, would remain minor to medium.</p> <p>No change</p>

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
Community cohesion	Increased traffic congestion and delays may cause a range of anxiety and stress responses and the potential to increase confrontations on the road and perhaps at home	Negative	Direct	Construction -temporary to short-term	Minor to medium	<p>Impacts during the extended final possession would occur for a longer duration than identified in the EIS/ SPIR but will continue to be a short-term, construction impact.</p> <p>The Traffic Assessment (June 2023) concludes that the proposed extended final possession would have minimal impacts on road network performance as a result of replacement bus services. The impacts of congestion and delays, and additional travel time, would remain minor to medium.</p> <p>No change</p>

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
Community cohesion	Traffic congestion, travel delays, diversions, access and parking restrictions, and alternate public transport arrangements may result in queuing and delays, discouraging some people from using public transport or accessing certain areas or facilities. It is likely that some people may avoid accessing retail and commercial establishments near the stations and immediately adjacent to the project area, particularly at times when access would be restricted or prohibited. This may reduce their rate of participation in the community and social interaction. Reduced community participation and social interaction for prolonged periods may lead to feelings of isolation, particularly for vulnerable groups	Negative	Direct	Construction -temporary to short-term	Minor to medium	<p>Impacts during the extended final possession would occur for a longer duration than identified in the EIS/ SPIR but will continue to be a short-term, construction impact.</p> <p>The Traffic Assessment (June 2023) concludes that the proposed extended final possession would have minimal impacts on road network performance as a result of replacement bus services. The impacts of congestion and delays, and additional travel time, would remain minor to medium.</p> <p>No change</p>

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
Community cohesion	<p>Changed traffic conditions and alternate public transport arrangements would require the community to keep up with information on changes in traffic and transport conditions to re-configure and re-plan their journeys. Such changes can be stressful, particularly for vulnerable groups within the communities including the elderly, school children, people from linguistically and culturally diverse backgrounds, and people with a disability</p>	Negative	Direct	Construction -temporary to short-term	Minor to medium	<p>Impacts during the extended final possession would occur for a longer duration than identified in the EIS/ SPIR but will continue to be a short-term, construction impact.</p> <p>The Traffic Assessment (June 2023) concludes that the proposed extended final possession would have minimal impacts on road network performance as a result of replacement bus services. The impacts of congestion and delays, and additional travel time,</p>

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
						would remain minor to medium. No change

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
Community cohesion	The Bankstown Station modification noted that the provision of the at-grade corridor crossing would improve access and facilitate community cohesion and integration, providing broader benefits to the Bankstown CBD. A localised improvement to connectivity to the CBD may also occur from the at-grade corridor crossing being aligned with The Appian Way and Restwell Street rather than the bus layover and car park.	N/A	N/A	N/A	N/A	Staged delivery of the at-grade corridor crossing would mean that the full benefits of this infrastructure for local businesses would not be realised until the completion of the Stage 2 works. No change.
Community infrastructure	Alternate transport arrangements and changed access may impact on the time taken to travel to community infrastructure facilities but are expected to be temporary and vary depending on the location in relation to the project. Users of these facilities, including schools, would need to factor in additional travel time.	Negative	Direct	Construction -temporary to short-term	Minor to medium	Impacts during the extended final possession would occur for a longer duration than identified in the EIS/ SPIR but will continue to be a short-term, construction impact. No change

Potential impacts	Summary of impacts	EIS Technical Paper 5 - Social Impact Assessment				Expected change in impact due to extended final possession options and Bankstown Station staged works
		Nature of impact	Type of impact	Duration	Level	
Community infrastructure	The Bankstown Station modification report noted that the removal of the existing public toilet block located north of the existing station would be a minor negative impact through the loss of an negative impact through the loss of an existing community facility. It was noted that alternative facilities would be available at the station	Negative	Direct	Ongoing	Minor	Staged delivery of the at-grade corridor crossing would mean that the full benefits of this infrastructure for local businesses would not be realised until the completion of the Stage 2 works. No change.

3. Customer feedback during previous additional rail possessions

Customer feedback during the previous additional rail possessions during school holidays has been collected through several channels. Table 2 provides an overview of the number and nature of complaints received, and a summary is provided below.

Table 2 – Summary of complaints received

Previous line shutdowns	Total number of complaints	Nature of Complaint	
		Communication	Buses frequency/Inconvenience
Jul-21	4		4
Dec 21- Jan 22	4	1	3
Jul-22	4	1	3
Oct-22	3	0	3

A summary of the complaints received is provided below:

- Overcrowding on buses and risks associated with too many people on buses
- Need for improved queue management at bus stops given overcrowding on buses and need to wait for next available bus
- Excessive waiting at buses due to overcrowding on buses – need more buses to manage the patronage
- Staff at bus stops were not very helpful in managing queues
- Overcrowding leads to extended wait times at bus stops, extending overall journey time
- Extended wait times at bus stops during freezing weather and fear of illness. Works should be scheduled to avoid summer and winter weather
- Disruption to travel routine and need to leave earlier to get to work
- Bus driver did not know the bus route and took long way
- Bus service was not suitable so got off bus to catch an Uber instead, leading to increased costs to get to work on time
- Some buses do not show or are consistently late
- Signage identified a bus as express to Canterbury but once on board was told by driver it was express to Campsie and driver refused to let passenger off
- Extreme inconvenience in getting to work and need to endure inconsistent and unreliable services
- Rail replacement buses were so slow that alternate bus was taken instead
- Provide a bus direct to Central Station instead of just Sydenham
- Journey time increased from 34-35 minutes to over an hour and need to change a bus and two trains
- Transfers between buses and trains not aligned, leading to increased wait times at each stop/station
- Replacement service is not reliable and should not expect customers to pay for this service. Should be compensated for inadequate replacement service and additional costs of travel (such as now using Uber) and inconvenience caused
- No buses showed for over 20 minutes
- Frequency of issues encountered over 2-week possession period, resulting in being late to work
- Bus driver did not complete bus route forcing passengers to wait for another bus

- Bus marshal yelled at customer to run for bus – inappropriate customer behaviour making customer feel uneasy and unsafe to use service in the future
- Incorrect trackwork posters with incorrect bus running times
- Transport information apps not updated to account for train station being closed

Customer survey data and feedback will be further considered to update the Community Communications Strategy and inform the Temporary Transport Management Plan for the proposed extended final possessions, with the aim to minimise disruption to customers.

4. Summary

A review of the potential social impacts of the proposed extended final possession and the staged delivery of the Bankstown Station works against the impacts of the approved project, and consideration of customer survey data and feedback for the previous possessions, identifies that the impacts are likely to be consistent with the approved project. Relevant mitigation measures and conditions of approval for the project will continue to apply.