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SYDENHAM TO BANKSTOWN

SUBMISSIONS AND PREFERRED INFRASTRUCTURE REPORT

> Appendix D - Traffic, transport and access assessment

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Transport for NSW
07-Jun-2018

Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

Submissions and Preferred Infrastructure Report
Traffic, Transport and Access Assessment

Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

Submissions and Preferred Infrastructure Report

Traffic, Transport and Access Assessment

Client: Transport for NSW

Prepared by

AECOM Australia Pty Ltd
Level 21, 420 George Street, Sydney NSW 2000, PO Box Q410, QVB Post Office NSW 1230, Australia
T +61 2 8934 0000 F +61 2 8934 0001 www.aecom.com
ABN 20 093 846 925

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1.0 Introduction

1.1 Overview

Transport for NSW is developing the Sydenham to Bankstown upgrade component of Sydney Metro City & Southwest (the project). The 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 project would enable Sydney Metro to operate beyond Sydenham, to Bankstown.

The Environmental Impact Statement for the project was exhibited in August 2017 (the exhibited project). To address a number of issues raised in submissions during the public exhibition period, Transport for NSW has developed a design solution that enables the retention of existing station entrances, heritage buildings and concourses, but enables upgrades that provide accessible stations.

Importantly, these changes to the exhibited project have enabled the development of a preferred project that not only addresses a number of the issues raised in submissions, but also significantly minimises potential impacts – especially in respect of construction noise, traffic, heritage and vegetation impacts, while delivering a world class metro (the preferred project).

This report provides a description of the proposed changes to the traffic, transport and access for the preferred project, and the impacts of those during construction and operation. This document should be read in conjunction with Technical Paper 1: Traffic Transport and Access (AECOM, 2017) of the EIS (EIS Technical Paper 1) and the main Submissions and Preferred Infrastructure Report (SPIR), to which this is an appendix. This document does not repeat the assessment of impacts where there has been no change to the exhibited project. Where there has been a change to the exhibited project that results in amended impacts, these impacts are assessed.

The SPIR provides the full details of how the exhibited project has evolved to the preferred project. For the purposes of this report, the following key changes are considered:

- changes to construction sequencing, including a reduction in the duration of possession periods. The possession periods for the exhibited project included two weeks during the July school holiday periods and six weeks during the Christmas school holiday periods. Possession periods for the preferred project include:
    - additional weekend possessions - up to an additional eight weekend possessions would be required each year to complete the preferred project works.
    - school holiday possessions – this would involve up to a two week possession of the T3 Bankstown Line during the Christmas school holiday periods
    - night-time weekday possessions – this would be on an occasional basis to prepare the rail corridor ahead of weekend or school holiday possessions.
- station construction periods resulting in the closure of up to three stations concurrently for up to two months
- revised works to road bridges
- retaining and enhancing existing station layouts to facilitate improved operations with supporting precinct improvements to promote customer access.

1.2 Structure of Document

This report is structured in a manner that broadly replicates EIS Technical Paper 1. Section 2 confirms the general transport context of the preferred project and project area and provides details of the methodology used for the assessment of the preferred project. Sections 3 to 5 provide the assessment of the impacts for the construction phase and the operational phase of the preferred project. Section 6 provides the updated mitigation measures for the preferred project.

2.0 Methodology

2.1 Overview

The methodology for this report is as detailed in Chapter 4 of EIS Technical Paper 1.

Where clarification or amendments have been required to this methodology this has been outlined below.

2.2 Baseline Conditions

Whilst a number of months have elapsed since the preparation of EIS Technical Paper 1, there have been no changes to existing conditions in and surrounding the project area that result in a materially different baseline for the assessment.

This is particularly so given that the preferred project impacts are generally being assessed for a future assessment year, either during construction or beyond in the operational phase. Therefore for the purposes of assessment, no changes to the baseline conditions have been considered in this report.

2.3 Modelling and Possession Periods Background Traffic Flows

The same source data and calibrated intersection models have been used for the intersection modelling presented in **Section 4** of this report, as in EIS Technical Paper 1. However, to assess the possession regime for the preferred project the models have been further developed using the approach described below. This adapted the original models which forecast a 'typical weekday' into models that forecast the conditions which are expected to occur from the last week of December for a period no longer than two weeks (Christmas period).

To determine the background traffic flows for this period, data from previous years was used to establish the proportional reduction in traffic from atypical weekday. This reduction was then applied to the observed traffic counts used to build the 'typical weekday' models to create the input traffic demand for the 'Christmas period possession' models. The models were then run as per the methodology described in EIS Technical Paper 1.

Modelling was not carried out for weekend conditions or night-time weekday possessions as the impacts would be the same or less than the weekend possessions that occur regularly on the T3 Bankstown Line at present. This is further discussed below in **Section 2.6**.

A more detailed methodology for the derivation of the Christmas period traffic flow factor, as well as the source of the data, is outlined further below.

Modelled Scenarios

Section 4 presents the assessment of the following scenarios:

a. 2023 Future typical conditions, (as per the exhibited project)

b. 2023 future conditions + construction traffic + refined baseline Temporary Transport Plan buses (refined baseline TTP) (as per the exhibited project)

c. 2023 future conditions Christmas period (new assessment for the preferred project)

d. 2023 future conditions Christmas period + construction traffic (new assessment for the preferred project)

e. 2023 future conditions Christmas Period + construction traffic + refined baseline TTP (new assessment for the preferred project).

Scenarios A and C show reference conditions that are forecast to exist in 2023 without accounting for any impacts related to the preferred project. Scenario B, which is as reported in EIS Technical Paper 1, remains the relevant assessment for the final three to six month possession in the final construction year of the preferred project. Scenarios D and E relate to the Christmas period possessions that are now proposed for the main construction activities for the preferred project.

The traffic flows used for each of these scenarios for every intersection modelled is contained in **Appendix A**.

Performance Indicators

In order to assess the impact of the above scenarios on the performance of the intersections, the main indicators were:

- Degree of Saturation (DoS): the ratio between traffic volumes and capacity (v / c) of the intersection, used to measure how close to capacity an intersection is operating. The DoS is a direct measure of the congestion level of the intersection and as DoS approaches 1.0, both queue length and delays increase rapidly. Satisfactory operations usually occur with a DoS lower than 0.9.
- Average delay: duration, in seconds, of the average vehicle waiting time at an intersection;
- Level of Service (LoS): a measure of the overall performance of the intersection. The levels of service (LoS) presented in **Table 2.1** are in accordance to the RMS Traffic Modelling Guidelines and LoS gives an indication of how well the intersection is performing in regards to delay in seconds faced by vehicles. For signalised intersections the LoS is based on the average intersection delay, and the most delayed movement for priority controlled intersections and roundabouts.

Table 2.1 Level of Service Delay Bands

Level Of Service (LoS)	Average Delay (sec / vehicle)	Traffic Signals and Roundabouts
A	Less than 14	Good operation
B	15 to 28	Good with acceptable delays and spare capacity
C	29 to 42	Satisfactory
D	43 to 56	Operating near capacity
E	57 to 70	At capacity; at signals incidents would cause excessive delays
F	> 70	Exceeds capacity; roundabouts require other control mode

Determining Christmas Period Background Traffic Flows

To determine a suitable factor, the traffic volume trends in the project area were determined. The Roads and Maritime Services (RMS) Traffic Volume Viewer (RMS Viewer) was used to obtain traffic volumes at chosen locations. Locations were chosen on the basis of proximity to the project area and availability of data over the 2016 / 2017 Christmas period. Data was obtained from the month of November 2016 to February 2017 to help identify any outliers in the data.

Six traffic count sites were selected from the data available through the RMS viewer:

- Princes Highway (200 m east of Brodie Spark Drive)
- Bexley Road (60 m north of South Western Motorway (M5))
- King Georges Road (30 m north of Roseland Avenue)
- Canterbury Road (30 m west of Sproule Street)
- Fairford Road (110 m North of south Western Motorway (M5))
- Hume Highway (70 m east of Stacey Street).

Observing trends at each of the sites during the Christmas period it was identified that the highest recorded volumes on weekdays were during the AM peak (6-10 am) and PM peak (3-7 pm). These volumes were used as a conservative estimate of traffic volumes during the Christmas period.

Traffic volumes were split into weeks (weekday volumes only) for both directions of movement (i.e. northbound / southbound). The directions of traffic movement were simplified to citybound (north and east) and outbound (south and west) movements.

Average hourly flows were taken over the entire week for both the AM and PM peak. The maximum average hourly flows were then taken over the months of November 2016 and February 2017. A graph of the maximum weekly average flows in each direction were plotted to visually identify any discrepancies in the data.

The traffic volumes over the weekdays of November 2016 for all sites was averaged and used as the base for assessment against the volumes over the Christmas period. The monthly average was used due to the observed decrease in traffic volumes in the weeks prior to the Christmas period. The first week of January 2017 (2^{nd} -6^{th}) was the volume used to represent the Christmas period. This week was used as a conservative estimate of the drop in traffic volumes over the Christmas period. The first week of the possessions was noted to have lower volumes, however we used the second week data, and not an average of the flows) in order to provide a better assessment of the impacts of the possession.

A factor was calculated based on the difference in traffic volumes for the November 2016 monthly average and the first week of January 2017 for both the AM and PM peak for citybound and outbound directions. **Table 2.2** and **Table 2.3** illustrate the factor determined for the citybound and outbound directions respectively.

Fairford Road was excluded from the calculation of the ratio as no citybound volumes were available (shown as N / A) on the RMS viewer. Hume Highway was also excluded as traffic volumes were atypical of the other data, and given the different nature of the Highway to the more local roads was considered to be not applicable for this purpose.

The figures highlighted in yellow represent the factor applied to both light and heavy vehicles in the traffic modelling to represent the estimated decrease in traffic volumes during the Christmas period.

Table 2.2 Percentage Reduction in Citybound Traffic Volumes Over the Christmas Period 2016 / 2017

		Traffic Volume Reduction (%)					
		AM			PM		
Location No.	**Count Location**	**26-30 Dec**	**2- 6 Jan**	**9-13 Jan**	**26-30 Dec**	**2- 6 Jan**	**9-13 Jan**
1	Princes Hwy	44%	33%	11%	10%	10%	5%
2	Bexley Road	44%	39%	29%	22%	10%	3%
3	King George Road	31%	30%	4%	-1%	-0.1%	-6%
4	Canterbury Rd	45%	40%	9%	28%	23%	16%
5	Fairford Road	N / A	N / A	N / A	N / A	N / A	N / A
6	Hume Highway	21%	17%	N / A	-19%	-23%	-35%
Average		37%	**36%**	**13%**	**20%**	**9%**	**4%**

Table 2.3 Percentage Reduction in Outbound Traffic Volumes Over the Christmas Period 2016 / 2017

		Traffic Volume Reduction (%)					
		AM			PM		
Location No.	**Count Location**	**26-30 Dec**	**2- 6 Jan**	**9-13 Jan**	**26-30 Dec**	**2- 6 Jan**	**9-13 Jan**
1	Princes Hwy	9%	N / A	N / A	49%	N / A	N / A
2	Bexley Road	N / A	44%	29%	N / A	10%	14%
3	King George Road	6%	13%	5%	17%	7%	3%
4	Canterbury Rd	29%	28%	20%	17%	7%	-1%
5	Fairford Road	N / A	26%	12%	N / A	26%	11%
6	Hume Highway	28%	21%	3%	-2%	-21%	-26%
Average		**18%**	**29%**	**14%**	**28%**	**8%**	**0%**

The above tables show a general trend of greater reductions in the morning peak citybound than the evening peak outbound. Whilst there may be an expectation that these should be equivalent, there are several potential reasons for this not to be the case. The data is for a period where there will be a significant number of people who are not making their usual work related business trips, and instead making additional leisure or retail trips. Whilst not always the case, the timing of these recreational trips is more likely to occur after 9am. Therefore whilst the AM peak citybound shows a large reduction through the removal of the business trips, the PM has the reduction offset by an increase in the recreational trips over the 'typical' weekday.

These percentages were then applied to each turning movement of the intersection models previously used for the 'typical weekday' to create the 'Christmas period possession' models used for the assessment presented in **Section 3**. Separate factors were applied to AM / PM and north and east / south and west arms of each intersection to reflect the differences in the reductions shown above. This provided a baseline for the assessment of the traffic impacts during the Christmas period possessions.

2.4 Construction Haulage Traffic

The construction works associated with the preferred project has been revised since the assessment for the exhibited project in EIS Technical Paper 1. However, in traffic terms, the peak hourly volumes would likely be the same although there would be a reduction in the duration of the peak construction periods. So, whilst the total impact from construction may reduce as a result of the preferred project, the peak hourly volumes remain as per EIS Technical Paper 1.

2.5 Bridge Works

One of the most significant changes as a result of the preferred project is the revised bridge works along the project area. The assessment described in EIS Technical Paper 1 showed that the bridge works required significant bridge closures and diversions and resulted in significant impacts to the road network.

The preferred project does not require the closure of the bridges for extended periods of time. Bridge works for the preferred project includes 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 these works. However, in some instances short term lane restrictions for the protection of workforce would be required. These works could be carried out over night or at weekends and traffic management would be in place to facilitate safe movement of traffic without diversion (ie two way traffic controlled by stop / slow boards). Some bridge works may also be carried out during the possession of the rail line.

During these works it is likely that there would need to be footpath closures to ensure the safety of pedestrians and cyclists. The duration of these closures would be minimised to reduce the impacts, however updated assessments of the potential impacts on pedestrians and cyclists is provided in **Section 4**.

2.6 Temporary Transport Strategy

EIS Technical Paper 1 presented a Temporary Transport Strategy (TTS) which outlined the approach for the use of replacement bus services for periods when trains were not able to run on the T3 Bankstown Line during the construction of the exhibited project. The TTS contained a potential service network for the replacement buses, named the refined baseline TTP, and this has been used for this assessment. The refined baseline TTP is assumed to replicate the service frequency and routes required during the Christmas period possessions.

As outlined in **Section 1.1**, there are three further construction period scenarios that have been considered in this assessment:

- the additional weekend possessions
- the night-time weekday possessions
- where up to three stations are closed concurrently, for up to two months.

During the additional weekend possessions, replacement buses would replicate the rail possessions that currently occur on up to four weekends a year for routine maintenance by Sydney Trains. The frequency of these buses during this time is up to 28 buses per hour. The impact of the preferred project during these additional weekend possessions has been assumed to be consistent with the impacts of these standard weekend possessions and traffic modelling has not been undertaken for this scenario.

Whilst no formal data on traffic conditions is available for these standard weekend possessions, the operation of the rail replacement bus services is known to occur without significant disruption. However, as detailed in the TTS, monitoring would be undertaken during these possessions and the outcome of that monitoring would be utilised to refine the approach to these closures during the preferred project.

Specific observation and consideration would occur at the following locations during the weekend possessions, which are known to result in some inefficiency during the standard weekend possessions:

- Campsie Station: The tight turn at Beamish Street and South Parade reduces efficiency and so alternate routes should be investigated as part of the further development of the refined baseline TTP
- Punchbowl Station: The Punchbowl Road signalised intersection with The Boulevarde does not operate efficiently when the rail replacement bus services are running. With more frequent weekend possessions, measures to improve the operation of this intersection would be considered as part of the further development of refined baseline TTP
- Sydenham Station: The passenger stop facilities at Sydenham are at capacity, and further stop locations and waiting space would be required and considered in the development of the refined baseline TTP.

Night-time weekday possessions would involve closure of the rail line once the evening peak train services have concluded and the line would be re-opened prior to morning train services commencing. Night-time weekday possessions would be required on an occasional basis to prepare the rail corridor ahead of weekend or school holiday possessions and maximise the activities that can be undertaken during these possessions. Other low noise generating activities, such as survey and investigations, may also be undertaken during this time. During the night-time weekday possessions, replacement buses would be provided to move customers (low patronage) that use the late evening train services.

Due to the low passenger numbers, and the significantly reduced background traffic flows no specific assessment has been undertaken for the night-time possessions. The transport effects would be

minimal to negligible and constrained to the routes of the replacement buses. These routes are assumed to be the same as for the refined baseline TTP, but with a significantly reduced frequency.

It is recognised that there may be an overlap in scenarios, such as night-time or weekend possessions during the two month station closure period. However in this scenario the station closures do not change the impacts of the possessions as they result in all the stations being closed. Therefore no additional or cumulative assessment is required.

Where up to three stations are closed concurrently for up to two months for boarding and alighting, the T3 Bankstown Line train services would continue to run and other stations along the corridor would still be operational. In this situation buses would operate to take passengers from the closed stations to the nearest operational stations where they can board and alight trains. These bus services would not only operate over a much reduced distance to the refined baseline TTP, but also need to carry fewer customers, and therefore require a smaller bus fleet. **Section 4** of this report describes the forecast impacts during these station closures.

3.0 Construction Assessment

3.1 Overview

This section presents the intersection modelling analysis undertaken for the Christmas period possession. EIS Technical Paper 1 contained data on a typical weekday, and that is replicated below to assist with interpreting the potential impacts when compared to the exhibited project. Detailed intersection modelling results are contained in **Appendix B.**

The LoS and DoS shown in the tables below consistently shows that the changes to the construction programme for the preferred project has a significant reduction in the impacts of construction compared to that assessed in the EIS. This arises as a result of the possession periods (excluding the final possession period) occurring during a period of the year when the traffic flows are well below the typical levels, even with the addition of the construction and refined baseline TTP vehicles associated with the project.

Also shown below are several locations where there are some intersections or specific movements which have a slight increase in delays as a result of the additional construction and refined baseline TTP buses during the Christmas period possessions. These increased delays are generally very minor, less than 30 seconds, and so given the short period of the works during the Christmas period and weekends would not warrant specific mitigations to address and the impact on the public is minimal at this level of delay. However, the Temporary Transport Management Plans that would be developed for the possession periods, guided by the TTS, would seek to minimise delays during construction and opportunities to reduce the impact of construction would be considered as part of this more detailed planning. Where there are more significant delays, mitigation is discussed.

Following the presentation of the intersection modelling of the Christmas period possession, this section provides a discussion of the impacts of the closure of up to three stations for up to two months where buses would shuttle customers to adjacent stations for boarding and alighting.

3.2 Sydenham Station

3.2.1 Road Network Operation and Intersection Performance

Three intersections were modelled in the area surrounding Sydenham Station. Although no construction works would occur at this location as part of the preferred project, refined baseline TTP buses would operate to this station and may affect these intersections.

Road Network Performance - AM Weekday Peak

Table 3.1 provides a summary of the intersection assessment undertaken for this station.

Table 3.1 Sydenham Station Intersection Assessment – AM Peak

Sydenham Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas period possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.19 Gleeson Avenue / Burrows Road (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	2155	2268	1451	No Vehicles	1588
Average Delay per Vehicle (Average over all arms in seconds)	15	17	14		17
LoS (Overall)	B	B	A		B
DoS (Worst Movement)	0.67	0.76	0.47		0.88
H.23 Gleeson Avenue / Railway Parade (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	2650	2762	1888	No Vehicles	2026
Average Delay per Vehicle (Average over all arms in seconds)	5	5	5		5
LoS (Overall)	A	A	A		A
DoS (Worst Movement)	0.54	0.58	0.38		0.54
H.24 Gleeson Avenue / Unwins Bridge Road (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	2286	2286	1565	No Vehicles	1593
Average Delay per Vehicle (Average over all arms in seconds)	37	37	24		24
LoS (Overall)	C	C	B		B
DoS (Worst Movement)	0.92	0.92	0.46		0.47

For all three intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth and refined baseline TTP result in a LoS 'B' or better. A LoS 'B' would not cause noticeable delays for commuters in the peak hour in Sydney.

The traffic conditions resulting from the refined baseline TTP during the Christmas period possession are generally equivalent or improved from a future typical weekday peak.

Road Network Performance - PM Weekday Peak

Table 3.2 provides a summary of the intersection assessment undertaken for this station.

Table 3.2 Sydenham Station Intersection Assessment – PM Peak

Sydenham Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas period possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.19 Gleeson Avenue / Burrows Road (Signals)					**Year Capped: 2023**
Demand Flow (veh)	2605	2717	2382	No Vehicles	2522
Average Delay per Vehicle (Average over all arms in seconds)	29	32	29		31
LoS (Overall)	C	C	C		C
DoS (Worst Movement)	0.84	0.77	0.61		0.71
H.23 Gleeson Avenue / Railway Parade (Signals)					
Demand Flow (veh)	2940	3054	2707	No Vehicles	2846
Average Delay per Vehicle (Average over all arms in seconds)	4	5	4		4
LoS (Overall)	A	A	A		A
DoS (Worst Movement)	0.50	0.54	0.46		0.51
H.24 Gleeson Avenue / Unwins Bridge Road (Signals)					
Demand Flow (veh)	2688	2688	2464	No Vehicles	2492
Average Delay per Vehicle (Average over all arms in seconds)	33	33	29		28
LoS (Overall)	C	C	C		B
DoS (Worst Movement)	0.79	0.79	0.64		0.72

For all three intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth and refined baseline TTP scenario result in a LoS 'C' or better. A LoS 'C' would generally be considered reasonable during peak periods.

The traffic conditions resulting from the refined baseline TTP during the Christmas period possession are generally equivalent or improved from a future typical weekday peak.

3.3 Marrickville Station

3.3.1 Road Network Operation and Intersection Performance

Five intersections were modelled in the area surrounding Marrickville Station.

Road Network Performance - AM Weekday Peak

Table 3.3 provides a summary of the intersection assessment undertaken for this station.

Table 3.3 Marrickville Station Intersection Assessment – AM Peak

Marrickville Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.16 Illawarra Road / Warren Road (Signals)					**Year Capped: 2023**
Demand Flow (veh)	1545	1601	1037	1063	1093
Average Delay per Vehicle (Average over all arms in seconds)	25	28	21	21	24
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.81	0.89	0.54	0.54	0.89
B.17 Marrickville Road / Illawarra Road (Signals)					**Year Capped: 2023**
Demand Flow (veh)	1935	2073	1297	1322	1434
Average Delay per Vehicle (Average over all arms in seconds)	22	37	17	18	18
LoS (Overall)	B	C	B	B	B
DoS (Worst Movement)	0.83	0.98	0.46	0.50	0.60
B.18 Marrickville Road / Victoria Road (Signals)					**Year Capped: 2023**
Demand Flow (veh)	2234	2345	1492	1492	1603
Average Delay per Vehicle (Average over all arms in seconds)	49	192	31	31	29
LoS (Overall)	D	F	C	C	C
DoS (Worst Movement)	1.03	1.38	0.89	0.89	0.84
B.19 Petersham Road / Illawarra Road					**Year Capped: 2023**
Demand Flow (veh)	1271	1328	848	874	905
Average Delay per Vehicle (Average over all arms in seconds)	17	16	16	16	15

Marrickville Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.50	0.54	0.31	0.32	0.34
B.38 Marrickville Station Overbridge (Signals)					**Year Capped: 2023**
Demand Flow (veh)	1141	1197	759	784	815
Average Delay per Vehicle (Average over all arms in seconds)	4	4	3	3	4
LoS (Overall)	A	A	A	A	A
DoS (Worst Movement)	0.49	0.53	0.31	0.33	0.35

For all five intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario result in a LoS 'C' or better. A LoS 'C' would generally be considered reasonable during peak periods.

The traffic conditions resulting from the construction traffic and the refined baseline TTP during the Christmas period possession are generally equivalent or improved from a future typical weekday peak.

Road Network Performance - PM Weekday Peak

Table 3.4 provides a summary of the intersection assessment undertaken for this station.

Table 3.4 Marrickville Station Intersection Assessment – PM Peak

Marrickville Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.16 Illawarra Road / Warren Road (Signals)					**Year Capped: 2023**
Demand Flow (veh)	1847	1904	1694	1721	1751
Average Delay per Vehicle (Average over all arms in seconds)	22	23	23	23	23
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.89	0.88	0.91	0.92	0.90
B.17 Marrickville Road / Illawarra Road (Signals)					**Year Capped: 2023**
Demand Flow (veh)	2016	2152	1850	1875	1986
Average Delay per Vehicle (Average over all arms in seconds)	20	27	19	32	35
LoS (Overall)	B	B	B	C	C
DoS (Worst Movement)	0.73	0.90	0.67	0.95	0.97
B.18 Marrickville Road / Victoria Road (Signals)					**Year Capped: 2023**
Demand Flow (veh)	2600	2713	2387	2387	2500
Average Delay per Vehicle (Average over all arms in seconds)	66	71	41	41	53
LoS (Overall)	E	F	C	C	D
DoS (Worst Movement)	1.07	1.05	0.90	0.90	0.99
B.19 Petersham Road / Illawarra Road (Signals)					**Year Capped: 2023**
Demand Flow (veh)	1381	1437	1267	1293	1322
Average Delay per Vehicle (Average over all arms in seconds)	12	12	12	12	12
LoS (Overall)	A	A	A	A	A
DoS (Worst Movement)	0.53	0.58	0.49	0.50	0.53

Marrickville Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.38 Marrickville Station Overbridge (Signals)					**Year Capped: 2023**
Demand Flow (veh)	1257	1313	1152	1178	1208
Average Delay per Vehicle (Average over all arms in seconds)	5	5	4	4	4
LoS (Overall)	A	A	A	A	A
DoS (Worst Movement)	0.54	0.58	0.49	0.51	0.53

Four of the five intersections modelled have a LoS 'C' or better during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario. A LoS 'C' would generally be considered reasonable during peak periods.

The Marrickville / Victoria Road intersection is predicted to operate with a LoS 'E' on a typical weekday after accounting for future traffic growth, but no construction traffic or refined baseline TTP. The modelling above shows that the operation of this intersection with construction traffic and the refined baseline TTP buses during the Christmas period possession is forecast to operate with less delay than a typical future weekday peak. Therefore the impacts of the construction traffic and refined baseline TTP are considered minor in the context of the further traffic growth, and its effect on the intersection.

The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possession.

3.4 Dulwich Hill Station

3.4.1 Construction Haulage Routes

Construction vehicle routes have been updated at the Wardell Road / Ewart Street intersection to reflect the preferred project. It is likely that some construction vehicles would travel to / from the north and turn onto Ewart Street West at the Wardell Road / Ewart Street intersection to access the construction compound. Approximately 15 construction vehicles are expected to pass through this intersection per hour in peak periods, as shown in **Appendix A**. These vehicle movements have therefore been included in the SIDRA models.

3.4.2 Road Network Operation and Intersection Performance

Six intersections were modelled in the area surrounding Dulwich Hill Station.

Road Network Performance - AM Weekday Peak

Table 3.5 provides a summary of the intersection assessment undertaken for this station.

Table 3.5 Dulwich Hill Station Intersection Assessment – AM Peak

Dulwich Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.15 Wardell Road / Ewart Street (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	1827	1904	1231	1276	1338
Average Delay per Vehicle (Average over all arms in seconds)	102	179	24	27	30
LoS (Overall)	F	F	B	B	C
DoS (Worst Movement)	1.10	1.13	0.59	0.70	0.77
H.16 Wardell Road / Dudley Street (Priority Controlled)		**Year Capped: 2023**			
Demand Flow (veh)	1322	1385	885	885	947
Average Delay per Vehicle (Average over all arms in seconds)	18	31	6	6	8
Average Delay per Vehicle (Worst Movement in seconds)	65	85	23	23	26
LoS (Overall)	E	F	B	B	B
DoS (Worst Movement)	0.91	0.99	0.59	0.59	0.65
B.28 Canterbury Road / Marrickville Road (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	2644	2685	1759	1759	1810
Average Delay per Vehicle (Average over all arms in seconds)	22	22	20	20	20
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.95	0.95	0.86	0.86	0.86

Dulwich Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.25 Ewart Street / Bayley Street (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	705	741	483	488	519
Average Delay per Vehicle (Average over all arms in seconds)	1	2	1	1	2
Average Delay per Vehicle (Worst Movement in seconds)	15	16	10	10	11
LoS (Overall)	B	B	A	A	A
DoS (Worst Movement)	0.30	0.30	0.21	0.21	0.21
H.36 New Canterbury Road / Terrace Road (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	2494	2578	1668	1701	1752
Average Delay per Vehicle (Average over all arms in seconds)	1	1	1	1	1
Average Delay per Vehicle (Worst Movement in seconds)	10	13	8	9	10
LoS (Overall)	A	A	A	A	A
DoS (Worst Movement)	0.64	0.65	0.41	0.41	0.43
H.37 Wardell Road / Marrickville Road (Signals)					**Year Capped: 2023**
Demand Flow (veh)	2123	2221	1456	1473	1554
Average Delay per Vehicle (Average over all arms in seconds)	51	88	24	24	24
LoS (Overall)	D	F	B	B	B
DoS (Worst Movement)	1.10	1.20	0.53	0.55	0.59

For all six intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario results in a LoS 'C' or better. A LoS 'C' would generally be considered reasonable during peak periods.

The traffic conditions resulting from the construction traffic and refined baseline TTP during the Christmas period possession are generally equivalent or improved from a future typical weekday peak. The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possession.

Road Network Performance - PM Weekday Peak

Table 3.6 provides a summary of the intersection assessment undertaken for this station.

Table 3.6 Dulwich Hill Intersection Assessment – PM Peak

Dulwich Hill Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.15 Wardell Road / Ewart Street (Signals)					**Year Capped: 2023**
Demand Flow (veh)	2241	2317	2053	2098	2159
Average Delay per Vehicle (Average over all arms in seconds)	55	88	39	41	61
LoS (Overall)	D	F	C	C	E
DoS (Worst Movement)	1.01	1.11	0.90	0.92	1.05
H.16 Wardell Road / Dudley Street (Priority Controlled)					
Demand Flow (veh)	1527	1588	1399	1399	1460
Average Delay per Vehicle (Average over all arms in seconds)	10	13	8	8	10
Average Delay per Vehicle (Worst Movement in seconds)	58	73	41	41	50
LoS (Overall)	E	F	C	C	D
DoS (Worst Movement)	0.82	0.85	0.76	0.76	0.78
B.28 Canterbury Road / Marrickville Road (Signals)					
Demand Flow (veh)	2600	2650	2385	2385	2435
Average Delay per Vehicle (Average over all arms in seconds)	23	25	22	22	24
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.61	0.65	0.54	0.54	0.60
H.25 Ewart Street / Bayley Street (Priority Controlled)					
Demand Flow (veh)	879	914	805	809	839

Dulwich Hill Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
Average Delay per Vehicle (Average over all arms in seconds)	2	2	2	2	2
Average Delay per Vehicle (Worst Movement in seconds)	19	20	16	16	18
LoS (Overall)	B	B	A	A	A
DoS (Worst Movement)	0.40	0.43	0.36	0.37	0.39
H.36 New Canterbury Road / Terrace Road (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	2492	2577	2287	2320	2372
Average Delay per Vehicle (Average over all arms in seconds)	1	2	1.0	1	2
Average Delay per Vehicle (Worst Movement in seconds)	22	36	18	25	27
LoS (Overall)	B	C	B	B	B
DoS (Worst Movement)	0.61	0.64	0.59	0.56	0.59
H.37 Wardell Road / Marrickville Road (Signals)					**Year Capped: 2023**
Demand Flow (veh)	2393	2494	2193	2211	2295
Average Delay per Vehicle (Average over all arms in seconds)	36	70	29	30	34
LoS (Overall)	C	E	C	C	C
DoS (Worst Movement)	0.92	1.25	0.73	0.76	0.87

For five of the six intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenarios result in a LoS 'C' or better. A LoS 'C' would generally be considered reasonable during peak periods.

The Wardell / Ewart Street intersection is forecast to experience a deterioration in performance as a result of the addition of the refined baseline TTP. The intersection has a LoS of 'C' in the Christmas period possession when combined with the future and construction traffic scenarios, which worsens to a LoS 'E' with the addition of the refined baseline TTP.

The through and right turning movements from the Wardell Street east approach are the worst performing movements with an average delay of just over 90 seconds in the refined baseline TTP scenario. This delay results from the right turning movement occurring at the same time as the opposing Wardell west approach through traffic. The additional refined baseline TTP buses at the opposing west results in the decreased level of service. Whilst less than desirable, a delay of 90 seconds in the peak periods is unlikely to result in congestion beyond the immediate location.

The level of service at the Wardell / Ewart Street intersection on a future typical weekday peak is 'D' with an average delay of 55 seconds. The increase in average delay for the Christmas period possession with construction traffic and refined baseline TTP is only approximately six seconds. As the deterioration of the intersection between a normal weekday and the Christmas period possession with construction traffic and refined baseline TTP is not large, the impacts of the preferred project are considered negligible.

3.5 Hurlstone Park Station

3.5.1 Road Network Operation and Intersection Performance

Four intersections were modelled in the area surrounding Hurlstone Park Station.

Road Network Performance - AM Weekday Peak

Table 3.7 provides a summary of the intersection assessment undertaken for this station.

Table 3.7 Hurlstone Park Station Intersection Assessment – AM Peak

Hurlstone Park Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.14 Canterbury Road / Crinan Street Signals)					**Year Capped: 2023**
Demand Flow (veh)	3322	3436	2240	2274	2354
Average Delay per Vehicle (Average over all arms in seconds)	24	26	19	20	21
LoS (Overall)	B	B	A	A	A
DoS (Worst Movement)	0.67	0.73	0.44	0.45	0.49
B.27 Old Canterbury Road / New Canterbury Road (Signals)					**Year Capped: 2023**
Demand Flow (veh)	3266	3316	2191	2225	2275
Average Delay per Vehicle (Average over all arms in seconds)	34	41	22	22	22
LoS (Overall)	C	C	B	B	B
DoS (Worst Movement)	0.96	0.99	0.67	0.73	0.78

Hurlstone Park Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.17 Crinan Street / Floss Street – South of Railway (Priority Controlled)		**Year Capped: 2023**			
Demand Flow (veh)	772	852	502	518	582
Average Delay per Vehicle (Average over all arms in seconds)	8	8	9	9	9
Average Delay per vehicle (Worst Movement in seconds)	12	13	15	15	15
LoS (Overall)	A	A	A	A	A
DoS (Worst Movement)	0.28	0.37	0.17	0.19	0.25
H.18 Floss Street / Crinan Street / Duntroon Street (Priority Controlled)		**Year Capped: 2023**			
Demand Flow (veh)	837	932	563	594	658
Average Delay per Vehicle (Average over all arms in seconds)	2	3	2	2	2
Average Delay per vehicle (Worst Movement in seconds)	13	17	10	10	12
LoS (Overall)	A	B	A	A	A
DoS (Worst Movement)	0.25	0.30	0.16	0.18	0.21

All four intersections modelled have a LoS ‘B’ or better during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario. A LoS ‘B’ would not cause noticeable delays for commuters in the peak hour in Sydney.

The traffic conditions resulting from the construction traffic and refined baseline TTP during the Christmas period possession are generally equivalent or improved from a future typical weekday peak.

Road Network Performance - PM Peak

Table 3.8 provides a summary of the intersection assessment undertaken for this station.

Table 3.8 Hurlstone Park Station Intersection Assessment – PM Peak

Hurlstone Park Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.14 Canterbury Road / Crinan Street Signals)					**Year Capped: 2023**
Demand Flow (veh)	3595	3710	3295	3330	3410
Average Delay per Vehicle (Average over all arms in seconds)	20	27	18	19	23
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.78	0.83	0.90	0.92	0.75
B.27 Old Canterbury Road / New Canterbury Road (Signals)					**Year Capped: 2023**
Demand Flow (veh)	3772	3823	3457	3492	3544
Average Delay per Vehicle (Average over all arms in seconds)	36	37	34	34	34
LoS (Overall)	C	C	C	C	C
DoS (Worst Movement)	0.91	0.90	0.90	0.90	0.90
H.17 Crinan Street / Floss Street – South of Railway (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	711	787	649	664	724
Average Delay per Vehicle (Average over all arms in seconds)	7	8	8	8	8
Average Delay per vehicle (Worst Movement in seconds)	13	14	14	14	14
LoS (Overall)	A	A	A	A	A
DoS (Worst Movement)	0.24	0.29	0.21	0.23	0.26

Hurlstone Park Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.18 Floss Street / Crinan Street / Duntroon Street (Priority Controlled)		**Year Capped: 2023**			
Demand Flow (veh)	792	883	726	756	817
Average Delay per Vehicle (Average over all arms in seconds)	3	3	2	3	3
Average Delay per vehicle (Worst Movement in seconds)	14	17	13	14	16
LoS (Overall)	B	B	A	A	A
DoS (Worst Movement)	0.19	0.24	0.18	0.20	0.22

All four intersections modelled have a LoS 'C' or better during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario. A LoS 'C' would generally be considered reasonable during peak periods.

The traffic conditions resulting from the construction traffic and refined baseline TTP during the Christmas period possession are generally equivalent or improved from a future typical weekday peak. The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possessions.

3.6 Canterbury Station

3.6.1 Road Network Operation and Intersection Performance

Four intersections were modelled in the area surrounding Canterbury Station.

Road Network Performance - AM Weekday Peak

Table 3.9 provides a summary of the intersection assessment undertaken for this station.

Table 3.9 Canterbury Station Intersection Assessment - AM Peak

Canterbury Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.13 Canterbury Road / Wonga Street (Signals)				**Year Capped: 2023**	
Demand Flow (veh)	3726	3834	2488	2515	2596
Average Delay per Vehicle (Average over all arms in seconds)	21	21	14	14	15
LoS (Overall)	B	B	A	A	B
DoS (Worst Movement)	0.82	0.84	0.54	0.56	0.60
H.14 Canterbury Road / Charles Street (Priority Controlled)				**Year Capped: 2023**	
Demand Flow (veh)	3442	3551	2313	2342	2422
Average Delay per Vehicle (Average over all arms in seconds)	5	6	1	1	1
Average Delay per Vehicle (Worst Movement in seconds)	460	608	63	67	78
LoS (Worst Movement)	F	F	E	E	F
DoS (Worst Movement)	0.57	0.60	0.37	0.38	0.40
H.15 Canterbury Road / Jeffrey Street (Signals)				**Year Capped: 2023**	
Demand Flow (veh)	3568	3687	2404	2443	2524
Average Delay per Vehicle (Average over all arms in seconds)	17	18	16	16	16
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.88	0.88	0.86	0.86	0.86
H.14 Canterbury Road / Close Street (Priority Controlled)				**Year Capped: 2023**	
Demand Flow (veh)	3405	3527	2291	2333	2413
Average Delay per Vehicle (Average over all arms in seconds)	0	0	0	0	0
Average Delay per Vehicle (Worst Movement in seconds)	21	25	10	10	11
LoS (Worst Movement)	B	B	A	A	A
DoS (Worst Movement)	0.56	0.59	0.37	0.37	0.39

For three of the four intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario result in a LoS 'B' or better. A LoS 'B' would not cause noticeable delays for commuters in the peak hour in Sydney.

The Canterbury Road / Charles Street intersection has future LoS 'F' during a typical weekday which is based on the worst movement (right turn movement out from Charles Street). The modelling output shows that the average intersection delay across all arms would be approximately one second for during the Christmas period possession with construction traffic and refined baseline TTP, and the delay for the worst movement would be just over one minute. This implies that the main (through) movement is operating with negligible delay and the level of service is being heavily influenced by the small volumes of traffic turning left and right out of Charles Street.

While the Canterbury Road / Charles Street intersection model is showing a level of service 'F' for the worst movement during the Christmas period possession with construction traffic and refined baseline TTP, the delay is lower than the future typical weekday scenario. The impact of the preferred project on this intersection is therefore considered to be negligible. However, it is understood that there is a proposal to signalise this intersection. Whilst details of this proposal were not available at the time of assessment, the addition of signals would allow traffic on the Charles Street arm to egress with much less delay than currently where there is the need to find a gap in the traffic flow on Canterbury Road.

Road Network Performance - PM Weekday Peak

Table 3.10 provides a summary of the intersection assessment undertaken for this station.

Table 3.10 Canterbury Station Intersection Assessment – PM Peak

Canterbury Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.13 Canterbury Road / Wonga Street (Signals)					**Year Capped: 2023**
Demand Flow (veh)	4094	4201	3748	3775	3855
Average Delay per Vehicle (Average over all arms in seconds)	23	23	21	21	23
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.83	0.86	0.78	0.79	0.9
H.14 Canterbury Road / Charles Street (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	3870	3978	3547	3575	3655
Average Delay per Vehicle (Average over all arms in seconds)	2	2	1	1	1
Average Delay per Vehicle (Worst Movement in seconds)	574	570	357	386	486
LoS (Worst Movement)	F	F	F	F	F
DoS (Worst Movement)	0.60	0.64	0.55	0.56	0.58

Canterbury Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.15 Canterbury Road / Jeffrey Street (Signals)					**Year Capped: 2023**
Demand Flow (veh)	4017	4138	3683	3721	3803
Average Delay per Vehicle (Average over all arms in seconds)	27	27	33	32	25
LoS (Overall)	B	B	C	C	B
DoS (Worst Movement)	0.93	0.93	0.93	0.93	0.93
H.14 Canterbury Road / Close Street (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	3832	3955	3513	3555	3634
Average Delay per Vehicle (Average over all arms in seconds)	1	2	1	1	1
Average Delay per Vehicle (Worst Movement in seconds)	45	53	34	36	40
LoS (Worst Movement)	D	D	C	C	C
DoS (Worst Movement)	0.57	0.61	0.53	0.54	0.56

For three of the four intersections modelled, the increase in delay during the Christmas possession period resulting from future traffic growth, construction traffic and refined baseline TTP scenarios result in a LoS 'B' or better. A LoS 'B' would not cause noticeable delays for commuters in the peak hour in Sydney.

Canterbury Road / Charles Street has future LoS 'F' during a typical weekday which is based on the worst movement (right turn movement out from Charles Street).

As per the AM peak, the model shows that the average intersection delay across all arms for the Canterbury Road / Charles Street intersection would be approximately one second for during the Christmas possession period with construction traffic and refined baseline TTP and the delay for the worst movement would be over eight minutes. This implies that the main (through) movement is operating with negligible delay and the level of service is being heavily influenced by the small volumes of traffic turning left and right out of Charles Street. As discussed above, this intersection is understood to be signalised in the near future, and therefore traffic will be able to leave Charles Street with reduced delay.

While the model is showing a level of service 'F' for the worst movement for the Canterbury Road / Charles Street intersection , the traffic conditions resulting from the construction traffic and refined baseline TTP scenarios during the Christmas period possession are less than a normal weekday peak at this intersection in the future. At the peak of construction, approximately 30 additional construction vehicle movements per hour would be added to the intersection across the approaches, which is less than 1 per cent of the total traffic. The impact of the preferred project on this intersection is considered negligible. The analysis forecasts that, with the exception of the Canterbury Road / Charles Street

intersection, acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possession.

3.7 Campsie Station

3.7.1 Road Network Operation and Intersection Performance

Seven intersections were modelled in the area surrounding Campsie Station.

Road Network Performance - AM Weekday Peak

Table 3.11 provides a summary of the intersection assessment undertaken for this station.

Table 3.11 Campsie Station Intersection Assessment – AM Peak

Campsie Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.10 Beamish Street / Ninth Avenue (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	1944	1990	1348	1364	1394
Average Delay per Vehicle (Average over all arms in seconds)	15	16	13	14	14
LoS (Overall)	B	B	A	A	A
DoS (Worst Movement)	0.69	0.71	0.47	0.45	0.50
B.11 Beamish Street / Clissold Parade (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	1641	1739	1118	1134	1216
Average Delay per Vehicle (Average over all arms in seconds)	28	38	11	11	12
LoS (Overall)	B	C	A	A	A
DoS (Worst Movement)	0.81	0.92	0.45	0.47	0.50
B.12 Beamish Street / South Parade (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	1632	1730	1106	1123	1204
Average Delay per Vehicle (Average over all arms in seconds)	21	29	18	18	22
LoS (Overall)	B	C	B	B	B
DoS (Worst Movement)	0.90	0.91	0.66	0.69	0.95

Campsie Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.11 Beamish Street / North Parade (Priority Controlled)[1]					**Year Capped: 2023**
Demand Flow (veh)	1593	1699	1094	1118	1200
Average Delay per Vehicle (Average over all arms in seconds)	2	3	2	2	2
Average Delay per vehicle (Worst Movement in seconds)	31	38	27	33	35
LoS (Overall)	C	C	B	C	C
DoS (Worst Movement)	0.71	0.72	0.30	0.37	0.37
H.12 Beamish Street / Amy Street (Signals)					**Year Capped: 2023**
Demand Flow (veh)	1257	1267	873	882	882
Average Delay per Vehicle (Average over all arms in seconds)	8	8	8	8	8
LoS (Overall)	A	A	A	A	A
DoS (Worst Movement)	0.51	0.52	0.35	0.36	0.36
H.13 Canterbury Road / Beamish Street (Signals)					**Year Capped: 2023**
Demand Flow (veh)	4642	4642	3143	3153	3153
Average Delay per Vehicle (Average over all arms in seconds)	38	38	32	32	32
LoS (Overall)	C	C	C	C	C
DoS (Worst Movement)	0.95	0.95	0.96	0.96	0.96

[1] This intersection has been modelled within a local network of Beamish Street/Clissold Street and Beamish Street/South Parade Street intersections in order to take the northbound and southbound gaps in the traffic flows into account.

Campsie Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.34 Ninth Avenue / Loch Street (Roundabout)					**Year Capped: 2023**
Demand Flow (veh)	2270	2301	1551	1551	1582
Average Delay per Vehicle (Average over all arms in seconds)	20	26	6	6	6
Average Delay per vehicle (Worst Movement in seconds)	44	63	8	8	8
LoS (Worst Movement)	D	E	A	A	A
DoS (Worst Movement)	0.97	1.01	0.51	0.51	0.53

For all seven intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario result in a LoS 'C' or better. A LoS 'C' would generally be considered reasonable during peak periods.

The traffic conditions resulting from the construction traffic and refined baseline TTP works during the Christmas period possession are generally equivalent or improved from a future typical weekday peak. The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possession.

Road Network Performance - PM Weekday Peak

Table 3.12 provides a summary of the intersection assessment undertaken for this station.

Table 3.12 Campsie Station Intersection Assessment – PM Peak

Campsie Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.10 Beamish Street / Ninth Avenue (Signals)					**Year Capped: 2023**
Demand Flow (veh)	2065	2111	1897	1913	1944
Average Delay per Vehicle (Average over all arms in seconds)	17	18	16	16	16
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.71	0.79	0.65	0.68	0.68
B.11 Beamish Street / Clissold Parade (Signals)					**Year Capped: 2023**
Demand Flow (veh)	1762	1860	1615	1630	1712
Average Delay per Vehicle (Average over all arms in seconds)	60	180	20	22	62
LoS (Overall)	E	F	B	B	E
DoS (Worst Movement)	1.05	1.35	0.85	0.87	1.06
B.12 Beamish Street / South Parade (Signals)					**Year Capped: 2023**
Demand Flow (veh)	1692	1790	1551	1568	1648
Average Delay per Vehicle (Average over all arms in seconds)	25	93	21	22	32
LoS (Overall)	B	F	B	B	C
DoS (Worst Movement)	0.96	1.79	0.93	0.92	0.91

Campsie Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.11 Beamish Street / North Parade (Priority Controlled)[2]		**Year Capped: 2023**			
Demand Flow (veh)	1609[3]	1545[4]	1508	1531	1614
Average Delay per Vehicle (Average over all arms in seconds)	2	3	2	2	3
Average Delay per vehicle (Worst Movement in seconds)	29	43	33	42	45
LoS (Overall)	C	D	C	C	D
DoS (Worst Movement)	0.72	0.67	0.68	0.70	0.66
H.12 Beamish Street / Amy Street (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	1399	1408	1286	1295	1295
Average Delay per Vehicle (Average over all arms in seconds)	17	19	11	11	11
LoS (Overall)	B	B	A	A	A
DoS (Worst Movement)	0.94	0.96	0.86	0.88	0.88
H.13 Canterbury Road / Beamish Street (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	4253	4252	3897	3907	3907
Average Delay per Vehicle (Average over all arms in seconds)	35	34	33	33	33
LoS (Overall)	C	C	C	C	C
DoS (Worst Movement)	0.94	0.92	0.92	0.93	0.93

[2] This intersection has been modelled within a local network of Beamish Street/Clissold Street and Beamish Street/South Parade Street intersections in order to take the northbound and southbound gaps in the traffic flows into account.
[3] Arrival flow is reduced by the model due to capacity constraint at oversaturated upstream lanes.
[4] Arrival flow is reduced by the model due to capacity constraint at oversaturated upstream lanes.

Campsie Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.34 Ninth Avenue / Loch Street (Roundabout)					**Year Capped: 2023**
Demand Flow (veh)	2518	2548	2309	2309	2340
Average Delay per Vehicle (Average over all arms in seconds)	21	26	12	12	13
Average Delay per vehicle (Worst Movement in seconds)	29	37	13	13	14
LoS (Worst Movement)	B	C	A	A	A
DoS (Worst Movement)	0.97	0.99	0.86	0.86	0.88

For six of the seven intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario result in a LoS 'D' or better. A LoS 'D' would generally be considered reasonable during peak periods.

The Beamish Street / Clissold Parade intersection is forecast to experience a deterioration in performance as a result of the addition of the refined baseline TTP. The intersection has a LoS of 'B' during the Christmas period possession with future and construction traffic, which worsens to a LoS 'E' with the addition of the refined baseline TTP traffic. The traffic conditions in the refined baseline TTP scenario are generally equivalent to a future typical weekday peak. The impacts of the preferred project are therefore considered to be negligible.

Whilst the Beamish Street / Clissold Parade intersection would have a Los E and be slightly over capacity in the evening peak, the preferred project is not predicted to result in impacts that would cause any significant disruption to travel through or around the project area. The forecast level of delay is typical of the minor works that frequently occur for road maintenance or works to revise intersection layouts.

3.8 Belmore Station

3.8.1 Road Network Operation and Intersection Performance

Four intersections were modelled in the area surrounding Belmore Station.

Road Network Performance - AM Weekday Peak

Table 3.13 provides a summary of the intersection assessment undertaken for this station.

Table 3.13 Belmore Station Intersection Assessment – AM Peak

Belmore Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.08 Burwood Road / Bridge Road (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	1760	1826	1190	1225	1256
Average Delay per Vehicle (Average over all arms in seconds)	12	21	3	4	4
Average Delay per Vehicle (Worst Movement in seconds)	322	679	48	54	59
LoS (Overall)	F	F	D	D	E
DoS (Worst Movement)	1.03	1.46	0.45	0.47	0.48
B.09 Burwood Road / Redman Parade (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	1813	1875	1228	1259	1290
Average Delay per Vehicle (Average over all arms in seconds)	4	5	2	2	2
Average Delay per Vehicle (Worst Movement in seconds)	93	130	27	29	32
LoS (Overall)	F	F	B	C	C
DoS (Worst Movement)	0.69	0.74	0.49	0.51	0.53
H.20 Burwood Road / Lakemba Street (Signals)					**Year Capped: 2023**
Demand Flow (veh)	2300	2202	1557	1587	1618
Average Delay per Vehicle (Average over all arms in seconds)	36	46	13	14	14
LoS (Overall)	C	D	A	A	A
DoS (Worst Movement)	0.97	1.03	0.49	0.49	0.48

Belmore Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.33 Canterbury Road / Burwood Road (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	2774	2774	1839	1863	1863
Average Delay per Vehicle (Average over all arms in seconds)	13	13	12	12	12
LoS (Overall)	A	A	A	A	A
DoS (Worst Movement)	0.91	0.91	0.92	0.91	0.91

For three of the four intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario result in a LoS 'C' or better. A LoS 'C' would generally be considered reasonable during peak periods.

Burwood Road / Bridge Road has a LoS 'D" for the worst movement during the Christmas period possession with construction traffic and refined baseline TTP. These traffic conditions are an improvement from a typical future weekday peak. The effects of the preferred project are therefore considered to be negligible.

The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possessions.

Road Network Performance - PM Weekday Peak

Table 3.14 provides a summary of the intersection assessment undertaken for this station.

Table 3.14 Belmore Station Intersection Assessment – PM Peak

Belmore Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.08 Burwood Road / Bridge Road (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	1787	1853	1638	1673	1703
Average Delay per Vehicle (Average over all arms in seconds)	14	24	8	11	12
Average Delay per Vehicle (Worst Movement in seconds)	297	644	118	214	241
LoS (Overall)	F	F	F	F	F
DoS (Worst Movement)	1.05	1.46	0.70	0.92	0.96
B.09 Burwood Road / Redman Parade (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	1795	1857	1646	1677	1707
Average Delay per Vehicle (Average over all arms in seconds)	4	5	3	3	4
Average Delay per Vehicle (Worst Movement in seconds)	103	152	65	75	87
LoS (Overall)	F	F	E	F	F
DoS (Worst Movement)	0.72	0.76	0.66	0.68	0.70
H.20 Burwood Road / Lakemba Street (Signals)					**Year Capped: 2023**
Demand Flow (veh)	2558	2442	2343	2373	2403
Average Delay per Vehicle (Average over all arms in seconds)	27	57	17	17	21
LoS (Overall)	B	D	B	B	B
DoS (Worst Movement)	0.90	1.12	0.64	0.66	0.75

Belmore Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.33 Canterbury Road / Burwood Road (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	3106	3106	2844	2869	2869
Average Delay per Vehicle (Average over all arms in seconds)	24	24	20	21	21
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.97	0.97	0.97	0.96	0.96

Two of the four intersections have a LoS 'B' during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario. A LoS 'B' would not cause noticeable delays for commuters in the peak hour in Sydney.

The remaining two intersections have a level of service 'F' in the Christmas period possession with construction traffic and refined baseline TTP. These traffic conditions are generally equivalent to a future typical weekday peak without any project related impacts. The impact of the preferred project on these intersections are therefore considered negligible. The analysis forecasts that, with the exception of the Burwood Road / Bridge Road and Burwood Road / Redman Parade intersections, acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possession.

3.9 Lakemba Station

3.9.1 Construction Haulage Routes

Construction vehicle volumes have been updated at the pedestrian crossing on The Boulevarde to reflect minor changes in construction access arrangements in the preferred project compared to the exhibited project. Construction vehicles would use The Boulevarde / Haldon Street intersection during construction of the preferred project. Seven construction vehicles are modelled turning into The Boulevarde West and five construction vehicles are modelled turning out of The Boulevarde. The pedestrian crossing is approximately 55 m west of the intersection on The Boulevarde. For consistency, construction vehicles were also added to the model for the pedestrian crossing.

3.9.2 Road Network Operation and Intersection Performance

Six intersections were modelled in the area surrounding Lakemba Station.

Road Network Performance - AM Weekday Peak

Table 3.15 provides a summary of the intersection assessment undertaken for this station.

Table 3.15 Lakemba Station Intersection Assessment – AM Peak

Lakemba Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.07 The Boulevarde / Haldon Street (Signals)					**Year Capped: 2023**
Demand Flow (veh)	2102	2171	1416	1453	1485
Average Delay per Vehicle (Average over all arms in seconds)	65	108	21	21	22
LoS (Overall)	E	F	B	B	B
DoS (Worst Movement)	1.05	1.21	0.58	0.61	0.65
H.07 Lakemba Street / Wangee Road (Signals)					**Year Capped: 2023**
Demand Flow (veh)	1729	1729	1158	1158	1158
Average Delay per Vehicle (Average over all arms in seconds)	18	18	18	18	18
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.92	0.92	0.89	0.89	0.89
H.08 Haldon Street / Railway Parade (Priority Controlled)					**Year Capped: 203**
Demand Flow (veh)	1511	1527	1036	1052	1052
Average Delay per Vehicle (Average over all arms in seconds)	20	32	5	5	5
Average Delay per Vehicle (Worst Movement in seconds)	186	326	28	32	32
LoS (Worst Movement)	F	F	B	B	B
DoS (Worst Movement)	1.03	1.22	0.47	0.47	0.47

Lakemba Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.09 Lakemba Street / Haldon Street (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	1929	1929	1312	1312	1312
Average Delay per Vehicle (Average over all arms in seconds)	15	15	14	14	14
LoS (Worst Movement)	B	B	A	A	A
DoS (Worst Movement)	0.59	0.59	0.37	0.37	0.37
H.10 Ped Crossing on The Boulevarde (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	1111	1154	745	756	788
Average Delay per Vehicle (Average over all arms in seconds)	4	4	3	3	3
LoS (Worst Movement)	A	A	A	A	A
DoS (Worst Movement)	0.46	0.46	0.29	0.30	0.32
H.21 Canterbury Road / Haldon Street (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	3051	3088	2036	2074	2074
Average Delay per Vehicle (Average over all arms in seconds)	12	13	11	13	13
LoS (Overall)	A	A	A	A	A
DoS (Worst Movement)	0.86	0.90	0.87	0.92	0.92

For all six intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario result in a LoS 'B' or better. A LoS 'B' would not cause noticeable delays for commuters in the peak hour in Sydney.

The traffic conditions resulting from the construction traffic and refined baseline TTP traffic during the Christmas period possession are generally equivalent or improved from a future typical weekday peak. The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas possession periods.

Road Network Performance - PM Weekday Peak

Table 3.16 provides a summary of the intersection assessment undertaken for this station.

Table 3.16 Lakemba Station Intersection Assessment – PM Peak

Lakemba Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.07 The Boulevarde / Haldon Street (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	2138	2206	1958	1995	2027
Average Delay per Vehicle (Average over all arms in seconds)	61	99	30	39	46
LoS (Overall)	E	F	C	C	D
DoS (Worst Movement)	1.10	1.18	0.93	0.99	1.03
H.07 Lakemba Street / Wangee Road (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	1900	1900	1741	1741	1741
Average Delay per Vehicle (Average over all arms in seconds)	20	20	19	19	19
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.90	0.90	0.89	0.89	0.89
H.08 Haldon Street / Railway Parade (Priority Controlled)		**Year Capped: 2023**			
Demand Flow (veh)	1526	1541	1400	1415	1415
Average Delay per Vehicle (Average over all arms in seconds)	22	31	12	14	14
Average Delay per Vehicle (Worst Movement in seconds)	177	271	72	100	100
LoS (Worst Movement)	F	F	E	F	F
DoS (Worst Movement)	1.06	1.18	0.82	0.91	0.91

Lakemba Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.09 Lakemba Street / Haldon Street (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	2105	2105	1931	1931	1931
Average Delay per Vehicle (Average over all arms in seconds)	13	13	13	13	13
LoS (Worst Movement)	A	A	A	A	A
DoS (Worst Movement)	0.57	0.57	0.50	0.50	0.50
H.10 Ped Crossing on The Boulevarde (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	1167	1210	1069	1080	837
Average Delay per Vehicle (Average over all arms in seconds)	3	4	3	3	3
LoS (Worst Movement)	A	A	A	A	A
DoS (Worst Movement)	0.38	0.42	0.35	0.36	0.31
H.21 Canterbury Road / Haldon Street (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	3370	3409	3087	3126	3126
Average Delay per Vehicle (Average over all arms in seconds)	15	15	14	16	16
LoS (Overall)	B	B	A	B	B
DoS (Worst Movement)	0.90	0.88	0.88	0.92	0.92

For four of the six intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario result in a LoS 'C' or better. A LoS 'C' would generally be considered reasonable during peak periods.

The intersection at The Boulevarde / Haldon Street has a LoS 'D' and the intersection at Haldon Street / Railway Parade has a LoS 'F' during the Christmas period possession with construction traffic and refined baseline TTP scenarios. Both of these intersections have improved traffic conditions compared to a future typical weekday peak. The impact of the preferred project is therefore considered to be negligible. The analysis forecasts that, with the exception of the Haldon Street / Railway Parade intersection, acceptable peak hourly intersection operation can be maintained with the addition of construction and TTP traffic during the Christmas possession periods.

3.10 Wiley Park Station

3.10.1 Construction Haulage Routes

Construction vehicle volumes have been updated at the King Georges Road / Lakemba Street intersection to reflect changes between the exhibited project and the preferred project. Construction vehicles would use the King Georges Road / Lakemba Street intersection. The modelling previously directed construction vehicles onto King Georges Road North. The SIDRA model has been updated to direct the eight construction vehicles per hour along the primary haulage route on Lakemba Street east.

3.10.2 Road Network Operation and Intersection Performance

Two intersections were modelled in the area surrounding Wiley Park Station.

Road Network Performance - AM Weekday Peak

Table 3.17 provides a summary of the intersection assessment undertaken for this station.

Table 3.17 Wiley Park Station Intersection Assessment – AM Peak

Wiley Park Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.06 King Georges Road / Lakemba Street (Signals)					**Year Capped: 2023**
Demand Flow (PCU)	6483	6528	4364	4409	4409
Average Delay per PCU (Overall)	30	30	17	17	18
LoS (Overall)	C	C	B	B	B
DoS (Worst Movement)	0.95	0.95	0.67	0.63	0.68
B.06 King Georges Road / The Boulevarde (Signals)					**Year Capped: 2023**
Demand Flow (PCU)	6468	6577	4368	4417	4477
Average Delay per PCU (Overall)	45	57	25	24	27
LoS (Overall)	D	E	C	C	C
DoS (Worst Movement)	0.98	0.96	0.64	0.64	0.68

For both of the intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario result in a LoS ‘C’ or better. A LoS ‘C’ would generally be considered reasonable during peak periods.

The traffic conditions resulting from construction traffic and refined baseline TTP traffic during the Christmas period possession are improved from a future typical weekday peak.

Road Network Performance - PM Weekday Peak

Table 3.18 provides a summary of the intersection assessment undertaken for this station.

Table 3.18 Wiley Park Station Intersection Assessment – PM Peak

Wiley Park Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.06 King Georges Road / Lakemba Street (Signals)					**Year Capped: 2023**
Demand Flow (PCU)	6277	6322	5746	5791	5791
Average Delay per PCU (Overall)	43	38	27	27	27
LoS (Overall)	D	C	B	B	B
DoS (Worst Movement)	0.96	0.98	0.86	0.86	0.86
B.06 King Georges Road / The Boulevarde (Signals)					**Year Capped: 2023**
Demand Flow (PCU)	6432	6511	5890	5939	5999
Average Delay per PCU (Overall)	50	53	37	39	43
LoS (Overall)	D	D	C	C	D
DoS (Worst Movement)	0.96	0.95	0.88	0.90	0.93

For King Georges Road / Lakemba Street, the increase in delay during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario results in a LoS 'C'. A LoS 'C' would generally be considered reasonable during peak periods.

The intersection at King Georges Road / The Boulevarde is a LoS 'D' during the Christmas period possession with construction traffic and refined baseline TTP, however the traffic conditions are improved from a future typical weekday peak. The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possessions.

3.11 Punchbowl Station

3.11.1 Road Network Operation and Intersection Performance

Four intersections were modelled in the area surrounding Punchbowl Station.

Road Network Performance - AM Weekday Peak

Table 3.19 provides a summary of the intersection assessment undertaken for this station.

Table 3.19 Punchbowl Station Intersection Assessment – AM Peak

Punchbowl Station – AM Peak					
Scenario	**Future (Typical week)**	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.04 Punchbowl Road / South Terrace (Signals)					**Year Capped: 2023**
Demand Flow (PCU)	2637	2709	1776	1788	1848
Average Delay per PCU (Overall)	75	85	22	23	23
LoS (Overall)	F	F	B	B	B
DoS (Worst Movement)	1.02	1.03	0.68	0.3	0.48
B.05 Punchbowl Road / The Boulevarde (Signals)					**Year Capped: 2023**
Demand Flow (PCU)	3153	3237	2112	2136	2196
Average Delay per PCU (Overall)	40	46	21	21	20
LoS (Overall)	C	D	B	B	B
DoS (Worst Movement)	0.99	1.05	0.72	0.71	0.74
H.05 Punchbowl Road / Rossmore Avenue (Priority Controlled)					**Year Capped: 2023**
Demand Flow (PCU)	1153	1189	819	825	855
Average Delay per PCU (Overall)	2	2	1	1	1
Average Delay per PCU (Worst Movement)	2	2	1	1	1
LoS (Worst Movement)	A	A	A	A	A
DoS (Worst Movement)	0.42	0.42	0.30	0.30	0.30
H.22 The Boulevarde / Arthur Street (Signals)					**Year Capped: 2023**
Demand Flow (PCU)	1574	1646	935	947	1007
Average Delay per PCU (Overall)	21	17	15	15	15
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.71	0.77	0.48	0.27	0.32

All four intersections modelled have a LoS ‘C’ or better during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario. A LoS ‘C’ would generally be considered reasonable during peak periods.

The traffic conditions resulting from the construction and refined baseline TTP traffic during the Christmas period possession are generally equivalent or improved from a future typical weekday peak. The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possessions.

Road Network Performance - PM Weekday Peak

Table 3.20 provides a summary of the intersection assessment undertaken for this station.

Table 3.20 Punchbowl Station Intersection Assessment – PM Peak

Punchbowl Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.04 Punchbowl Road / South Terrace (Signals)					**Year Capped: 2023**
Demand Flow (PCU)	2620	2662	2405	2417	2477
Average Delay per PCU (Overall)	33	35	27	28	28
LoS (Overall)	C	C	B	B	B
DoS (Worst Movement)	0.87	0.91	0.70	0.70	0.73
B.05 Punchbowl Road / The Boulevarde (Signals)					**Year Capped: 2023**
Demand Flow (PCU)	2969	3053	2725	2749	2809
Average Delay per PCU (Overall)	35	38	31	31	32
LoS (Overall)	C	D	C	C	C
DoS (Worst Movement)	0.87	0.93	0.83	0.82	0.84
H.05 Punchbowl Road / Rossmore Avenue (Priority Controlled)					**Year Capped: 2023**
Demand Flow (PCU)	1423	1459	1310	1316	1346
Average Delay per PCU (Overall)	2	2	2	2	2
Average Delay per PCU (Worst Movement)	2	2	2	2	2
LoS (Worst Movement)	A	A	A	A	A
DoS (Worst Movement)	0.48	0.48	0.44	0.44	0.44
H.22 The Boulevarde / Arthur Street (Signals)					**Year Capped: 2023**
Demand Flow (PCU)	1574	1646	1447	1459	1519
Average Delay per PCU (Overall)	17	17	15	15	15
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.71	0.77	0.60	0.55	0.59

All four intersections modelled have a LoS 'C' or better during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario. A LoS 'C' would generally be considered reasonable during peak periods.

The traffic conditions resulting from the construction traffic and refined baseline TTP traffic during the Christmas period possession are generally equivalent or improved from a future typical weekday peak. The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possessions.

3.12 Bankstown Station

3.12.1 Road Network Operation and Intersection Performance

Ten intersections were modelled in the area surrounding Bankstown Station.

Road Network Performance - AM Weekday Peak

Table 3.21 provides a summary of the intersection assessment undertaken for this station.

Table 3.21 Bankstown Station Intersection Assessment – AM Peak

Bankstown Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.01 South Terrace / Restwell Street (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	1299	1385	887	902	974
Average Delay per Vehicle (Average over all arms in seconds)	25	35	26	27	35
LoS (Overall)	B	C	B	B	C
DoS (Worst Movement)	0.64	0.79	0.47	0.47	0.63
B.02 Restwell Street / Raymond Street (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	1588	1612	1071	1079	1095
Average Delay per Vehicle (Average over all arms in seconds)	26	28	20	20	21
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.83	0.86	0.56	0.56	0.59
B.03 South Terrace / West Terrace (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	2550	2589	1689	1697	1727
Average Delay per Vehicle (Average over all arms in seconds)	30	31	28	28	28

Bankstown Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
LoS (Overall)	C	B	B	B	B
DoS (Worst Movement)	0.63	0.67	0.41	0.42	0.45
H.01 Meredith Street / Marion Street (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	2905	2905	1937	1937	1937
Average Delay per Vehicle (Average over all arms in seconds)	32	32	26	26	26
LoS (Overall)	C	C	B	B	B
DoS (Worst Movement)	0.90	0.91	0.61	0.61	0.61
H.02 Stacey Street / Wattle Street (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	5049	5064	3398	3413	3413
Average Delay per Vehicle (Average over all arms in seconds)	16	17	12	12	12
LoS (Overall)	B	B	A	A	A
DoS (Worst Movement)	0.81	0.89	0.67	0.67	0.67
H.03 North Terrace / Wattle Street (Roundabout)					**Year Capped: 2023**
Demand Flow (Veh)	2985	3001	1980	1995	1995
Average Delay per Vehicle (Average over all arms in seconds)	10	11	6	6	6
Average Delay per Vehicle (Worst Movement in seconds)	22	22	14	14	14
LoS (Worst Movement)	B	B	A	A	A
DoS (Worst Movement)	0.77	0.95	0.41	0.41	0.41
H.04 Stanley Street / Stacey Street (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	4885	4926	3295	3336	3336
Average Delay per Vehicle (Average over all arms in seconds)	26	28	21	22	22
LoS (Overall)	B	B	B	B	B

Bankstown Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
DoS (Worst Movement)	0.95	0.95	0.83	0.83	0.83
H.30 The Appian Way / North Terrace (Priority Controlled)					**Year Capped: 2023**
Demand Flow (Veh)	1387	1409	961	961	983
Average Delay per Vehicle (Average over all arms in seconds)	9	10	6	6	7
Average Delay per Vehicle (Worst Movement in seconds)	26	34	16	16	18
LoS (Worst Movement)	B	C	B	B	B
DoS (Worst Movement)	0.68	0.76	0.48	0.48	0.48
H.31 Marion Street / Oxford Avenue (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	2937	2937	1969	1969	1969
Average Delay per Vehicle (Average over all arms in seconds)	23	23	18	18	18
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.75	0.75	0.47	0.47	0.47
H.32 Marion Street / Greenwood Avenue (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	3741	3741	2488	2488	2488
Average Delay per Vehicle (Average over all arms in seconds)	33	33	27	27	27
LoS (Overall)	C	C	B	B	B
DoS (Worst Movement)	0.89	0.89	0.49	0.49	0.49

For all ten intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario result in a LoS 'C' or better. A LoS 'C' would generally be considered reasonable during peak periods.

All the intersections except for South Terrace / Restwell Street are predicted to operate more efficiently during the Christmas period possession with construction traffic and refined baseline TTP than on a typical weekday after accounting for general traffic growth, but no construction traffic or refined baseline TTP. As the operation of the intersection with construction traffic and refined baseline

TTP during the Christmas period possession is expected to be more efficient than the weekday future, the effects of the construction traffic and refined baseline TTP are considered to be negligible.

South Terrace / Restwell Street intersection is expected to have a worsened level of service in the Christmas period possession with construction traffic and refined baseline TTP than in the future weekday peak scenario (with no construction traffic or refined baseline TTP). The level of service for the worst case scenario in the Christmas period possession however is still only LOS 'C', and so is considered to be a minor impact at this intersection. The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and the refined baseline TTP traffic during the Christmas period possessions.

Road Network Performance - PM Weekday Peak

Table 3.22 provides a summary of the intersection assessment undertaken for this station.

Table 3.22 Bankstown Station Intersection Assessment – PM Peak

Bankstown Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
B.01 South Terrace / Restwell Street (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	1141	1229	1052	1067	1140
Average Delay per Vehicle (Average over all arms in seconds)	27	38	27	28	36
LoS (Overall)	B	C	B	B	C
DoS (Worst Movement)	0.61	0.79	0.57	0.58	0.75
B.02 Restwell Street / Raymond Street (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	1456	1479	1337	1345	1361
Average Delay per Vehicle (Average over all arms in seconds)	26	29	24	24	25
LoS (Overall)	B	C	B	B	B
DoS (Worst Movement)	0.82	0.86	0.75	0.77	0.79
B.03 South Terrace / West Terrace (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	2530	2568	2312	2319	2350
Average Delay per Vehicle (Average over all arms in seconds)	30	31	29	30	30
LoS (Overall)	C	C	C	C	C
DoS (Worst Movement)	0.69	0.74	0.62	0.63	0.69

Bankstown Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.01 Meredith Street / Marion Street (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	3054	3054	2798	2798	2798
Average Delay per Vehicle (Average over all arms in seconds)	42	42	36	36	36
LoS (Overall)	C	C	C	C	C
DoS (Worst Movement)	0.92	0.92	0.84	0.84	0.84
H.02 Stacey Street / Wattle Street (Signals)					**Year Capped: 2018**
Demand Flow (Veh)	6058	6074	5551	5567	5567
Average Delay per Vehicle (Average over all arms in seconds)	39	40	39	39	39
LoS (Overall)	C	C	C	C	C
DoS (Worst Movement)	1.10	1.10	0.90	0.91	0.91
H.03 North Terrace / Wattle Street (Roundabout)					**Year Capped: 2023**
Demand Flow (Veh)	2664	2680	2436	2452	2452
Average Delay per Vehicle (Average over all arms in seconds)	20	20	11	11	11
Average Delay per Vehicle (Worst Movement in seconds)	81	81	29	29	29
LoS (Worst Movement)	F	F	C	C	C
DoS (Worst Movement)	0.99	0.99	0.78	0.78	0.78
H.04 Stanley Street / Stacey Street (Signals)					**Year Capped: 2017**
Demand Flow (Veh)	5631	5672	5159	5201	5201
Average Delay per Vehicle (Average over all arms in seconds)	18	27	13	13	13
LoS (Overall)	B	B	A	A	A
DoS (Worst Movement)	1.10	1.24	0.90	0.88	0.88

Bankstown Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.30 The Appian Way / North Terrace (Priority Controlled)					**Year Capped: 2022**
Demand Flow (Veh)	1490	1511	1369	1369	1390
Average Delay per Vehicle (Average over all arms in seconds)	27	52	15	15	30
Average Delay per Vehicle (Worst Movement in seconds)	121	267	54	54	137
LoS (Worst Movement)	F	F	D	D	F
DoS (Worst Movement)	1.07	1.25	0.93	0.93	1.09
H.31 Marion Street / Oxford Avenue (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	2891	2891	2652	2652	2652
Average Delay per Vehicle (Average over all arms in seconds)	17	17	15	15	15
LoS (Overall)	B	B	B	B	B
DoS (Worst Movement)	0.90	0.90	0.87	0.87	0.87
H.32 Marion Street / Greenwood Avenue (Signals)					**Year Capped: 2023**
Demand Flow (Veh)	3923	3923	3594	3594	3594
Average Delay per Vehicle (Average over all arms in seconds)	29	30	29	29	30
LoS (Overall)	C	C	C	C	C
DoS (Worst Movement)	0.90	0.91	0.90	0.91	0.91

For nine of the ten intersections modelled near Bankstown, the increase in delay during the Christmas period possession resulting from future traffic growth, construction traffic and refined baseline TTP scenario result in a LoS 'C' or better. A LoS 'C' would generally be considered reasonable during peak periods.

The Appian Way / North Terrace is forecast to have a level of service 'F' with the introduction of future traffic volumes. Construction traffic does not affect the intersection, but the refined baseline TTP travels along the Appian Way and onto North Terrace. The increase in average delay for the whole intersection only increases by approximately three seconds when comparing a typical future weekday to the Christmas period possession with construction traffic and refined baseline TTP.

The worst movement is the right turn from The Appian Way onto North Terrace with a delay of two minutes on a typical weekday in the future. The delay on this movement is only increased by about 16 seconds in Christmas period possession with construction traffic and refined baseline TTP. The

impacts of the preferred project is therefore considered to be negligible. The analysis forecasts that, with the exception of the Appian Way / North Terrace intersection, acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possessions.

3.13 Regents Park Station

3.13.1 Road Network Operation and Intersection Performance

One intersection was modelled in the area surrounding Regents Park Station. Although no construction works would occur at this location as part of the preferred project, refined baseline TTP buses would operate to this station and may affect these intersections.

Road Network Performance - AM and PM Weekday Peak

Table 3.23 and **Table 3.24** below shows a summary of the intersection assessment undertaken for this station.

Table 3.23 Regents Park Station Intersection Assessment – AM Peak

Regents Park Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.35 Auburn Road / Amy Street (Roundabout)					**Year Capped: 2023**
Demand Flow (veh)	2433	2446	1670	No Vehicles	1683
Average Delay per Vehicle (Average over all arms in seconds)	13	14	7		7
Average Delay per vehicle (Worst Movement in seconds)	18	18	9		9
LoS (Overall)	B	B	A		A
DoS (Worst Movement)	0.81	0.82	0.45		0.47

Table 3.24 Regents Park Station Intersection Assessment – PM Peak

Regents Park Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.35 Auburn Road / Amy Street (Roundabout)					**Year Capped: 2023**
Demand Flow (veh)	2193	2205	2013	No Vehicles	2025
Average Delay per Vehicle (Average over all arms in seconds)	10	10	9		9
Average Delay per vehicle (Worst Movement in seconds)	12	13	10		11
LoS (Overall)	A	A	A		A
DoS (Worst Movement)	0.65	0.65	0.58		0.58

In the AM and PM peak the increase in delay during the Christmas period possession resulting from future traffic growth and refined baseline TTP scenario result in an overall LoS 'A' for the intersection. The operation of the intersection with refined baseline TTP in both peaks during the Christmas period possession is also expected to be more efficient than the weekday future. The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possessions.

3.14 Lidcombe Station

3.14.1 Road Network Operation and Intersection Performance

Four intersections were modelled in the area surrounding Lidcombe Station. Although no construction works would occur at this location as part of the preferred project, refined baseline TTP buses would operate to this station and may affect these intersections.

Road Network Performance - AM Weekday Peak

Table 3.25 shows a summary of the intersection assessment undertaken for this station.

Table 3.25 Lidcombe Station Intersection Assessment – AM Peak

Lidcombe Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.26 Joseph Street / Georges Ave (Signals)					**Year Capped: 2023**
Demand Flow (veh)	5914	5928	3938	No Vehicles	3952
Average Delay per Vehicle (Average over all arms in seconds)	20	20	20		20
LoS (Overall)	B	B	B		B
DoS (Worst Movement)	0.96	0.96	0.88		0.92
H.27 Olympic Drive / Joseph Street (Signals)					**Year Capped: 2023**
Demand Flow (veh)	5117	5131	3414	No Vehicles	3428
Average Delay per Vehicle (Average over all arms in seconds)	5	5	5		5
LoS (Overall)	A	A	A		A
DoS (Worst Movement)	0.76	0.78	0.51		0.53
H.28 Vaughan Street / Joseph Street (Signals)					**Year Capped: 2023**
Demand Flow (veh)	1453	1468	997	No Vehicles	1012
Average Delay per Vehicle (Average over all arms in seconds)	13	13	11		11
LoS (Overall)	A	A	A		A
DoS (Worst Movement)	0.80	0.80	0.52		0.57
H.29 Olympic Drive / Church Street (Signals)					**Year Capped: 2023**
Demand Flow (veh)	5367	5381	3579	No Vehicles	3593
Average Delay per Vehicle (Average over all arms in seconds)	41	49	20		22
LoS (Overall)	C	D	B		B
DoS (Worst Movement)	0.96	0.98	0.63		0.65

All four intersections modelled have a LoS 'B' or better during the Christmas period possession resulting from future traffic growth and refined baseline TTP scenario. A LoS 'B' would not cause noticeable delays for commuters in the peak hour in Sydney.

The traffic conditions resulting from the refined baseline TTP during the Christmas period possession are generally equivalent or improved from a future typical weekday peak. The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and TTP traffic during the Christmas period possessions.

Road Network Performance - PM Weekday Peak

Table 3.26 provides a summary of the intersection assessment undertaken for this station.

Table 3.26 Lidcombe Intersection Assessment – PM Peak

Lidcombe Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.26 Joseph Street / Georges Ave (Signals)					**Year Capped: 2023**
Demand Flow (veh)	5856	5871	5366	No Vehicles	5380
Average Delay per Vehicle (Average over all arms in seconds)	25	25	25		25
LoS (Overall)	B	B	B		B
DoS (Worst Movement)	0.91	0.94	0.90		0.91
H.27 Olympic Drive / Joseph Street (Signals)					**Year Capped: 2023**
Demand Flow (veh)	4967	4981	4550	No Vehicles	4564
Average Delay per Vehicle (Average over all arms in seconds)	6	6	6		6
LoS (Overall)	A	A	A		A
DoS (Worst Movement)	0.72	0.73	0.66		0.67
H.28 Vaughan Street / Joseph Street (Signals)					**Year Capped: 2023**
Demand Flow (veh)	1591	1606	1460	No Vehicles	1475
Average Delay per Vehicle (Average over all arms in seconds)	14	14	14		14
LoS (Overall)	B	B	A		A
DoS (Worst Movement)	0.56	0.58	0.52		0.54

Lidcombe Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.29 Olympic Drive / Church Street (Signals)		**Year Capped: 2023**			
Demand Flow (veh)	5306	5320	4859	No Vehicles	4873
Average Delay per Vehicle (Average over all arms in seconds)	56	65	43		48
LoS (Overall)	D	E	D		D
DoS (Worst Movement)	0.94	0.97	0.86		0.89

For three of the four intersections modelled, the increase in delay during the Christmas period possession resulting from future traffic growth and refined baseline TTP scenario result in a LoS 'B' or better. A LoS 'B' would not cause noticeable delays for commuters in the peak hour in Sydney.

The intersection at Olympic Drive / Church Street has a LoS 'D' in the Christmas period possession with refined baseline TTP. These traffic conditions are an improvement from a future typical weekday peak. The impacts of the preferred project are therefore considered to be negligible. The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possessions.

3.15 Birrong Station

3.15.1 Road Network Operation and Intersection Performance

One intersection was modelled in the area surrounding Birrong Station. Although no construction works would occur at this location as part of the preferred project, refined baseline TTP buses would operate to this station and may affect these intersections.

Road Network Performance - AM and PM Weekday Peak

Table 3.27 and **Table 3.28** provide a summary of the intersection assessments undertaken for this station.

Table 3.27 Birrong Station Intersection Assessment – AM Peak

Birrong Station – AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.44 Auburn Road / Moller Avenue (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	1396	1437	944	No Vehicles	985
Average Delay per Vehicle (Average over all arms in seconds)	1	1	0		0
Average Delay per Vehicle (Worst Movement in seconds)	41	47	17		19
LoS (Worst Movement)	C	D	B		B
DoS (Worst Movement)	0.39	0.41	0.25		0.3

Table 3.28 Birrong Station Intersection Assessment – PM Peak

Birrong Station – PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.44 Auburn Road / Moller Avenue (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	1440	1481	1319	No Vehicles	1359
Average Delay per Vehicle (Average over all arms in seconds)	0	0	0		0
Average Delay per Vehicle (Worst Movement in seconds)	28	31	23		25
LoS (Worst Movement)	B	C	B		B
DoS (Worst Movement)	0.40	0.42	0.37		0.39

In the AM and PM peak the increase in delay during the Christmas period possession resulting from future traffic growth and refined baseline TTP scenario result in a LoS 'B' for the worst movement. A LoS 'B' would not cause noticeable delays for commuters in the peak hour in Sydney.

The operation of the intersection with refined baseline TTP in both peaks during the Christmas period possession is expected to be more efficient than the weekday future. Therefore the impacts of the construction traffic and refined baseline TTP are considered to be negligible. The analysis concludes that acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possessions.

3.16 Yagoona Station

3.16.1 Road Network Operation and Intersection Performance

Two intersections were modelled in the area surrounding Yagoona Station. Although no construction works would occur at this location as part of the preferred project, refined baseline TTP buses would operate to this station and may affect these intersections.

Road Network Performance - AM and PM Weekday Peak

Table 3.29 and **Table 3.30** provide a summary of the intersection assessments undertaken for this station.

Table 3.29 Yagoona Station Intersection Assessment – AM Peak

Yagoona Station– AM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.42 Chapel Rd / Hume Hwy (Signals)					**Year Capped: 2023**
Demand Flow (veh)	4666	4706	3159	No Vehicles	3199
Average Delay per Vehicle (Average over all arms in seconds)	36	42	34		36
LoS (Overall)	C	C	C		C
DoS (Worst Movement)	0.83	0.90	0.56		0.59
H.43 Church Rd / Hume Hwy (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	4426	4467	2963	No Vehicles	3004
Average Delay per Vehicle (Average over all arms in seconds)	19	27	3		7
Average Delay Per Vehicle (Worst Movement in seconds)	943	778	612		574
LoS (Overall)	F	F	F		F
DoS (Worst Movement)	1.1	1.76	0.91		0.91

Table 3.30 Yagoona Intersection Assessment – PM Peak

Yagoona Station– PM Peak					
Scenario	**EIS**		**Preferred Project**		
	Future (Typical week)	**Future + Construction + Refined Baseline TTP (Typical week)**	**Future (Christmas Period Possession)**	**Future + Construction (Christmas period possession)**	**Future + Construction + Refined Baseline TTP (Christmas period possession)**
H.42 Chapel Rd / Hume Hwy (Signals)					**Year Capped: 2023**
Demand Flow (veh)	5591	5632	5126		5168
Average Delay per Vehicle (Average over all arms in seconds)	38	41	35	No Vehicles	37
LoS (Overall)	C	C	C		C
DoS (Worst Movement)	0.89	0.89	0.91		0.91
H.43 Church Rd / Hume Hwy (Priority Controlled)					**Year Capped: 2023**
Demand Flow (veh)	4614	4655	4225		4265
Average Delay per Vehicle (Average over all arms in seconds)	4	23	3		8
Average Delay Per Vehicle (Worst Movement in seconds)	284	929	311	No Vehicles	315
LoS (Overall)	F	F	F		F
DoS (Worst Movement)	0.91	1.79	0.91		1.1

In the AM and PM peak for Chapel Road / Hume Highway, the increase in delay during the Christmas period possession resulting from future traffic growth haulage traffic and refined baseline TTP scenario result in an overall LoS 'C'. A LoS 'C' would generally be considered reasonable during peak periods.

Church Road / Hume Highway has a LoS 'F' in the Christmas period possession with refined baseline TTP. In the AM peak the operation of the intersection is more efficient than a typical weekday in the future. The effects of the preferred project in the AM peak are therefore considered negligible.

In the PM peak the Christmas period possession with refined baseline TTP leads to an increase in average delay of just over 30 seconds when compared to a normal weekday in the future. Monitoring of the conditions and efficiency of the refined baseline TTP would be required. Potential mitigations may be required if there are found to be significant delays for existing traffic including alternate routes for some or all refined baseline TTP routes. The analysis forecasts that, with the exception of the Church Road / Hume Highway intersection, acceptable peak hourly intersection operation can be maintained with the addition of construction and refined baseline TTP traffic during the Christmas period possessions.

3.17 Additional Works Requiring Station Closures

3.17.1 Introduction

The construction of the preferred project would also require the closure of up to three stations for up to two months to complete station works.

During the station closures, the T3 Bankstown Line trains would still operate (with the exception of planned weekend or night possessions as described in Section 2.6), however passengers would be unable to board or alight at the closed stations. The station works may potentially be completed at two to three neighbouring stations (i.e. Dulwich Hill and Marrickville Station) at the same time and would require TTP buses for passengers to get to the nearest operational stations.

The TTP buses would utilise the refined baseline TTP routes, as outlined in the EIS Technical Paper 1. It should be noted that the number of TTP buses required during station closures would be lower than assumed in EIS Technical Paper 1 during a full-line closures as the majority of the passengers would still be able to use the train. It is only passengers who usually board or alight at the closed stations that would be impacted by the closures, and so a reduced capacity TTP would be needed. As such, for the purpose of a worst case assessment, impacts have been interpolated as being between the future typical weekday scenario with construction vehicles and the refined baseline TTP scenario with between 15 and 55 buses per hour in each direction plus the construction traffic. Although mitigation has been identified on this worse case assessment, the mitigation requirements would be reviewed and guided by the TTS.

In addition, the potential impact to parking at stations adjacent to the closed stations is discussed below.

For the purposes of assessment the following scenarios of the stations that may be closed simultaneously have been assumed as follows:

- Marrickville and Dulwich Hill and Station closure scenario
- Hurlstone Park and Canterbury Station closure scenario
- Campsie and Belmore Station closure scenario
- Lakemba and Punchbowl Station closure scenario.

The program of station closures would continue to be developed and the temporary transport approach managed in line with the TTS. Whilst the final sequence may differ in order, or with different combinations of station closures, the impacts are expected to be equivalent to that assessed below.

The assessment of the above scenarios is provided below.

3.17.2 Marrickville and Dulwich Hill Station Closures

During the Marrickville / Dulwich Hill Station closure scenario there would be TTP buses carrying passengers to Hurlstone Park and Sydenham stations. Our assessment of the impacts of these TTP buses, in combination with construction traffic, is provided below. This assessment references back to the assessment provided for the refined baseline TTP, in EIS Technical Paper 1.

3.17.2.1 Sydenham Station

At Sydenham Station intersections modelled operate as a LoS C or better in all scenarios with the refined baseline TTP traffic, therefore under the Marrickville / Dulwich Hill Station closure scenario the intersections would continue to operate with no significant delay or impact.

3.17.2.2 Marrickville Station

At Marrickville Station the Marrickville Road / Victoria Road intersection is expected to operate at LoS D and LoS F in the construction traffic and refined baseline TTP scenarios, respectively. Therefore during this scenario the intersection is likely to perform at a LoS E and cause some noticeable delay to drivers in the AM peak. All other intersections operate at LoS C or better with refined baseline TTP traffic and would also operate in this scenario without any significant delay to road users.

To mitigate the predicted delay at Marrickville Road / Victoria Road intersection, an additional signal phase for the Marrickville west approach and east approach was proposed as part of the

recommended mitigations in EIS Technical Paper 1, subject to RMS approval. This mitigation would be considered for this scenario should the bus volumes during these station closures reflect those of the refined baseline TTP. Such mitigation could bring the average delay to less than 10 seconds over the future typical weekday peak conditions.

3.17.2.3 Dulwich Hill Station

At Dulwich Hill Station the Wardell Road / Ewart St, Wardell Road / Dudley St and Wardell Road / Marrickville Road intersections operate at LoS E or worse in the refined baseline TTP scenarios and are discussed further below in the context of the Marrickville / Dulwich Hill Station closure scenario.

The Wardell Road / Ewart St intersection operates at LoS F in both the construction traffic and refined baseline TTP scenarios in the AM peak. It is likely that this intersection would remain at LoS F during the Marrickville / Dulwich Hill Station closure scenario, with significant additional delay compared to the future typical weekday AM peak conditions. In the PM peak the intersection would likely run at a borderline LoS E / F with a marginal increase in delay. To mitigate this potential impact in this scenario an additional signal phase for the Ewart St north approach and Wardell Road east approach in the AM and PM peaks respectively could be considered, as described for the exhibited project in EIS Technical Paper 1, subject to RMS approval. This would reduce the impact of the TTP buses in this scenario to minor.

The Wardell Road / Dudley St intersection operates at a LoS E and LoS F in the construction traffic and refined baseline TTP scenarios respectively in both the AM and PM peaks. It is expected that this intersection would operate at a LoS F and LoS E in the AM and PM peaks respectively in the Marrickville / Dulwich Hill Station closure scenarios. This is likely to cause a negligible impact to the delay experienced by drivers and passengers on a typical day, and so it is not proposed to develop a specific mitigation for this scenario. However mitigation requirements would be reviewed and guided by the TTS.

In the AM peak the Wardell Road / Marrickville Road intersection operates at LoS E and LoS F in the construction traffic and refined baseline TTP scenarios respectively. It is expected that this intersection would likely operate at LoS F during Marrickville / Dulwich Hill Station closure scenario. In the PM peak the intersection operates at LoS C and LoS E in the construction traffic and refined baseline TTP scenarios respectively. In the Marrickville / Dulwich Hill Station closure scenario it is expected that the intersection would run at a LoS D with negligible delay to drivers or passengers. Within EIS Technical Paper 1 several mitigations were proposed for this intersection during the refined baseline TTP. These were phasing changes, revisions to the lane utilisations and phase timings, subject to RMS approval. These mitigations would also be appropriate for consideration for this scenario, and would result in the forecast AM peak impacts being minimised.

All other intersections operate at LoS D or better with refined baseline TTP buses and would operate without any significant delay to drivers or passengers during Marrickville / Dulwich Hill Station closure scenario.

3.17.2.4 Hurlstone Park Station

At Hurlstone Park Station intersections modelled operate at a LoS C or better in the construction traffic and refined baseline TTP scenarios respectively, therefore there would be negligible impact during the Marrickville / Dulwich Hill Station closure scenario.

A key consideration during the Marrickville / Dulwich Hill Station closure scenario is that there are 50 commuter parking spaces at Hurlstone Park Station and 1,208 spaces in the surrounding area. Of the parking space available, the off-street parking is 100 per cent utilised and the on-street parking is 54 per cent utilised. Therefore some commuters who usually drive to Dulwich Hill Station would have space to park near Hurlstone Park Station, but this may result in others having to park further away from Hurlstone Park Station or utilise the TTP buses from Dulwich Hill Station.

3.17.3 Hurlstone Park and Canterbury Station Closures

During the Hurlstone Park / Canterbury Station closure scenario there would be TTP buses carrying passengers to Dulwich Hill and Campsie stations. Our assessment of the impacts of these buses TTP, in combination with construction traffic, is provided below. This assessment references back to the

assessment provided of the refined baseline TTP, in combination with construction traffic, provided in EIS Technical Paper 1.

3.17.3.1 Dulwich Hill Station

A key consideration during the Hurlstone Park / Canterbury Station closure scenario is that there are 55 commuter parking spaces in Dulwich Hill Station and 1,330 spaces in the surrounding area. Of the parking space available, the off-street parking is 100 per cent utilised and the on-street parking is 73 per cent utilised. Therefore some commuters who usually drive to Hurlstone Park Station would have space to park near Dulwich Hill Station, but this may result in others having to park further away from Dulwich Hill Station, or utilise the TTP buses from Hurlstone Park Station.

Intersection impacts would be the same as discussed above in **Section 3.17.2.3**.

3.17.3.2 Hurlstone Park Station

At Hurlstone Park Station all surrounding intersections operate at LoS C or with the refined baseline TTP traffic, therefore it is forecast that there would be negligible impact during the Hurlstone Park / Canterbury Station closure scenario.

3.17.3.3 Canterbury Station

At Canterbury Station the Canterbury Road / Charles St intersection is forecast to operates at LoS F in the construction traffic and refined baseline TTP scenarios in both the AM and PM peaks. Therefore during the implementation of Hurlstone Park / Canterbury Station closure scenario the intersection is forecast to continue to operate at LoS F with a significant delay of approximately 60 seconds in addition to the future typical weekday PM peak intersection delay (approximately five minutes). This delay occurs as Charles Street is priority controlled, and temporary traffic control to assist TTP buses leaving Charles Street could be considered to deliver greater efficiency to the replacement buses, subject to RMS approval. However, as noted above, this intersection would potentially be signalled prior to when construction for the project would occur, and so there may be significantly reduced delays for both the baseline and the incremental delay associated with the preferred project.

All other intersections operate at LoS D or better with refined baseline TTP traffic and would operate without any significant delay during this phase.

3.17.3.4 Campsie Station

There are 138 commuter parking spaces in Campsie Station and 1,541 spaces in the surrounding area. Of the parking space available, the off-street parking is 100 per cent utilised and the on-street parking is 85 percent utilised. Therefore some commuters who usually drive to Canterbury Station would have space to park near Campsie Station, but this may result in others having to park further away from Campsie Station or utilise the TTP buses from Canterbury Station.

Intersection impacts are as assessed above in **Section 3.17.4.2**.

3.17.4 Belmore and Campsie Station Closures

During the Campsie / Belmore Station closure scenario there would be TTP buses carrying passengers to Lakemba and Canterbury stations. Our assessment of the impacts of these TTP buses, in combination with construction traffic, is provided below. This assessment references back to the assessment provided of the refined baseline TTP, in combination with construction traffic, provided in EIS Technical Paper 1.

3.17.4.1 Canterbury Station

There are 32 commuter parking spaces in Canterbury Station and 849 spaces in the surrounding area. The off-street parking is 84 per cent utilised and the on-street parking is 59 per cent utilised. Therefore some commuters who usually drive to Campsie Station would have space to park near Canterbury Station, but this may result in others having to park further away from Campsie Station or utilise the TTP buses from Campsie Station.

Intersection impacts are as assessed above in **Section 3.17.3.3**.

3.17.4.2 Campsie Station

At Campsie Station the Beamish St / Ninth Ave, Beamish St / South Parade, Beamish St / North Parade and Ninth Ave / Loch St intersections are forecast to operate at LoS E or worse in the refined baseline TTP scenarios in either the AM or PM peaks and are discussed further below in the context of the Campsie / Belmore Station closure scenario.

The Beamish St / Clissold Parade intersection would operate at LoS E and LoS F in the construction traffic and refined baseline TTP scenarios respectively in the PM peak, and therefore it is forecast that the intersection would operate at LoS E / F during the Campsie / Belmore Station closure scenario. The impact of this scenario would be a delay of up to approximately 60-90 seconds, however, as outlined above, the actual delay in these periods is likely to be less as this is a worst case assessment. Mitigation requirements would be reviewed and guided by the TTS.

The Beamish St / South Parade intersection operates at LoS B and LoS F in the construction traffic and refined baseline TTP scenarios respectively in the PM peak. Given the low number of replacement buses likely to be needed during the Campsie / Belmore Station closure scenario, the impact of this scenario would be closer to the construction traffic scenario, and therefore result in LoS C or D, and so the impact would therefore be negligible.

The Beamish St / North Parade intersection operates at LoS F in the construction traffic and refined baseline TTP scenario in the PM peak. The effect of the Campsie / Belmore Station closure scenario would be some 60 seconds of delay which is borderline LoS E / F, however, as outlined above, the actual delay in these periods is likely to be less as this is a worst case assessment. Mitigation requirements would be reviewed and guided by the TTS.

The Ninth Ave / Loch St intersection operates at LoS D and LoS E in the construction traffic and refined baseline TTP scenarios respectively in the AM peak. It is likely that this intersection would operate at a LoS D during the Campsie / Belmore Station closure scenario which would result in a minor impact to this intersection.

All other intersections operate at LoS D or better with refined baseline TTP traffic and would operate without any significant delay during the Campsie / Belmore Station closure scenario.

3.17.4.3 Belmore Station

At Belmore Station the Burwood Rd / Bridge Rd, Burwood Rd / Redman Parade and Burwood Rd / Lakemba St intersections operate at LoS F in the refined baseline TTP scenarios in both the AM and PM peaks and are discussed further below in the context of the Campsie / Belmore Station closure scenario.

The Burwood Rd / Bridge Rd intersection operates at LoS F in both the construction traffic and refined baseline TTP scenarios in the AM and PM Peaks and would remain at LoS F during the Campsie Belmore Station closure scenario with significant additional delay compared to the future typical weekday conditions. To mitigate this the through and right turn movements from Bridge Rd could be temporarily banned to reduce the impact.

The Burwood Rd / Redman Parade intersection operates at LoS F in both the construction traffic and refined baseline TTP scenarios in the AM and PM peaks and would remain at LoS F during the Campsie / Belmore Station closure scenario with significant additional delay (30-45 seconds) compared to the typical weekday conditions.

In the AM peak the Burwood Rd / Lakemba St intersection operates at LoS C and LoS F in the construction traffic and refined baseline TTP scenarios respectively and would likely operate at LoS D during the Campsie / Belmore Station closure scenario. In the PM peak the intersection operates at LoS B and LoS F in the construction and refined baseline TTP scenarios respectively. In the Campsie / Belmore Station closure scenario it is expected that the intersection would run at a LoS D with negligible delay to commuters. To mitigate this, optimum phase times could be considered to better allocate green time against increased traffic volumes. The dual movement through and right turn lane from Lakemba St west could also be temporarily changed to a right only due to the very high right turn flows.

The mitigations discussed above are the same mitigations as identified in EIS Technical Paper 1, subject to RMS approval.

All other intersections operate at LoS B or better with the refined baseline TTP traffic and would operate without any significant impact during the Campsie / Belmore Station closure scenario.

3.17.4.4 Lakemba Station

At Lakemba Station The Boulevarde / Haldon St and Haldon St / Railway Parade intersections operate at LoS F in the refined baseline TTP scenarios in both the AM and PM peaks and are discussed further below in the context of the Campsie / Belmore Station closure scenario.

The Boulevarde / Haldon St intersection is forecast to operate at LoS E in the future typical weekday scenarios, and this deteriorates to LoS F when construction traffic and refined baseline TTP scenarios are added. In the Campsie / Belmore Station closure scenario this would also be expected to be LoS F with an additional average delay to road users of about 30 seconds, which is a minor impact on top of the 'baseline' 60 and 90 seconds (in the AM and PM respectively).

The Haldon St / Railway Parade intersection is forecast to operate at LoS F in the future regardless of any construction impacts of the preferred project. The modelling in EIS Technical Paper 1 showed that the delay would increase above this already congested level when the construction traffic and refined baseline TTP was added without mitigation. However, as shown in Technical Paper 1, if the intersection is signalised then the delay would reduce and the revised intersection is forecast to operate at LoS B. As such, if this mitigation measure is employed during the Campsie / Belmore Station closure scenario, impacts to this intersection would be considered negligible.

The mitigations discussed above are the same mitigations as identified in EIS Technical Paper 1, and are included within the scope of mitigations proposed within the EIS, subject to RMS approval.

There are 138 commuter parking spaces in Lakemba Station and 1,498 spaces in the surrounding area. Of the parking space available, the off-street parking is 86 per cent utilised and the on-street parking is 85 per cent utilised. Therefore there is limited opportunity for commuters who usually drive to Belmore Station to park near Lakemba Station. As a result it is likely that the parking would reach capacity earlier at Lakemba than normal during Campsie / Belmore Station closure scenario, and those arriving later would need to park further away and walk or utilise the TTP buses from Belmore Station.

3.17.5 Lakemba and Punchbowl Station Closures

During the Lakemba / Punchbowl Station closure scenario there would be TTP buses carrying passengers to Wiley Park Station. Our assessment of the impacts of these TTP buses, in combination with construction traffic, is provided below. This assessment references back to the assessment provided of the refined baseline TTP, in combination with construction traffic, provided in EIS Technical Paper 1.

3.17.5.1 Lakemba Station

The effects of the closure on intersections at Lakemba are as described in the previous section.

There are 138 commuter parking spaces in Lakemba station and 1498 spaces in the surrounding area. Of the parking space available, the off-street parking is 86 per cent utilised and the on-street parking is 85 per cent utilised. Therefore commuters who usually drive to Belmore Station would have space to park near Lakemba station and others are able to either park further away and walk or utilise the TTP buses from Belmore Station.

3.17.5.2 Wiley Park Station

At Wiley Park Station all surrounding intersections operate at LoS D or better in all scenarios with the refined baseline TTP traffic, therefore it can be assumed that intersections would operate with no significant delay during the Lakemba / Punchbowl Station closure scenario.

There are no commuter parking spaces at Wiley Park Station, however there are 746 spaces in the surrounding area. Of the parking space available, the off-street parking is 60 per cent utilised and the on-street parking is 63 per cent utilised. Therefore some commuters who usually drive to either Punchbowl or Lakemba stations would have space to park near Wiley Park station and others are able to either park further away and walk or utilise the TTP buses from Punchbowl or Lakemba stations.

3.17.5.3 Punchbowl Station

At Punchbowl Station the Punchbowl Rd / South Terrace intersection operates at LoS F in the future typical weekday without any project related construction or TTP buses during the AM peak. Modelling in EIS Technical Paper 1 showed that there is a negligible further intersection delay when construction and TTP vehicles are added, so the impact of Lakemba / Punchbowl Station closure scenario would also be negligible. In the PM there would be similarly negligible impact with the intersection operating at LoS C.

The intersection impact assessment is as reported above.

3.17.6 Conclusion

The assessment has shown that the potential impact of the stations closures on the road network and parking availability would generally be negligible, however, in some cases some mitigation would need to be considered to achieve an acceptable level of impact. Mitigation requirements would be reviewed and guided by the TTS.

4.0 Bridge Works

4.1 Overview

Section 6 of EIS Technical Paper 1 discussed a series of upgrade works to 26 bridges within the project area. This included pedestrian, rail and road traffic bridges.

Following feedback received during the exhibition of the EIS in August 2017, the project has been refined to minimise impacts, including construction traffic impacts. An assessment of the preferred project, with a decrease in construction impacts from bridge works, is presented in this section via a qualitative update to Section 6 of Technical Paper 1. The preferred project bridge works are described in **Section 3.4**, and in more detail in the SPIR.

4.2 Proposed Works and Impacts

As outlined in **Section 3.4**, the construction of protection measures on bridges for the preferred project can occur without bridge closures, and would be limited to some lane restrictions at nights and / or on weekends. The vehicle diversions and impact on traffic explained in Section 6.5 to 6.32 of Technical Paper 1 would no longer occur, resulting in reduced impacts as a result of preferred project, when compared to the exhibited project.

However, during the works required on the bridges, some disruptions to pedestrians and cyclists would occur due to the potential need for footpath closures. Where a bridge has footpaths on both sides, only one throw screen would be constructed at a time. This would enable diversions of pedestrians and cyclists to the opposite side of the bridge.

The following bridges only have footpaths on one side of the road:

- Albermarle Street Overbridge
- Stacey Street Overbridge.

Closure of the footpath for construction of throw screens would therefore not enable pedestrians to be diverted to the opposite side of the road. Instead, pedestrians and cyclists could be diverted via neighbouring bridges. The option to close a traffic lane for use as a temporary footpath would also be considered. These diversions and associated mitigations will be documented in a Pedestrian Management Plan to be prepared as part of the Construction Traffic Management Plan process. The diversion routes and impact of these diversions are as per EIS Technical Paper 1, Section 6.8 and Section 6.30.

Garnet Street Overbridge, to the east of Hurlstone Park Station, has footpaths on both sides, however these footpaths are narrow. Construction management during this period can be implemented to move pedestrians to the footpath that has remained open, however, this management process would need to be cognisant of the volumes of pedestrians using the overbridge. Signage could be erected prior to the works warning of the upcoming works and encouraging pedestrians to use an alternative route. A Pedestrian Management Plan would be prepared as part of the Construction Traffic Management Plan process.

Duke Street Footbridge and Church Street / Hutton Street Footbridge are footbridges and would therefore require full closures to allow bridge works to proceed. Diversions would be required to neighbouring bridges. The diversion routes and impact of these diversions are as per EIS Technical Paper 1, Section 6.19 and Section 6.15.

5.0 Operational assessment

5.1 Description of the Preferred Project

Section 8.1 of the Environmental Impact Statement (Project infrastructure and features) described the operational features of the exhibited project. To address a number of issues raised in submissions during the public exhibition period of the Environmental Impact Statement, Transport for NSW has developed a design solution that enables the retention of existing station entrances, heritage buildings and concourses, but enables upgrades that provide accessible stations.

Importantly, these changes to the exhibited project have enabled the development of a preferred project that not only addresses a number of the issues raised in submissions, but also significantly minimises potential impacts – especially in respect of construction noise, traffic, heritage and vegetation impacts, while delivering a world class metro (the preferred project).

Chapter 9 of this SPIR outlines the changes to the operational features of the exhibited project and discusses the updated station designs for the preferred project.

An assessment of the preferred project is provided below for each station with reference to the existing environment and the assessment in EIS Technical Paper 1. There have been no changes to the Bankstown station design from the exhibited project.

As the preferred project involves the retention of the existing station entrances, there is an opportunity to retain the existing supporting infrastructure where possible, including kerbside facilities, accessible parking and bike parking.

In addition, Transport for NSW is developing a Walking and Cycling Strategy for the preferred project. This Strategy would further identify specific measures that would encourage walking and cycling as a means to access the metro stations. The walking and cycling facilities that are proposed as part of the preferred project have therefore been considered to be baseline facilities and are discussed below. The implementation of further walking and cycling facilities, as informed by the Walking and Cycling Strategy, would be considered as part of the detailed design. Further, the provision of interchange facilities, beyond those identified below, would be determined during the preparation of Interchange Access Plans to inform the final design of the transport and access facilities and services.

5.2 Marrickville Station

All existing facilities would be retained at Marrickville Station, including kiss and ride spaces and the existing taxi zone on Station Street, accessible parking on Station Street and the bike parking below the existing station stairs.

To minimise property acquisition, the additional bike parking proposed as part of the exhibited project does not form part of the preferred project. The need for, and location of, additional bike parking at the station would be informed by the Walking and Cycling Strategy and considered as part of detailed design.

The signalisation of Schwebel Street / Illawarra Street intersection and the zebra crossing proposed as part of the exhibited project, does not form part of the preferred project. The need to upgrade or improve pedestrian facilities would be informed by the Walking and Cycling Strategy and considered as part of detailed design. The signalised pedestrian crossing on Illawarra Road overbridge would be retained as part of the preferred project to accommodate safe pedestrian and cyclist access across Illawarra Road, therefore there would be no impact from the preferred project relative to the existing situation.

The exhibited project involved the construction of a new accessible ramp from the southern station entrance to Schwebel Street along Station Street. This does not form part of the preferred project. As such, no additional kiss and ride spaces would be provided and, due to the existing grade of Station Street, the existing kiss and ride and accessible parking spaces would continue to not be fully accessible to the station entrance. Opportunities for the inclusion of an accessible vehicular drop off point at the station entrance would be investigated as part of the detailed design.

5.3 Dulwich Hill Station

The EIS Technical Paper 1 noted that about 10 on-street parking spaces would be lost as a result of the proposed kerbside facilities on the southern side of Bedford Crescent. The preferred project would allow the existing on-street parking spaces on Bedford Crescent to be retained, including the existing accessible parking spaces. The changes would also mean that the accessible parking spaces would be located closer to the station entrance providing a positive impact. Further information about changes to parking impacts is provided in **Section 5.11 and 5.12** of this report.

The preferred project involves the upgrade of existing pedestrian pathways surrounding the station, including from Ewart Lane to Wardell Road and from Keith Lane to Bedford Crescent, creating a positive impact on pedestrian accessibility to the station. The future extension of the new elevated concourse to Ewart Lane would be safeguarded subject to detailed design.

The existing bike parking on Bedford Crescent would be retained and additional spaces provided, and would be located close to the proposed new station entrance. Additional bike parking would also be provided to the south of the existing station entrance, catering to the future bike parking demand.

As per the exhibited project, the preferred project would continue to provide improved interchange between light rail and the station platform.

Due to the retention of the existing station entrance, the existing bus stop locations provide closer access to the station than the exhibited project. The preferred project would therefore be neutral in terms of impact for public transport accessibility to the station compared to the current situation, but positive when compared to the exhibited project.

5.4 Hurlstone Park Station

The proposed accessible parking space on Duntroon Street would improve the legibility and accessibility of this space, when compared to the exhibited project, as it would be located closer to the southern station entrance which is a positive impact.

The exhibited project included new pedestrian crossings on Crinan Street and Duntroon Street. These crossings do not form part of the preferred project. The need to upgrade or improve pedestrian facilities would be informed by the Walking and Cycling Strategy and considered as part of detailed design.

As a new station entrance is not being provided as part of the preferred project, the proposed bike parking on Floss Street on the northern side of the station does not form part of the preferred project. However, additional bike parking would be provided at its existing location adjacent to the station entrance and would increase the availability of bike parking in close proximity to the station entrance. This therefore would result in a minor positive impact for cycle access from the preferred project.

5.5 Canterbury Station

The proposed relocation of kerbside facilities to the north-west along Broughton Street, when compared to the exhibited project, would enable the bus stop on the southern side of Broughton Street to be retained in its existing location, which would be accessible to the upgraded Broughton Street station entrance. The existing bus shelters on Broughton Street would also be refurbished. The impact for the preferred project would therefore be neutral compared to the exhibited project.

The relocated kerbside facilities would result in the loss of six untimed, on-street parking spaces in Broughton Street. The potential impacts associated with the loss of six spaces would be similar to that assessed in EIS Technical Paper 1, being a small proportion of the existing on-street parking located in the vicinity of the station.

As shown in Table 10.13 of the Environmental Impact Statement (Parking facilities at Canterbury Station) and Section 3 of EIS Technical Paper 1 (Local traffic and transport context), there are about 597 unrestricted on-street parking spaces and 107 unrestricted off-street parking spaces within 400 metres of the station. Although the existing demand for off-street / commuter parking is relatively high (represented by a utilisation rate of 86 per cent), there is considered to be a moderate demand for on-street spaces (a utilisation of 59 per cent). As a result, there would be some capacity to absorb the

loss of these spaces. It is recognised that alternative parking may be located further from the customer's preferred destination which would be a minor negative impact.

The preferred project involves the provision of additional bike parking at the existing location on Canterbury Road, adjacent to the retained station entrance, as well as a new bike parking area on Broughton Street. As Broughton Street is identified as a cycle friendly route in the former Canterbury City Council's Cycleways Plan, this location is highly accessible. The preferred project would provide a minor positive impact for cycle access.

The design provides for a potential future station entrance on Charles Street, to enable access to platform 2.

5.6 Campsie Station

The retention of the existing station entrance would be more convenient for less mobile passengers as the retained and additional accessible parking spaces are located closer to the station entrance, and is therefore a positive impact. All passengers would also benefit from the Kiss and Ride facilities on South Parade being retained which would be located approximately the same distance from the station entrance as in the exhibited project.

As the existing station entrance would be retained, the provision of new bike parking to the south of the station (adjacent to the new station building) does not form part of the preferred project. However, the retention of the existing bike parking adjacent to the station entrance and the provision of additional bike parking on North Parade would offer relatively good access to the station.

The retained bus stops would be in close proximity to the retained station entrance, which would be neutral in respect to the public transport access impacts from the preferred project.

5.7 Belmore Station

The provision of kerbside facilities and bike parking identified for the preferred project is generally consistent with the locations in the exhibited project. New taxi and kiss and ride facilities would be provided on Tobruk Avenue, and a new accessible parking space would be provided in the Tobruk Avenue car park. However, the provision of additional kiss and ride spaces on the northern side of the station is no longer provided as the new northern station entrance does not form part of the preferred project.

The preferred project would retain the existing bus stops on Burwood Road in close proximity to the retained station entrance.

The signalisation of the Burwood Road / Tobruk Avenue intersection does not form part of the preferred project. However, the signalised pedestrian crossing on Burwood Road overbridge will be retained to accommodate safe pedestrian and cyclist access across, and as such there would be no impact from the preferred project relative to the existing situation.

5.8 Lakemba Station

The changes in the preferred project are relatively minor in relation to the traffic and transport impacts. The changes to the bike parking location is negligible in terms of access for cyclists. Relocation of these facilities would also improve the permeability and legibility of the lift access to the station.

Connectivity to other public transport is unchanged. The additional accessible parking spaces near the new station entrance as part of the exhibited project do not form part of the preferred project as the existing station entrance is being retained. There are three existing accessible parking spaces in close proximity to the existing station entrance, although there is not a fully accessible path of travel from these spaces to the station entrance. The preferred project includes the retention of the current arrangement and so does not constitute an adverse impact. Opportunities for the inclusion of an accessible vehicular drop off point would be investigated as part of the detailed design.

5.9 Wiley Park Station

The retained station entrance for the preferred project has a negligible impact on the access to the station for passengers when compared to the existing situation and the exhibited project. The preferred project would upgrade the existing pedestrian pathways surrounding the station, including an upgrade of the laneway to Stanlea Parade which would provide a positive impact for pedestrian accessibility to the station.

The bike parking locations provide easier access to the retained station entrance which would be a minor positive impact.

The proposed kerbside facilities on The Boulevarde have been re-arranged to provide the accessible parking spaces closer to the station entrance, improving accessibility.

5.10 Punchbowl Station

The impact of the preferred project relative to the assessment contained within EIS Technical Paper 1 is confined largely to the northern side of the station. The preferred project is very similar to the existing situation. As such, there would be minor impacts from the preferred project on walking, cycling or accessibility for those customers approaching or leaving to the north of the station. The additional pedestrian crossing at Punchbowl Road is however a positive impact that is being provided as part of the preferred project to improve access to the existing bus stops.

To the south, the retention of the bus stop adjacent to the station entrance is a positive impact for public transport users. The retention of the existing accessible parking spaces adjacent to the new lifts at the southern station entrance is also a positive impact for mobility impaired commuters. The provision of kiss and ride facilities is also a positive impact.

5.11 Changes to On-Street Parking

The number of on-street parking spaces (excluding time restricted parking) affected at each station as a result of the provision or reconfiguration of kerbside facilities from the exhibited project was summarised in Table 8.5 of EIS Technical Paper 1.

The preferred project has resulted in several changes compared to the exhibited project which have reduced the impacts on parking. The changes are summarised in **Table 5.1**.

Table 5.1 On-Street Parking Spaces Affected by Kerbside Facilities

Station	Parking Spaces Affected by Kerbside Facilities (Exhibited Project)	Parking Spaces Affected by Kerbside Facilities (Preferred Project)	Location of Impacts
Marrickville	2	0	Schwebel Street
Dulwich Hill	10	3	Bedford Crescent
Hurlstone Park	5	6	Duntroon Street (south) and Floss Street (east)
Canterbury	2	6	Broughton Street
Campsie	20	0	North Parade and South Parade
Belmore	5	5	Tobruk Avenue
Lakemba	7	7	Railway Parade
Wiley Park	10	10	The Boulevarde
Punchbowl	20	5	Urunga Parade and The Boulevarde
Bankstown	0	0	-
TOTAL	81	42	

As a result the impacts on parking from the preferred project are reduced compared to the exhibited project.

As noted in Section 11.5 of the Environmental Impact Statement (Approach to mitigation and management), Transport for NSW would work with local councils to minimise adverse impacts from adjustments to parking and other kerbside uses in local streets. This would include, for example, relocation of spaces to other kerbside areas, or consideration of kiss and ride facilities that are only available during specified periods of the day (such as the peak periods). In this situation, spaces would potentially be available at other times for short-term parking. Such an arrangement would minimise the loss of spaces for the majority of the day, but would ensure that kiss and ride facilities are provided during periods when they are most likely to be needed.

This commitment is confirmed by revised mitigation measure TO1, which provides for further consideration of car parking management at stations in consultation with relevant stakeholders. This consultation would be undertaken during detailed design to inform the final station layouts.

All stations are considered to have capacity within a 400 metre walking catchment to offset the loss of these spaces in the event that alternative arrangements cannot be identified.

5.12 Changes to Commuter Parking

An assessment of the operational impacts of station infrastructure on parking around the stations, including dedicated commuter parking and other on and off street parking, was provided in Section 11.4 of the Environmental Impact Statement (Impact assessment – operational traffic, transport and access).

Since exhibition, parking impacts have been reduced as a result of the changes to the preferred project relative to the exhibited project.

The updated estimates of operational commuter parking impacts as a result of new station infrastructure is summarised in **Table 5.2.**

Table 5.2 Commuter Parking Spaces Affected by the Preferred Project

Station	Exhibited Project (Reduction of Spaces)	Preferred Project (Reduction of Spaces)	Location of Impacts
Marrickville	0	0	-
Dulwich Hill	25[1]	0	Bedford Crescent and Ewart Lane Carpark
Hurlstone Park	0	0	-
Canterbury	0	0	-
Campsie	15[1]	0	North Parade and South Parade
Belmore	7[2]	0	Redman Avenue
Lakemba	16[2]	0	Railway Parade
Wiley Park	0	0	-
Punchbowl	23[1]	0	The Boulevarde carpark
Bankstown	10	10	The Appian Way
TOTAL	96	10	

Note 1: The Environmental Impact Statement identified the net loss or gain of commuter parking at these locations, taking into account where existing parking areas would be reconfigured or extended to provide offset commuter parking spaces. This table presents the impacts of the exhibited project without the provision of reconfigured parking areas at these locations to offset this impact.

Note 2: The commuter parking spaces lost at Belmore and Lakemba were incorrectly not identified in the exhibited Environmental Impact Statement. The seven commuter spaces to be removed at Belmore were to accommodate the northern station entrance and plaza as part of the exhibited project. The 16 commuter spaces to be removed at Lakemba were to provide for the active transport corridor and associated reconfiguration of the car park on The Boulevarde as part of the exhibited project.

The exhibited and preferred project aims to achieve a no net loss of dedicated commuter parking spaces located on NSW Government owned land between Marrickville and Bankstown stations. This commitment applies to parking that is not currently time restricted, and is formally line marked and / or signposted as a dedicated commuter car park zone or area.

The proposed loss of 10 dedicated commuter parking spaces (summarised above) would be offset by the provision of new commuter parking spaces at stations along the alignment. This commitment is confirmed by mitigation measure TO1, which provides for further consideration of car parking management at stations in consultation with relevant stakeholders. This consultation would be undertaken during detailed design to inform the final station layouts.

In addition, as per mitigation measure TO7, Transport for NSW commits to monitoring the demand for commuter car parking spaces between Bankstown and Marrickville stations, and continuing to consider opportunities for, and the implications of, meeting this demand. Where demand is not considered to be met, Transport for NSW would investigate ways to manage demand, subject to consideration of local station and town centre implications, including local traffic conditions.

6.0 Mitigation Measures

As a result of the assessment within this document, it is not proposed that any additional mitigation measures are required. Some modifications to mitigation measures identified for the exhibited project are required and these are provided in Table 6.1. The majority of these changes relate to removal of mitigation measure that are no longer relevant to the preferred project (i.e. management of bridge closures). New mitigation measures or additions to existing mitigation measures are shown in **bold** text, with deletions shown with a ~~strikethrough~~.

As noted in previous sections, the development of the Construction Traffic Management Plans and the monitoring that would occur with these, as detailed in EIS Technical Paper 1 would remain relevant for the preferred project.

Table 6-1 Revised environmental mitigation measures

ID	Impact	Mitigation measures
Design/pre-construction		
TC1	*Temporary transport arrangements*	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 the Sydney Coordination Office, Roads and Maritime Services, Sydney Trains, local councils, emergency services, and bus operators), and would address the requirements specified by the Temporary Transport Strategy. The development of each plan would consider, as a minimum: 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		Transport for NSW would consult with 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.
~~TC3~~		~~Detailed analysis of the network impacts of proposed bridge work would be undertaken, and management measures would be developed, in consultation with Roads and Maritime Services, and the Sydney Coordination Office. Measures would include restricting work to some bridges during off peak and/or holiday periods, where practicable, including the following bridges as a minimum: Charlotte Avenue underbridge Illawarra Road underbridge Burwood Road overbridge Haldon Street overbridge King Georges Road overbridge Stacey Street overbridge.~~

ID	Impact	Mitigation measures
TC3	*Impacts of bridge works*	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 Roads and Maritime Services, the Sydney Coordination Office, the Inner West and Canterbury-Bankstown councils, emergency services, and relevant bus operators. Planning for partial bridge closures would consider bus rerouting and timetabling, with the intention of minimising impacts to bus customers and bus operators.
~~TC6~~	~~*Pedestrian access to Belmore Sports Ground*~~	~~Work affecting the pedestrian underpass providing access to and from the Belmore Sports Ground would be timed, in consultation with the facility manager and owners, to ensure that suitable access is provided. This would include (if necessary) avoiding disruptions to access during events, such as game days at Belmore Oval. Local diversions would be put in place during periods of closure.~~
TC4	*Parking impacts during construction*	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.
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.
TC6	*Impacts of intersection performance*	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 ~~and diverted traffic~~. 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: 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	*Changes to cyclist facilities during construction*	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.
TO1	*Parking impacts during operation*	Further consideration of car parking management at stations would be undertaken in consultation with Roads and Maritime Services, the Sydney Coordination Office, and the Inner West and Canterbury-Bankstown councils, to minimise adverse impacts of operation on parking and other kerbside use in local streets.

ID	Impact	Mitigation measures
TO2	*Consideration of cross corridor connections*	Transport for NSW, in consultation with Canterbury-Bankstown Council, would investigate the feasibility of the provision of a cross-corridor connection between Bankstown and Punchbowl stations. Should a cross-corridor connection be deemed feasible, Transport for NSW would work with Canterbury-Bankstown Council and the Department of Planning and Environment to safeguard its future delivery.
Construction		
TC8	*Management of traffic, transport and access*	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: • 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. 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.
TC9	*Changes to public transport services and alternative transport arrangements*	Modification of existing bus stops, or implementation of new stops and alterations to service patterns, would be carried out by Transport for NSW in consultation with the Sydney Coordination Office, Roads and Maritime Services, the Inner West and Canterbury-Bankstown councils, and bus operators.
TC10		• 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: • 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.
TC13	*Impacts on intersection performance*	Intersection operation would be optimised, where reasonable and feasible, to improve intersection performance at the worst affected intersections along construction haulage routes and / or rail replacement bus routes. This may include modifying signal phase times or sequences at traffic signal controlled intersections.
TC11	*Impacts on special events*	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 Roads and Maritime Services, the Inner West and Canterbury-Bankstown councils, and the organisers of the event.

ID	Impact	Mitigation measures
TC12	*Impacts of construction compounds and work sites*	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.
TC13	*Construction vehicles*	Construction vehicles (including contractor staff vehicles) would be managed to: 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.
TC14	*Signage*	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.
TC15	*Construction parking impacts*	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: use public transport car share park in a designated off site area and access construction sites via shuttle bus.
TC16	*Traffic incidents*	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.
TC17	*Changes to road, pedestrian and cyclist networks*	The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community notification.
TC18	*Impacts on pedestrian or cyclist paths*	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 discussed with the Inner West and / or Canterbury-Bankstown councils and implemented prior to use of the routes.

ID	Impact	Mitigation measures
TC19	*Pedestrian, cyclist and motorist safety*	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: speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers a community engagement program to provide road safety education and awareness to road users about sharing the road safely with heavy vehicles heavy vehicle training for drivers to understand route constraints, safety issues, and limiting the use of compression braking safety technology and equipment installed on heavy vehicles to enhance vehicle visibility, eliminate vehicles' blind spots, and monitor vehicle location, speeding compliance, and driver behaviour.
TC20	*Impacts to access*	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.
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~~, bridge or road~~ closures, and changes to station or rail corridor access.
TC22	*Co-ordination of cumulative traffic effects*	The potential cumulative effects of construction traffic from multiple construction sites within the project ~~(including bridge works)~~ 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.
Operation		
TO3	*Walking and Cycling*	Transport for NSW would **develop a Walking and Cycling Strategy in consultation with Inner West Council, Canterbury-Bankstown Council and other relevant stakeholders, which would identify walking and cycling facilities to encourage active transport to the station precincts.** ~~work with the Inner West and Canterbury-Bankstown councils to identify and provide improvements and minimise adverse impacts to the surrounding pedestrian network.~~
~~TO4~~	~~*Cycling*~~	~~Transport for NSW would work with the Inner West and Canterbury-Bankstown councils and other relevant stakeholders to enhance areas around stations for cyclists.~~
TO4	*Bus*	Transport for NSW would work with the Sydney Co-ordination Office, Roads and Maritime Services, the Inner West and Canterbury-Bankstown councils, and bus operators to identify improvements to bus stops and services.

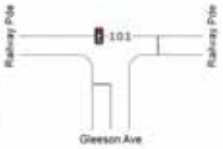
ID	Impact	Mitigation measures
~~TO6~~	~~*Active transport corridor*~~	~~Transport for NSW would work with, the Department of Planning and Environment, and, to support the development of an active transport corridor along the alignment, including walking and cycling infrastructure. Transport for NSW would deliver sections of the active transport corridor around stations.~~
TO5	*Commuter parking*	Transport for NSW would monitor the demand for additional commuter car parking spaces and consider opportunities for, and implications of, meeting this demand between Bankstown and Marrickville stations. Transport for NSW would investigate ways to manage demand, ~~consider provision for additional commuter car parking,~~ subject to consideration of local station and town centre implications, including local traffic conditions.

Appendix A

Detailed Intersection Assessment Diagrams

Sydenham Area

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



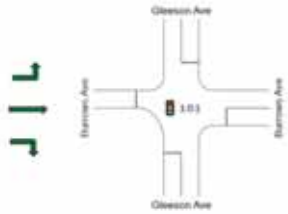
	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	336	239	-	0
PM	342	314	-	0
AM	1487	1058	-	55
PM	1136	1046	-	55

	AM	PM
2023 (Typical)	827	1463
2023 (Dec/Jan)	591	1347
Construction	-	-
Refined TTS	55	55

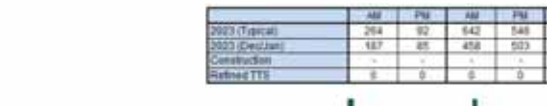
95%ile Observed Queue	E	S
AM Peak (m)	53	0
PM Peak (m)	65	0

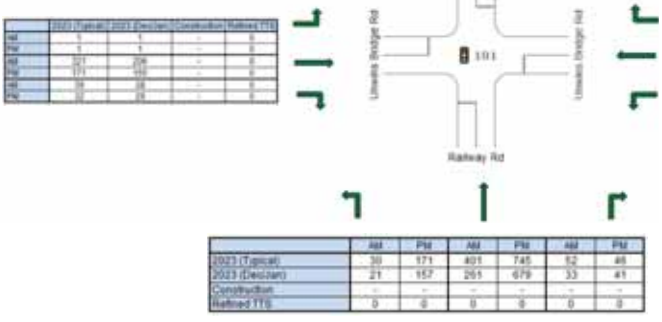
	AM	PM	AM	PM
2023 (Typical)	895	744	374	301
2023 (Dec/Jan)	639	686	239	274
Construction	-	-	-	-
Refined TTS	0	0	55	55

	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	10	9	-	0
PM	36	34	-	0
AM	2	1	-	0
PM	3	3	-	0
AM	5	3	-	0
PM	10	9	-	0



	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	241	154	-	55
PM	528	481	-	55
AM	24	17	-	0
PM	40	37	-	0





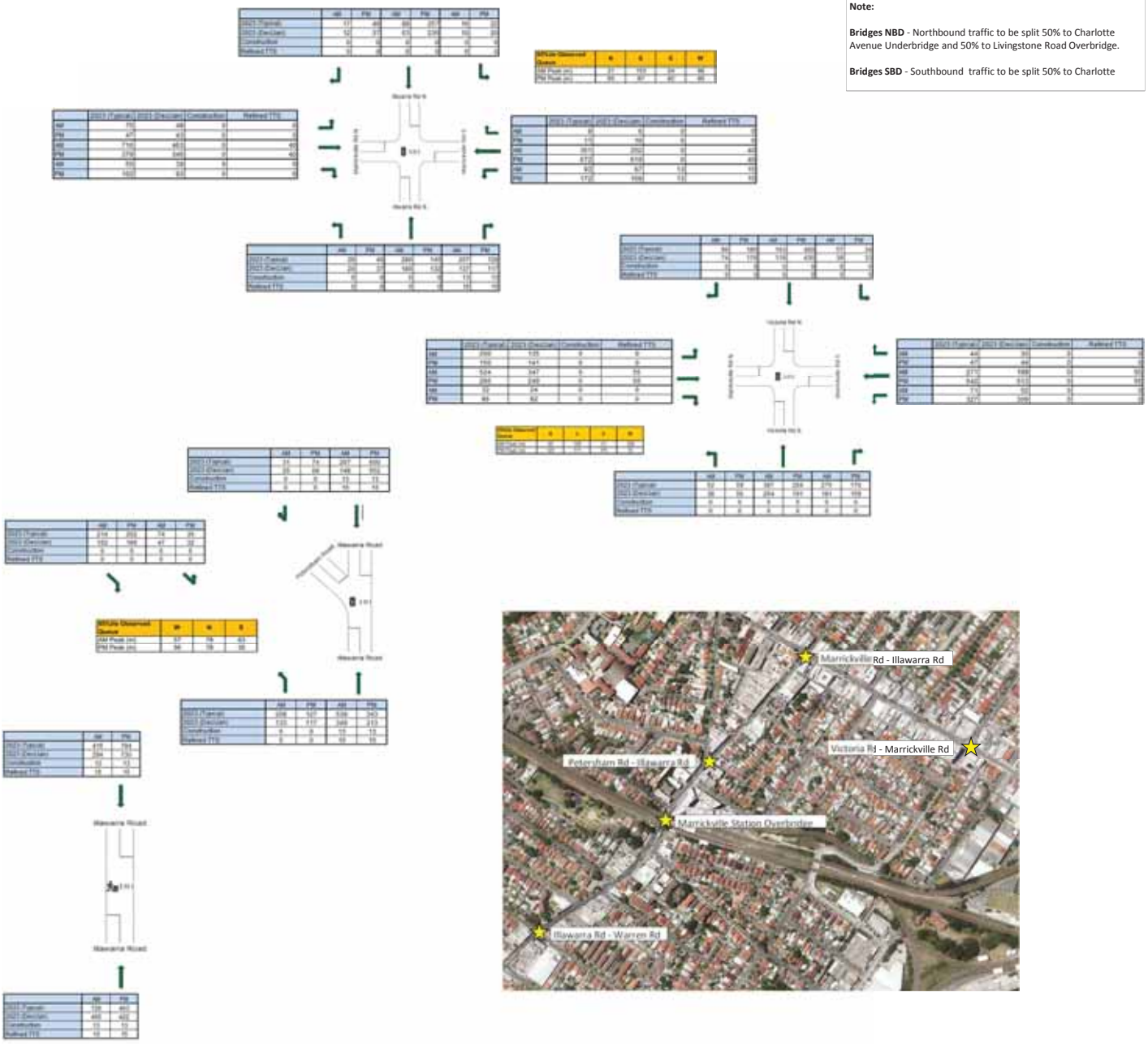
Marrickville Area

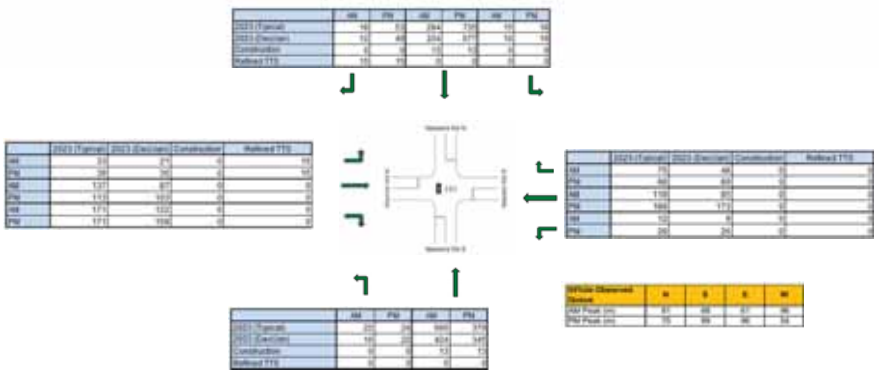
Traffic volume diagrams for modelled intersections (measured in number of vehicles)

Note:

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

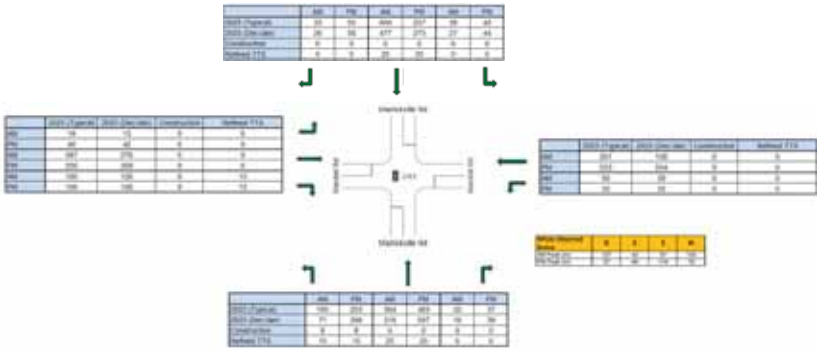
Bridges SBD - Southbound traffic to be split 50% to Charlotte

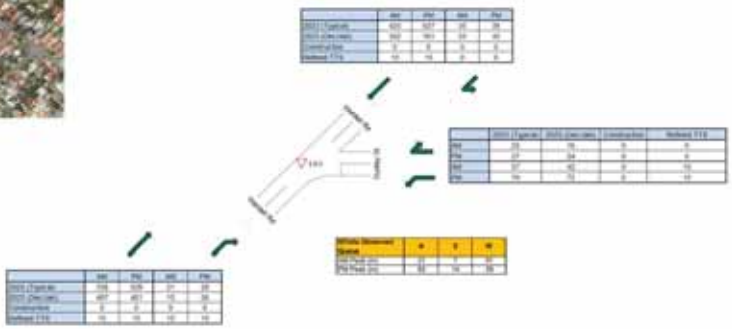


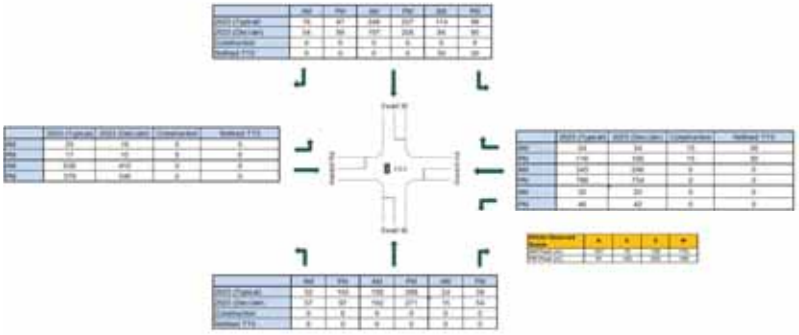


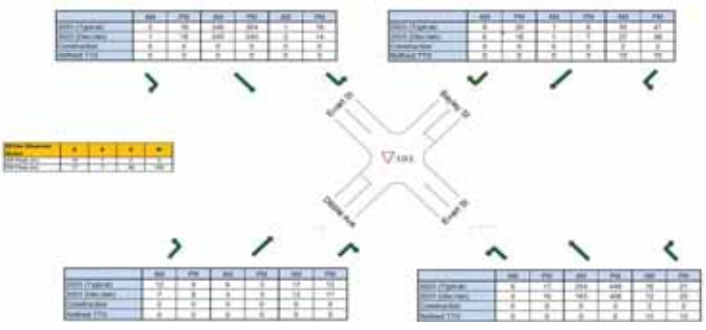
Dulwich Hill Area (Map 1)

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



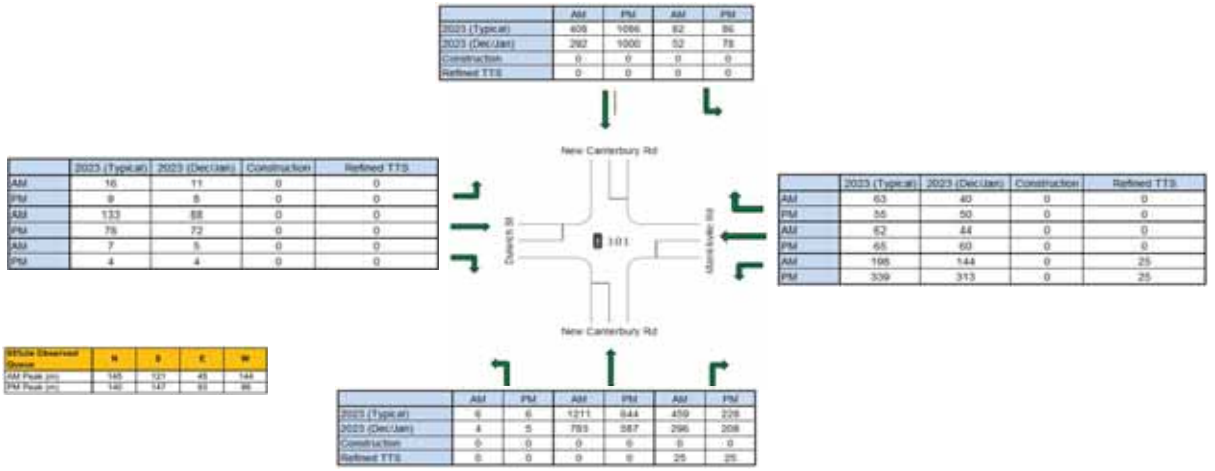






Dulwich Hill Area (Map 2)

Traffic volume diagrams for modelled intersections measured in number of vehicles

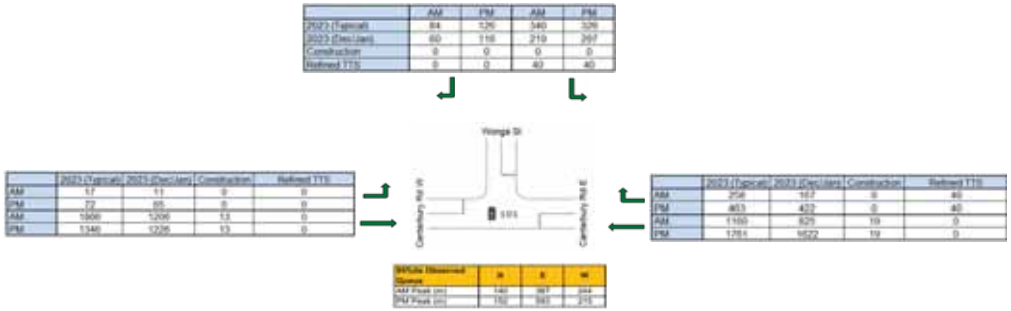


Hurlstone Park Area

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

Canterbury Area (Map 1)

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

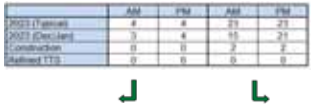


	AM	PM	AM	PM
2023 (Typical)	84	126	340	326
2023 (Dec/Jan)	60	116	219	267
Construction	0	0	0	0
Refined TTS	0	0	40	40

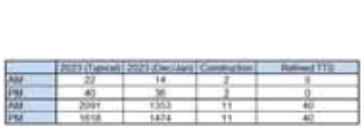
	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	17	11	0	0
PM	72	65	0	0
AM	1908	1206	13	0
PM	1346	1226	13	0

	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	258	167	0	40
PM	463	422	0	40
AM	1150	825	19	0
PM	1761	1622	19	0

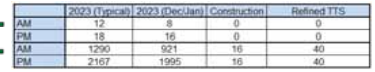
95%ile Observed Queue	N	W
AM Peak (m)	140	167
PM Peak (m)	152	340



	AM	PM	AM	PM
2023 (Typical)	4	4	21	21
2023 (Dec/Jan)	3	4	15	21
Construction	0	0	2	2
Refined TTS	0	0	0	0



	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	22	14	2	0
PM	40	36	2	0
AM	2097	1353	11	40
PM	1618	1474	11	40

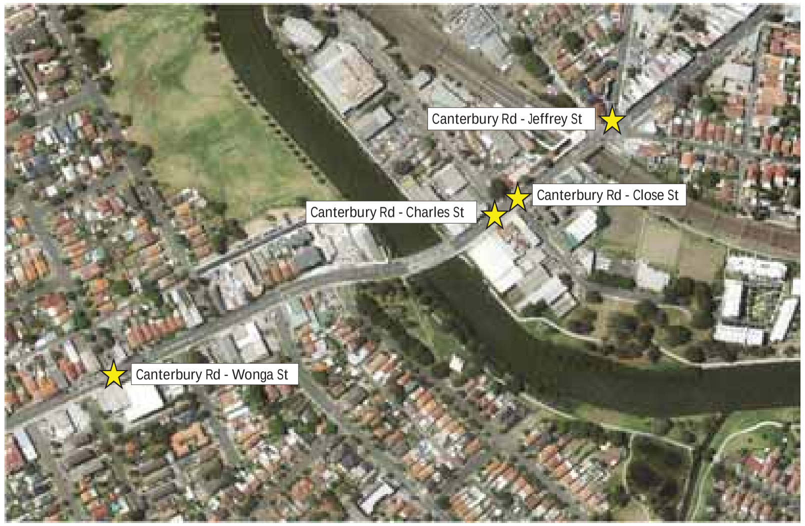


	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	12	8	0	0
PM	18	16	0	0
AM	1290	921	16	40
PM	2167	1995	16	40

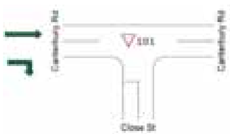
95%ile Observed Queue	N	W
AM Peak (m)	11	123
PM Peak (m)	7	88

Canterbury Area (Map 2)

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



	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	2091	1353	13	40
PM	1616	1474	13	40
AM	1	1	0	0
PM	12	11	0	0



	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	1290	921	0	40
PM	2157	1595	0	40
AM	1	1	19	0
PM	15	14	19	0

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

	AM	PM
2023 (Typical)	22	20
2023 (Dec/Jan)	16	18
Construction	19	19
Refined TTS	0	0

	AM	PM	AM	PM	AM	PM	AM	PM
2023 (Typical)	139	262	15	8	32	27	2	2
2023 (Dec/Jan)	99	188	11	7	25	25	1	2
Construction	0	0	0	0	11	11	0	0
Refined TTS	0	0	0	0	0	0	0	0

	AM	PM	AM	PM	AM	PM
2023 (Typical)	247	351	9	10	23	20
2023 (Dec/Jan)	177	323	8	9	15	18
Construction	0	0	0	0	0	0
Refined TTS	0	0	0	0	0	0

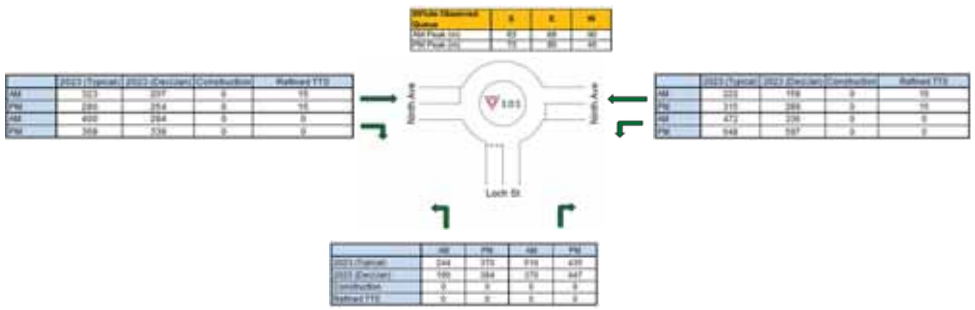
	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	31	20	11	0
PM	26	24	11	0
AM	294	194	2	0
PM	324	295	2	0
AM	1816	1172	0	40
PM	1302	1186	0	40

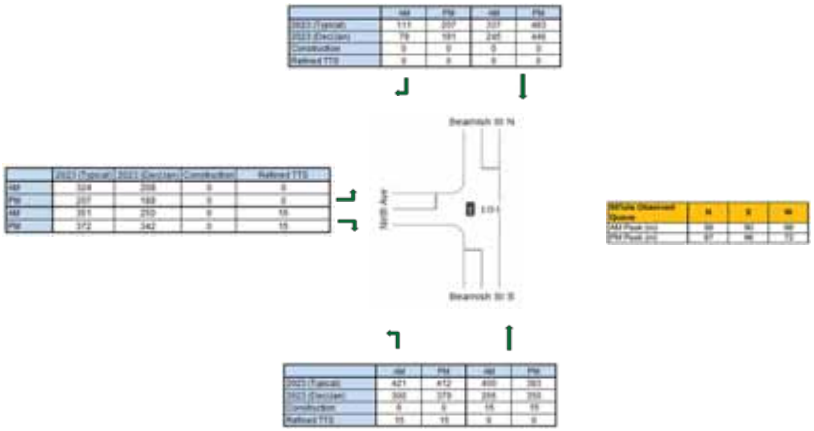
	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	13	9	0	0
PM	20	19	0	0
AM	931	663	19	40
PM	1703	1568	19	40
AM	13	11	0	0
PM	23	21	0	0

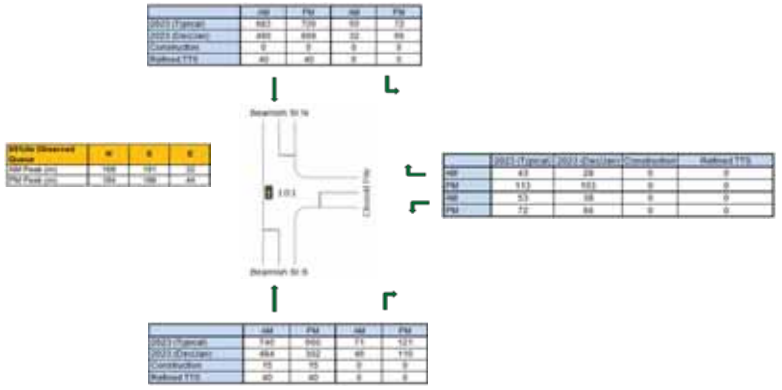
95%ile Observed Queue	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Campsie Area (Map 1)

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

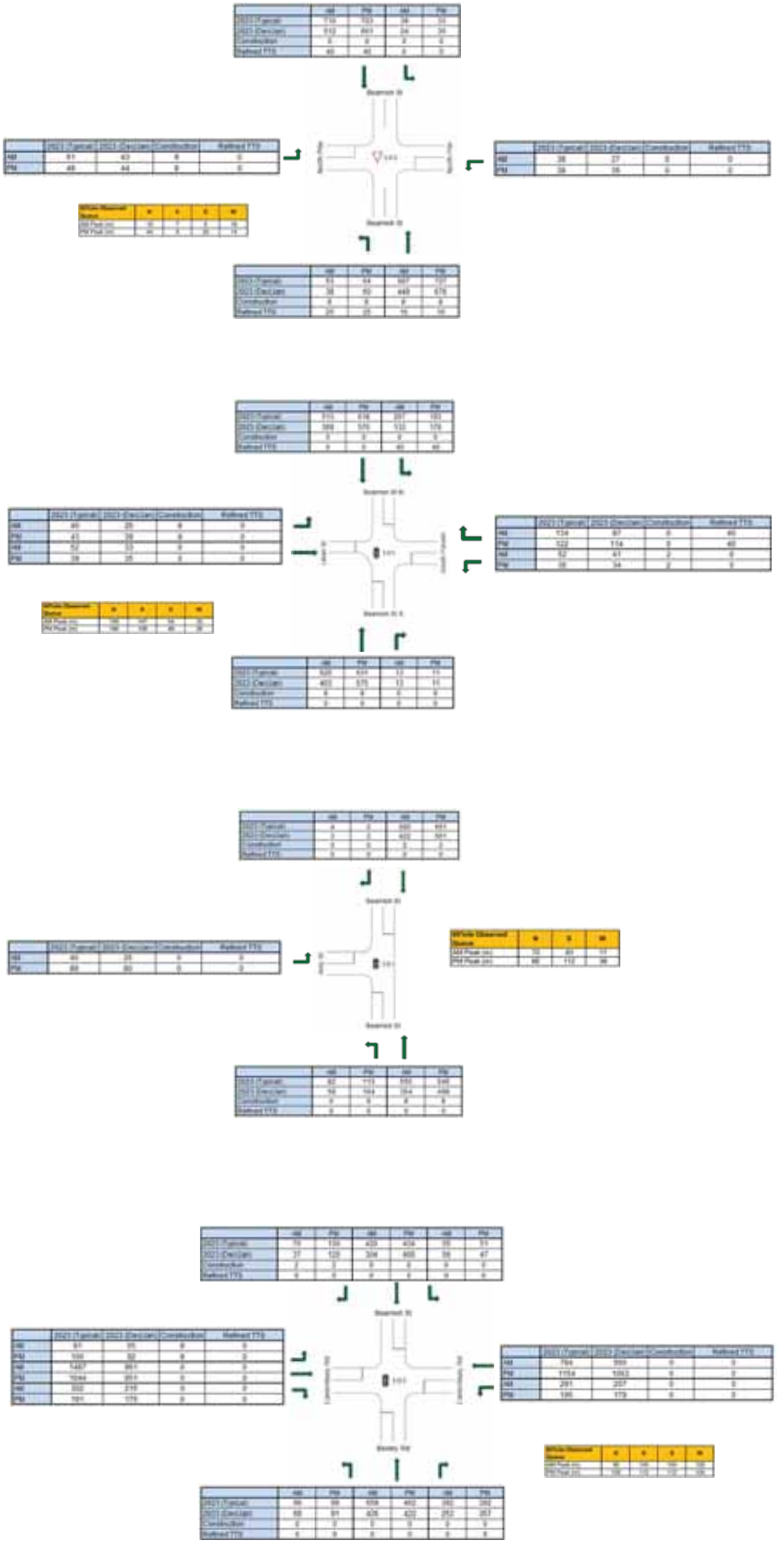






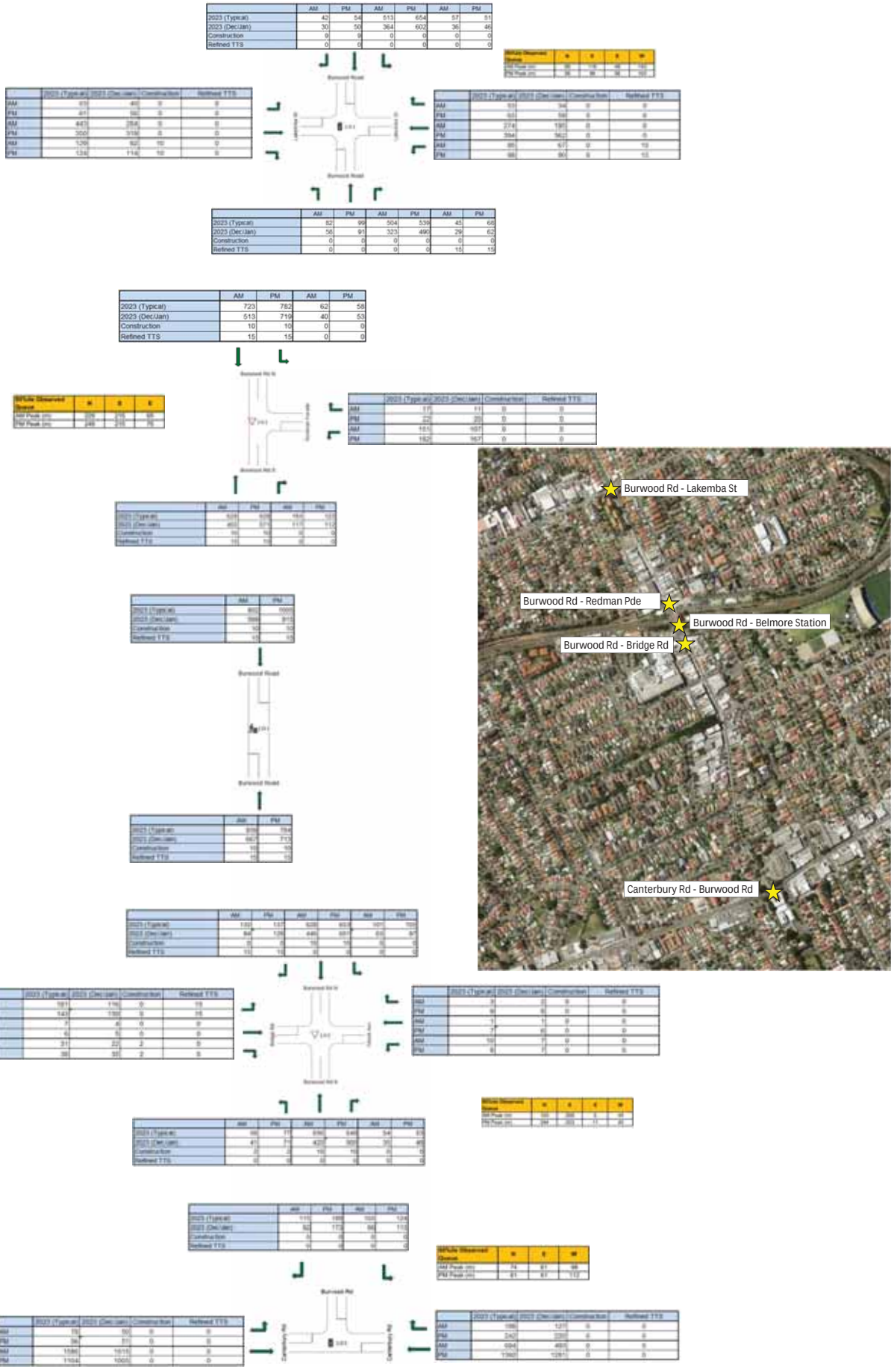
Campsie Area (Map 2)

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



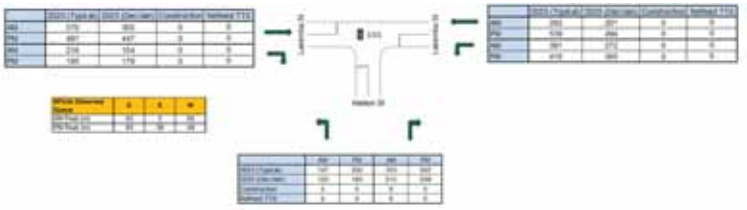
Belmore Area

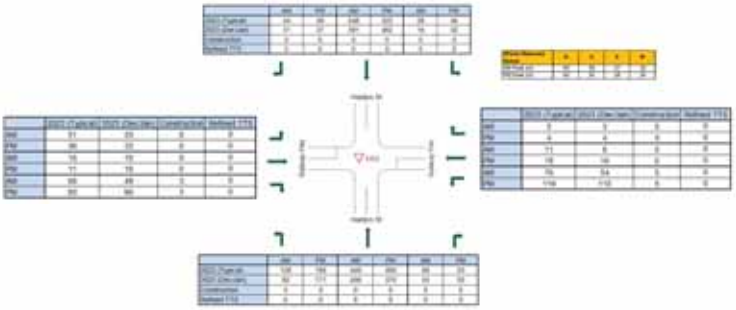
Traffic volume diagrams for modelled intersections (measured in number of vehicles)

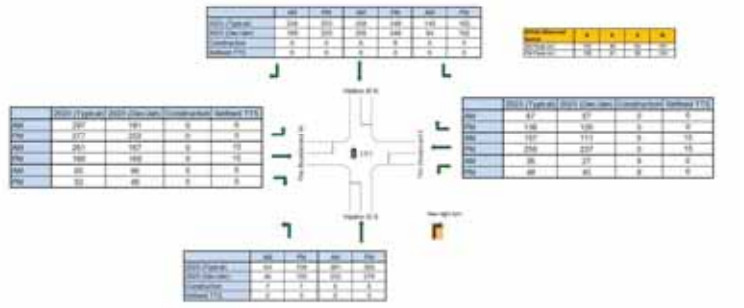


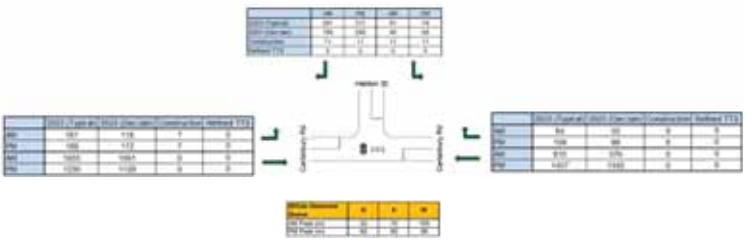
Lakemba Area

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









Wiley Park Area

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

	AM	PM	AM	PM
2023 (Typical)	2304	2472	126	108
2023 (Dec/Jan)	1582	2400	83	101
Construction	0	0	0	0
Refined TTS	0	0	0	0

95%ile Observed Queue	N	S	E	W
AM Peak (m)	206	83	58	69
PM Peak (m)	349	21	195	49

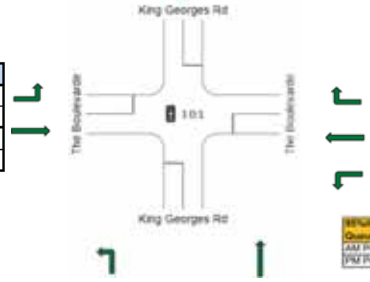
	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	17	12	8	0
PM	10	10	8	0
AM	248	158	0	0
PM	137	127	0	0
AM	101	72	0	0
PM	64	60	0	0

	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	66	42	0	0
PM	154	154	0	0
AM	106	74	0	0
PM	148	148	0	0
AM	136	101	0	0
PM	267	267	0	0

	AM	PM	AM	PM	AM	PM
2023 (Typical)	35	56	2820	2213	142	178
2023 (Dec/Jan)	27	56	2098	2268	105	181
Construction	8	8	8	8	0	0
Refined TTS	0	0	0	0	0	0

	AM	PM	AM	PM	AM	PM
2023 (Typical)	139	311	2250	2737	171	109
2023 (Dec/Jan)	119	256	1711	2425	25	85
Construction	0	0	0	0	0	0
Refined TTS	0	0	0	0	0	0

	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	179	115	8	0
PM	166	158	8	0
AM	281	182	0	15
PM	236	224	0	15



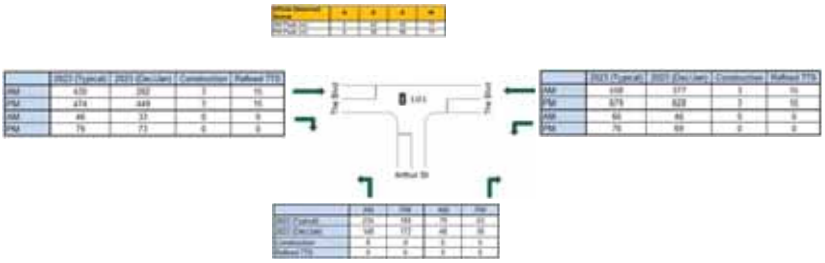
	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	143	91	0	0
PM	156	147	0	0
AM	218	152	0	15
PM	395	377	0	15
AM	20	15	2	0
PM	18	18	2	0

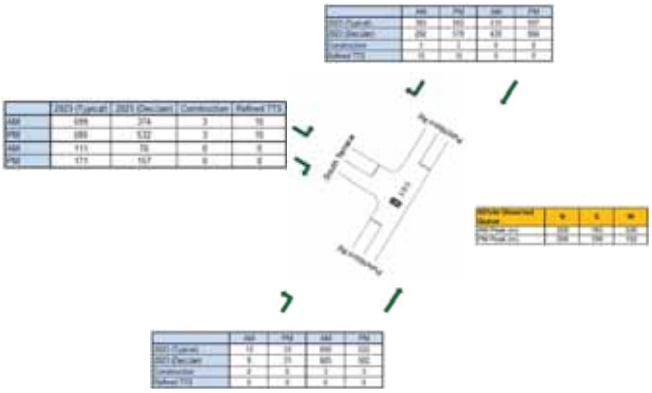
95%ile Observed Queue	N	S	E	W
AM Peak (m)	256	266	133	147
PM Peak (m)	323	231	175	168

	AM	PM	AM	PM
2023 (Typical)	20	52	2863	2153
2023 (Dec/Jan)	19	50	1934	2200
Construction	8	8	8	8
Refined TTS	0	0	0	0

Punchbowl Area

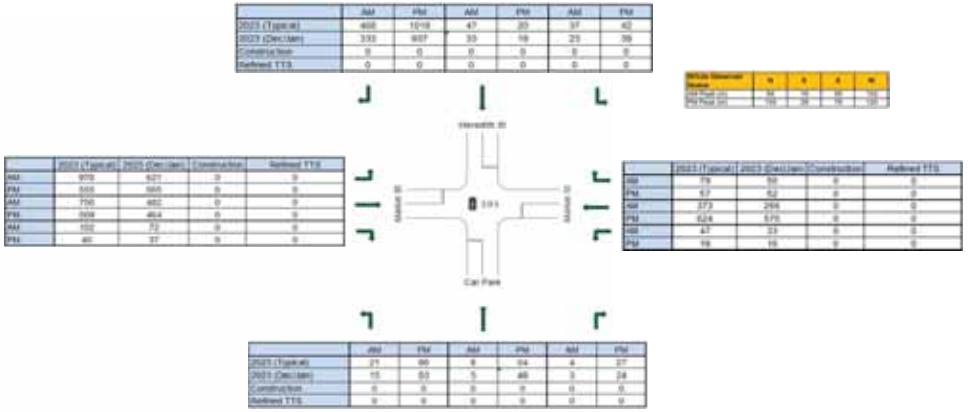
Traffic volume diagrams for modelled intersections (measured in number of vehicles)

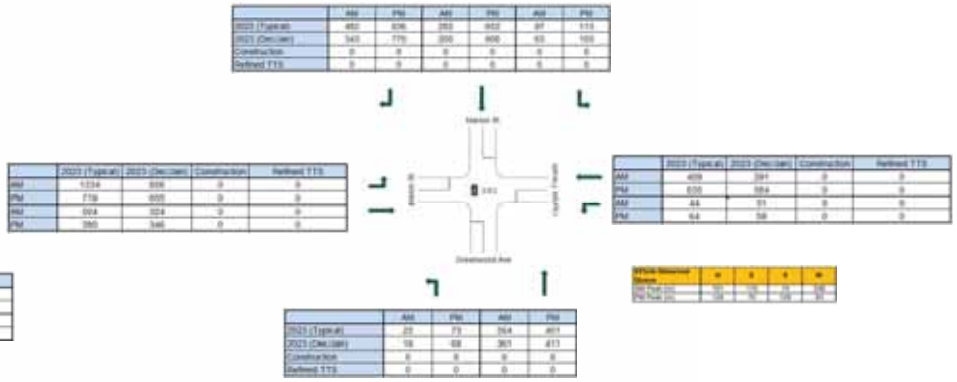


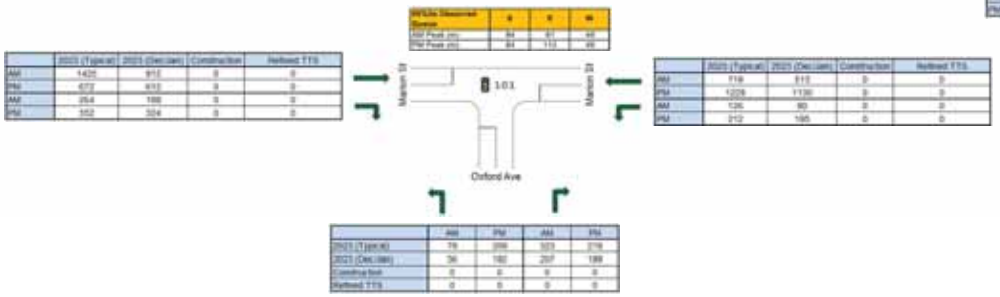


Bankstown Area (Map 1)

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

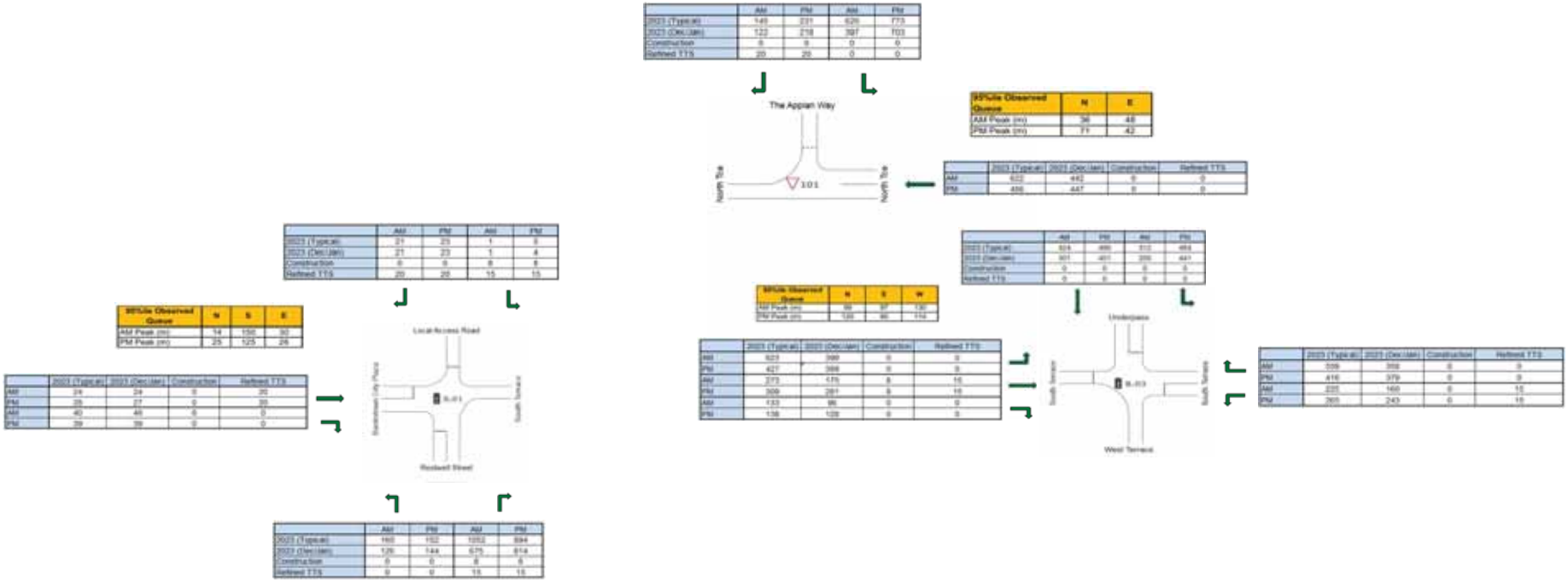


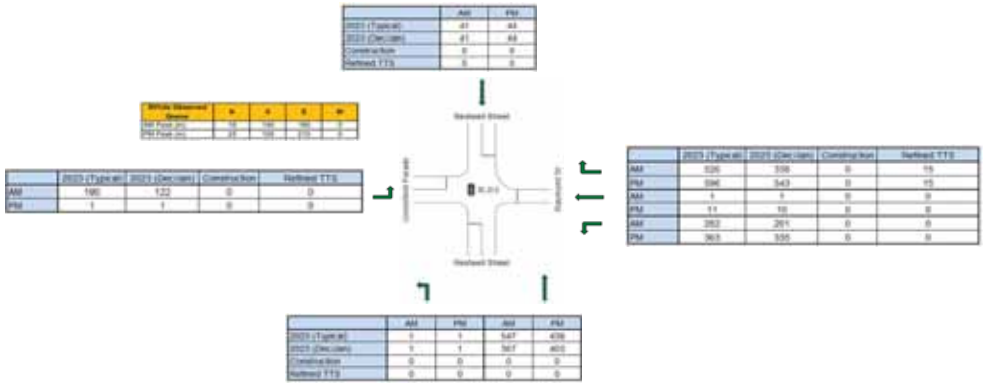




Bankstown Area (Map 2)

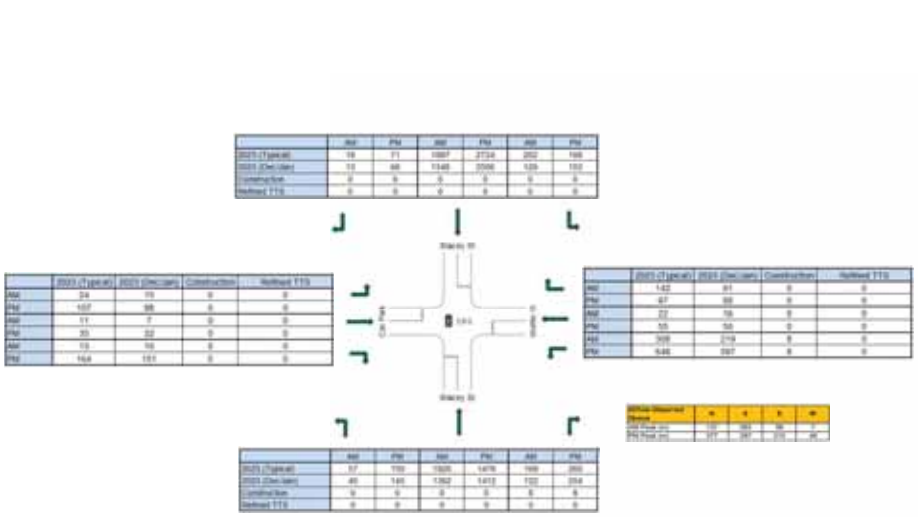
Traffic volume diagrams for modelled intersections (measured in number of vehicles)

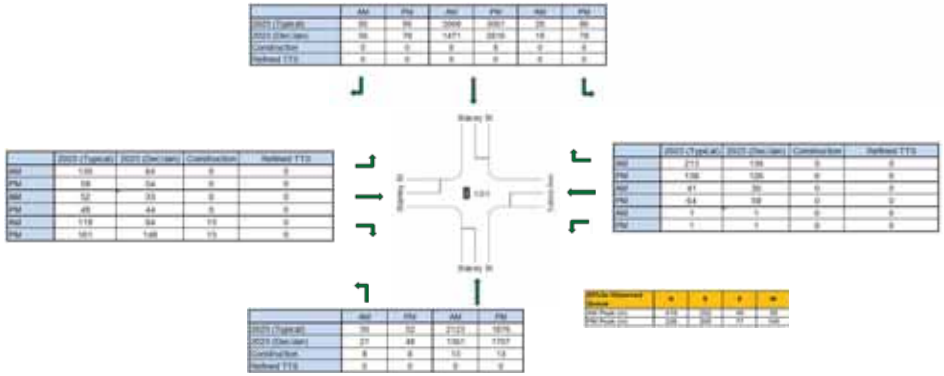




Bankstown Area (Map 3)

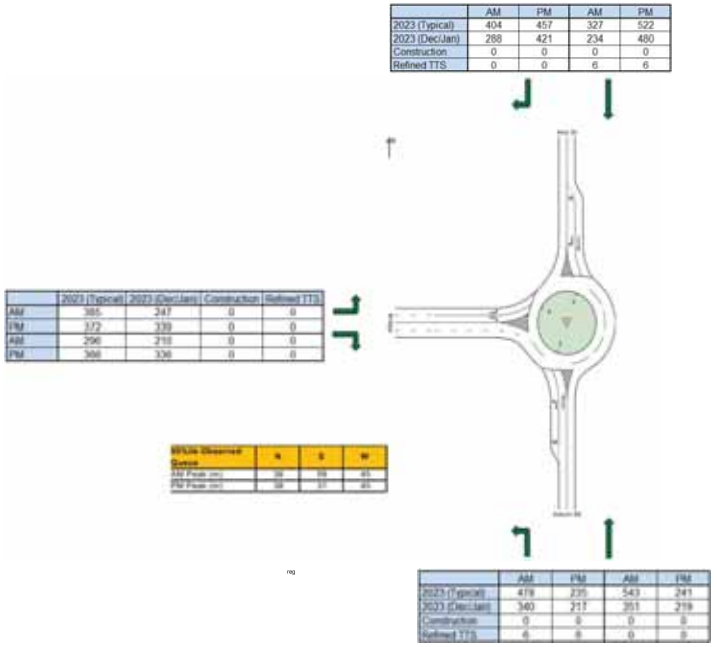
Traffic volume diagrams for modelled intersections (measured in number of vehicles)





Regents Park Area

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



	AM	PM	AM	PM
2023 (Typical)	404	457	327	522
2023 (Dec/Jan)	268	421	234	480
Construction	0	0	0	0
Refined TTS	0	0	6	6

	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	385	247	0	0
PM	372	339	0	0
AM	296	210	0	0
PM	368	336	0	0

95%ile Observed Queue	N	S	W
AM Peak (m)	39	59	45
PM Peak (m)	38	37	45

	AM	PM	AM	PM
2023 (Typical)	479	235	543	241
2023 (Dec/Jan)	340	217	351	219
Construction	0	0	0	0
Refined TTS	6	6	0	0

Yagoona Area

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

	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	230	148	0	0
PM	158	144	0	0
AM	1797	1156	0	0
PM	1425	1297	0	0
AM	178	130	0	20
PM	262	242	0	20

	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	48	31	0	0
PM	100	91	0	0
AM	1193	848	0	0
PM	1643	1511	0	0
AM	111	82	0	0
PM	67	62	0	0

	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	48	39	0	0
PM	63	57	0	0
AM	2577	1655	0	0
PM	2034	1851	0	0

	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	6	5	0	20
PM	33	31	0	20
AM	1679	1194	0	0
PM	2333	2147	0	0

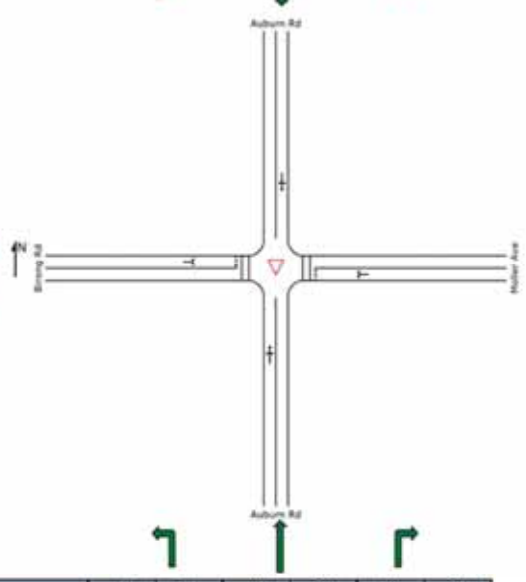
Birrong Area

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

	AM	PM	AM	PM	AM	PM
2023 (Typical)	3	3	650	749	1	2
2023 (Dec/Jan)	2	3	463	689	1	2
Construction	0	0	0	0	0	0
Refined TTS	0	0	20	20	0	0

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

	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	8	6	0	0
PM	4	4	0	0
AM	8	7	0	0
PM	2	2	0	0

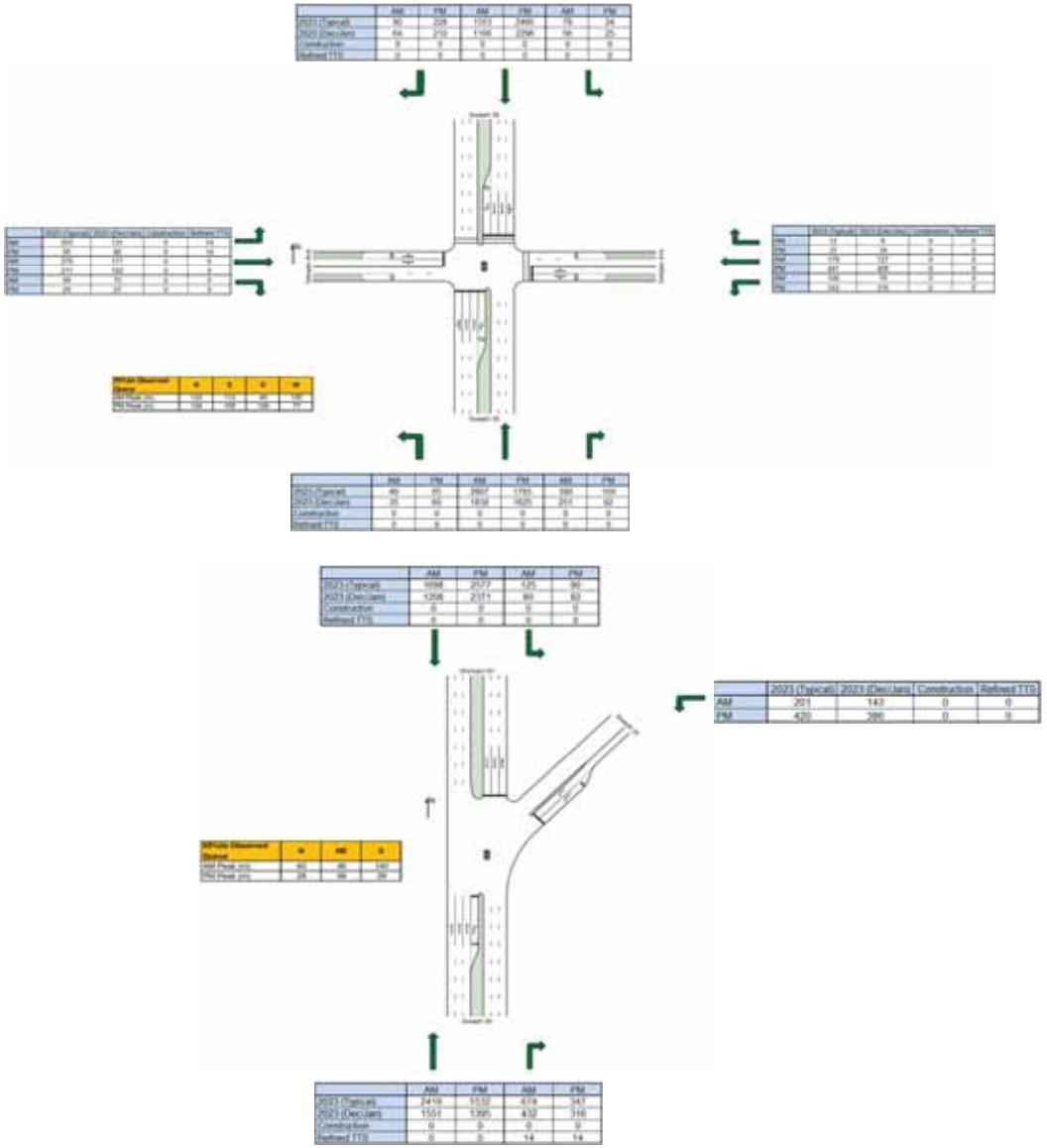


	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	1	1	0	0
PM	1	1	0	0
AM	11	8	0	0
PM	3	3	0	0

	AM	PM	AM	PM	AM	PM
2023 (Typical)	4	5	698	668	9	2
2023 (Dec/Jan)	3	5	448	609	6	2
Construction	0	0	0	0	0	0
Refined TTS	0	0	20	20	0	0

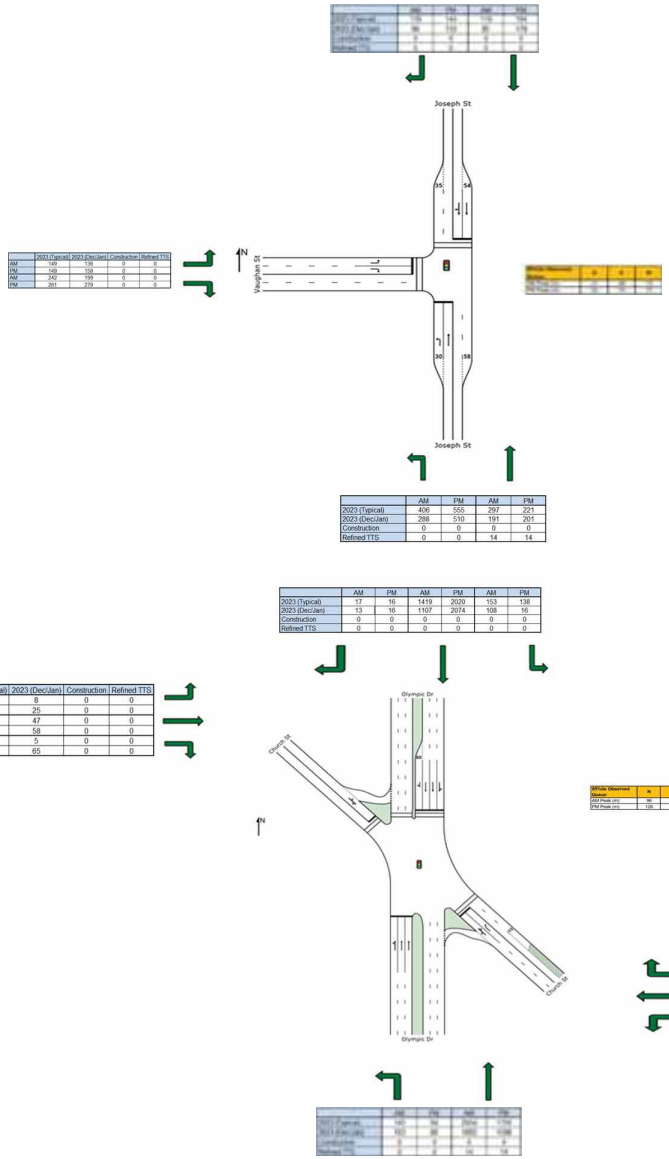
Lidcombe Area (Map 1)

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



Lidcombe Area (Map 2)

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



	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	149	139	0	0
PM	149	158	0	0
AM	242	199	0	0
PM	261	229	0	0

	AM	PM	AM	PM
2023 (Typical)	406	555	297	221
2023 (Dec/Jan)	288	510	191	201
Construction	0	0	0	0
Refined TTS	0	0	14	14

	AM	PM	AM	PM	AM	PM
2023 (Typical)	17	16	1419	2020	153	138
2023 (Dec/Jan)	13	16	1107	2074	108	16
Construction	0	0	0	0	0	0
Refined TTS	0	0	0	0	0	0

	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	12	8	0	0
PM	28	25	0	0
AM	74	47	0	0
PM	64	58	0	0
AM	8	5	0	0
PM	70	65	0	0

	2023 (Typical)	2023 (Dec/Jan)	Construction	Refined TTS
AM	152	97	0	0
PM	317	288	0	0
AM	12	9	0	0
PM	10	9	0	0
AM	267	190	0	14
PM	544	498	0	14

Appendix B

Detailed Intersection Assessment Tables

1.0 Sydenham Station

1.1 Sydenham Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	South	T1	603	31%	15.01	LOS B	9.1
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	L2	24	8%	48.83	LOS D	1.1
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	R2	241	51%	51.14	LOS D	8.4
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	T1	895	67%	6.61	LOS A	12.8
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	L2	374	67%	10.16	LOS A	11.9
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	R2	5	2%	51.60	LOS D	0.2
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	T1	2	6%	54.03	LOS D	0.4
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	L2	10	6%	58.65	LOS E	0.4
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	South	T1	942	57%	18.92	LOS B	15.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	L2	40	8%	41.44	LOS C	1.8
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	R2	528	66%	46.25	LOS D	17.4
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	T1	744	65%	27.31	LOS B	24.5
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	L2	301	65%	32.15	LOS C	22.9
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	R2	10	5%	52.93	LOS D	0.5
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	T1	3	15%	55.42	LOS D	1.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	L2	36	15%	59.62	LOS E	1.2
H.23 Gleeson Ave / Railway Pde - AM Peak	Gleeson Ave	South	L2	827	29%	2.91	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	L2	1487	54%	6.83	LOS A	14.0
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	T1	336	21%	2.66	LOS A	4.2
H.23 Gleeson Ave / Railway Pde - PM Peak	Gleeson Ave	South	L2	1463	50%	2.90	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	L2	1136	40%	6.62	LOS A	9.8
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	T1	342	22%	3.31	LOS A	4.9
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	R2	52	41%	39.16	LOS C	5.5
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	T1	401	41%	16.98	LOS B	11.0
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	L2	30	41%	16.93	LOS B	11.0
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	L2	52	18%	37.99	LOS C	4.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	R2	27	91%	69.57	LOS E	22.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	T1	348	91%	61.00	LOS E	22.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	T1	642	72%	18.46	LOS B	30.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	L2	109	72%	21.88	LOS B	30.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	R2	264	92%	76.60	LOS F	20.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	R2	39	50%	62.82	LOS E	4.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	T1	321	50%	38.52	LOS C	13.9
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	L2	1	50%	40.99	LOS C	13.9

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	R2	46	79%	50.89	LOS D	18.6
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	T1	745	79%	34.86	LOS C	27.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	L2	171	79%	30.23	LOS C	27.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	L2	67	70%	26.97	LOS B	24.0
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	R2	75	64%	52.46	LOS D	10.5
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	T1	673	70%	27.13	LOS B	24.0
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	T1	546	75%	30.30	LOS C	29.3
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	L2	69	75%	33.30	LOS C	29.3
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	R2	92	75%	63.17	LOS E	6.2
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	R2	32	43%	50.37	LOS D	6.6
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	T1	171	43%	33.78	LOS C	6.6
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	L2	1	9%	23.45	LOS B	2.5
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	R2	3	3%	12.96	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	T1	4	3%	9.94	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	L2	3	3%	10.21	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	L2	16	55%	5.94	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	R2	92	55%	8.15	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	T1	298	55%	5.27	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	T1	6	27%	9.57	LOS A	1.2
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	L2	63	27%	9.87	LOS A	1.2
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	R2	40	27%	12.69	LOS A	1.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	R2	19	60%	9.19	LOS A	4.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	T1	325	60%	6.18	LOS A	4.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	L2	18	60%	6.54	LOS A	4.2
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	R2	15	17%	20.09	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	T1	3	17%	16.99	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	L2	20	17%	17.42	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	L2	3	67%	6.09	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	R2	159	67%	8.12	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	T1	485	67%	5.13	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	T1	6	57%	10.88	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	L2	186	57%	11.11	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	R2	76	57%	13.87	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	R2	8	49%	10.67	LOS A	2.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	T1	231	49%	7.40	LOS A	2.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	L2	24	49%	7.64	LOS A	2.9
H.40 Edinburgh Rd / Bedwin Rd AM	Bedwin Rd	South	R1	668	53%	11.20	LOS A	16.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.40 Edinburgh Rd / Bedwin Rd AM	Bedwin Rd	South	L2	280	17%	4.47	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	Southeast	L3	214	47%	21.03	LOS B	6.9
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	Northeast	L1	631	59%	9.56	LOS A	14.8
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	Northeast	L2	48	9%	3.54	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	Northeast	L3	86	9%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edinburgh Rd	West	R2	170	57%	49.24	LOS D	8.5
H.40 Edinburgh Rd / Bedwin Rd AM	Edinburgh Rd	West	L1	72	10%	6.96	LOS A	1.0
H.40 Edinburgh Rd / Bedwin Rd PM	Bedwin Rd	South	R1	822	58%	9.55	LOS A	18.9
H.40 Edinburgh Rd / Bedwin Rd PM	Bedwin Rd	South	L2	385	21%	4.41	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	Southeast	L3	288	56%	18.29	LOS B	9.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	Northeast	L1	676	54%	7.47	LOS A	13.6
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	Northeast	L2	41	6%	3.51	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	Northeast	L3	56	6%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edinburgh Rd	West	R2	138	57%	53.44	LOS D	7.2
H.40 Edinburgh Rd / Bedwin Rd PM	Edinburgh Rd	West	L1	69	13%	8.67	LOS A	0.4
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	T1	154	50%	51.71	LOS D	5.1
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	L2	34	50%	56.44	LOS D	4.9
H.41 Bedwin Rd / May St AM Peak	May St	East	L2	27	30%	27.09	LOS B	7.8
H.41 Bedwin Rd / May St AM Peak	May St	East	R2	146	108%	162.05	LOS F	15.0
H.41 Bedwin Rd / May St AM Peak	May St	East	T1	207	30%	22.49	LOS B	7.8
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	T1	348	85%	33.48	LOS C	36.5
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	L2	351	85%	38.12	LOS C	36.5
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	R2	335	52%	34.96	LOS C	12.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	R2	108	82%	41.18	LOS C	26.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	T1	573	82%	27.43	LOS B	26.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	L2	625	74%	9.46	LOS A	13.6
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	T1	250	100%	106.27	LOS F	13.6
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	L2	84	100%	108.06	LOS F	11.9
H.41 Bedwin Rd / May St PM Peak	May St	East	L2	36	92%	51.41	LOS D	32.2
H.41 Bedwin Rd / May St PM Peak	May St	East	R2	297	101%	134.35	LOS F	27.2
H.41 Bedwin Rd / May St PM Peak	May St	East	T1	558	92%	46.89	LOS D	32.2
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	T1	306	100%	61.63	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	L2	305	100%	66.20	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	R2	546	100%	62.71	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	R2	16	77%	30.58	LOS C	13.0
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	T1	318	77%	25.89	LOS B	13.0
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	L2	662	96%	65.20	LOS E	36.0

1.2 Sydenham Station: Future + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	South	T1	603	30%	13.31	LOS A	8.5
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	L2	24	10%	51.97	LOS D	1.2
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	R2	298	90%	66.64	LOS E	13.3
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	T1	895	69%	7.50	LOS A	14.2
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	L2	431	69%	11.23	LOS A	13.6
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	R2	5	2%	51.60	LOS D	0.2
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	T1	2	6%	54.03	LOS D	0.4
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	L2	10	6%	58.65	LOS E	0.4
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	South	T1	942	61%	19.83	LOS B	15.8
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	L2	40	8%	38.93	LOS C	1.7
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	R2	584	77%	46.37	LOS D	19.3
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	T1	744	75%	30.92	LOS C	29.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	L2	357	75%	35.81	LOS C	25.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	R2	10	5%	52.93	LOS D	0.5
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	T1	3	15%	55.42	LOS D	1.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	L2	36	15%	59.62	LOS E	1.2
H.23 Gleeson Ave / Railway Pde - AM Peak	Gleeson Ave	South	L2	883	33%	2.94	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	L2	1543	74%	8.33	LOS A	24.4
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	T1	336	21%	2.66	LOS A	4.2
H.23 Gleeson Ave / Railway Pde - PM Peak	Gleeson Ave	South	L2	1519	54%	2.91	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	L2	1192	44%	6.83	LOS A	10.8
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	T1	342	22%	3.31	LOS A	4.9
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	R2	52	41%	39.16	LOS C	5.5
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	T1	401	41%	16.98	LOS B	11.0
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	L2	30	41%	16.93	LOS B	11.0
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	L2	52	18%	37.99	LOS C	4.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	R2	27	91%	69.83	LOS E	22.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	T1	348	91%	61.20	LOS E	22.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	T1	642	72%	18.46	LOS B	30.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	L2	109	72%	21.88	LOS B	30.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	R2	264	92%	76.60	LOS F	20.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	R2	39	50%	63.84	LOS E	3.9
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	T1	321	50%	38.45	LOS C	14.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	L2	1	50%	41.07	LOS C	14.1
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	R2	46	79%	50.89	LOS D	18.6
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	T1	745	79%	34.86	LOS C	27.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	L2	171	79%	30.23	LOS C	27.9

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	L2	67	70%	26.97	LOS B	24.0
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	R2	75	64%	52.46	LOS D	10.5
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	T1	673	70%	27.13	LOS B	24.0
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	T1	546	75%	30.30	LOS C	29.3
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	L2	69	75%	33.30	LOS C	29.3
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	R2	92	75%	63.17	LOS E	6.2
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	R2	32	43%	50.37	LOS D	6.6
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	T1	171	43%	33.78	LOS C	6.6
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	L2	1	9%	23.45	LOS B	2.5
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	R2	3	3%	12.96	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	T1	4	3%	9.94	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	L2	3	3%	10.21	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	L2	16	55%	5.94	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	R2	92	55%	8.15	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	T1	298	55%	5.27	LOS A	4.4
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	T1	6	27%	9.57	LOS A	1.2
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	L2	63	27%	9.87	LOS A	1.2
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	R2	40	27%	12.69	LOS A	1.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	R2	19	60%	9.19	LOS A	4.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	T1	325	60%	6.18	LOS A	4.2
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	L2	18	60%	6.54	LOS A	4.2
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	R2	15	17%	20.09	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	T1	3	17%	16.99	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	L2	20	17%	17.42	LOS B	0.7
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	L2	3	67%	6.09	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	R2	159	67%	8.12	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	T1	485	67%	5.13	LOS A	6.8
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	T1	6	57%	10.88	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	L2	186	57%	11.11	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	R2	76	57%	13.87	LOS A	3.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	R2	8	49%	10.67	LOS A	2.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	T1	231	49%	7.40	LOS A	2.9
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	L2	24	49%	7.64	LOS A	2.9
H.40 Edinburgh Rd / Bedwin Rd AM	Bedwin Rd	South	R1	668	53%	11.20	LOS A	16.3
H.40 Edinburgh Rd / Bedwin Rd AM	Bedwin Rd	South	L2	280	17%	4.47	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	Southeast	L3	214	47%	21.03	LOS B	6.9
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	Northeast	L1	631	59%	9.56	LOS A	14.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	Northeast	L2	48	9%	3.54	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edgeware Rd	Northeast	L3	86	9%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM	Edinburgh Rd	West	R2	170	57%	49.24	LOS D	8.5
H.40 Edinburgh Rd / Bedwin Rd AM	Edinburgh Rd	West	L1	72	10%	6.96	LOS A	1.0
H.40 Edinburgh Rd / Bedwin Rd PM	Bedwin Rd	South	R1	822	58%	9.55	LOS A	18.9
H.40 Edinburgh Rd / Bedwin Rd PM	Bedwin Rd	South	L2	385	21%	4.41	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	Southeast	L3	288	56%	18.29	LOS B	9.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	Northeast	L1	676	54%	7.47	LOS A	13.6
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	Northeast	L2	41	6%	3.51	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edgeware Rd	Northeast	L3	56	6%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM	Edinburgh Rd	West	R2	138	57%	53.44	LOS D	7.2
H.40 Edinburgh Rd / Bedwin Rd PM	Edinburgh Rd	West	L1	69	13%	8.67	LOS A	0.4
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	T1	154	50%	51.71	LOS D	5.1
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	L2	34	50%	56.44	LOS D	4.9
H.41 Bedwin Rd / May St AM Peak	May St	East	L2	27	30%	27.09	LOS B	7.8
H.41 Bedwin Rd / May St AM Peak	May St	East	R2	146	108%	162.05	LOS F	15.0
H.41 Bedwin Rd / May St AM Peak	May St	East	T1	207	30%	22.49	LOS B	7.8
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	T1	348	85%	33.48	LOS C	36.5
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	L2	351	85%	38.12	LOS C	36.5
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	R2	335	52%	34.96	LOS C	12.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	R2	108	82%	41.18	LOS C	26.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	T1	573	82%	27.43	LOS B	26.9
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	L2	625	74%	9.46	LOS A	13.6
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	T1	250	100%	106.27	LOS F	13.6
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	L2	84	100%	108.06	LOS F	11.9
H.41 Bedwin Rd / May St PM Peak	May St	East	L2	36	92%	51.41	LOS D	32.2
H.41 Bedwin Rd / May St PM Peak	May St	East	R2	297	101%	134.35	LOS F	27.2
H.41 Bedwin Rd / May St PM Peak	May St	East	T1	558	92%	46.89	LOS D	32.2
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	T1	306	100%	61.63	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	L2	305	100%	66.20	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	R2	546	100%	62.71	LOS E	45.8
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	R2	16	77%	30.58	LOS C	13.0
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	T1	318	77%	25.89	LOS B	13.0
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	L2	662	96%	65.20	LOS E	36.0

1.3 Sydenham Station: Future (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	South	T1	389	20%	13.97	LOS A	5.4
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	L2	17	6%	48.53	LOS D	0.8
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	R2	154	33%	49.64	LOS D	5.1
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	T1	639	47%	5.64	LOS A	6.3
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	L2	239	47%	9.25	LOS A	5.8
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	R2	3	1%	51.45	LOS D	0.2
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	T1	1	5%	54.24	LOS D	0.3
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	L2	9	5%	58.84	LOS E	0.3
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	South	T1	858	52%	18.34	LOS B	13.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	L2	37	8%	42.22	LOS C	1.7
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	R2	481	61%	46.58	LOS D	15.7
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	T1	686	60%	26.59	LOS B	21.8
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	L2	274	60%	31.90	LOS C	20.6
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	R2	9	4%	51.85	LOS D	0.5
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	T1	3	14%	55.39	LOS D	1.1
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	L2	34	14%	59.61	LOS E	1.1
H.23 Gleeson Ave / Railway Pde - AM Peak	Gleeson Ave	South	L2	591	21%	2.92	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	L2	1058	38%	6.12	LOS A	8.2
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	T1	239	15%	2.51	LOS A	2.8
H.23 Gleeson Ave / Railway Pde - PM Peak	Gleeson Ave	South	L2	1347	46%	2.90	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	L2	1046	37%	6.48	LOS A	8.7
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	T1	314	20%	3.25	LOS A	4.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	R2	33	20%	23.12	LOS B	4.0
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	T1	261	20%	15.12	LOS B	5.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	L2	21	20%	16.42	LOS B	5.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	L2	37	9%	35.43	LOS C	1.9
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	R2	17	45%	39.71	LOS C	11.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	T1	248	45%	34.93	LOS C	11.8
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	T1	458	46%	16.76	LOS B	15.5
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	L2	70	46%	19.03	LOS B	15.5
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	R2	187	46%	27.50	LOS B	10.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	R2	28	23%	41.87	LOS C	4.3
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	T1	206	23%	33.33	LOS C	6.0
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	L2	1	23%	36.10	LOS C	6.0
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	R2	41	64%	40.72	LOS C	15.1
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	T1	679	64%	27.55	LOS B	19.7
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	L2	157	64%	23.98	LOS B	19.7
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	L2	62	59%	29.35	LOS C	17.5
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	R2	68	53%	39.30	LOS C	12.4
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	T1	620	59%	28.26	LOS B	17.5
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	T1	503	60%	25.66	LOS B	22.3
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	L2	63	60%	27.48	LOS B	22.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	R2	85	60%	51.42	LOS D	6.5
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	R2	29	30%	39.09	LOS C	6.1
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	T1	155	30%	30.51	LOS C	6.1
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	L2	1	6%	26.19	LOS B	1.7
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	R2	2	2%	10.60	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	T1	3	2%	7.58	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	L2	2	2%	7.84	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	L2	13	38%	5.28	LOS A	2.3
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	R2	59	38%	7.51	LOS A	2.3
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	T1	212	38%	4.59	LOS A	2.3
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	T1	4	15%	6.92	LOS A	0.6
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	L2	42	15%	7.24	LOS A	0.6
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	R2	29	15%	10.05	LOS A	0.6
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	R2	14	36%	7.86	LOS A	1.8
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	T1	208	36%	4.86	LOS A	1.8
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	L2	11	36%	5.21	LOS A	1.8
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	R2	14	14%	18.48	LOS B	0.6
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	T1	3	14%	15.38	LOS B	0.6
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	L2	18	14%	15.80	LOS B	0.6
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	L2	3	61%	5.76	LOS A	5.6
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	R2	145	61%	7.87	LOS A	5.6
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	T1	447	61%	4.88	LOS A	5.6
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	T1	5	50%	9.12	LOS A	3.0
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	L2	170	50%	9.35	LOS A	3.0
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	R2	70	50%	12.11	LOS A	3.0
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	R2	7	44%	9.98	LOS A	2.4
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	T1	211	44%	6.71	LOS A	2.4
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	L2	22	44%	6.95	LOS A	2.4
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Bedwin Rd	South	R1	412	23%	3.36	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Bedwin Rd	South	L2	191	11%	4.47	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Edgeware Rd	SouthEast	L3	146	34%	28.48	LOS B	3.0
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Edgeware Rd	NorthEast	L1	431	35%	2.90	LOS A	1.8
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Edgeware Rd	NorthEast	L2	35	6%	3.56	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Edgeware Rd	NorthEast	L3	53	6%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Edinburgh Rd	West	R2	116	40%	18.32	LOS B	1.6
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Edinburgh Rd	West	L1	46	6%	5.46	LOS A	0.2
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Bedwin Rd	South	R1	708	38%	3.33	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Bedwin Rd	South	L2	335	18%	4.40	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Edgeware Rd	SouthEast	L3	251	55%	27.19	LOS B	5.1
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Edgeware Rd	NorthEast	L1	588	51%	4.33	LOS A	4.0
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Edgeware Rd	NorthEast	L2	36	5%	3.51	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Edgeware Rd	NorthEast	L3	48	5%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Edinburgh Rd	West	R2	120	80%	56.19	LOS D	3.8
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Edinburgh Rd	West	L1	64	11%	7.89	LOS A	0.4

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	T1	99	43%	54.40	LOS D	3.4
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	L2	24	43%	59.19	LOS E	3.2
H.41 Bedwin Rd / May St AM Peak	May St	East	L2	19	19%	21.03	LOS B	4.5
H.41 Bedwin Rd / May St AM Peak	May St	East	R2	93	57%	54.36	LOS D	5.3
H.41 Bedwin Rd / May St AM Peak	May St	East	T1	147	57%	17.65	LOS B	5.3
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	T1	247	63%	27.02	LOS B	20.0
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	L2	225	63%	31.66	LOS C	20.0
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	R2	238	39%	34.69	LOS C	9.4
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	R2	76	68%	53.83	LOS D	10.2
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	T1	367	68%	21.91	LOS B	16.7
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	L2	400	61%	14.12	LOS A	16.7
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	T1	228	84%	58.00	LOS E	9.2
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	L2	77	84%	63.83	LOS E	8.3
H.41 Bedwin Rd / May St PM Peak	May St	East	L2	33	84%	34.88	LOS C	23.7
H.41 Bedwin Rd / May St PM Peak	May St	East	R2	270	89%	57.08	LOS E	15.6
H.41 Bedwin Rd / May St PM Peak	May St	East	T1	514	84%	30.35	LOS C	23.7
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	T1	281	90%	50.02	LOS D	31.0
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	L2	277	90%	54.59	LOS D	31.0
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	R2	502	90%	61.62	LOS E	31.0
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	R2	14	38%	25.79	LOS B	10.4
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	T1	290	38%	21.10	LOS B	10.4
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	L2	602	63%	11.49	LOS A	12.4

1.4 Sydenham Station: Future + Refined TTP (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	South	T1	401	19%	10.52	LOS A	4.9
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	L2	17	10%	56.17	LOS D	0.9
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	East	R2	211	88%	67.84	LOS E	9.2
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	T1	647	47%	6.14	LOS A	7.2
B.19 Gleeson Ave / Burrows Road - AM Peak	Gleeson Ave	North	L2	296	47%	10.65	LOS A	7.1
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	R2	5	3%	52.77	LOS D	0.3
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	T1	1	5%	54.24	LOS D	0.3
B.19 Gleeson Ave / Burrows Road - AM Peak	Burrows Ave	West	L2	9	5%	58.84	LOS E	0.3
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	South	T1	871	56%	19.20	LOS B	13.9
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	L2	37	7%	39.68	LOS C	1.6
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	East	R2	537	71%	45.62	LOS D	17.4
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	T1	699	70%	29.24	LOS C	26.2
B.19 Gleeson Ave / Burrows Road - PM Peak	Gleeson Ave	North	L2	330	70%	33.87	LOS C	22.6
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	R2	11	6%	53.52	LOS D	0.6
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	T1	3	14%	55.39	LOS D	1.1
B.19 Gleeson Ave / Burrows Road - PM Peak	Burrows Ave	West	L2	34	14%	59.61	LOS E	1.1
H.23 Gleeson Ave / Railway Pde - AM Peak	Gleeson Ave	South	L2	660	26%	2.95	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	L2	1127	54%	6.91	LOS A	13.5
H.23 Gleeson Ave / Railway Pde - AM Peak	Railway Pde	East	T1	239	15%	2.51	LOS A	2.8
H.23 Gleeson Ave / Railway Pde - PM Peak	Gleeson Ave	South	L2	1416	51%	2.92	LOS A	0.0
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	L2	1115	42%	6.73	LOS A	9.8
H.23 Gleeson Ave / Railway Pde - PM Peak	Railway Pde	East	T1	314	20%	3.25	LOS A	4.4
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	R2	33	20%	21.90	LOS B	3.9
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	T1	261	20%	14.04	LOS A	5.2
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Railway Rd	South	L2	21	20%	15.41	LOS B	5.2
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	L2	37	9%	37.01	LOS C	2.0
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	R2	17	47%	41.55	LOS C	12.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	East	T1	248	47%	36.75	LOS C	12.1
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	T1	458	46%	15.39	LOS B	15.7
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	L2	70	46%	18.04	LOS B	15.7
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Gleeson Ave	North	R2	202	46%	26.44	LOS B	9.7
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	R2	28	26%	43.86	LOS D	5.0
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	T1	206	26%	35.66	LOS C	6.2
H.24 Gleeson Ave / Unwins Bridge Rd AM Peak	Unwins Bridge Rd	West	L2	13	26%	38.95	LOS C	6.2
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	R2	41	53%	25.84	LOS B	13.0
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	T1	679	53%	18.43	LOS B	13.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Railway Rd	South	L2	157	53%	18.09	LOS B	13.9
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	L2	62	72%	36.60	LOS C	22.8
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	R2	68	65%	50.15	LOS D	12.8
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	East	T1	620	72%	35.95	LOS C	22.8
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	T1	503	55%	20.51	LOS B	20.7
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	L2	63	55%	23.17	LOS B	20.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Gleeson Ave	North	R2	100	55%	41.13	LOS C	6.1
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	R2	29	45%	49.50	LOS D	7.7
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	T1	155	45%	40.64	LOS C	7.7
H.24 Gleeson Ave / Unwins Bridge Rd PM Peak	Unwins Bridge Rd	West	L2	14	9%	31.46	LOS C	1.8
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	R2	2	2%	10.60	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	T1	3	2%	7.58	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Murray St	South	L2	2	2%	7.84	LOS A	0.1
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	L2	13	38%	5.28	LOS A	2.3
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	R2	59	38%	7.51	LOS A	2.3
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	East	T1	212	38%	4.59	LOS A	2.3
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	T1	4	15%	6.92	LOS A	0.6
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	L2	42	15%	7.24	LOS A	0.6
H.39 Edinburgh Rd / Murray St AM peak	Murray St	North	R2	29	15%	10.05	LOS A	0.6
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	R2	14	36%	7.86	LOS A	1.8
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	T1	208	36%	4.86	LOS A	1.8
H.39 Edinburgh Rd / Murray St AM peak	Edinburgh Rd	West	L2	11	36%	5.21	LOS A	1.8
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	R2	14	14%	18.48	LOS B	0.6
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	T1	3	14%	15.38	LOS B	0.6
H.39 Edinburgh Rd / Murray St PM peak	Murray St	South	L2	18	14%	15.80	LOS B	0.6
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	L2	3	61%	5.76	LOS A	5.6
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	R2	145	61%	7.87	LOS A	5.6
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	East	T1	447	61%	4.88	LOS A	5.6
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	T1	5	50%	9.12	LOS A	3.0
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	L2	170	50%	9.35	LOS A	3.0
H.39 Edinburgh Rd / Murray St PM peak	Murray St	North	R2	70	50%	12.11	LOS A	3.0
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	R2	7	44%	9.98	LOS A	2.4
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	T1	211	44%	6.71	LOS A	2.4
H.39 Edinburgh Rd / Murray St PM peak	Edinburgh Rd	West	L2	22	44%	6.95	LOS A	2.4
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Bedwin Rd	South	R1	412	23%	3.36	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Bedwin Rd	South	L2	191	11%	4.47	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Edgeware Rd	SouthEast	L3	146	34%	28.48	LOS B	3.0
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Edgeware Rd	NorthEast	L1	431	35%	2.90	LOS A	1.8
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Edgeware Rd	NorthEast	L2	35	6%	3.56	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Edgeware Rd	NorthEast	L3	53	6%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Edinburgh Rd	West	R2	116	40%	18.32	LOS B	1.6
H.40 Edinburgh Rd / Bedwin Rd AM_superseded	Edinburgh Rd	West	L1	46	6%	5.46	LOS A	0.2
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Bedwin Rd	South	R1	708	38%	3.33	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Bedwin Rd	South	L2	335	18%	4.40	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Edgeware Rd	SouthEast	L3	251	55%	27.19	LOS B	5.1
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Edgeware Rd	NorthEast	L1	588	51%	4.33	LOS A	4.0
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Edgeware Rd	NorthEast	L2	36	5%	3.51	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Edgeware Rd	NorthEast	L3	48	5%	4.11	LOS A	0.0
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Edinburgh Rd	West	R2	120	80%	56.19	LOS D	3.8
H.40 Edinburgh Rd / Bedwin Rd PM_superseded	Edinburgh Rd	West	L1	64	11%	7.89	LOS A	0.4

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	T1	99	43%	54.40	LOS D	3.4
H.41 Bedwin Rd / May St AM Peak	Campbell St	South	L2	24	43%	59.19	LOS E	3.2
H.41 Bedwin Rd / May St AM Peak	May St	East	L2	19	19%	21.03	LOS B	4.5
H.41 Bedwin Rd / May St AM Peak	May St	East	R2	93	57%	54.36	LOS D	5.3
H.41 Bedwin Rd / May St AM Peak	May St	East	T1	147	57%	17.65	LOS B	5.3
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	T1	247	63%	27.02	LOS B	20.0
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	L2	225	63%	31.66	LOS C	20.0
H.41 Bedwin Rd / May St AM Peak	Bedwin Rd	North	R2	238	39%	34.69	LOS C	9.4
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	R2	76	68%	53.83	LOS D	10.2
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	T1	367	68%	21.91	LOS B	16.7
H.41 Bedwin Rd / May St AM Peak	Unwins Bridge Rd	West	L2	400	61%	14.12	LOS A	16.7
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	T1	228	84%	58.00	LOS E	9.2
H.41 Bedwin Rd / May St PM Peak	Campbell St	South	L2	77	84%	63.83	LOS E	8.3
H.41 Bedwin Rd / May St PM Peak	May St	East	L2	33	84%	34.88	LOS C	23.7
H.41 Bedwin Rd / May St PM Peak	May St	East	R2	270	89%	57.08	LOS E	15.6
H.41 Bedwin Rd / May St PM Peak	May St	East	T1	514	84%	30.35	LOS C	23.7
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	T1	281	90%	50.02	LOS D	31.0
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	L2	277	90%	54.59	LOS D	31.0
H.41 Bedwin Rd / May St PM Peak	Bedwin Rd	North	R2	502	90%	61.62	LOS E	31.0
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	R2	14	38%	25.79	LOS B	10.4
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	T1	290	38%	21.10	LOS B	10.4
H.41 Bedwin Rd / May St PM Peak	Unwins Bridge Rd	West	L2	602	63%	11.49	LOS A	12.4

2.0 Marrickville Station

2.1 Marrickville Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	T1	660	59%	13.66	LOS A	20.1
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	L2	22	59%	18.31	LOS B	20.1
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	L2	12	48%	37.70	LOS C	8.3
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	R2	75	48%	37.72	LOS C	8.3
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	T1	119	48%	33.14	LOS C	8.3
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	T1	284	60%	20.76	LOS B	11.6
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	L2	15	3%	20.02	LOS B	0.5
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	R2	18	60%	25.32	LOS B	11.6
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	R2	171	81%	45.04	LOS D	16.4
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	T1	137	81%	40.45	LOS C	16.4
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	L2	33	81%	45.04	LOS D	16.4
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	T1	379	35%	11.50	LOS A	9.9
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	L2	24	35%	16.07	LOS B	9.9
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	L2	28	65%	38.99	LOS C	13.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	R2	98	65%	38.99	LOS C	13.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	T1	188	65%	34.42	LOS C	13.4
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	T1	735	69%	7.95	LOS A	13.7
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	L2	18	14%	9.82	LOS A	1.5
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	R2	53	69%	13.04	LOS A	13.7
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	R2	171	89%	58.25	LOS E	18.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	T1	113	89%	53.66	LOS D	18.4
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	L2	39	89%	58.22	LOS E	18.4
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	South	R2	207	82%	48.64	LOS D	9.4
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	South	T1	280	83%	40.74	LOS C	13.6
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	South	L2	28	83%	45.48	LOS D	13.6
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	East	L2	93	10%	14.53	LOS B	1.9
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	East	R2	9	37%	15.77	LOS B	8.4
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	East	T1	351	37%	11.21	LOS A	8.4
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	North	T1	89	28%	23.10	LOS B	3.5
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	North	L2	16	28%	27.66	LOS B	3.5
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	North	R2	17	28%	27.73	LOS B	3.5
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	West	R2	55	82%	18.42	LOS B	18.2
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	West	T1	716	82%	13.16	LOS A	18.2
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	West	L2	75	16%	12.70	LOS A	2.2
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	South	R2	128	60%	53.61	LOS D	6.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	South	T1	145	53%	42.79	LOS D	8.6
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	South	L2	40	53%	47.35	LOS D	8.6
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	East	L2	172	18%	11.58	LOS A	2.3
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	East	R2	11	59%	10.81	LOS A	10.9
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	East	T1	672	59%	6.24	LOS A	10.9
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	North	T1	257	73%	31.27	LOS C	13.4
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	North	L2	22	73%	35.84	LOS C	13.4
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	North	R2	40	73%	35.84	LOS C	13.4
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	West	R2	102	66%	19.97	LOS B	12.7
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	West	T1	379	66%	14.57	LOS B	12.7
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	West	L2	47	13%	15.96	LOS B	2.9
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	R2	283	93%	65.65	LOS E	20.5
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	T1	397	103%	100.72	LOS F	32.0
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	L2	53	103%	111.87	LOS F	32.0
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	L2	73	19%	18.44	LOS B	4.4
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	R2	45	38%	28.12	LOS B	7.8
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	T1	278	38%	20.01	LOS B	7.8
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	T1	167	102%	71.35	LOS F	14.5
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	L2	59	61%	42.10	LOS C	5.0
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	R2	101	102%	103.87	LOS F	14.5
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	R2	33	78%	23.32	LOS B	18.5
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	T1	538	78%	18.73	LOS B	18.5
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	L2	205	20%	8.45	LOS A	2.7
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	R2	174	87%	57.72	LOS E	16.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	T1	210	87%	47.68	LOS D	16.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	L2	60	48%	45.69	LOS D	7.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	L2	336	107%	136.45	LOS F	70.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	R2	48	64%	45.93	LOS D	10.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	T1	557	107%	104.43	LOS F	70.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	T1	473	80%	36.57	LOS C	16.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	L2	35	80%	42.57	LOS D	16.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	R2	190	80%	38.22	LOS C	15.6
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	R2	89	72%	54.40	LOS D	5.6
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	T1	273	72%	23.79	LOS B	14.5
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	L2	154	58%	26.60	LOS B	14.5
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	T1	538	50%	8.98	LOS A	12.5
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	L1	208	13%	5.17	LOS A	1.1

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	T1	207	26%	9.87	LOS A	5.3
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	R3	31	26%	15.10	LOS B	5.3
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	Northwest	R1	214	48%	43.44	LOS D	12.3
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	Northwest	L3	74	48%	44.93	LOS D	12.3
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	T1	343	25%	4.05	LOS A	4.8
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	L1	127	8%	5.30	LOS A	0.7
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	T1	600	53%	5.49	LOS A	12.9
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	R3	74	53%	10.69	LOS A	12.9
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	Northwest	R1	202	53%	45.37	LOS D	10.1
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	Northwest	L3	35	53%	46.88	LOS D	10.1
H.38 Marrickville Station Overbridge AM	Illawarra Road	South	T1	726	49%	4.24	LOS A	12.3
H.38 Marrickville Station Overbridge AM	Illawarra Road	North	T1	415	28%	3.36	LOS A	5.6
H.38 Marrickville Station Overbridge PM	Illawarra Road	South	T1	463	31%	3.64	LOS A	6.4
H.38 Marrickville Station Overbridge PM	Illawarra Road	North	T1	794	54%	4.73	LOS A	14.2

2.2 Marrickville Station: Future + Construction + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	T1	673	60%	13.23	LOS A	20.3
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	L2	22	60%	17.88	LOS B	20.3
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	L2	12	54%	40.64	LOS C	8.6
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	R2	75	54%	40.65	LOS C	8.6
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	T1	119	54%	36.07	LOS C	8.6
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	T1	297	73%	25.85	LOS B	14.2
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	L2	15	4%	19.05	LOS B	0.5
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	R2	33	73%	30.90	LOS C	14.2
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	R2	171	89%	55.41	LOS D	19.7
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	T1	137	89%	50.82	LOS D	19.7
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	L2	48	89%	55.68	LOS D	19.7
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	T1	392	38%	12.88	LOS A	11.0
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	L2	24	38%	17.44	LOS B	11.0
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	L2	28	63%	38.01	LOS C	13.2
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	R2	98	63%	38.02	LOS C	13.2
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	T1	188	63%	33.45	LOS C	13.2
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	T1	748	83%	10.54	LOS A	18.6
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	L2	18	17%	10.14	LOS A	1.8
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	R2	68	83%	16.46	LOS B	18.6
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	R2	171	88%	55.18	LOS D	18.8
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	T1	113	88%	50.59	LOS D	18.8
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	L2	55	88%	55.40	LOS D	18.8
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	South	R2	235	95%	65.11	LOS E	12.9
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	South	T1	280	82%	38.77	LOS C	13.4
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd S	South	L2	28	82%	43.50	LOS D	13.4
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	East	L2	121	16%	16.21	LOS B	2.6
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	East	R2	9	47%	18.40	LOS B	10.7
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd S	East	T1	392	47%	13.83	LOS A	10.7
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	North	T1	89	25%	20.89	LOS B	3.3
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	North	L2	16	25%	25.45	LOS B	3.3
B.17 Marrickville Road / Illawarra Road - AM	Illawarra Rd N	North	R2	17	25%	25.52	LOS B	3.3
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	West	R2	55	98%	56.23	LOS D	38.0
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	West	T1	757	98%	46.16	LOS D	38.0
B.17 Marrickville Road / Illawarra Road - AM	Marrickville Rd N	West	L2	75	20%	13.59	LOS A	2.6
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	South	R2	156	77%	54.39	LOS D	7.8
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	South	T1	145	49%	40.40	LOS C	8.4

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd S	South	L2	40	49%	44.97	LOS D	8.4
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	East	L2	200	24%	14.49	LOS A	3.5
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	East	R2	11	81%	17.22	LOS B	19.0
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd S	East	T1	712	81%	12.95	LOS A	19.0
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	North	T1	257	65%	26.89	LOS B	12.1
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	North	L2	22	65%	31.45	LOS C	12.1
B.17 Marrickville Road / Illawarra Road - PM	Illawarra Rd N	North	R2	40	65%	31.45	LOS C	12.1
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	West	R2	102	90%	50.24	LOS D	22.6
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	West	T1	420	90%	37.62	LOS C	22.6
B.17 Marrickville Road / Illawarra Road - PM	Marrickville Rd N	West	L2	47	18%	17.46	LOS B	3.8
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	R2	283	116%	216.18	LOS F	39.6
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	T1	397	129%	307.99	LOS F	58.6
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	L2	53	129%	328.74	LOS F	58.6
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	L2	73	41%	16.64	LOS B	9.8
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	R2	45	82%	62.90	LOS E	4.2
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	T1	334	82%	16.36	LOS B	9.8
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	T1	167	138%	239.11	LOS F	31.8
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	L2	59	83%	61.72	LOS E	6.7
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	R2	101	138%	405.54	LOS F	31.8
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	R2	33	127%	278.90	LOS F	72.9
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	T1	593	127%	242.42	LOS F	72.9
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	L2	205	27%	9.07	LOS A	3.5
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	R2	174	104%	122.39	LOS F	24.5
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	T1	210	104%	84.85	LOS F	24.5
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	L2	60	57%	49.15	LOS D	7.3
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	L2	336	105%	120.80	LOS F	70.1
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	R2	48	63%	41.98	LOS C	10.7
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	T1	614	105%	91.63	LOS F	70.1
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	T1	473	91%	47.69	LOS D	19.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	L2	35	91%	53.94	LOS D	19.3
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	R2	190	91%	48.81	LOS D	18.3
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	R2	89	82%	58.92	LOS E	7.6
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	T1	330	82%	23.96	LOS B	14.8
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	L2	154	66%	23.65	LOS B	14.8
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	T1	566	54%	8.31	LOS A	12.9
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	L1	208	13%	5.17	LOS A	1.1
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	T1	235	30%	9.23	LOS A	5.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	R3	31	30%	14.46	LOS A	5.8
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	Northwest	R1	214	51%	44.55	LOS D	12.5
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	Northwest	L3	74	51%	46.04	LOS D	12.5
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	T1	371	29%	4.21	LOS A	5.4
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	L1	127	8%	5.30	LOS A	0.7
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	T1	628	58%	6.24	LOS A	14.6
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	R3	74	58%	11.43	LOS A	14.6
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	Northwest	R1	202	53%	45.37	LOS D	10.1
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	Northwest	L3	35	53%	46.88	LOS D	10.1
H.38 Marrickville Station Overbridge AM	Illawarra Road	South	T1	754	53%	4.45	LOS A	13.4
H.38 Marrickville Station Overbridge AM	Illawarra Road	North	T1	443	32%	3.49	LOS A	6.2
H.38 Marrickville Station Overbridge PM	Illawarra Road	South	T1	491	35%	3.79	LOS A	7.1
H.38 Marrickville Station Overbridge PM	Illawarra Road	North	T1	822	58%	4.97	LOS A	15.5

2.3 Marrickville Station: Future (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	T1	424	38%	11.51	LOS A	10.9
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	L2	16	38%	16.16	LOS B	10.9
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	L2	9	30%	33.50	LOS C	5.2
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	R2	48	30%	33.52	LOS C	5.2
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	T1	85	30%	28.94	LOS C	5.2
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	T1	204	41%	16.88	LOS B	7.5
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	L2	10	2%	19.87	LOS B	0.3
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	R2	12	41%	21.44	LOS B	7.5
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	R2	122	54%	36.12	LOS C	9.2
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	T1	87	54%	31.53	LOS C	9.2
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	L2	21	54%	36.12	LOS C	9.2
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	T1	345	30%	9.65	LOS A	8.2
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	L2	22	30%	14.21	LOS A	8.2
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	L2	26	67%	40.86	LOS C	12.6
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	R2	89	67%	40.86	LOS C	12.6
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	T1	173	67%	36.29	LOS C	12.6
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	T1	677	58%	7.08	LOS A	10.9
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	L2	16	12%	10.15	LOS A	1.3
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	R2	49	58%	11.92	LOS A	10.9
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	R2	158	91%	63.28	LOS E	17.5
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	T1	103	91%	58.69	LOS E	17.5
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	L2	36	91%	63.26	LOS E	17.5
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	R2	137	44%	43.13	LOS D	5.8
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	T1	180	46%	35.00	LOS C	8.1
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	L2	20	46%	39.73	LOS C	8.1
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	L2	67	7%	13.86	LOS A	1.3
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	R2	6	25%	13.89	LOS A	5.3
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	T1	252	25%	9.32	LOS A	5.3
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	T1	63	18%	21.43	LOS B	2.3
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	L2	10	18%	26.00	LOS B	2.3
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	R2	12	18%	26.06	LOS B	2.3
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	R2	39	46%	11.28	LOS A	6.7
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	T1	463	46%	6.69	LOS A	6.7
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	L2	48	9%	11.77	LOS A	1.1
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	R2	117	51%	52.08	LOS D	5.6
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	T1	132	46%	42.36	LOS C	7.8
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	L2	37	46%	46.92	LOS D	7.8
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	L2	159	16%	11.53	LOS A	2.1
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	R2	10	54%	10.54	LOS A	9.3
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	T1	619	54%	5.97	LOS A	9.3
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	T1	236	67%	30.24	LOS C	11.8
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	L2	20	67%	34.80	LOS C	11.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	R2	37	67%	34.81	LOS C	11.8
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	R2	93	56%	17.92	LOS B	10.7
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	T1	346	56%	13.06	LOS A	10.7
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	L2	43	11%	16.33	LOS B	2.5
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	R2	181	80%	53.46	LOS D	11.2
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	T1	254	89%	54.96	LOS D	14.1
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	L2	38	89%	60.64	LOS E	14.1
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	L2	52	11%	14.71	LOS B	2.3
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	R2	30	21%	17.27	LOS B	4.3
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	T1	199	21%	11.83	LOS A	4.3
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	T1	119	80%	41.43	LOS C	7.2
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	L2	39	48%	33.18	LOS C	3.3
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	R2	74	80%	57.96	LOS E	7.2
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	R2	24	38%	16.30	LOS B	8.1
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	T1	347	38%	11.71	LOS A	8.1
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	L2	135	12%	7.37	LOS A	1.8
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	R2	159	89%	61.78	LOS E	15.1
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	T1	191	89%	50.83	LOS D	15.1
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	L2	56	49%	47.57	LOS D	6.5
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	L2	309	90%	44.16	LOS D	35.8
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	R2	44	54%	43.23	LOS D	8.7
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	T1	513	90%	39.28	LOS C	35.8
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	T1	435	85%	42.05	LOS C	16.2
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	L2	33	85%	48.25	LOS D	16.2
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	R2	176	85%	43.26	LOS D	15.4
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	R2	82	60%	51.80	LOS D	4.3
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	T1	249	60%	18.22	LOS B	12.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	L2	141	48%	22.30	LOS B	12.0
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	T1	349	30%	8.31	LOS A	7.3
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	L1	148	10%	5.13	LOS A	0.8
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	T1	148	16%	8.30	LOS A	3.3
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	R3	20	16%	13.53	LOS A	3.3
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	R1	152	31%	41.24	LOS C	8.2
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	L3	47	31%	42.74	LOS D	8.2
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	T1	313	23%	3.98	LOS A	4.3
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	L1	117	8%	5.29	LOS A	0.7
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	T1	552	48%	5.19	LOS A	11.2
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	R3	68	48%	10.38	LOS A	11.2
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	R1	186	48%	45.11	LOS D	9.2
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	L3	32	48%	46.62	LOS D	9.2
H.38 Marrickville Station Overbridge AM	Illawarra Road	South	T1	465	31%	3.47	LOS A	6.4
H.38 Marrickville Station Overbridge AM	Illawarra Road	North	T1	294	20%	3.11	LOS A	3.7
H.38 Marrickville Station Overbridge PM	Illawarra Road	South	T1	422	28%	3.54	LOS A	5.7
H.38 Marrickville Station Overbridge PM	Illawarra Road	North	T1	564	38%	3.93	LOS A	8.4

2.4 Marrickville Station: Future + Construction (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	T1	437	41%	11.70	LOS A	11.4
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	L2	16	41%	16.35	LOS B	11.4
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	L2	9	30%	33.50	LOS C	5.2
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	R2	48	30%	33.52	LOS C	5.2
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	T1	85	30%	28.94	LOS C	5.2
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	T1	217	46%	17.26	LOS B	8.0
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	L2	10	2%	19.39	LOS B	0.3
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	R2	12	46%	21.82	LOS B	8.0
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	R2	122	54%	36.12	LOS C	9.2
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	T1	87	54%	31.53	LOS C	9.2
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	L2	21	54%	36.12	LOS C	9.2
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	T1	358	32%	9.81	LOS A	8.6
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	L2	22	32%	14.37	LOS A	8.6
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	L2	26	67%	40.88	LOS C	12.6
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	R2	89	67%	40.88	LOS C	12.6
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	T1	173	67%	36.31	LOS C	12.6
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	T1	690	61%	7.31	LOS A	11.6
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	L2	16	12%	10.26	LOS A	1.3
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	R2	49	61%	12.17	LOS A	11.6
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	R2	158	92%	63.74	LOS E	17.7
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	T1	104	92%	59.15	LOS E	17.7
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	L2	36	92%	63.71	LOS E	17.7
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	R2	150	48%	41.67	LOS C	6.2
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	T1	180	43%	33.49	LOS C	8.0
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	L2	20	43%	38.22	LOS C	8.0
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	L2	79	10%	15.19	LOS B	1.6
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	R2	6	26%	14.97	LOS B	5.6
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	T1	252	26%	10.40	LOS A	5.6
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	T1	63	17%	19.33	LOS B	2.1
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	L2	10	17%	23.90	LOS B	2.1
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	R2	12	17%	23.96	LOS B	2.1
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	R2	39	50%	12.64	LOS A	7.6
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	T1	463	50%	8.05	LOS A	7.6
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	L2	48	10%	12.98	LOS A	1.3
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	R2	130	34%	40.35	LOS C	5.7
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	T1	132	27%	32.10	LOS C	7.2
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	L2	37	27%	36.67	LOS C	7.2
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	L2	172	25%	21.85	LOS B	4.2
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	R2	10	84%	27.87	LOS B	23.0
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	T1	619	84%	23.30	LOS B	23.0
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	T1	236	41%	14.77	LOS B	7.1
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	L2	20	41%	19.33	LOS B	7.1
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	R2	37	41%	19.34	LOS B	7.1
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	R2	93	95%	71.88	LOS F	22.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	T1	346	95%	54.57	LOS D	22.5
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	L2	43	19%	24.66	LOS B	4.1
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	R2	181	80%	53.46	LOS D	11.2
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	T1	254	89%	54.96	LOS D	14.1
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	L2	38	89%	60.64	LOS E	14.1
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	L2	52	11%	14.71	LOS B	2.3
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	R2	30	21%	17.27	LOS B	4.3
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	T1	199	21%	11.83	LOS A	4.3
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	T1	119	80%	41.43	LOS C	7.2
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	L2	39	48%	33.18	LOS C	3.3
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	R2	74	80%	57.96	LOS E	7.2
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	R2	24	38%	16.30	LOS B	8.1
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	T1	347	38%	11.71	LOS A	8.1
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	L2	135	12%	7.37	LOS A	1.8
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	R2	159	89%	61.78	LOS E	15.1
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	T1	191	89%	50.83	LOS D	15.1
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	L2	56	49%	47.57	LOS D	6.5
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	L2	309	90%	44.16	LOS D	35.8
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	R2	44	54%	43.23	LOS D	8.7
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	T1	513	90%	39.28	LOS C	35.8
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	T1	435	85%	42.05	LOS C	16.2
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	L2	33	85%	48.25	LOS D	16.2
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	R2	176	85%	43.26	LOS D	15.4
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	R2	82	60%	51.80	LOS D	4.3
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	T1	249	60%	18.22	LOS B	12.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	L2	141	48%	22.30	LOS B	12.0
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	T1	361	32%	8.45	LOS A	7.7
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	L1	133	9%	5.13	LOS A	0.7
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	T1	161	18%	8.43	LOS A	3.6
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	R3	20	18%	13.67	LOS A	3.6
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	R1	152	31%	41.24	LOS C	8.2
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	L3	47	31%	42.74	LOS D	8.2
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	T1	325	24%	4.04	LOS A	4.6
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	L1	117	8%	5.29	LOS A	0.7
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	T1	565	50%	5.30	LOS A	11.7
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	R3	68	50%	10.50	LOS A	11.7
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	R1	186	48%	45.11	LOS D	9.2
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	L3	32	48%	46.62	LOS D	9.2
H.38 Marrickville Station Overbridge AM	Illawarra Road	South	T1	477	33%	3.53	LOS A	6.7
H.38 Marrickville Station Overbridge AM	Illawarra Road	North	T1	307	22%	3.16	LOS A	3.9
H.38 Marrickville Station Overbridge PM	Illawarra Road	South	T1	434	30%	3.60	LOS A	5.9
H.38 Marrickville Station Overbridge PM	Illawarra Road	North	T1	743	51%	4.57	LOS A	12.9

2.5 Marrickville Station: Future + Construction + Refined TTS (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	T1	437	35%	7.00	LOS A	8.8
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd S	South	L2	16	35%	11.65	LOS A	8.8
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	L2	9	47%	43.41	LOS D	6.0
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	R2	48	47%	43.43	LOS D	6.0
B.16 Illawarra Road / Warren Road - AM	Warren Rd S	East	T1	85	47%	38.85	LOS C	6.0
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	T1	217	44%	12.21	LOS A	7.6
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	L2	10	2%	15.22	LOS B	0.3
B.16 Illawarra Road / Warren Road - AM	Illawarra Rd N	North	R2	27	44%	17.29	LOS B	7.6
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	R2	122	88%	58.70	LOS E	13.5
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	T1	87	88%	54.11	LOS D	13.5
B.16 Illawarra Road / Warren Road - AM	Warren Rd N	West	L2	36	88%	59.06	LOS E	13.5
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	T1	358	33%	10.88	LOS A	9.1
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd S	South	L2	22	33%	15.44	LOS B	9.1
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	L2	26	64%	39.59	LOS C	12.3
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	R2	89	64%	39.59	LOS C	12.3
B.16 Illawarra Road / Warren Road - PM	Warren Rd S	East	T1	173	64%	35.03	LOS C	12.3
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	T1	690	68%	8.14	LOS A	13.1
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	L2	16	14%	10.45	LOS A	1.5
B.16 Illawarra Road / Warren Road - PM	Illawarra Rd N	North	R2	64	68%	13.41	LOS A	13.1
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	R2	158	90%	58.85	LOS E	17.8
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	T1	103	90%	54.26	LOS D	17.8
B.16 Illawarra Road / Warren Road - PM	Warren Rd N	West	L2	51	90%	59.08	LOS E	17.8
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	R2	166	60%	42.05	LOS C	6.9
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	T1	180	44%	33.49	LOS C	8.0
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd S	South	L2	20	44%	38.22	LOS C	8.0
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	L2	95	13%	15.53	LOS B	2.0
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	R2	6	34%	15.57	LOS B	6.8
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd S	East	T1	293	34%	11.00	LOS A	6.8
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	T1	63	17%	19.33	LOS B	2.1
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	L2	10	17%	23.90	LOS B	2.1
B.17 Marrickville Road / Illwarra Road - AM	Illwarra Rd N	North	R2	12	17%	23.96	LOS B	2.1
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	R2	39	59%	14.12	LOS A	9.5
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	T1	504	59%	9.32	LOS A	9.5
B.17 Marrickville Road / Illwarra Road - AM	Marrickville Rd N	West	L2	48	12%	12.62	LOS A	1.5
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	R2	145	50%	44.55	LOS D	6.6
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	T1	132	33%	35.57	LOS C	7.4
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd S	South	L2	37	33%	40.13	LOS C	7.4
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	L2	187	26%	18.59	LOS B	4.1
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	R2	10	87%	27.86	LOS B	24.7
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd S	East	T1	659	87%	23.60	LOS B	24.7
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	T1	236	48%	19.69	LOS B	8.8
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	L2	20	48%	24.25	LOS B	8.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.17 Marrickville Road / Illwarra Road - PM	Illwarra Rd N	North	R2	37	48%	24.26	LOS B	8.8
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	R2	93	97%	81.07	LOS F	26.2
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	T1	387	97%	60.53	LOS E	26.2
B.17 Marrickville Road / Illwarra Road - PM	Marrickville Rd N	West	L2	43	19%	21.02	LOS B	4.1
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	R2	181	75%	50.49	LOS D	10.8
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	T1	254	83%	49.32	LOS D	13.2
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd S	South	L2	38	83%	54.51	LOS D	13.2
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	L2	52	15%	15.52	LOS B	3.0
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	R2	30	30%	19.73	LOS B	5.7
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd S	East	T1	254	30%	13.68	LOS A	5.7
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	T1	119	80%	42.14	LOS C	7.2
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	L2	39	48%	34.67	LOS C	3.3
B.18 Marrickville Road / Victoria Road - AM	Victoria Rd N	North	R2	74	80%	57.96	LOS E	7.2
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	R2	24	50%	18.15	LOS B	10.8
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	T1	402	50%	13.55	LOS A	10.8
B.18 Marrickville Road / Victoria Road - AM	Marrickville Rd N	West	L2	135	12%	7.22	LOS A	1.8
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	R2	159	95%	74.85	LOS F	17.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	T1	191	95%	58.59	LOS E	17.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd S	South	L2	56	52%	48.74	LOS D	6.6
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	L2	309	99%	78.33	LOS F	54.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	R2	44	59%	44.77	LOS D	8.6
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd S	East	T1	570	99%	65.29	LOS E	54.0
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	T1	435	89%	46.50	LOS D	17.1
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	L2	33	89%	53.00	LOS D	17.1
B.18 Marrickville Road / Victoria Road - PM	Victoria Rd N	North	R2	176	89%	47.04	LOS D	16.3
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	R2	82	76%	61.72	LOS E	4.5
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	T1	306	59%	18.83	LOS B	15.0
B.18 Marrickville Road / Victoria Road - PM	Marrickville Rd N	West	L2	141	59%	23.38	LOS B	15.0
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	T1	377	34%	7.67	LOS A	7.7
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	South	L1	133	9%	5.13	LOS A	0.7
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	T1	176	20%	7.69	LOS A	3.8
H.19 Petersham Road / Illawarra Road - AM	Illawarra Road	North	R3	20	20%	12.93	LOS A	3.8
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	R1	152	33%	42.28	LOS C	8.3
H.19 Petersham Road / Illawarra Road - AM	Petersham Road	NorthWest	L3	47	33%	43.77	LOS D	8.3
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	T1	341	27%	4.13	LOS A	4.9
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	South	L1	116	8%	5.29	LOS A	0.6
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	T1	581	53%	5.46	LOS A	12.3
H.19 Petersham Road / Illawarra Road - PM	Illawarra Road	North	R3	68	53%	10.65	LOS A	12.3
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	R1	186	48%	45.11	LOS D	9.2
H.19 Petersham Road / Illawarra Road - PM	Petersham Road	NorthWest	L3	32	48%	46.62	LOS D	9.2
H.38 Marrickville Station Overbridge AM	Illawarra Road	South	T1	493	35%	3.61	LOS A	7.1
H.38 Marrickville Station Overbridge AM	Illawarra Road	North	T1	322	24%	3.22	LOS A	4.2
H.38 Marrickville Station Overbridge PM	Illawarra Road	South	T1	450	32%	3.68	LOS A	6.3
H.38 Marrickville Station Overbridge PM	Illawarra Road	North	T1	758	53%	4.69	LOS A	13.5

3.0 Dulwich Hill Station

3.1 Dulwich Hill Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	R2	24	42%	38.01	LOS C	7.2
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	T1	158	42%	33.31	LOS C	7.2
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	L2	52	8%	27.08	LOS B	1.7
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	L2	32	22%	18.63	LOS B	2.2
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	R2	54	110%	157.81	LOS F	34.8
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	T1	345	110%	130.67	LOS F	34.8
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	T1	278	106%	119.49	LOS F	28.4
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	L2	147	21%	13.90	LOS A	3.6
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	R2	76	106%	138.31	LOS F	28.4
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	T1	638	107%	122.61	LOS F	49.9
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	L2	25	24%	33.28	LOS C	4.8
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	R2	59	94%	70.54	LOS F	9.4
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	T1	298	94%	44.61	LOS D	12.6
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	L2	105	75%	38.27	LOS C	12.6
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	L2	46	20%	15.33	LOS B	3.8
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	R2	116	101%	74.14	LOS F	49.3
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	T1	798	101%	58.73	LOS E	49.3
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	T1	227	90%	30.67	LOS C	10.9
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	L2	99	54%	32.30	LOS C	10.9
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	R2	97	90%	64.60	LOS E	6.5
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	T1	379	99%	74.50	LOS F	21.8
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	L2	17	22%	41.60	LOS C	3.0
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	R3	25	45%	64.81	LOS E	1.5
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	L1	57	45%	14.72	LOS B	1.5
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	Northeast	L3	35	54%	11.59	LOS A	5.4
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	Northeast	T1	425	54%	6.20	LOS A	5.4
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	Southwest	R1	21	91%	29.76	LOS C	28.8
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	Southwest	T1	758	91%	23.21	LOS B	28.8
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	R3	27	51%	57.55	LOS E	1.8
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	L1	78	51%	18.49	LOS B	1.8
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	Northeast	L3	38	82%	16.08	LOS B	22.4
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	Northeast	T1	827	82%	10.64	LOS A	22.4
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	Southwest	R1	28	57%	19.81	LOS B	6.5
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	Southwest	T1	529	57%	4.33	LOS A	6.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	R2	459	65%	12.31	LOS A	11.4
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	T1	1211	65%	2.20	LOS A	11.4
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	L2	6	65%	5.21	LOS A	3.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	L2	198	17%	9.32	LOS A	3.7
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	R2	63	95%	85.37	LOS F	9.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	T1	62	95%	81.89	LOS F	9.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	T1	408	73%	58.08	LOS E	14.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	L2	82	73%	62.77	LOS E	14.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	R2	7	66%	60.88	LOS E	8.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	T1	133	66%	57.47	LOS E	8.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	L2	16	10%	57.97	LOS E	0.8
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	R2	228	46%	31.51	LOS C	10.9
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	T1	644	45%	5.59	LOS A	13.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	L2	6	45%	10.31	LOS A	13.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	L2	339	61%	33.91	LOS C	15.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	R2	55	59%	59.00	LOS E	6.9
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	T1	65	59%	55.53	LOS D	6.9
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	T1	1086	60%	21.56	LOS B	23.8
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	L2	86	60%	26.12	LOS B	23.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	R2	4	35%	56.04	LOS D	4.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	T1	78	35%	52.78	LOS D	4.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	L2	9	4%	56.84	LOS E	0.5
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	Southeast	R2	16	24%	7.98	LOS A	1.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	Southeast	T1	254	24%	0.11	LOS A	1.3
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	Southeast	L2	6	0%	4.61	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	Northeast	L2	35	8%	7.03	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	Northeast	R2	9	8%	14.58	LOS B	0.3
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	Northeast	T1	1	8%	10.94	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	Northwest	T1	346	30%	0.19	LOS A	1.8
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	Northwest	L2	1	0%	4.79	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	Northwest	R2	2	30%	6.30	LOS A	1.8
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	Southwest	R2	17	7%	13.49	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	Southwest	T1	6	7%	9.92	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	Southwest	L2	12	7%	5.62	LOS A	0.3
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	Southeast	R2	21	40%	7.26	LOS A	2.8
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	Southeast	T1	449	40%	0.02	LOS A	2.8
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	Southeast	L2	17	1%	4.59	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	Northeast	L2	41	14%	5.94	LOS A	0.5
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	Northeast	R2	20	14%	18.01	LOS B	0.5
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	Northeast	T1	8	14%	13.60	LOS A	0.5
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	Northwest	T1	264	25%	0.14	LOS A	1.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	Northwest	L2	16	1%	4.62	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	Northwest	R2	19	25%	7.83	LOS A	1.4
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	Southwest	R2	12	7%	18.59	LOS B	0.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	Southwest	T1	3	7%	13.06	LOS A	0.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	Southwest	L2	9	7%	6.76	LOS A	0.2
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	T1	671	43%	0.23	LOS A	2.7
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	L1	24	9%	5.20	LOS A	0.4
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	West	T1	1712	64%	0.54	LOS A	7.4
H.36 New Canterbury Rd / Terrace Rd AM	Terrace Rd	Southwest	L3	87	15%	10.22	LOS A	0.5
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	T1	1430	55%	0.11	LOS A	4.3
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	L1	117	55%	5.32	LOS A	4.3
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	West	T1	860	61%	0.13	LOS A	5.4
H.36 New Canterbury Rd / Terrace Rd PM	Terrace Rd	Southwest	L3	85	33%	22.49	LOS B	1.2
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	R2	24	41%	28.62	LOS C	9.3
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	T1	337	41%	19.90	LOS B	9.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	L2	111	21%	16.99	LOS B	4.7
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	L2	55	20%	44.15	LOS D	2.4
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	T1	223	67%	41.81	LOS C	10.2
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	T1	665	83%	25.83	LOS B	25.1
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	L2	42	18%	18.39	LOS B	3.9
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	R2	37	83%	34.24	LOS C	25.1
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	R2	177	110%	140.78	LOS F	44.2
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	T1	429	110%	99.36	LOS F	44.2
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	L2	21	44%	27.90	LOS B	5.3
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	R2	43	90%	60.76	LOS E	15.8
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	T1	556	90%	36.44	LOS C	22.7
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	L2	291	72%	27.51	LOS B	22.7
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	L2	38	36%	32.18	LOS C	7.8
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	T1	602	90%	41.35	LOS C	22.4
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	T1	296	92%	26.10	LOS B	9.2
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	L2	48	37%	24.35	LOS B	9.2
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	R2	63	92%	70.26	LOS E	6.4
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	R2	115	80%	45.59	LOS D	14.2
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	T1	295	80%	32.31	LOS C	14.2
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	L2	46	19%	22.19	LOS B	4.4

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

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	R2	24	57%	45.02	LOS D	7.7
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	T1	158	57%	39.71	LOS C	7.7
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	L2	52	11%	31.88	LOS C	2.1
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	L2	32	23%	15.58	LOS B	2.3
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	R2	100	115%	197.75	LOS F	41.6
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	T1	345	115%	155.44	LOS F	41.6
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	T1	278	121%	232.16	LOS F	41.8
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	L2	177	24%	13.29	LOS A	3.7
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	R2	76	121%	266.08	LOS F	41.8
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	T1	638	128%	267.61	LOS F	77.8
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	L2	25	29%	37.70	LOS C	5.1
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	R2	59	99%	86.86	LOS F	10.0
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	T1	298	99%	50.79	LOS D	13.6
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	L2	105	79%	41.24	LOS C	13.6
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	L2	46	22%	14.95	LOS B	4.1
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	R2	162	108%	123.01	LOS F	65.4
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	T1	798	108%	96.90	LOS F	65.4
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	T1	227	108%	32.69	LOS C	12.1
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	L2	130	65%	31.31	LOS C	12.1
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	R2	97	108%	147.51	LOS F	9.7
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	T1	379	111%	146.62	LOS F	31.8
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	L2	17	25%	43.69	LOS D	3.1
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	R3	25	58%	85.38	LOS F	2.2
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	L1	73	58%	22.42	LOS B	2.2
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	Northeast	L3	35	57%	12.13	LOS A	6.1
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	Northeast	T1	441	57%	6.91	LOS A	6.1
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	Southwest	R1	36	99%	55.41	LOS D	44.1
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	Southwest	T1	774	99%	43.34	LOS D	44.1
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	R3	27	65%	73.28	LOS F	2.6
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	L1	93	65%	27.84	LOS B	2.6
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	Northeast	L3	38	85%	17.55	LOS B	25.4
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	Northeast	T1	842	85%	12.32	LOS A	25.4
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	Southwest	R1	43	68%	33.04	LOS C	10.3
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	Southwest	T1	544	68%	7.42	LOS A	10.3
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	R2	485	68%	13.61	LOS A	13.2

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	T1	1211	68%	2.28	LOS A	13.2
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	L2	6	68%	5.23	LOS A	3.3
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	L2	224	21%	9.60	LOS A	4.3
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	R2	63	95%	85.31	LOS F	9.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	T1	62	95%	81.83	LOS F	9.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	T1	408	73%	58.08	LOS E	14.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	L2	82	73%	62.77	LOS E	14.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	R2	7	66%	60.89	LOS E	8.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	T1	133	66%	57.48	LOS E	8.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	L2	16	10%	57.97	LOS E	0.8
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	R2	253	49%	34.74	LOS C	11.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	T1	644	44%	5.21	LOS A	13.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	L2	6	44%	9.93	LOS A	13.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	L2	365	64%	30.96	LOS C	15.8
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	R2	55	64%	60.93	LOS E	7.0
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	T1	65	64%	57.46	LOS E	7.0
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	T1	1086	65%	25.50	LOS B	26.0
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	L2	86	65%	30.07	LOS C	25.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	R2	4	38%	57.22	LOS E	4.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	T1	78	38%	53.95	LOS D	4.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	L2	9	4%	56.84	LOS E	0.5
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	Southeast	R2	34	27%	10.08	LOS A	1.5
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	Southeast	T1	254	27%	0.11	LOS A	1.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	Southeast	L2	6	0%	4.61	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	Northeast	L2	53	12%	8.11	LOS A	0.4
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	Northeast	R2	9	12%	15.58	LOS B	0.4
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	Northeast	T1	1	12%	11.69	LOS A	0.4
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	Northwest	T1	346	30%	0.19	LOS A	1.8
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	Northwest	L2	1	0%	4.79	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	Northwest	R2	2	30%	6.30	LOS A	1.8
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	Southwest	R2	17	8%	14.68	LOS B	0.3
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	Southwest	T1	6	8%	10.35	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	Southwest	L2	12	8%	5.62	LOS A	0.3
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	Southeast	R2	39	43%	8.67	LOS A	3.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	Southeast	T1	449	43%	0.03	LOS A	3.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	Southeast	L2	17	1%	4.59	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	Northeast	L2	58	18%	6.61	LOS A	0.6
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	Northeast	R2	20	18%	19.43	LOS B	0.6
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	Northeast	T1	8	18%	14.65	LOS B	0.6
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	Northwest	T1	264	25%	0.14	LOS A	1.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	Northwest	L2	16	1%	4.62	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	Northwest	R2	19	25%	7.83	LOS A	1.4
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	Southwest	R2	12	8%	20.44	LOS B	0.3
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	Southwest	T1	3	8%	13.75	LOS A	0.3
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	Southwest	L2	9	8%	6.76	LOS A	0.3
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	T1	697	47%	0.26	LOS A	3.1
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	L1	40	9%	5.77	LOS A	0.4
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	West	T1	1737	65%	0.57	LOS A	7.8
H.36 New Canterbury Rd / Terrace Rd AM	Terrace Rd	Southwest	L3	104	23%	12.58	LOS A	0.8
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	T1	1456	58%	0.12	LOS A	4.7
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	L1	134	58%	5.54	LOS A	4.7
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	West	T1	886	64%	0.14	LOS A	6.0
H.36 New Canterbury Rd / Terrace Rd PM	Terrace Rd	Southwest	L3	102	55%	36.30	LOS C	2.2
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	R2	24	67%	43.62	LOS D	11.2
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	T1	362	67%	29.35	LOS C	11.2
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	L2	135	33%	20.48	LOS B	7.4

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	L2	55	18%	42.03	LOS C	2.3
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	T1	223	60%	38.96	LOS C	9.8
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	T1	691	120%	194.92	LOS F	73.1
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	L2	42	26%	21.34	LOS B	5.8
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	R2	37	120%	258.26	LOS F	73.1
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	R2	201	84%	48.36	LOS D	18.4
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	T1	429	84%	31.84	LOS C	18.4
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	L2	21	34%	26.12	LOS B	8.2
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	R2	43	102%	103.59	LOS F	20.1
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	T1	582	102%	53.59	LOS D	28.9
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	L2	316	81%	31.57	LOS C	28.9
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	L2	38	40%	34.90	LOS C	8.2
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	T1	602	100%	80.54	LOS F	32.3
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	T1	322	125%	60.85	LOS E	15.7
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	L2	48	50%	23.48	LOS B	9.7
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	R2	63	125%	290.96	LOS F	15.7
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	R2	140	109%	130.87	LOS F	25.4
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	T1	295	109%	69.45	LOS E	25.4
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	L2	46	25%	24.09	LOS B	6.2

3.3 Dulwich Hill Station: Future (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	R2	15	26%	35.68	LOS C	4.4
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	T1	102	26%	31.12	LOS C	4.4
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	L2	37	7%	32.25	LOS C	1.3
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	L2	23	12%	14.36	LOS A	1.1
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	R2	34	59%	20.24	LOS B	7.9
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	T1	246	59%	14.00	LOS A	7.9
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	T1	197	53%	30.96	LOS C	9.5
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	L2	94	11%	12.82	LOS A	1.9
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	R2	54	53%	38.30	LOS C	9.5
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	T1	412	54%	25.59	LOS B	12.9
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	L2	16	12%	27.71	LOS B	2.6
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	R2	54	85%	56.30	LOS D	7.7
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	T1	271	85%	38.97	LOS C	10.8
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	L2	97	68%	36.52	LOS C	10.8
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	L2	42	18%	14.72	LOS B	3.4
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	R2	106	90%	44.94	LOS D	30.1
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	T1	734	90%	34.41	LOS C	30.1
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	T1	208	85%	27.54	LOS B	9.3
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	L2	90	51%	29.35	LOS C	9.3
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	R2	89	85%	60.30	LOS E	5.7
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	T1	346	89%	49.69	LOS D	15.5
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	L2	15	20%	41.41	LOS C	2.7
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	R3	16	13%	22.66	LOS B	0.4
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	L1	42	13%	6.73	LOS A	0.4
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	L3	23	38%	9.65	LOS A	2.7
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	T1	302	38%	4.27	LOS A	2.7
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	R1	15	59%	11.04	LOS A	6.5
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	T1	487	59%	6.92	LOS A	6.5
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	R3	24	36%	41.17	LOS C	1.3
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	L1	72	36%	13.23	LOS A	1.3
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	L3	35	76%	13.42	LOS A	16.1
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	T1	761	76%	7.98	LOS A	16.1
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	R1	26	51%	16.20	LOS B	5.0
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	T1	481	51%	3.55	LOS A	5.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	R2	296	40%	5.69	LOS A	1.9
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	T1	783	40%	0.55	LOS A	1.9
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	L2	4	40%	4.94	LOS A	1.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	L2	144	13%	9.81	LOS A	2.7
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	R2	40	86%	73.37	LOS F	5.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	T1	44	86%	69.89	LOS E	5.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	T1	292	47%	52.94	LOS D	9.8
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	L2	52	47%	57.58	LOS E	9.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	R2	5	66%	65.17	LOS E	5.6
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	T1	88	66%	61.73	LOS E	5.6
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	L2	11	12%	64.77	LOS E	0.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	R2	208	43%	26.30	LOS B	9.4
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	T1	587	42%	5.73	LOS A	12.3
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	L2	5	42%	10.45	LOS A	12.3
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	L2	313	54%	35.02	LOS C	14.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	R2	50	51%	57.29	LOS E	6.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	T1	60	51%	53.82	LOS D	6.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	T1	1000	53%	19.38	LOS B	20.4
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	L2	78	53%	23.95	LOS B	20.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	R2	4	31%	54.67	LOS D	4.1
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	T1	72	31%	51.41	LOS D	4.1
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	L2	8	4%	55.65	LOS D	0.4
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	R2	12	15%	6.96	LOS A	0.8
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	T1	163	15%	0.10	LOS A	0.8
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	L2	4	0%	4.61	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	L2	27	5%	6.40	LOS A	0.2
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	R2	6	5%	10.09	LOS A	0.2
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	T1	1	5%	7.69	LOS A	0.2
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	T1	245	21%	0.17	LOS A	1.2
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	L2	1	0%	4.79	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	R2	2	21%	5.52	LOS A	1.2
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	R2	12	4%	9.40	LOS A	0.1
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	T1	4	4%	7.00	LOS A	0.1
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	L2	7	4%	5.18	LOS A	0.1
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	R2	20	36%	6.93	LOS A	2.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	T1	408	36%	0.02	LOS A	2.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	L2	16	1%	4.59	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	L2	38	12%	5.81	LOS A	0.4
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	R2	18	12%	15.73	LOS B	0.4
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	T1	7	12%	11.96	LOS A	0.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	T1	243	23%	0.13	LOS A	1.2
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	L2	14	1%	4.62	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	R2	18	23%	7.36	LOS A	1.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	R2	11	6%	16.21	LOS B	0.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	T1	3	6%	11.54	LOS A	0.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	L2	8	6%	6.48	LOS A	0.2
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	T1	482	31%	0.20	LOS A	1.7
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	L1	17	6%	5.21	LOS A	0.3
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	West	T1	1107	41%	0.35	LOS A	3.3
H.36 New Canterbury Rd / Terrace Rd AM	Terrace Rd	SouthWest	L3	62	8%	8.25	LOS A	0.3
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	T1	1317	51%	0.10	LOS A	3.7
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	L1	108	51%	5.28	LOS A	3.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	West	T1	784	56%	0.11	LOS A	4.4
H.36 New Canterbury Rd / Terrace Rd PM	Terrace Rd	SouthWest	L3	78	25%	18.18	LOS B	0.9
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	R2	16	25%	22.38	LOS B	5.5
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	T1	218	25%	15.80	LOS B	5.5
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	L2	79	12%	16.89	LOS B	2.7
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	L2	39	17%	45.87	LOS D	1.7
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	T1	158	52%	41.84	LOS C	7.1
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	T1	477	53%	16.97	LOS B	13.6
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	L2	27	11%	18.97	LOS B	2.4
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	R2	26	53%	23.16	LOS B	13.6
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	R2	126	53%	35.41	LOS C	10.5
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	T1	276	53%	26.29	LOS B	10.5
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	L2	13	21%	26.23	LOS B	4.7
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	R2	39	73%	41.79	LOS C	15.5
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	T1	507	73%	30.39	LOS C	16.3
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	L2	268	58%	26.86	LOS B	16.3
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	L2	35	29%	29.30	LOS C	6.5
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	T1	554	73%	28.04	LOS B	15.9
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	T1	273	69%	29.28	LOS C	8.0
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	L2	44	28%	25.37	LOS B	6.4
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	R2	58	69%	48.86	LOS D	8.0
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	R2	106	66%	34.39	LOS C	11.3
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	T1	268	66%	24.79	LOS B	11.3
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	L2	42	15%	20.07	LOS B	3.6

3.4 Dulwich Hill Station: Future + Construction (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	R2	15	26%	35.68	LOS C	4.4
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	T1	102	26%	31.11	LOS C	4.4
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	L2	37	7%	32.25	LOS C	1.3
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	L2	23	13%	14.46	LOS A	1.2
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	R2	50	67%	24.03	LOS B	9.3
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	T1	246	67%	16.76	LOS B	9.3
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	T1	197	60%	30.83	LOS C	9.8
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	L2	94	12%	15.55	LOS B	2.5
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	R2	69	60%	40.01	LOS C	9.8
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	T1	412	70%	31.10	LOS C	15.3
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	L2	31	16%	32.44	LOS C	2.6
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	R2	54	81%	51.18	LOS D	8.9
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	T1	271	81%	39.36	LOS C	9.6
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	L2	97	65%	37.44	LOS C	9.6
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	L2	42	18%	13.82	LOS A	3.4
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	R2	121	91%	47.76	LOS D	32.2
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	T1	734	91%	36.12	LOS C	32.2
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	T1	208	88%	31.12	LOS C	8.7
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	L2	90	53%	29.86	LOS C	8.7
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	R2	104	88%	61.41	LOS E	7.8
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	T1	346	92%	55.92	LOS D	17.9
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	L2	30	21%	41.52	LOS C	2.3
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	R3	16	13%	22.66	LOS B	0.4
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	L1	42	13%	6.73	LOS A	0.4
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	L3	23	38%	9.65	LOS A	2.7
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	T1	302	38%	4.27	LOS A	2.7
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	R1	15	59%	11.04	LOS A	6.5
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	T1	487	59%	6.92	LOS A	6.5
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	R3	24	36%	41.17	LOS C	1.3
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	L1	72	36%	13.23	LOS A	1.3
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	L3	35	76%	13.42	LOS A	16.1
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	T1	761	76%	7.98	LOS A	16.1
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	R1	26	51%	16.20	LOS B	5.0
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	T1	481	51%	3.55	LOS A	5.0
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	R2	296	40%	5.69	LOS A	1.9
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	T1	783	40%	0.55	LOS A	1.9
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	L2	4	40%	4.94	LOS A	1.1
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	L2	144	13%	9.81	LOS A	2.7
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	R2	40	86%	73.37	LOS F	5.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	T1	44	86%	69.89	LOS E	5.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	T1	292	47%	52.94	LOS D	9.8
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	L2	52	47%	57.58	LOS E	9.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	R2	5	66%	65.17	LOS E	5.6
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	T1	88	66%	61.73	LOS E	5.6
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	L2	11	12%	64.77	LOS E	0.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	R2	208	43%	26.30	LOS B	9.4
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	T1	587	42%	5.73	LOS A	12.3
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	L2	5	42%	10.45	LOS A	12.3
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	L2	313	54%	35.02	LOS C	14.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	R2	50	51%	57.29	LOS E	6.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	T1	60	51%	53.82	LOS D	6.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	T1	1000	53%	19.38	LOS B	20.4
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	L2	78	53%	23.95	LOS B	20.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	R2	4	31%	54.67	LOS D	4.1
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	T1	72	31%	51.41	LOS D	4.1
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	L2	8	4%	55.65	LOS D	0.4
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	R2	14	16%	7.30	LOS A	0.8
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	T1	163	16%	0.10	LOS A	0.8
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	L2	4	0%	4.61	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	L2	29	5%	6.54	LOS A	0.2
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	R2	6	5%	10.17	LOS A	0.2
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	T1	1	5%	7.75	LOS A	0.2
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	T1	245	21%	0.17	LOS A	1.2
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	L2	1	0%	4.79	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	R2	2	21%	5.52	LOS A	1.2
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	R2	12	4%	9.49	LOS A	0.1
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	T1	4	4%	7.04	LOS A	0.1
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	L2	7	4%	5.18	LOS A	0.1
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	R2	22	37%	7.16	LOS A	2.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	T1	408	37%	0.02	LOS A	2.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	L2	16	1%	4.59	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	L2	40	12%	5.91	LOS A	0.4
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	R2	18	12%	15.87	LOS B	0.4
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	T1	7	12%	12.06	LOS A	0.4
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	T1	243	23%	0.13	LOS A	1.2
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	L2	14	1%	4.62	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	R2	18	23%	7.36	LOS A	1.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	R2	11	6%	16.38	LOS B	0.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	T1	3	6%	11.61	LOS A	0.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	L2	8	6%	6.48	LOS A	0.2
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	T1	482	33%	0.20	LOS A	1.8
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	L1	33	7%	5.88	LOS A	0.3
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	West	T1	1107	41%	0.35	LOS A	3.3
H.36 New Canterbury Rd / Terrace Rd AM	Terrace Rd	SouthWest	L3	78	13%	9.43	LOS A	0.4
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	T1	1317	52%	0.10	LOS A	3.8
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	L1	125	52%	5.49	LOS A	3.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	West	T1	784	56%	0.11	LOS A	4.4
H.36 New Canterbury Rd / Terrace Rd PM	Terrace Rd	SouthWest	L3	95	39%	25.05	LOS B	1.5
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	R2	16	26%	23.13	LOS B	5.9
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	T1	218	26%	16.57	LOS B	5.9
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	L2	87	13%	16.58	LOS B	2.7
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	L2	39	17%	45.87	LOS D	1.7
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	T1	158	52%	41.84	LOS C	7.1
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	T1	477	54%	17.69	LOS B	13.9
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	L2	27	12%	19.54	LOS B	2.5
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	R2	26	54%	23.92	LOS B	13.9
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	R2	135	53%	34.98	LOS C	10.5
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	T1	276	53%	25.53	LOS B	10.5
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	L2	13	21%	25.57	LOS B	4.8
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	R2	39	74%	43.02	LOS D	15.6
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	T1	507	74%	30.86	LOS C	16.6
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	L2	277	59%	26.41	LOS B	16.6
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	L2	35	30%	30.12	LOS C	6.7
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	T1	554	76%	29.62	LOS C	16.4
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	T1	273	71%	28.54	LOS C	7.6
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	L2	44	28%	24.79	LOS B	6.6
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	R2	58	71%	50.33	LOS D	7.6
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	R2	115	71%	37.45	LOS C	12.1
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	T1	268	71%	26.48	LOS B	12.1
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	L2	42	16%	20.77	LOS B	3.9

3.5 Dulwich Hill Station: Future + Construction + Refined TTS (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	R2	15	28%	37.60	LOS C	4.6
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	T1	102	28%	33.04	LOS C	4.6
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	South	L2	37	8%	33.93	LOS C	1.3
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	L2	23	15%	13.69	LOS A	1.4
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	R2	80	77%	32.87	LOS C	11.2
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	East	T1	246	77%	23.02	LOS B	11.2
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	T1	197	74%	36.13	LOS C	11.3
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	L2	125	15%	11.13	LOS A	1.8
B.15 Wardell Road / Ewart Street - AM Peak	Ewart St	North	R2	69	74%	44.14	LOS D	11.3
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	T1	412	75%	34.47	LOS C	16.3
B.15 Wardell Road / Ewart Street - AM Peak	Wardell Rd	West	L2	31	17%	34.12	LOS C	2.6
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	R2	54	76%	51.44	LOS D	8.2
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	T1	271	76%	37.12	LOS C	9.6
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	South	L2	97	61%	34.51	LOS C	9.6
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	L2	42	21%	15.38	LOS B	4.0
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	R2	151	105%	99.55	LOS F	54.2
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	East	T1	734	105%	77.18	LOS F	54.2
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	T1	208	94%	26.99	LOS B	9.1
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	L2	121	57%	25.85	LOS B	9.1
B.15 Wardell Road / Ewart Street - PM Peak	Ewart St	North	R2	104	94%	73.67	LOS F	7.9
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	T1	346	98%	73.02	LOS F	20.8
B.15 Wardell Road / Ewart Street - PM Peak	Wardell Rd	West	L2	30	22%	42.56	LOS D	2.4
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	R3	16	17%	26.30	LOS B	0.6
H.16 Wardell Road / Dudley Street AM Peak	Dudley St	East	L1	58	17%	7.89	LOS A	0.6
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	L3	23	42%	10.03	LOS A	3.1
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	NorthEast	T1	318	42%	4.85	LOS A	3.1
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	R1	30	65%	15.19	LOS B	8.2
H.16 Wardell Road / Dudley Street AM Peak	Wardell Rd	SouthWest	T1	503	65%	8.36	LOS A	8.2
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	R3	24	47%	49.76	LOS D	1.8
H.16 Wardell Road / Dudley Street PM Peak	Dudley St	East	L1	87	47%	17.90	LOS B	1.8
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	L3	35	78%	14.31	LOS A	18.1
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	NorthEast	T1	776	78%	9.09	LOS A	18.1
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	R1	41	61%	26.12	LOS B	7.5
H.16 Wardell Road / Dudley Street PM Peak	Wardell Rd	SouthWest	T1	497	61%	5.65	LOS A	7.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	R2	322	41%	6.47	LOS A	2.7
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	T1	783	41%	0.67	LOS A	2.7
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	South	L2	4	41%	4.95	LOS A	1.2
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	L2	169	17%	9.76	LOS A	3.2
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	R2	40	86%	73.36	LOS F	5.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	Marrickville Rd	East	T1	44	86%	69.88	LOS E	5.5
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	T1	292	49%	53.76	LOS D	9.8
B.28 New Canterbury Road / Marrickville Road - AM Peak	New Canterbury Rd	North	L2	52	49%	58.41	LOS E	9.6
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	R2	5	66%	65.18	LOS E	5.6
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	T1	88	66%	61.74	LOS E	5.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.28 New Canterbury Road / Marrickville Road - AM Peak	Dulwich St	West	L2	11	12%	64.77	LOS E	0.6
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	R2	233	44%	29.96	LOS C	10.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	T1	587	41%	4.99	LOS A	11.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	South	L2	5	41%	9.71	LOS A	11.5
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	L2	338	60%	30.43	LOS C	14.4
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	R2	50	58%	59.77	LOS E	6.3
B.28 New Canterbury Road / Marrickville Road - PM Peak	Marrickville Rd	East	T1	60	58%	56.30	LOS D	6.3
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	T1	1000	60%	24.62	LOS B	23.1
B.28 New Canterbury Road / Marrickville Road - PM Peak	New Canterbury Rd	North	L2	78	60%	29.19	LOS C	22.8
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	R2	4	35%	56.97	LOS E	4.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	T1	72	35%	53.71	LOS D	4.2
B.28 New Canterbury Road / Marrickville Road - PM Peak	Dulwich St	West	L2	8	4%	56.78	LOS E	0.4
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	R2	29	18%	8.45	LOS A	0.9
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	T1	163	18%	0.10	LOS A	0.9
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	SouthEast	L2	4	0%	4.61	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	L2	45	8%	7.27	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	R2	6	8%	10.73	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Bayley St	NorthEast	T1	1	8%	8.19	LOS A	0.3
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	T1	245	21%	0.17	LOS A	1.2
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	L2	1	0%	4.79	LOS A	0.0
H.25 Ewart Street / Bayley Street AM Peak	Ewart St	NorthWest	R2	2	21%	5.52	LOS A	1.2
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	R2	12	4%	10.19	LOS A	0.1
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	T1	4	4%	7.31	LOS A	0.1
H.25 Ewart Street / Bayley Street AM Peak	Dibble Ave	SouthWest	L2	7	4%	5.18	LOS A	0.1
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	R2	37	39%	8.21	LOS A	2.6
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	T1	408	39%	0.02	LOS A	2.6
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	SouthEast	L2	16	1%	4.59	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	L2	55	15%	6.47	LOS A	0.6
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	R2	18	15%	16.93	LOS B	0.6
H.25 Ewart Street / Bayley Street PM Peak	Bayley St	NorthEast	T1	7	15%	12.86	LOS A	0.6
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	T1	243	23%	0.13	LOS A	1.2
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	L2	14	1%	4.62	LOS A	0.0
H.25 Ewart Street / Bayley Street PM Peak	Ewart St	NorthWest	R2	18	23%	7.36	LOS A	1.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	R2	11	6%	17.77	LOS B	0.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	T1	3	6%	12.12	LOS A	0.2
H.25 Ewart Street / Bayley Street PM Peak	Dibble Ave	SouthWest	L2	8	6%	6.48	LOS A	0.2
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	T1	508	35%	0.22	LOS A	2.0
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	East	L1	33	7%	5.88	LOS A	0.3
H.36 New Canterbury Rd / Terrace Rd AM	New Canterbury Rd	West	T1	1132	43%	0.36	LOS A	3.4
H.36 New Canterbury Rd / Terrace Rd AM	Terrace Rd	SouthWest	L3	78	13%	9.85	LOS A	0.5
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	T1	1343	53%	0.11	LOS A	4.0
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	East	L1	125	53%	5.50	LOS A	4.0
H.36 New Canterbury Rd / Terrace Rd PM	New Canterbury Rd	West	T1	810	59%	0.12	LOS A	4.9
H.36 New Canterbury Rd / Terrace Rd PM	Terrace Rd	SouthWest	L3	95	42%	27.12	LOS B	1.6
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	R2	16	31%	23.05	LOS B	6.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	T1	243	31%	16.48	LOS B	6.7
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	South	L2	102	16%	15.49	LOS B	2.9
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	L2	39	18%	47.02	LOS D	1.7
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	East	T1	158	56%	43.01	LOS D	7.2
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	T1	503	59%	17.46	LOS B	14.7
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	L2	27	13%	19.08	LOS B	2.6
H.37 Wardell Rd / Marrickville Rd AM	Marrickville Rd	North	R2	26	59%	23.77	LOS B	14.7
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	R2	150	59%	37.22	LOS C	10.7
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	T1	276	59%	26.60	LOS B	10.7
H.37 Wardell Rd / Marrickville Rd AM	Wardell Rd	West	L2	13	24%	26.46	LOS B	5.3
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	R2	39	79%	46.26	LOS D	16.1
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	T1	533	79%	31.11	LOS C	18.0
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	South	L2	292	63%	24.50	LOS B	18.0
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	L2	35	35%	33.60	LOS C	7.2
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	East	T1	554	87%	39.83	LOS C	19.9
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	T1	299	79%	27.23	LOS B	7.8
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	L2	44	32%	22.63	LOS B	7.3
H.37 Wardell Rd / Marrickville Rd PM	Marrickville Rd	North	R2	58	79%	55.43	LOS D	7.8
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	R2	130	87%	54.31	LOS D	14.4
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	T1	268	87%	36.04	LOS C	14.4
H.37 Wardell Rd / Marrickville Rd PM	Wardell Rd	West	L2	42	20%	23.60	LOS B	4.8

4.0 Hurlstone Park Station

4.1 Hurlstone Park Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	R2	97	67%	22.02	LOS B	30.0
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	T1	1679	67%	12.23	LOS B	31.1
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	L1	87	67%	14.09	LOS B	31.1
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	L2	71	39%	46.61	LOS A	6.5
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R2	34	64%	51.76	LOS B	10.8
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R1	238	64%	48.87	LOS B	10.8
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	T1	861	62%	29.27	LOS B	19.3
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	L2	18	62%	35.02	LOS B	19.1
B.14 Canterbury Road / Crinan Street - AM	Queen St	Northwest	R1	47	50%	50.04	LOS A	8.0
B.14 Canterbury Road / Crinan Street - AM	Queen St	Northwest	L1	161	50%	48.89	LOS A	8.0
B.14 Canterbury Road / Crinan Street - AM	Queen St	Northwest	L3	29	25%	48.68	LOS A	3.7
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	R2	105	74%	33.08	LOS C	18.5
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	T1	1168	74%	14.29	LOS C	36.3
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	L1	64	74%	15.92	LOS C	36.3
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	L2	106	21%	40.92	LOS A	4.9
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R2	28	78%	59.91	LOS C	14.9
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R1	218	78%	58.36	LOS C	14.9
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	T1	1516	68%	8.56	LOS B	19.0
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	L2	87	68%	14.13	LOS B	18.9
B.14 Canterbury Road / Crinan Street - PM	Queen St	Northwest	R1	71	77%	58.59	LOS C	15.2
B.14 Canterbury Road / Crinan Street - PM	Queen St	Northwest	L1	221	77%	56.74	LOS C	15.2
B.14 Canterbury Road / Crinan Street - PM	Queen St	Northwest	L3	11	16%	51.44	LOS A	2.7
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	R2	961	96%	26.2	LOS B	39.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	T1	742	56%	1.72	LOS A	1.9
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	L2	34	56%	6.10	LOS A	1.9
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	L2	393	31%	9.30	LOS A	6.9
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	R2	25	34%	68.52	LOS E	1.5
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	T1	278	94%	72.30	LOS F	19.3
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	T1	454	93%	74.60	LOS F	16.6
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	L2	30	93%	81.90	LOS F	16.6
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	R2	10	94%	79.00	LOS F	16.3
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	T1	324	94%	66.00	LOS E	16.3
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	L2	15	38%	61.50	LOS E	5.9
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	R2	560	81%	38.96	LOS C	22.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	T1	637	54%	6.50	LOS A	9.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	L2	26	54%	10.84	LOS A	9.3
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	L2	758	66%	16.67	LOS B	23.5
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	R2	36	33%	57.72	LOS E	1.9
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	T1	472	91%	53.95	LOS D	27.5
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	T1	852	90%	56.43	LOS D	26.2
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	L2	48	90%	63.81	LOS E	26.1
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	R2	26	80%	55.82	LOS D	12.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	T1	345	80%	44.58	LOS D	12.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	L2	11	32%	39.54	LOS C	6.4
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	R2	255	18%	5.02	LOS A	0.9
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	T1	29	18%	0.08	LOS A	0.9
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	L2	345	28%	12.01	LOS A	2.9
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	R2	28	28%	8.61	LOS A	2.9
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	T1	63	6%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	L2	53	6%	4.62	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	R2	256	18%	4.93	LOS A	1.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	T1	54	18%	0.34	LOS A	1.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	L2	258	24%	13.20	LOS A	2.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	R2	48	24%	8.25	LOS A	2.5
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	T1	50	5%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	L2	46	5%	4.60	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	R2	31	16%	5.75	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	T1	240	16%	0.37	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	L2	23	16%	3.64	LOS A	0.5
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	L2	25	17%	5.90	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	R2	51	17%	13.31	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	T1	5	17%	7.74	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	T1	333	25%	0.04	LOS A	0.9
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	L2	116	25%	4.59	LOS A	0.9
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	R2	9	25%	6.02	LOS A	0.9
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	R2	1	1%	11.00	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	T1	1	1%	7.56	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	L2	1	1%	6.06	LOS A	0.0
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	R2	41	17%	5.26	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	T1	259	17%	0.40	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	L2	11	17%	4.24	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	L2	33	16%	6.38	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	R2	57	16%	10.10	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	T1	8	16%	8.99	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	T1	271	19%	0.20	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	L2	66	19%	4.82	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	R2	16	19%	6.45	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	R2	9	6%	14.13	LOS A	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	T1	8	6%	8.76	LOS A	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	L2	13	6%	6.00	LOS A	0.2

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

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	R2	112	73%	27.29	LOS C	29.2
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	T1	1704	73%	14.82	LOS C	36.4
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	L1	87	73%	15.37	LOS C	36.4
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	L2	86	43%	45.76	LOS A	7.1
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R2	51	72%	53.54	LOS C	12.2
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R1	238	72%	49.76	LOS C	12.2
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	T1	886	71%	32.05	LOS C	21.8
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	L2	35	71%	38.27	LOS C	21.0
B.14 Canterbury Road / Crinan Street - AM	Queen St	Northwest	R1	47	48%	48.95	LOS A	7.9
B.14 Canterbury Road / Crinan Street - AM	Queen St	Northwest	L1	161	48%	47.82	LOS A	7.9
B.14 Canterbury Road / Crinan Street - AM	Queen St	Northwest	L3	29	24%	47.65	LOS A	3.7
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	R2	120	82%	57.35	LOS C	20.0
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	T1	1193	82%	20.65	LOS C	44.1
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	L1	64	82%	18.92	LOS C	44.1
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	L2	121	21%	33.79	LOS A	5.0
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R2	45	83%	61.76	LOS C	16.5
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R1	218	83%	59.90	LOS C	16.5
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	T1	1541	83%	18.52	LOS C	35.1
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	L2	104	83%	24.40	LOS C	34.4
B.14 Canterbury Road / Crinan Street - PM	Queen St	Northwest	R1	71	67%	52.71	LOS B	14.2
B.14 Canterbury Road / Crinan Street - PM	Queen St	Northwest	L1	221	67%	51.42	LOS B	14.2
B.14 Canterbury Road / Crinan Street - PM	Queen St	Northwest	L3	11	14%	48.53	LOS A	2.6
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	R2	986	97%	31.74	LOS C	40.4
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	T1	759	58%	1.76	LOS A	2.0
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	L2	34	58%	6.13	LOS A	2.0
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	L2	419	35%	9.23	LOS A	7.4
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	R2	25	39%	69.93	LOS E	1.5
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	T1	278	98%	87.37	LOS F	21.3
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	T1	472	106%	121.02	LOS F	23.3
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	L2	30	106%	111.51	LOS F	18.6
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	R2	10	99%	96.44	LOS F	18.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	T1	324	99%	78.45	LOS F	18.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	L2	15	39%	62.59	LOS E	6.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	R2	586	86%	42.53	LOS D	25.7
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	T1	654	55%	5.48	LOS A	8.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	L2	26	55%	9.82	LOS A	8.3
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	L2	783	71%	18.06	LOS B	26.4

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	R2	36	41%	61.39	LOS E	2.0
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	T1	472	96%	69.90	LOS E	31.6
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	T1	870	89%	55.64	LOS D	26.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	L2	48	89%	63.70	LOS E	26.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	R2	26	89%	64.20	LOS E	13.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	T1	345	89%	50.13	LOS D	13.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	L2	11	35%	41.52	LOS C	6.8
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	R2	287	22%	5.24	LOS A	1.1
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	T1	29	22%	0.08	LOS A	1.1
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	L2	345	37%	12.55	LOS A	3.5
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	R2	68	37%	12.05	LOS A	3.5
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	T1	63	7%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	L2	61	7%	4.73	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	R2	286	22%	5.13	LOS A	1.2
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	T1	54	22%	0.44	LOS A	1.2
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	L2	288	29%	13.81	LOS A	3.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	R2	56	29%	9.31	LOS A	3.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	T1	50	5%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	L2	53	5%	4.72	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	R2	47	22%	7.41	LOS A	0.9
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	T1	264	22%	0.98	LOS A	0.9
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	L2	23	22%	3.64	LOS A	0.9
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	L2	25	21%	6.40	LOS A	0.7
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	R2	51	21%	16.50	LOS B	0.7
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	T1	5	21%	9.36	LOS A	0.7
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	T1	372	30%	0.13	LOS A	1.1
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	L2	116	30%	4.60	LOS A	1.1
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	R2	17	30%	7.49	LOS A	1.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	R2	1	2%	13.34	LOS A	0.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	T1	1	2%	9.10	LOS A	0.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	L2	9	2%	8.69	LOS A	0.1
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	R2	56	22%	6.40	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	T1	282	22%	0.85	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	L2	11	22%	4.28	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	L2	33	19%	6.71	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	R2	57	19%	12.01	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	T1	8	19%	10.63	LOS A	0.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	T1	309	24%	0.36	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	L2	66	24%	4.84	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	R2	23	24%	8.01	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	R2	9	8%	17.10	LOS B	0.3
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	T1	8	8%	10.45	LOS A	0.3
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	L2	21	8%	6.97	LOS A	0.3

4.3 Hurlstone Park Station: Future (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	R2	63	44%	15.49	LOS A	14.2
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	T1	1086	44%	8.71	LOS A	15.6
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	L1	62	44%	12.66	LOS A	15.6
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	L2	51	25%	43.53	LOS A	4.4
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R2	23	42%	47.78	LOS A	7.2
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R1	171	42%	45.15	LOS A	7.2
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	T1	617	36%	19.39	LOS A	10.7
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	L2	12	36%	25.19	LOS A	10.6
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	R1	34	30%	46.41	LOS A	5.0
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L1	104	30%	45.50	LOS A	5.0
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L3	18	15%	45.88	LOS A	2.4
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	R2	95	61%	17.25	LOS B	12.3
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	T1	1065	61%	8.19	LOS B	23.2
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	L1	59	61%	11.83	LOS B	23.2
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	L2	98	22%	45.11	LOS A	4.7
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R2	25	90%	74.65	LOS C	15.7
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R1	201	90%	73.11	LOS C	15.7
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	T1	1396	59%	4.96	LOS A	10.9
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	L2	79	59%	10.54	LOS A	10.8
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	R1	66	90%	73.35	LOS C	15.9
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L1	201	90%	69.71	LOS C	15.9
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L3	10	19%	56.45	LOS A	2.6
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	R2	623	61%	6.47	LOS A	1.4
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	T1	479	37%	1.65	LOS A	0.9
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	L2	24	37%	6.02	LOS A	0.9
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	L2	283	23%	8.97	LOS A	4.6
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	R2	16	12%	59.50	LOS E	0.9
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	T1	197	66%	50.15	LOS D	10.7
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	T1	325	67%	51.11	LOS D	9.6
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	L2	19	67%	53.07	LOS D	9.1
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	R2	7	56%	54.68	LOS D	8.4
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	T1	208	56%	48.87	LOS D	8.4
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	L2	10	22%	60.13	LOS E	3.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	R2	511	68%	30.18	LOS C	15.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	T1	580	48%	5.17	LOS A	6.5
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	L2	24	48%	9.52	LOS A	6.5
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	L2	698	59%	14.81	LOS B	19.4
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	R2	33	29%	57.30	LOS E	1.7
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	T1	434	90%	53.67	LOS D	25.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	T1	784	89%	56.04	LOS D	24.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	L2	44	89%	62.58	LOS E	24.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	R2	24	76%	54.17	LOS D	11.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	T1	314	76%	44.42	LOS D	11.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	L2	10	31%	41.03	LOS C	5.8
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	R2	165	12%	4.86	LOS A	0.6
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	T1	21	12%	0.07	LOS A	0.6
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	L2	221	17%	14.55	LOS B	2.2
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	R2	21	17%	7.88	LOS A	2.2
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	T1	40	4%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	L2	34	4%	4.63	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	R2	233	17%	4.89	LOS A	0.9
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	T1	49	17%	0.30	LOS A	0.9
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	L2	235	21%	13.77	LOS A	2.3
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	R2	44	21%	8.04	LOS A	2.3
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	T1	46	4%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	L2	42	4%	4.60	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	R2	20	11%	4.78	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	T1	172	11%	0.18	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	L2	16	11%	3.64	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	L2	16	9%	5.36	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	R2	36	9%	9.59	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	T1	3	9%	5.81	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	T1	214	16%	0.03	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	L2	75	16%	4.60	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	R2	7	16%	5.48	LOS A	0.6
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	R2	1	0%	7.94	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	T1	1	0%	5.65	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	L2	1	0%	5.74	LOS A	0.0
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	R2	38	15%	5.08	LOS A	0.4
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	T1	239	15%	0.35	LOS A	0.4
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	L2	10	15%	4.23	LOS A	0.4
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	L2	30	14%	6.23	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	R2	52	14%	9.38	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	T1	7	14%	8.35	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	T1	247	18%	0.19	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	L2	60	18%	4.82	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	R2	14	18%	6.28	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	R2	8	5%	12.94	LOS A	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	T1	7	5%	8.13	LOS A	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	L2	12	5%	5.89	LOS A	0.2

4.4 Hurlstone Park Station: Future+ Construction (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	R2	63	45%	17.07	LOS A	15.1
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	T1	1086	45%	9.94	LOS A	16.7
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	L1	62	45%	13.64	LOS A	16.7
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	L2	51	27%	42.79	LOS A	4.9
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R2	40	44%	46.84	LOS A	7.4
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R1	171	44%	43.76	LOS A	7.4
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	T1	617	39%	20.32	LOS A	11.6
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	L2	29	39%	26.64	LOS A	11.0
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	R1	34	28%	44.40	LOS A	4.9
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L1	104	28%	43.52	LOS A	4.9
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L3	18	14%	43.96	LOS A	2.3
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	R2	95	64%	21.77	LOS B	13.9
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	T1	1065	64%	10.40	LOS B	26.2
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	L1	59	64%	13.44	LOS B	26.2
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	L2	98	20%	42.44	LOS A	4.6
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R2	43	92%	77.25	LOS D	17.4
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R1	201	92%	75.38	LOS D	17.4
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	T1	1396	63%	6.88	LOS B	14.5
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	L2	96	63%	12.65	LOS B	14.1
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	R1	66	76%	60.01	LOS C	14.0
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L1	201	76%	58.27	LOS C	14.0
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L3	10	16%	53.29	LOS A	2.5
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	R2	623	62%	6.59	LOS A	1.6
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	T1	496	39%	1.67	LOS A	0.9
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	L2	24	39%	6.04	LOS A	0.9
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	L2	283	23%	8.97	LOS A	4.6
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	R2	16	12%	59.50	LOS E	0.9
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	T1	197	66%	50.15	LOS D	10.7
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	T1	342	73%	53.19	LOS D	10.2
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	L2	19	73%	55.58	LOS D	10.0
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	R2	7	56%	54.68	LOS D	8.4
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	T1	208	56%	48.87	LOS D	8.4
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	L2	10	22%	60.13	LOS E	3.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	R2	511	69%	31.25	LOS C	15.7
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	T1	598	51%	5.29	LOS A	7.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	L2	24	51%	9.63	LOS A	7.0
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	L2	698	60%	15.40	LOS B	19.9
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	R2	33	29%	57.30	LOS E	1.7
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	T1	434	90%	53.67	LOS D	25.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	T1	802	89%	54.99	LOS D	24.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	L2	44	89%	61.22	LOS E	24.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	R2	24	76%	54.17	LOS D	11.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	T1	314	76%	44.42	LOS D	11.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	L2	10	31%	41.03	LOS C	5.8
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	R2	165	12%	4.90	LOS A	0.6
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	T1	21	12%	0.07	LOS A	0.6
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	L2	221	19%	14.68	LOS B	2.3
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	R2	29	19%	8.57	LOS A	2.3
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	T1	40	5%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	L2	42	5%	4.79	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	R2	233	17%	4.94	LOS A	0.9
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	T1	49	17%	0.34	LOS A	0.9
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	L2	235	23%	13.88	LOS A	2.4
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	R2	52	23%	8.57	LOS A	2.4
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	T1	46	5%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	L2	49	5%	4.73	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	R2	20	12%	4.85	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	T1	180	12%	0.18	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	L2	16	12%	3.64	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	L2	16	9%	5.40	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	R2	36	9%	10.15	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	T1	3	9%	6.05	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	T1	222	18%	0.10	LOS A	0.7
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	L2	75	18%	4.60	LOS A	0.7
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	R2	14	18%	6.46	LOS A	0.7
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	R2	1	2%	8.41	LOS A	0.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	T1	1	2%	5.97	LOS A	0.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	L2	9	2%	7.60	LOS A	0.1
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	R2	38	16%	5.15	LOS A	0.4
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	T1	246	16%	0.35	LOS A	0.4
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	L2	10	16%	4.24	LOS A	0.4
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	L2	30	15%	6.29	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	R2	52	15%	9.91	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	T1	7	15%	8.73	LOS A	0.5
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	T1	255	20%	0.35	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	L2	60	20%	4.83	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	R2	22	20%	7.48	LOS A	0.7
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	R2	8	6%	13.70	LOS A	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	T1	7	6%	8.58	LOS A	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	L2	20	6%	6.67	LOS A	0.2

4.5 Hurlstone Park Station: Future+ Construction + Refined TTS (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	R2	78	49%	19.04	LOS A	16.4
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	T1	1111	49%	10.80	LOS A	18.7
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd S	South	L1	62	49%	14.02	LOS A	18.7
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	L2	66	29%	41.77	LOS A	4.9
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R2	40	48%	47.21	LOS A	8.2
B.14 Canterbury Road / Crinan Street - AM	Crinan St	East	R1	171	48%	44.04	LOS A	8.2
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	T1	642	44%	22.87	LOS A	12.9
B.14 Canterbury Road / Crinan Street - AM	Canterbury Rd N	North	L2	29	44%	29.20	LOS A	12.3
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	R1	34	28%	44.40	LOS A	4.9
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L1	104	28%	43.52	LOS A	4.9
B.14 Canterbury Road / Crinan Street - AM	Queen St	NorthWest	L3	18	14%	43.96	LOS A	2.3
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	R2	111	74%	43.47	LOS C	17.7
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	T1	1090	74%	17.21	LOS C	35.6
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd S	South	L1	59	74%	17.39	LOS C	35.6
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	L2	113	21%	35.17	LOS A	4.8
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R2	43	75%	56.65	LOS C	14.3
B.14 Canterbury Road / Crinan Street - PM	Crinan St	East	R1	201	75%	54.77	LOS C	14.3
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	T1	1421	74%	14.79	LOS C	26.4
B.14 Canterbury Road / Crinan Street - PM	Canterbury Rd N	North	L2	96	74%	20.56	LOS C	25.7
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	R1	66	61%	51.94	LOS B	12.8
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L1	201	61%	50.79	LOS B	12.8
B.14 Canterbury Road / Crinan Street - PM	Queen St	NorthWest	L3	10	13%	48.39	LOS A	2.3
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	R2	648	65%	6.53	LOS A	1.7
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	T1	496	39%	1.65	LOS A	0.9
B.27 Old Canterbury Road / New Canterbury Road - AM	Canterbury Rd	South	L2	24	39%	6.02	LOS A	0.9
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	L2	308	26%	8.88	LOS A	5.0
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	R2	16	13%	60.77	LOS E	0.9
B.27 Old Canterbury Road / New Canterbury Road - AM	New Canterbury Rd	East	T1	197	70%	51.94	LOS D	11.0
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	T1	342	77%	55.67	LOS D	10.5
B.27 Old Canterbury Road / New Canterbury Road - AM	Old Canterbury Rd	North	L2	19	77%	58.13	LOS E	10.4
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	R2	7	59%	55.85	LOS D	8.5
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	T1	208	59%	50.00	LOS D	8.5
B.27 Old Canterbury Road / New Canterbury Road - AM	Griffiths St	West	L2	10	24%	61.19	LOS E	3.4
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	R2	537	76%	33.11	LOS C	18.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	T1	598	51%	5.29	LOS A	7.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Canterbury Rd	South	L2	24	51%	9.63	LOS A	7.0
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	L2	724	64%	15.99	LOS B	21.7
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	R2	33	29%	57.29	LOS E	1.7
B.27 Old Canterbury Road / New Canterbury Road - PM	New Canterbury Rd	East	T1	434	90%	53.65	LOS D	25.0
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	T1	802	89%	55.36	LOS D	24.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Old Canterbury Rd	North	L2	44	89%	61.99	LOS E	24.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	R2	24	76%	54.19	LOS D	11.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	T1	314	76%	44.43	LOS D	11.3
B.27 Old Canterbury Road / New Canterbury Road - PM	Griffiths St	West	L2	10	31%	41.03	LOS C	5.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	R2	197	15%	5.10	LOS A	0.7
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	East	T1	21	15%	0.07	LOS A	0.7
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	L2	221	25%	15.23	LOS B	2.6
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Crinan St	North	R2	60	25%	10.15	LOS A	2.6
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	T1	40	5%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - AM peak	Floss St	West	L2	42	5%	4.79	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	R2	263	20%	5.09	LOS A	1.1
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	East	T1	49	20%	0.40	LOS A	1.1
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	L2	265	26%	14.41	LOS A	2.8
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Crinan St	North	R2	52	26%	9.01	LOS A	2.8
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	T1	46	5%	0.00	LOS A	0.0
H.17 Crinan St / Floss St (Sth of Railway) - PM peak	Floss St	West	L2	49	5%	4.73	LOS A	0.0
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	R2	20	15%	5.15	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	T1	212	15%	0.18	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Crinan St	South	L2	16	15%	3.64	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	L2	16	11%	5.59	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	R2	36	11%	11.46	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Duntroon Street	East	T1	3	11%	6.74	LOS A	0.3
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	T1	254	21%	0.12	LOS A	0.7
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	L2	75	21%	4.60	LOS A	0.7
H.18 Floss / Crinan / Duntroon - AM	Crinan Street	North	R2	14	21%	6.92	LOS A	0.7
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	R2	1	2%	9.39	LOS A	0.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	T1	1	2%	6.65	LOS A	0.1
H.18 Floss / Crinan / Duntroon - AM	Floss Street	West	L2	9	2%	8.18	LOS A	0.1
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	R2	38	19%	5.47	LOS A	0.4
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	T1	277	19%	0.37	LOS A	0.4
H.18 Floss / Crinan / Duntroon - PM	Crinan St	South	L2	10	19%	4.26	LOS A	0.4
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	L2	30	16%	6.55	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	R2	52	16%	11.11	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Duntroon Street	East	T1	7	16%	9.82	LOS A	0.6
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	T1	285	22%	0.36	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	L2	60	22%	4.84	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Crinan Street	North	R2	22	22%	8.03	LOS A	0.8
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	R2	8	7%	15.56	LOS B	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	T1	7	7%	9.66	LOS A	0.2
H.18 Floss / Crinan / Duntroon - PM	Floss Street	West	L2	20	7%	7.02	LOS A	0.2

5.0 Canterbury Station

5.1 Canterbury Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	R2	258	66%	73.98	LOS F	15.9
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	T1	1160	55%	6.58	LOS A	25.6
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	L2	340	82%	55.47	LOS D	26.7
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	R2	84	82%	55.56	LOS D	26.7
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	T1	1866	80%	14.36	LOS A	36.2
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	L2	17	80%	19.90	LOS B	36.2
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	R2	463	66%	59.60	LOS E	23.1
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	T1	1761	83%	8.06	LOS A	45.7
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	L2	326	64%	39.01	LOS C	23.1
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	R2	126	64%	39.05	LOS C	23.1
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	T1	1346	77%	23.39	LOS B	31.4
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	L2	72	77%	29.06	LOS C	31.2
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	R2	12	45%	90.2	LOS F	19.7
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	T1	1290	45%	10.1	LOS A	19.7
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	L2	23	6%	13.1	LOS A	0.2
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	R2	4	44%	460.3	LOS F	1.1
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	T1	2091	57%	0.10	LOS A	0.6
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	L2	22	57%	8.65	LOS A	0.6
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	R2	18	60%	38.7	LOS C	2.9
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	T1	2167	60%	1.5	LOS A	2.9
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	L2	23	2%	4.8	LOS A	0.0
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	R2	4	53%	574.2	LOS F	1.2
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	T1	1618	44%	0.04	LOS A	0.4
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	L2	40	44%	6.31	LOS A	0.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	L3	13	38%	19.10	LOS B	15.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	R2	13	54%	22.71	LOS B	16.0
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	T1	931	54%	14.33	LOS A	16.0
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	Northeast	L2	9	88%	77.54	LOS F	9.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	Northeast	L3	23	88%	78.54	LOS F	9.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	Northeast	R1	247	88%	76.07	LOS F	9.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L1	16	29%	58.18	LOS E	2.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L2	32	29%	60.06	LOS E	2.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L3	2	29%	60.59	LOS E	2.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	R2	139	88%	77.35	LOS F	9.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	T1	1818	78%	5.61	LOS A	21.8
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L1	294	78%	10.09	LOS A	21.3
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L2	31	78%	11.15	LOS A	21.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	L3	23	67%	14.84	LOS B	22.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	R2	20	67%	20.09	LOS B	25.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	T1	1703	67%	11.01	LOS A	25.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	Northeast	L2	10	87%	74.96	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	Northeast	L3	20	87%	75.80	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	Northeast	R1	351	87%	73.67	LOS F	13.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L1	8	17%	55.22	LOS D	2.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L2	27	17%	56.95	LOS E	2.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L3	2	17%	57.63	LOS E	2.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	R2	202	93%	82.84	LOS F	14.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	T1	1302	79%	25.40	LOS B	38.2
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L1	324	79%	29.84	LOS C	37.5
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L2	26	79%	30.95	LOS C	37.5
H.14 Canterbury Road / Close Street AM Peak	Close St	South	L2	22	3%	8.10	LOS A	0.1
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	L2	1	35%	6.07	LOS A	0.0
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	T1	1290	35%	0.01	LOS A	0.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	R2	1	56%	21.31	LOS B	0.1
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	T1	2091	56%	0.06	LOS A	0.1
H.14 Canterbury Road / Close Street PM Peak	Close St	South	L2	20	5%	12.10	LOS A	0.2
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	L2	15	57%	5.96	LOS A	0.2
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	T1	2167	57%	0.02	LOS A	0.2
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	R2	12	46%	45.0	LOS D	2.8
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	T1	1618	46%	2.1	LOS A	2.8

5.2 Canterbury Station: Future + Construction + Refined Baseline TTP

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

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	Northeast	L3	23	88%	78.54	LOS F	9.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	Northeast	R1	247	88%	76.07	LOS F	9.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L1	16	39%	59.31	LOS E	3.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L2	43	39%	61.34	LOS E	3.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L3	2	39%	61.73	LOS E	3.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	R2	139	88%	77.35	LOS F	9.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	T1	1860	82%	5.89	LOS A	25.3
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L1	294	82%	10.40	LOS A	24.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L2	42	82%	11.74	LOS A	24.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	L3	23	72%	15.29	LOS B	25.4
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	R2	20	72%	20.71	LOS B	27.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	T1	1759	72%	11.51	LOS A	27.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	Northeast	L2	10	87%	74.96	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	Northeast	L3	20	87%	75.80	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	Northeast	R1	351	87%	73.67	LOS F	13.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L1	8	25%	56.41	LOS D	2.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L2	38	25%	58.35	LOS E	2.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L3	2	25%	58.82	LOS E	2.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	R2	202	93%	82.84	LOS F	14.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	T1	1345	80%	23.16	LOS B	38.5
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L1	324	80%	27.60	LOS B	37.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L2	37	80%	29.03	LOS C	37.8

5.3 Canterbury Station: Future (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	R2	167	33%	17.98	LOS B	6.9
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	T1	825	31%	7.28	LOS A	17.7
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	L2	219	54%	46.37	LOS D	14.8
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	R2	60	54%	46.45	LOS D	14.8
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	T1	1206	52%	10.49	LOS A	15.4
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	L2	11	52%	16.03	LOS B	15.4
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	R2	422	58%	53.06	LOS D	22.6
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	T1	1622	78%	7.02	LOS A	40.1
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	L2	297	59%	38.06	LOS C	20.5
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	R2	116	59%	38.10	LOS C	20.5
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	T1	1226	70%	22.22	LOS B	26.3
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	L2	65	70%	27.88	LOS B	26.1
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	R2	8	27%	26.02	LOS B	0.8
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	T1	921	27%	1.00	LOS A	0.8
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	L2	15	2%	8.56	LOS A	0.1
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	R2	3	6%	63.08	LOS E	0.1
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	T1	1353	37%	0.05	LOS A	0.2
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	L2	14	37%	7.69	LOS A	0.2
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	R2	16	55%	29.51	LOS C	1.8
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	T1	1995	55%	0.94	LOS A	1.8
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	L2	21	2%	4.73	LOS A	0.0
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	R2	4	35%	357.33	LOS F	0.8
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	T1	1474	40%	0.04	LOS A	0.4
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	L2	36	40%	6.25	LOS A	0.4
H.14 Canterbury Road / Close Street AM Peak	Close St	South	L2	16	2%	6.84	LOS A	0.1
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	L2	1	25%	6.00	LOS A	0.0
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	T1	921	25%	0.00	LOS A	0.0
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	R2	1	37%	9.92	LOS A	0.0
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	T1	1353	37%	0.01	LOS A	0.0
H.14 Canterbury Road / Close Street PM Peak	Close St	South	L2	18	4%	10.86	LOS A	0.1
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	L2	14	53%	5.92	LOS A	0.2
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	T1	1995	53%	0.02	LOS A	0.2
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	R2	11	41%	34.03	LOS C	1.7
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	T1	1474	41%	1.34	LOS A	1.7
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	L3	9	25%	16.58	LOS B	9.0
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	R2	11	36%	17.57	LOS B	9.2
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	T1	663	36%	10.61	LOS A	9.2
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L2	6	86%	77.40	LOS F	6.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L3	15	86%	78.40	LOS F	6.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	R1	177	86%	76.00	LOS F	6.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L1	11	24%	57.84	LOS E	2.2
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L2	25	24%	59.81	LOS E	2.2

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L3	1	24%	60.26	LOS E	2.2
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	R2	99	64%	67.36	LOS E	6.2
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	T1	1172	49%	3.97	LOS A	7.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L1	194	49%	8.47	LOS A	7.3
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L2	20	49%	9.51	LOS A	7.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	L3	21	58%	11.84	LOS A	13.4
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	R2	19	58%	16.99	LOS B	18.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	T1	1568	58%	8.02	LOS A	18.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L2	9	93%	83.93	LOS F	12.9
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L3	18	93%	84.77	LOS F	12.9
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	R1	323	93%	82.63	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L1	7	17%	57.34	LOS E	2.0
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L2	25	17%	59.08	LOS E	2.0
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L3	2	17%	59.75	LOS E	2.0
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	R2	186	93%	83.57	LOS F	13.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	T1	1186	86%	38.90	LOS C	43.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L1	295	86%	43.46	LOS D	42.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L2	24	86%	44.56	LOS D	42.6

5.4 Canterbury Station: Future + Construction (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	R2	167	34%	18.69	LOS B	7.2
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	T1	841	33%	7.12	LOS A	17.7
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	L2	219	56%	47.36	LOS D	15.0
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	R2	60	56%	47.45	LOS D	15.0
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	T1	1218	52%	10.35	LOS A	15.6
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	L2	11	52%	15.89	LOS B	15.6
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	R2	422	59%	54.61	LOS D	22.7
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	T1	1637	79%	7.21	LOS A	40.8
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	L2	297	61%	39.05	LOS C	20.8
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	R2	116	61%	39.09	LOS C	20.8
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	T1	1238	70%	21.45	LOS B	26.2
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	L2	65	70%	27.11	LOS B	26.0
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	R2	8	27%	26.97	LOS B	0.8
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	T1	936	27%	1.04	LOS A	0.8
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	L2	17	3%	9.00	LOS A	0.1
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	R2	3	6%	66.56	LOS E	0.2
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	T1	1363	38%	0.06	LOS A	0.2
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	L2	16	38%	7.94	LOS A	0.2
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	R2	16	56%	30.64	LOS C	1.9
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	T1	2011	56%	0.98	LOS A	1.9
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	L2	23	2%	4.81	LOS A	0.0
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	R2	4	37%	386.08	LOS F	0.9
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	T1	1484	41%	0.04	LOS A	0.4
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	L2	38	41%	6.33	LOS A	0.4
H.14 Canterbury Road / Close Street AM Peak	Close St	South	L2	31	5%	8.10	LOS A	0.2
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	L2	16	26%	7.64	LOS A	0.2
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	T1	921	26%	0.04	LOS A	0.2
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	R2	1	37%	10.34	LOS A	0.0
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	T1	1365	37%	0.01	LOS A	0.0
H.14 Canterbury Road / Close Street PM Peak	Close St	South	L2	33	10%	14.95	LOS B	0.3
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	L2	29	54%	6.72	LOS A	0.5
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	T1	1995	54%	0.03	LOS A	0.5
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	R2	11	42%	35.78	LOS C	1.8
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	T1	1486	42%	1.44	LOS A	1.8
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	L3	9	26%	16.66	LOS B	9.3
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	R2	11	37%	17.72	LOS B	9.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	T1	679	37%	10.72	LOS A	9.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L2	6	86%	77.58	LOS F	6.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L3	15	86%	78.58	LOS F	6.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	R1	177	86%	76.18	LOS F	6.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L1	11	33%	59.01	LOS E	2.8
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L2	36	33%	61.13	LOS E	2.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L3	1	33%	61.42	LOS E	2.8
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	R2	99	64%	67.36	LOS E	6.2
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	T1	1173	50%	4.03	LOS A	7.8
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L1	194	50%	8.58	LOS A	7.4
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L2	30	50%	9.98	LOS A	7.4
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	L3	21	59%	11.90	LOS A	13.8
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	R2	19	59%	17.10	LOS B	19.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	T1	1583	59%	8.10	LOS A	19.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L2	9	93%	83.93	LOS F	12.9
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L3	18	93%	84.77	LOS F	12.9
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	R1	323	93%	82.63	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L1	7	26%	58.63	LOS E	2.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L2	36	26%	60.59	LOS E	2.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L3	2	26%	61.05	LOS E	2.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	R2	186	93%	83.57	LOS F	13.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	T1	1188	86%	37.70	LOS C	43.4
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L1	295	86%	42.36	LOS C	42.2
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L2	34	86%	43.81	LOS D	42.2

5.5 Canterbury Station Station: Future + Construction + Refined TTS (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	R2	207	42%	25.99	LOS B	14.2
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd E	East	T1	841	34%	6.95	LOS A	18.1
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	L2	259	60%	42.63	LOS D	16.7
B.13 Canterbury Road / Wonga Street AM Peak	Wonga St	North	R2	60	60%	42.59	LOS D	16.7
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	T1	1218	58%	12.22	LOS A	16.8
B.13 Canterbury Road / Wonga Street AM Peak	Canterbury Rd W	West	L2	11	58%	17.76	LOS B	16.8
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	R2	462	66%	56.69	LOS E	22.9
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd E	East	T1	1637	79%	7.21	LOS A	40.8
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	L2	337	64%	34.61	LOS C	22.1
B.13 Canterbury Road / Wonga Street PM Peak	Wonga St	North	R2	116	64%	34.55	LOS C	22.1
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	T1	1238	76%	26.55	LOS B	30.1
B.13 Canterbury Road / Wonga Street PM Peak	Canterbury Rd W	West	L2	65	76%	32.22	LOS C	29.9
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	R2	8	30%	30.09	LOS C	1.0
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	East	T1	976	30%	1.17	LOS A	1.0
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	L2	16	3%	9.20	LOS A	0.1
H.14 Canterbury Road / Charles Street AM Peak	Charles St	North	R2	3	7%	78.29	LOS F	0.2
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	T1	1403	40%	0.06	LOS A	0.2
H.14 Canterbury Road / Charles Street AM Peak	Canterbury Rd	West	L2	16	40%	8.03	LOS A	0.2
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	R2	16	58%	34.36	LOS C	2.2
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	East	T1	2051	58%	1.13	LOS A	2.2
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	L2	23	2%	4.85	LOS A	0.0
H.14 Canterbury Road / Charles Street PM Peak	Charles St	North	R2	4	44%	486.21	LOS F	1.0
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	T1	1524	43%	0.04	LOS A	0.4
H.14 Canterbury Road / Charles Street PM Peak	Canterbury Rd	West	L2	38	43%	6.36	LOS A	0.4
H.14 Canterbury Road / Close Street AM Peak	Close St	South	L2	31	5%	8.38	LOS A	0.2
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	L2	16	28%	7.68	LOS A	0.2
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	East	T1	961	28%	0.04	LOS A	0.2
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	R2	1	39%	11.39	LOS A	0.0
H.14 Canterbury Road / Close Street AM Peak	Canterbury Rd	West	T1	1405	39%	0.01	LOS A	0.0
H.14 Canterbury Road / Close Street PM Peak	Close St	South	L2	32	10%	15.38	LOS B	0.3
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	L2	29	56%	6.76	LOS A	0.5
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	East	T1	2035	56%	0.03	LOS A	0.5
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	R2	11	44%	39.90	LOS C	2.1
H.14 Canterbury Road / Close Street PM Peak	Canterbury Rd	West	T1	1526	44%	1.65	LOS A	2.1
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	L3	9	29%	16.90	LOS B	10.0
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	R2	11	41%	18.14	LOS B	10.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	East	T1	719	41%	11.04	LOS A	10.5
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L2	6	86%	77.58	LOS F	6.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	L3	15	86%	78.58	LOS F	6.6
H.15 Canterbury Road / Jeffrey Road AM Peak	Jeffrey Rd	NorthEast	R1	177	86%	76.18	LOS F	6.9
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L1	11	33%	59.01	LOS E	2.8
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L2	36	33%	61.13	LOS E	2.8
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	L3	1	33%	61.42	LOS E	2.8
H.15 Canterbury Road / Jeffrey Road AM Peak	Broughton St	North	R2	99	64%	67.36	LOS E	6.2

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	T1	1214	53%	4.14	LOS A	8.3
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L1	194	53%	8.69	LOS A	8.0
H.15 Canterbury Road / Jeffrey Road AM Peak	Canterbury Rd	West	L2	30	53%	10.10	LOS A	8.0
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	L3	21	63%	12.13	LOS A	15.4
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	R2	19	63%	15.60	LOS B	18.5
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	East	T1	1624	63%	7.50	LOS A	18.5
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L2	9	93%	83.93	LOS F	12.9
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	L3	18	93%	84.77	LOS F	12.9
H.15 Canterbury Road / Jeffrey Road PM Peak	Jeffrey Rd	NorthEast	R1	323	93%	82.63	LOS F	13.1
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L1	7	26%	58.63	LOS E	2.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L2	36	26%	60.59	LOS E	2.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	L3	2	26%	61.05	LOS E	2.6
H.15 Canterbury Road / Jeffrey Road PM Peak	Broughton St	North	R2	186	93%	83.57	LOS F	13.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	T1	1228	73%	22.00	LOS B	32.3
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L1	295	73%	26.45	LOS B	31.7
H.15 Canterbury Road / Jeffrey Road PM Peak	Canterbury Rd	West	L2	34	73%	27.90	LOS B	31.7

6.0 Campsie Station

6.1 Campsie Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	T1	400	69%	18.80	LOS B	14.8
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	L2	421	44%	4.14	LOS A	3.1
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	T1	337	51%	12.34	LOS A	9.6
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	R2	111	52%	33.15	LOS C	4.5
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	R2	351	53%	20.26	LOS B	9.7
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	L2	324	43%	16.63	LOS B	7.1
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	T1	383	58%	14.45	LOS A	12.3
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	L2	412	43%	4.59	LOS A	3.8
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	T1	483	56%	9.99	LOS A	13.1
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	R2	207	70%	30.78	LOS C	9.0
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	R2	372	71%	30.80	LOS C	15.2
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	L2	207	32%	21.35	LOS B	5.3
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	R2	71	75%	21.99	LOS B	28.0
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	T1	740	75%	17.95	LOS B	28.0
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	L2	53	6%	16.84	LOS B	1.3
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	R2	43	23%	48.81	LOS D	2.0
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	T1	683	81%	38.39	LOS C	18.4
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	L2	50	81%	41.31	LOS C	18.1
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	R2	121	105%	104.37	LOS F	66.6
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	T1	660	105%	98.49	LOS F	66.6
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	L2	72	22%	41.96	LOS C	3.1
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	R2	113	84%	61.19	LOS E	6.3
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	T1	726	87%	23.79	LOS B	32.2
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	L2	72	6%	4.06	LOS A	0.4
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	R2	13	64%	19.23	LOS B	23.1
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	T1	620	64%	15.48	LOS B	23.1
B.12 Beamish Street / South Parade AM Peak	South Parade	East	L2	52	48%	53.29	LOS D	2.6
B.12 Beamish Street / South Parade AM Peak	South Parade	East	R2	134	90%	64.83	LOS E	7.6
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	T1	513	72%	12.93	LOS A	17.7
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	L2	207	24%	13.95	LOS A	6.1
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	T1	52	39%	42.88	LOS D	4.1
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	L2	40	39%	46.30	LOS D	4.1
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	R2	11	72%	20.47	LOS B	25.5
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	T1	631	72%	16.74	LOS B	25.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.12 Beamish Street / South Parade PM Peak	South Parade	East	L2	35	48%	58.66	LOS E	1.9
B.12 Beamish Street / South Parade PM Peak	South Parade	East	R2	122	96%	76.03	LOS F	7.6
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	T1	618	84%	22.28	LOS B	27.7
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	L2	193	23%	12.88	LOS A	5.6
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	T1	39	45%	48.51	LOS D	4.0
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	L2	43	45%	51.92	LOS D	4.0
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	T1	690	71%	0.00	LOS A	9.5
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	L2	54	5%	3.40	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	North Pde	East	L2	38	29%	31.40	LOS C	0.9
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	T1	712	41%	0.00	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	L2	38	41%	3.40	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	North Pde	West	L2	61	39%	30.10	LOS C	1.4
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	T1	741	72%	0.10	LOS A	19.4
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	L2	65	5%	3.40	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	North Pde	East	L2	39	25%	29.40	LOS C	0.9
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	T1	716	47%	0.00	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	L2	33	47%	3.40	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	North Pde	West	L2	48	29%	28.60	LOS C	1.1
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	T1	550	51%	8.77	LOS A	16.9
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	L2	82	51%	12.18	LOS A	16.9
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	T1	580	41%	3.42	LOS A	9.6
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	R2	4	41%	6.96	LOS A	9.6
H.12 Beamish Street / Amy Street AM Peak	Amy St	West	L2	40	44%	67.93	LOS E	2.5
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	T1	545	94%	23.59	LOS B	34.3
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	L2	113	94%	27.00	LOS B	34.3
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	T1	651	40%	1.38	LOS A	8.4
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	R2	2	40%	4.92	LOS A	8.4
H.12 Beamish Street / Amy Street PM Peak	Amy St	West	L2	88	90%	83.49	LOS F	6.5
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	R2	392	95%	61.08	LOS E	23.1
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	T1	658	81%	49.18	LOS D	23.1
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	L2	96	61%	56.09	LOS D	23.1
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	L2	291	50%	34.28	LOS C	22.3
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	T1	784	50%	28.66	LOS C	22.7
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	T1	420	88%	64.20	LOS E	15.8
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	L2	55	79%	65.01	LOS E	15.8
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	R2	76	37%	65.80	LOS E	4.6
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	R2	302	92%	73.79	LOS F	20.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	T1	1487	53%	14.47	LOS A	20.7
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	L2	81	42%	19.93	LOS B	20.7
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	R2	392	94%	55.74	LOS D	21.5
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	T1	462	64%	42.93	LOS D	14.1
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	L2	99	41%	51.38	LOS D	14.1
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	L2	195	46%	22.48	LOS B	19.9
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	T1	1154	46%	16.91	LOS B	20.1
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	T1	434	88%	62.31	LOS E	16.5
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	L2	51	80%	63.71	LOS E	16.5
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	R2	130	92%	81.75	LOS F	9.2
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	R2	191	84%	73.72	LOS F	12.4
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	T1	1044	38%	18.86	LOS B	20.1
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	L2	100	30%	24.28	LOS B	20.1
H.34 Ninth Ave / Loch St AM	Loch St	South	R2	577	75%	8.73	LOS A	10.2
H.34 Ninth Ave / Loch St AM	Loch St	South	L2	276	75%	6.84	LOS A	10.2
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	L2	472	75%	9.90	LOS A	10.3
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	T1	222	75%	9.26	LOS A	10.3
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	R2	400	97%	43.84	LOS D	29.9
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	T1	323	97%	41.25	LOS C	29.9
H.34 Ninth Ave / Loch St PM	Loch St	South	R2	490	88%	17.49	LOS B	19.5
H.34 Ninth Ave / Loch St PM	Loch St	South	L2	417	88%	15.41	LOS B	19.5
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	L2	648	97%	28.71	LOS C	33.8
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	T1	315	97%	28.31	LOS B	33.8
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	R2	368	80%	17.81	LOS B	12.3
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	T1	280	80%	15.15	LOS B	12.3

6.2 Campsie Station: Future + Construction + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	T1	416	71%	18.36	LOS B	15.5
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	L2	436	47%	4.20	LOS A	3.3
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	T1	337	50%	11.13	LOS A	9.1
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	R2	111	53%	33.40	LOS C	4.5
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	R2	366	61%	23.00	LOS B	11.8
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	L2	324	46%	18.76	LOS B	8.1
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	T1	399	63%	15.78	LOS B	13.6
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	L2	427	46%	4.67	LOS A	4.2
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	T1	483	57%	10.57	LOS A	13.5
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	R2	207	79%	40.53	LOS C	10.6
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	R2	387	74%	30.14	LOS C	16.0
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	L2	207	31%	20.27	LOS B	5.1
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	R2	71	81%	26.61	LOS B	27.8
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	T1	797	81%	21.52	LOS B	27.8
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	L2	53	6%	16.29	LOS B	1.3
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	R2	43	23%	48.81	LOS D	2.0
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	T1	724	92%	55.74	LOS D	23.6
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	L2	50	92%	58.08	LOS E	23.2
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	R2	121	135%	365.25	LOS F	127.0
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	T1	716	135%	333.20	LOS F	127.0
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	L2	72	22%	41.96	LOS C	3.1
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	R2	113	84%	61.19	LOS E	6.3
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	T1	766	96%	54.37	LOS D	50.8
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	L2	72	6%	4.06	LOS A	0.4
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	R2	13	71%	23.70	LOS B	25.3
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	T1	628	71%	19.94	LOS B	25.3
B.12 Beamish Street / South Parade AM Peak	South Parade	East	L2	54	31%	46.66	LOS D	2.4
B.12 Beamish Street / South Parade AM Peak	South Parade	East	R2	175	91%	66.56	LOS E	10.4
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	T1	513	86%	27.55	LOS B	23.4
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	L2	248	55%	17.67	LOS B	8.2
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	T1	52	32%	38.62	LOS C	4.2
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	L2	48	32%	42.13	LOS C	4.2
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	R2	11	73%	20.11	LOS B	25.8
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	T1	639	73%	16.36	LOS B	25.8
B.12 Beamish Street / South Parade PM Peak	South Parade	East	L2	37	62%	61.70	LOS E	2.1
B.12 Beamish Street / South Parade PM Peak	South Parade	East	R2	162	179%	777.73	LOS F	38.2
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	T1	618	90%	31.76	LOS C	31.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	L2	233	43%	13.43	LOS A	7.1
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	T1	39	61%	51.21	LOS D	4.6
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	L2	51	61%	54.71	LOS D	4.6
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	T1	713	72%	0.10	LOS A	10.9
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	L2	87	11%	3.60	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	North Pde	East	L2	38	33%	37.50	LOS C	1.1
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	T1	754	45%	0.00	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	L2	38	45%	3.40	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	North Pde	West	L2	69	49%	37.20	LOS C	1.9
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	T1	765	67%	0.0	LOS A	19.2
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	L2	99	10%	3.60	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	North Pde	East	L2	39	29%	42.80	LOS D	1.2
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	T1	758	63%	0.00	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	L2	33	63%	3.40	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	North Pde	West	L2	56	38%	34.8	LOS C	1.5
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	T1	558	52%	8.87	LOS A	17.3
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	L2	82	52%	12.28	LOS A	17.3
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	T1	582	41%	3.44	LOS A	9.6
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	R2	4	41%	6.97	LOS A	9.6
H.12 Beamish Street / Amy Street AM Peak	Amy St	West	L2	40	44%	67.93	LOS E	2.5
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	T1	552	95%	28.13	LOS B	38.1
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	L2	113	95%	31.54	LOS C	38.1
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	T1	653	40%	1.38	LOS A	8.4
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	R2	2	40%	4.92	LOS A	8.4
H.12 Beamish Street / Amy Street PM Peak	Amy St	West	L2	88	90%	83.49	LOS F	6.5
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	R2	392	90%	49.22	LOS D	20.3
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	T1	658	81%	48.81	LOS D	23.1
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	L2	96	61%	55.36	LOS D	23.1
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	L2	291	54%	37.52	LOS C	24.0
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	T1	784	54%	31.90	LOS C	24.5
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	T1	420	88%	64.57	LOS E	15.9
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	L2	55	80%	65.29	LOS E	15.9
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	R2	78	37%	63.62	LOS E	4.6
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	R2	302	90%	69.62	LOS E	19.6
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	T1	1487	55%	16.00	LOS B	22.4
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	L2	90	44%	21.52	LOS B	22.1
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	R2	392	94%	55.74	LOS D	21.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	T1	462	64%	42.93	LOS D	14.1
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	L2	99	41%	51.38	LOS D	14.1
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	L2	195	46%	22.48	LOS B	19.9
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	T1	1154	46%	16.91	LOS B	20.1
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	T1	434	89%	62.67	LOS E	16.6
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	L2	51	80%	63.95	LOS E	16.6
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	R2	132	95%	89.13	LOS F	9.8
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	R2	191	84%	73.72	LOS F	12.4
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	T1	1044	39%	18.92	LOS B	20.1
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	L2	109	31%	24.41	LOS B	20.1
H.34 Ninth Ave / Loch St AM	Loch St	South	R2	577	77%	9.72	LOS A	11.4
H.34 Ninth Ave / Loch St AM	Loch St	South	L2	276	77%	7.83	LOS A	11.4
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	L2	472	77%	10.48	LOS A	11.1
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	T1	237	77%	10.04	LOS A	11.1
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	R2	400	101%	63.01	LOS E	40.2
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	T1	338	101%	60.66	LOS E	40.2
H.34 Ninth Ave / Loch St PM	Loch St	South	R2	490	91%	20.50	LOS B	22.3
H.34 Ninth Ave / Loch St PM	Loch St	South	L2	417	91%	18.42	LOS B	22.3
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	L2	648	99%	37.00	LOS C	40.7
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	T1	330	99%	36.79	LOS C	40.7
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	R2	368	83%	19.50	LOS B	13.9
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	T1	295	83%	17.09	LOS B	13.9

6.3 Campsie Station: Future (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	T1	266	47%	15.80	LOS B	8.3
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	L2	300	31%	4.03	LOS A	1.8
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	T1	245	38%	11.03	LOS A	6.3
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	R2	79	22%	22.27	LOS B	2.4
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	R2	250	38%	19.33	LOS B	6.1
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	L2	208	28%	15.83	LOS B	4.0
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	T1	350	53%	13.85	LOS A	10.7
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	L2	379	39%	4.54	LOS A	3.4
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	T1	446	52%	9.57	LOS A	11.6
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	R2	191	59%	25.31	LOS B	7.1
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	R2	342	65%	30.29	LOS C	13.4
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	L2	189	29%	21.17	LOS B	4.8
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	R2	46	45%	11.72	LOS A	14.6
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	T1	484	45%	8.02	LOS A	14.6
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	L2	38	13%	41.05	LOS C	1.6
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	R2	28	15%	48.21	LOS D	1.2
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	T1	490	31%	9.74	LOS A	7.7
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	L2	32	31%	13.04	LOS A	7.6
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	R2	110	85%	23.84	LOS B	28.1
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	T1	602	85%	19.84	LOS B	28.1
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	L2	66	19%	41.80	LOS C	2.8
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	R2	103	75%	57.00	LOS E	5.5
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	T1	669	80%	13.80	LOS A	23.1
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	L2	66	6%	4.06	LOS A	0.4
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	R2	13	41%	14.02	LOS A	12.7
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	T1	403	41%	10.27	LOS A	12.7
B.12 Beamish Street / South Parade AM Peak	South Parade	East	L2	41	64%	59.32	LOS E	2.2
B.12 Beamish Street / South Parade AM Peak	South Parade	East	R2	87	66%	55.04	LOS D	4.4
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	T1	369	46%	9.38	LOS A	11.1
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	L2	133	15%	11.97	LOS A	3.6
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	T1	33	33%	45.63	LOS D	2.7
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	L2	26	33%	49.05	LOS D	2.7
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	R2	11	65%	18.38	LOS B	22.0
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	T1	575	65%	14.64	LOS B	22.0
B.12 Beamish Street / South Parade PM Peak	South Parade	East	L2	34	56%	60.97	LOS E	1.8
B.12 Beamish Street / South Parade PM Peak	South Parade	East	R2	111	93%	71.24	LOS F	6.7
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	T1	570	76%	13.47	LOS A	21.2
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	L2	176	21%	12.29	LOS A	5.0
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	T1	35	46%	49.65	LOS D	3.7
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	L2	39	46%	53.06	LOS D	3.7
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	T1	449	23%	0.00	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	L2	38	4%	3.40	LOS A	0.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.11 Beamish Street / North Parade AM Peak	North Pde	East	L2	27	14%	18.40	LOS B	0.4
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	T1	512	30%	0.00	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	L2	24	30%	3.40	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	North Pde	West	L2	43	28%	26.60	LOS B	0.9
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	T1	676	68%	0.00	LOS A	4.3
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	L2	60	5%	3.40	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	North Pde	East	L2	36	22%	25.50	LOS B	0.7
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	T1	661	39%	0.00	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	L2	30	39%	3.40	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	North Pde	West	L2	44	31%	32.50	LOS C	1.1
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	T1	364	35%	8.29	LOS A	10.1
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	L2	58	35%	11.70	LOS A	10.1
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	T1	422	30%	3.30	LOS A	6.4
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	R2	3	30%	6.84	LOS A	6.4
H.12 Beamish Street / Amy Street AM Peak	Amy St	West	L2	26	28%	67.04	LOS E	1.6
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	T1	498	86%	10.75	LOS A	18.9
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	L2	104	86%	14.16	LOS A	18.9
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	T1	601	37%	1.43	LOS A	8.0
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	R2	2	37%	4.97	LOS A	8.0
H.12 Beamish Street / Amy Street PM Peak	Amy St	West	L2	80	81%	78.35	LOS F	5.7
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	R2	252	96%	70.53	LOS F	16.2
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	T1	426	73%	56.72	LOS E	14.7
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	L2	69	55%	67.35	LOS E	14.7
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	L2	207	22%	12.85	LOS A	5.3
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	T1	560	22%	7.24	LOS A	5.4
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	T1	304	85%	63.66	LOS E	11.1
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	L2	37	77%	62.96	LOS E	11.1
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	R2	56	39%	70.45	LOS E	3.6
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	R2	215	92%	78.29	LOS F	14.8
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	T1	961	25%	5.47	LOS A	7.4
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	L2	55	20%	10.85	LOS A	5.1
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	R2	357	92%	52.90	LOS D	18.9
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	T1	422	64%	45.38	LOS D	13.0
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	L2	91	41%	53.95	LOS D	13.0
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	L2	179	40%	19.69	LOS B	15.7
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	T1	1063	40%	14.12	LOS A	15.8
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	T1	400	86%	60.25	LOS E	14.8
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	L2	47	77%	62.15	LOS E	14.8
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	R2	120	74%	66.19	LOS E	7.4
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	R2	175	88%	76.70	LOS F	11.7
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	T1	951	34%	17.39	LOS B	17.5
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	L2	92	27%	22.81	LOS B	17.5
H.34 Ninth Ave / Loch St AM	Loch St	South	R2	370	46%	6.40	LOS A	3.7
H.34 Ninth Ave / Loch St AM	Loch St	South	L2	196	46%	4.51	LOS A	3.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	L2	336	46%	4.89	LOS A	3.6
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	T1	158	46%	4.25	LOS A	3.6
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	R2	284	51%	8.25	LOS A	3.9
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	T1	207	51%	5.67	LOS A	3.9
H.34 Ninth Ave / Loch St PM	Loch St	South	R2	447	79%	12.44	LOS A	12.4
H.34 Ninth Ave / Loch St PM	Loch St	South	L2	384	79%	10.36	LOS A	12.4
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	L2	597	86%	12.67	LOS A	16.9
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	T1	289	86%	12.28	LOS A	16.9
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	R2	338	70%	13.36	LOS A	8.3
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	T1	254	70%	10.71	LOS A	8.3

6.4 Campsie Station: Future + Construction (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	T1	281	48%	13.68	LOS A	8.3
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	L2	300	31%	4.03	LOS A	1.8
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	T1	245	36%	8.91	LOS A	5.6
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	R2	79	21%	19.76	LOS B	2.2
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	R2	250	43%	23.87	LOS B	7.4
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	L2	208	31%	19.92	LOS B	5.0
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	T1	366	56%	13.73	LOS A	11.4
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	L2	379	39%	4.54	LOS A	3.4
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	T1	446	51%	9.03	LOS A	11.3
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	R2	191	60%	25.44	LOS B	7.2
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	R2	342	68%	31.66	LOS C	13.9
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	L2	189	30%	22.27	LOS B	5.0
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	R2	46	47%	11.95	LOS A	15.3
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	T1	500	47%	8.24	LOS A	15.3
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	L2	38	13%	41.05	LOS C	1.6
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	R2	28	15%	48.21	LOS D	1.2
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	T1	490	31%	9.74	LOS A	7.7
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	L2	32	31%	13.04	LOS A	7.6
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	R2	110	87%	26.77	LOS B	31.1
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	T1	617	87%	22.70	LOS B	31.1
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	L2	66	19%	41.80	LOS C	2.8
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	R2	103	75%	57.00	LOS E	5.5
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	T1	669	80%	13.80	LOS A	23.1
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	L2	66	6%	4.06	LOS A	0.4
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	R2	13	42%	14.15	LOS A	13.1
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	T1	411	42%	10.40	LOS A	13.1
B.12 Beamish Street / South Parade AM Peak	South Parade	East	L2	43	69%	60.04	LOS E	2.3
B.12 Beamish Street / South Parade AM Peak	South Parade	East	R2	87	69%	55.58	LOS D	4.4
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	T1	369	46%	9.38	LOS A	11.1
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	L2	133	15%	11.97	LOS A	3.6
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	T1	33	43%	47.42	LOS D	3.2
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	L2	33	43%	50.97	LOS D	3.2
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	R2	11	67%	19.38	LOS B	22.8
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	T1	583	67%	15.64	LOS B	22.8
B.12 Beamish Street / South Parade PM Peak	South Parade	East	L2	36	50%	59.01	LOS E	1.9
B.12 Beamish Street / South Parade PM Peak	South Parade	East	R2	111	92%	68.89	LOS E	6.6
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	T1	570	77%	14.86	LOS B	21.8
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	L2	176	21%	12.71	LOS A	5.1
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	T1	35	50%	49.11	LOS D	4.1
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	L2	47	50%	52.62	LOS D	4.1
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	T1	457	24%	0.00	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	L2	46	5%	3.50	LOS A	0.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.11 Beamish Street / North Parade AM Peak	North Pde	East	L2	27	14%	18.40	LOS B	0.4
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	T1	512	30%	0.00	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	L2	24	30%	3.40	LOS A	0.4
H.11 Beamish Street / North Parade AM Peak	North Pde	West	L2	51	37%	32.60	LOS C	1.3
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	T1	684	70%	0.00	LOS A	6.6
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	L2	68	6%	3.50	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	North Pde	East	L2	36	22%	25.50	LOS B	0.7
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	T1	661	39%	0.00	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	L2	30	39%	3.40	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	North Pde	West	L2	52	43%	41.80	LOS C	1.6
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	T1	372	36%	7.97	LOS A	10.1
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	L2	58	36%	11.38	LOS A	10.1
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	T1	424	31%	3.31	LOS A	6.5
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	R2	3	31%	6.85	LOS A	6.5
H.12 Beamish Street / Amy Street AM Peak	Amy St	West	L2	26	28%	67.04	LOS E	1.6
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	T1	506	88%	11.87	LOS A	19.6
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	L2	104	88%	15.28	LOS B	19.6
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	T1	603	37%	1.43	LOS A	8.0
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	R2	2	37%	4.97	LOS A	8.0
H.12 Beamish Street / Amy Street PM Peak	Amy St	West	L2	80	81%	78.35	LOS F	5.7
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	R2	252	96%	70.53	LOS F	16.2
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	T1	426	73%	56.72	LOS E	14.7
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	L2	69	55%	67.35	LOS E	14.7
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	L2	207	22%	12.85	LOS A	5.3
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	T1	560	22%	7.24	LOS A	5.4
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	T1	304	86%	63.98	LOS E	11.2
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	L2	37	77%	63.27	LOS E	11.2
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	R2	58	42%	70.75	LOS F	3.7
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	R2	215	92%	78.65	LOS F	14.8
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	T1	961	25%	5.49	LOS A	7.5
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	L2	64	20%	10.98	LOS A	5.1
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	R2	357	93%	55.72	LOS D	19.6
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	T1	422	61%	44.44	LOS D	12.7
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	L2	91	40%	53.01	LOS D	12.6
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	L2	179	39%	18.90	LOS B	15.0
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	T1	1063	39%	13.33	LOS A	15.1
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	T1	400	86%	60.58	LOS E	15.0
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	L2	47	77%	62.41	LOS E	15.0
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	R2	122	91%	80.84	LOS F	8.5
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	R2	175	88%	76.70	LOS F	11.7
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	T1	951	34%	16.86	LOS B	17.2
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	L2	100	27%	22.37	LOS B	17.2
H.34 Ninth Ave / Loch St AM	Loch St	South	R2	370	46%	6.40	LOS A	3.7
H.34 Ninth Ave / Loch St AM	Loch St	South	L2	196	46%	4.51	LOS A	3.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	L2	336	46%	4.89	LOS A	3.6
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	T1	158	46%	4.25	LOS A	3.6
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	R2	284	51%	8.25	LOS A	3.9
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	T1	207	51%	5.67	LOS A	3.9
H.34 Ninth Ave / Loch St PM	Loch St	South	R2	447	79%	12.44	LOS A	12.4
H.34 Ninth Ave / Loch St PM	Loch St	South	L2	384	79%	10.36	LOS A	12.4
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	L2	597	86%	12.67	LOS A	16.9
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	T1	289	86%	12.28	LOS A	16.9
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	R2	338	70%	13.36	LOS A	8.3
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	T1	254	70%	10.71	LOS A	8.3

6.5 Campsie Station: Future + Construction + Refined TTS (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	T1	281	50%	15.00	LOS B	8.7
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St S	South	L2	316	34%	4.08	LOS A	2.0
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	T1	245	37%	9.94	LOS A	5.9
B.10 Beamish Street / Ninth Avenue AM Peak	Beamish St N	North	R2	79	23%	21.75	LOS B	2.4
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	R2	265	45%	21.92	LOS B	7.4
B.10 Beamish Street / Ninth Avenue AM Peak	Ninth Ave	West	L2	208	29%	17.82	LOS B	4.5
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	T1	366	58%	15.09	LOS B	11.9
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St S	South	L2	395	42%	4.62	LOS A	3.7
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	T1	446	53%	10.13	LOS A	11.9
B.10 Beamish Street / Ninth Avenue PM Peak	Beamish St N	North	R2	191	65%	28.79	LOS C	7.8
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	R2	358	68%	29.48	LOS C	14.1
B.10 Beamish Street / Ninth Avenue PM Peak	Ninth Ave	West	L2	189	28%	20.10	LOS B	4.5
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	R2	46	50%	12.70	LOS A	16.1
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St S	South	T1	541	50%	8.75	LOS A	16.1
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	L2	38	13%	41.05	LOS C	1.6
B.11 Beamish Street / Clissold Parade AM Peak	Clissold Pde	East	R2	28	15%	48.21	LOS D	1.2
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	T1	532	36%	10.08	LOS A	8.5
B.11 Beamish Street / Clissold Parade AM Peak	Beamish St N	North	L2	32	36%	13.26	LOS A	8.4
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	R2	110	106%	111.01	LOS F	62.8
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St S	South	T1	658	106%	98.31	LOS F	62.8
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	L2	66	19%	41.80	LOS C	2.8
B.11 Beamish Street / Clissold Parade PM Peak	Clissold Pde	East	R2	103	75%	57.00	LOS E	5.5
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	T1	710	89%	29.43	LOS C	35.0
B.11 Beamish Street / Clissold Parade PM Peak	Beamish St N	North	L2	66	6%	4.06	LOS A	0.4
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	R2	13	43%	15.23	LOS B	13.4
B.12 Beamish Street / South Parade AM Peak	Beamish St S	South	T1	411	43%	11.48	LOS A	13.4
B.12 Beamish Street / South Parade AM Peak	South Parade	East	L2	43	49%	54.98	LOS D	2.2
B.12 Beamish Street / South Parade AM Peak	South Parade	East	R2	127	95%	74.49	LOS F	7.9
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	T1	369	51%	10.39	LOS A	11.4
B.12 Beamish Street / South Parade AM Peak	Beamish St N	North	L2	174	25%	13.77	LOS A	5.1
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	T1	33	35%	44.75	LOS D	3.0
B.12 Beamish Street / South Parade AM Peak	Lilian St	West	L2	33	35%	48.30	LOS D	3.0
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	R2	11	73%	23.16	LOS B	24.4
B.12 Beamish Street / South Parade PM Peak	Beamish St S	South	T1	583	73%	19.41	LOS B	24.4
B.12 Beamish Street / South Parade PM Peak	South Parade	East	L2	36	27%	51.07	LOS D	1.7
B.12 Beamish Street / South Parade PM Peak	South Parade	East	R2	151	90%	67.42	LOS E	9.0
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	T1	570	91%	37.87	LOS C	30.9
B.12 Beamish Street / South Parade PM Peak	Beamish St N	North	L2	216	43%	16.20	LOS B	7.1
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	T1	35	33%	42.80	LOS D	3.7
B.12 Beamish Street / South Parade PM Peak	Lilian St	West	L2	47	33%	46.30	LOS D	3.7
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	T1	472	25%	0.00	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	Beamish St	South	L2	72	10%	3.60	LOS A	0.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.11 Beamish Street / North Parade AM Peak	North Pde	East	L2	27	16%	21.40	LOS B	0.5
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	T1	554	34%	0.00	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	Beamish St	North	L2	24	34%	3.40	LOS A	0.0
H.11 Beamish Street / North Parade AM Peak	North Pde	West	L2	51	39%	34.60	LOS A	1.4
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	T1	661	10%	0.00	LOS A	19.2
H.11 Beamish Street / North Parade PM Peak	Beamish St	South	L2	88	10%	3.60	LOS A	4.7
H.11 Beamish Street / North Parade PM Peak	North Pde	East	L2	36	30%	44.60	LOS D	1.2
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	T1	677	64%	0.00	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	Beamish St	North	L2	29	64%	3.40	LOS A	0.0
H.11 Beamish Street / North Parade PM Peak	North Pde	West	L2	52	38%	37.00	LOS C	1.4
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	T1	372	36%	7.97	LOS A	10.1
H.12 Beamish Street / Amy Street AM Peak	Beamish St	South	L2	58	36%	11.38	LOS A	10.1
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	T1	424	31%	3.31	LOS A	6.5
H.12 Beamish Street / Amy Street AM Peak	Beamish St	North	R2	3	31%	6.85	LOS A	6.5
H.12 Beamish Street / Amy Street AM Peak	Amy St	West	L2	26	28%	67.04	LOS E	1.6
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	T1	506	88%	11.87	LOS A	19.6
H.12 Beamish Street / Amy Street PM Peak	Beamish St	South	L2	104	88%	15.28	LOS B	19.6
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	T1	603	37%	1.43	LOS A	8.0
H.12 Beamish Street / Amy Street PM Peak	Beamish St	North	R2	2	37%	4.97	LOS A	8.0
H.12 Beamish Street / Amy Street PM Peak	Amy St	West	L2	80	81%	78.35	LOS F	5.7
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	R2	252	96%	70.53	LOS F	16.2
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	T1	426	73%	56.72	LOS E	14.7
H.13 Canterbury Road / Beamish Street AM Peak	Bexley Rd	South	L2	69	55%	67.35	LOS E	14.7
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	L2	207	22%	12.85	LOS A	5.3
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	East	T1	560	22%	7.24	LOS A	5.4
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	T1	304	86%	63.98	LOS E	11.2
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	L2	37	77%	63.27	LOS E	11.2
H.13 Canterbury Road / Beamish Street AM Peak	Beamish St	North	R2	58	42%	70.75	LOS F	3.7
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	R2	215	92%	78.65	LOS F	14.8
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	T1	961	25%	5.49	LOS A	7.5
H.13 Canterbury Road / Beamish Street AM Peak	Canterbury Rd	West	L2	64	20%	10.98	LOS A	5.1
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	R2	357	93%	55.72	LOS D	19.6
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	T1	422	61%	44.44	LOS D	12.7
H.13 Canterbury Road / Beamish Street PM Peak	Bexley Rd	South	L2	91	40%	53.01	LOS D	12.6
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	L2	179	39%	18.90	LOS B	15.0
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	East	T1	1063	39%	13.33	LOS A	15.1
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	T1	400	86%	60.58	LOS E	15.0
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	L2	47	77%	62.41	LOS E	15.0
H.13 Canterbury Road / Beamish Street PM Peak	Beamish St	North	R2	122	91%	80.84	LOS F	8.5
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	R2	175	88%	76.70	LOS F	11.7
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	T1	951	34%	16.86	LOS B	17.2
H.13 Canterbury Road / Beamish Street PM Peak	Canterbury Rd	West	L2	100	27%	22.37	LOS B	17.2
H.34 Ninth Ave / Loch St AM	Loch St	South	R2	370	47%	6.58	LOS A	3.8
H.34 Ninth Ave / Loch St AM	Loch St	South	L2	196	47%	4.70	LOS A	3.8

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	L2	336	48%	4.92	LOS A	3.8
H.34 Ninth Ave / Loch St AM	Ninth Ave	East	T1	173	48%	4.44	LOS A	3.8
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	R2	284	53%	8.55	LOS A	4.3
H.34 Ninth Ave / Loch St AM	Ninth Ave	West	T1	222	53%	6.17	LOS A	4.3
H.34 Ninth Ave / Loch St PM	Loch St	South	R2	447	81%	13.66	LOS A	13.5
H.34 Ninth Ave / Loch St PM	Loch St	South	L2	384	81%	11.59	LOS A	13.5
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	L2	597	88%	14.35	LOS A	19.2
H.34 Ninth Ave / Loch St PM	Ninth Ave	East	T1	305	88%	14.12	LOS A	19.2
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	R2	338	73%	14.17	LOS A	9.3
H.34 Ninth Ave / Loch St PM	Ninth Ave	West	T1	270	73%	11.76	LOS A	9.3

7.0 Belmore Station

7.1 Belmore Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	R2	54	73%	27.37	LOS B	14.4
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	T1	656	73%	4.24	LOS A	14.4
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	L2	58	4%	4.93	LOS A	0.2
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	L2	10	24%	18.13	LOS B	0.6
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	R2	3	24%	204.48	LOS F	0.6
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	T1	1	24%	111.84	LOS F	0.6
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	T1	565	60%	0.96	LOS A	5.3
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	L2	82	60%	5.21	LOS A	5.3
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	R2	112	20%	8.57	LOS A	0.8
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	R2	31	103%	312.64	LOS F	5.5
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	T1	7	103%	322.04	LOS F	5.5
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	L2	181	33%	10.76	LOS A	1.4
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	R2	53	64%	21.13	LOS B	8.9
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	T1	549	64%	3.48	LOS A	8.9
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	L2	77	6%	5.08	LOS A	0.2
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	L2	8	49%	44.13	LOS D	1.5
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	R2	9	49%	157.66	LOS F	1.5
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	T1	7	49%	113.47	LOS F	1.5
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	T1	653	73%	3.82	LOS A	13.0
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	L2	105	73%	6.02	LOS A	13.0
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	R2	137	22%	7.56	LOS A	0.8
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	R2	38	105%	297.16	LOS F	6.2
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	T1	6	105%	293.99	LOS F	6.2
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	L2	143	22%	8.55	LOS A	0.8
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	R2	183	42%	14.23	LOS A	1.9
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	T1	678	60%	0.46	LOS A	5.9
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	L2	151	33%	13.22	LOS A	1.3
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	R2	17	34%	93.31	LOS F	1.0
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	T1	723	69%	0.58	LOS A	8.2
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	L2	62	69%	7.65	LOS A	8.2
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	R2	123	31%	13.70	LOS A	1.2
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	T1	628	54%	0.07	LOS A	4.9
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	L2	182	43%	15.11	LOS B	1.8
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	R2	22	45%	103.16	LOS F	1.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	T1	782	72%	0.11	LOS A	9.7
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	L2	58	72%	7.77	LOS A	9.7
Burwood Road / Belmore Station AM Peak	Burwood Road	South	T1	939	81%	12.63	LOS A	21.4
Burwood Road / Belmore Station AM Peak	Burwood Road	North	T1	902	77%	10.29	LOS A	18.4
Burwood Road / Belmore Station PM Peak	Burwood Road	South	T1	784	67%	7.32	LOS A	13.0
Burwood Road / Belmore Station PM Peak	Burwood Road	North	T1	1005	85%	15.93	LOS B	25.9
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	R2	45	96%	63.30	LOS E	26.7
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	T1	504	96%	54.17	LOS D	26.7
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	L2	82	21%	23.31	LOS B	3.6
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	L2	95	9%	16.59	LOS B	2.0
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	R2	53	42%	25.61	LOS B	9.5
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	T1	274	42%	21.03	LOS B	9.5
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	T1	513	93%	43.84	LOS D	24.0
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	L2	57	19%	23.85	LOS B	3.1
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	R2	42	93%	51.70	LOS D	24.0
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	R2	129	79%	32.26	LOS C	15.7
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	T1	443	79%	23.13	LOS B	15.7
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	L2	63	18%	17.18	LOS B	4.2
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	R2	68	90%	44.18	LOS D	22.6
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	T1	539	90%	35.70	LOS C	22.6
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	L2	99	22%	22.00	LOS B	5.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	L2	98	10%	18.52	LOS B	2.2
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	R2	65	51%	25.20	LOS B	13.9
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	T1	394	51%	20.63	LOS B	13.9
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	T1	654	81%	26.07	LOS B	17.7
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	L2	51	32%	22.83	LOS B	7.8
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	R2	54	81%	35.02	LOS C	17.7
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	R2	124	67%	27.98	LOS B	12.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	T1	350	67%	20.64	LOS B	12.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	L2	61	15%	18.23	LOS B	3.7
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	R2	198	54%	28.12	LOS B	7.1
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	T1	694	46%	0.45	LOS A	1.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	L2	103	23%	42.98	LOS D	5.0
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	R2	115	91%	85.21	LOS F	8.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	T1	1586	73%	9.22	LOS A	22.2
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	L2	78	73%	14.82	LOS B	22.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	R2	242	74%	26.05	LOS B	19.4

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	T1	1392	74%	5.68	LOS A	19.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	L2	124	14%	21.90	LOS B	4.0
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	R2	188	97%	98.16	LOS F	15.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	T1	1104	76%	32.78	LOS C	29.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	L2	56	76%	38.32	LOS C	29.0

7.2 Belmore Station: Future + Construction + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	R2	54	76%	30.60	LOS C	16.9
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	T1	672	76%	5.17	LOS A	16.9
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	L2	60	5%	4.97	LOS A	0.2
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	L2	10	30%	28.11	LOS B	0.8
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	R2	3	30%	273.42	LOS F	0.8
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	T1	1	30%	141.82	LOS F	0.8
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	T1	581	62%	1.02	LOS A	5.8
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	L2	82	62%	5.32	LOS A	5.8
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	R2	127	27%	10.62	LOS A	1.1
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	R2	33	146%	678.64	LOS F	12.5
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	T1	7	146%	674.06	LOS F	12.5
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	L2	196	40%	12.52	LOS A	1.8
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	R2	53	67%	23.21	LOS B	10.3
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	T1	565	67%	4.09	LOS A	10.3
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	L2	79	6%	5.12	LOS A	0.3
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	L2	8	62%	76.53	LOS F	1.9
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	R2	9	62%	223.56	LOS F	1.9
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	T1	7	62%	160.12	LOS F	1.9
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	T1	669	77%	4.88	LOS A	16.0
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	L2	105	77%	7.00	LOS A	16.0
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	R2	152	27%	9.02	LOS A	1.1
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	R2	41	146%	644.19	LOS F	13.8
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	T1	6	146%	628.12	LOS F	13.8
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	L2	158	27%	9.87	LOS A	1.1
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	R2	183	47%	16.31	LOS B	2.1
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	T1	709	64%	0.53	LOS A	6.9
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	L2	151	36%	14.63	LOS B	1.4
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	R2	17	44%	129.89	LOS F	1.3
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	T1	754	74%	0.68	LOS A	9.7
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	L2	62	74%	8.05	LOS A	9.7
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	R2	123	34%	15.55	LOS B	1.4
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	T1	658	58%	0.08	LOS A	5.7
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	L2	182	47%	17.00	LOS B	2.0
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	R2	22	59%	151.56	LOS F	1.7
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	T1	813	76%	0.13	LOS A	11.6
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	L2	58	76%	8.25	LOS A	11.6
Burwood Road / Belmore Station AM Peak	Burwood Road	South	T1	970	86%	17.62	LOS B	26.4

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
Burwood Road / Belmore Station AM Peak	Burwood Road	North	T1	934	83%	13.68	LOS A	22.2
Burwood Road / Belmore Station PM Peak	Burwood Road	South	T1	816	65%	6.37	LOS A	14.1
Burwood Road / Belmore Station PM Peak	Burwood Road	North	T1	1037	81%	11.28	LOS A	25.3
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	R2	61	73%	24.47	LOS B	16.2
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	T1	504	73%	18.96	LOS B	16.2
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	L2	92	16%	16.60	LOS B	2.8
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	L2	110	17%	23.86	LOS B	2.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	R2	53	68%	36.47	LOS C	11.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	T1	274	68%	31.89	LOS C	11.9
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	T1	513	66%	17.57	LOS B	14.9
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	L2	57	13%	16.87	LOS B	2.4
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	R2	51	66%	23.04	LOS B	14.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	R2	139	151%	528.74	LOS F	78.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	T1	443	151%	351.22	LOS F	78.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	L2	63	35%	24.43	LOS B	5.9
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	R2	83	73%	25.83	LOS B	17.1
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	T1	539	73%	19.59	LOS B	17.1
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	L2	109	18%	16.25	LOS B	4.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	L2	113	22%	24.99	LOS B	4.2
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	R2	65	112%	165.69	LOS F	38.9
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	T1	394	112%	148.09	LOS F	38.9
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	T1	654	61%	16.66	LOS B	14.3
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	L2	51	24%	16.60	LOS B	6.1
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	R2	63	61%	23.82	LOS B	14.3
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	R2	134	193%	889.54	LOS F	74.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	T1	350	193%	445.25	LOS F	74.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	L2	61	45%	25.37	LOS B	6.9
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	R2	204	56%	32.54	LOS C	8.0
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	T1	694	47%	0.47	LOS A	1.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	L2	109	24%	41.64	LOS C	5.2
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	R2	121	90%	84.00	LOS F	9.0
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	T1	1586	75%	10.83	LOS A	25.3
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	L2	84	75%	16.51	LOS B	25.0
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	R2	248	76%	29.36	LOS C	21.8
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	T1	1392	76%	6.35	LOS A	21.8
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	L2	131	15%	20.99	LOS B	4.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	R2	194	96%	92.57	LOS F	15.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	T1	1104	80%	36.52	LOS C	31.6
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	L2	63	80%	42.23	LOS C	31.2

7.3 Belmore Station: Future (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	R2	34	45%	12.27	LOS A	3.1
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	T1	426	45%	0.71	LOS A	3.1
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	L2	41	3%	4.93	LOS A	0.1
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	L2	7	4%	9.08	LOS A	0.1
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	R2	2	4%	48.41	LOS D	0.1
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	T1	1	4%	32.68	LOS C	0.1
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	T1	404	42%	0.70	LOS A	2.9
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	L2	52	42%	4.62	LOS A	2.9
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	R2	79	10%	5.71	LOS A	0.4
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	R2	22	21%	33.85	LOS C	0.7
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	T1	5	21%	35.60	LOS C	0.7
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	L2	116	15%	7.19	LOS A	0.5
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	R2	48	57%	16.99	LOS B	6.3
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	T1	501	57%	2.41	LOS A	6.3
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	L2	71	6%	5.08	LOS A	0.2
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	L2	8	31%	20.04	LOS B	1.0
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	R2	9	31%	96.83	LOS F	1.0
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	T1	7	31%	68.76	LOS E	1.0
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	T1	602	65%	2.48	LOS A	8.5
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	L2	96	65%	4.78	LOS A	8.5
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	R2	126	18%	6.88	LOS A	0.7
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	R2	35	70%	117.93	LOS F	2.5
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	T1	6	70%	114.05	LOS F	2.5
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	L2	130	18%	7.97	LOS A	0.7
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	R2	117	17%	7.78	LOS A	0.7
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	T1	437	39%	0.31	LOS A	2.7
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	L2	108	16%	8.86	LOS A	0.6
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	R2	11	7%	26.58	LOS B	0.2
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	T1	516	49%	0.36	LOS A	3.9
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	L2	39	49%	6.51	LOS A	3.9
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	R2	112	24%	11.33	LOS A	0.9
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	T1	573	49%	0.06	LOS A	4.1
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	L2	168	35%	12.86	LOS A	1.4
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	R2	20	29%	64.78	LOS E	0.9
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	T1	721	66%	0.09	LOS A	7.6
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	L2	53	66%	7.26	LOS A	7.6
Burwod Road / Belmore Station AM Peak	Burwood Road	South	T1	608	64%	8.15	LOS A	9.0
Burwod Road / Belmore Station AM Peak	Burwood Road	North	T1	644	67%	8.59	LOS A	9.9
Burwod Road / Belmore Station PM Peak	Burwood Road	South	T1	715	61%	6.91	LOS A	11.2
Burwod Road / Belmore Station PM Peak	Burwood Road	North	T1	926	79%	10.90	LOS A	19.5
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	R2	30	42%	21.62	LOS B	9.1
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	T1	324	42%	16.77	LOS B	9.1

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	L2	58	9%	19.04	LOS B	1.6
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	L2	68	8%	19.54	LOS B	1.6
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	R2	34	25%	21.38	LOS B	5.8
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	T1	194	25%	16.80	LOS B	5.8
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	T1	367	43%	16.94	LOS B	9.9
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	L2	37	9%	19.64	LOS B	1.5
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	R2	30	43%	21.77	LOS B	9.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	R2	92	42%	22.65	LOS B	8.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	T1	284	42%	17.54	LOS B	8.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	L2	40	10%	19.66	LOS B	2.1
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	R2	62	71%	28.45	LOS B	16.2
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	T1	491	71%	23.00	LOS B	16.2
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	L2	91	18%	21.63	LOS B	3.9
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	L2	91	9%	18.46	LOS B	2.0
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	R2	59	44%	23.10	LOS B	12.0
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	T1	363	44%	18.54	LOS B	12.0
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	T1	602	64%	21.31	LOS B	14.9
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	L2	47	26%	22.27	LOS B	6.0
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	R2	49	64%	27.42	LOS B	14.9
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	R2	114	54%	24.98	LOS B	10.7
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	T1	319	54%	18.78	LOS B	10.7
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	L2	56	13%	18.02	LOS B	2.9
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	R2	129	28%	6.59	LOS A	0.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	T1	494	28%	0.39	LOS A	0.7
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	L2	69	14%	38.86	LOS C	3.1
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	R2	82	92%	88.61	LOS F	6.2
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	T1	1016	49%	9.54	LOS A	11.4
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	L2	50	49%	15.15	LOS B	11.4
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	R2	220	66%	16.17	LOS B	13.0
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	T1	1281	66%	3.22	LOS A	13.0
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	L2	114	14%	24.65	LOS B	4.0
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	R2	173	97%	99.90	LOS F	14.3
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	T1	1005	63%	26.27	LOS B	22.2
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	L2	51	63%	31.81	LOS C	22.1

7.4 Belmore Station: Future + Construction (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	R2	34	48%	13.04	LOS A	3.3
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	T1	442	48%	0.76	LOS A	3.3
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	L2	43	3%	4.98	LOS A	0.1
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	L2	7	5%	9.37	LOS A	0.1
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	R2	2	5%	53.91	LOS D	0.1
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	T1	1	5%	36.30	LOS C	0.1
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	T1	420	45%	0.75	LOS A	3.1
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	L2	52	45%	4.67	LOS A	3.1
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	R2	79	10%	5.93	LOS A	0.4
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	R2	24	27%	44.38	LOS D	0.9
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	T1	5	27%	42.18	LOS C	0.9
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	L2	116	15%	7.39	LOS A	0.5
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	R2	48	60%	18.49	LOS B	7.2
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	T1	516	60%	2.84	LOS A	7.2
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	L2	73	6%	5.12	LOS A	0.2
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	L2	8	36%	24.98	LOS B	1.1
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	R2	9	36%	112.69	LOS F	1.1
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	T1	7	36%	80.75	LOS F	1.1
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	T1	617	68%	3.03	LOS A	10.2
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	L2	96	68%	5.25	LOS A	10.2
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	R2	126	19%	7.16	LOS A	0.7
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	R2	37	92%	214.24	LOS F	4.1
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	T1	6	92%	201.27	LOS F	4.1
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	L2	130	19%	8.20	LOS A	0.7
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	R2	117	18%	8.07	LOS A	0.7
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	T1	453	41%	0.33	LOS A	2.9
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	L2	108	17%	9.13	LOS A	0.6
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	R2	11	7%	28.91	LOS C	0.2
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	T1	531	51%	0.39	LOS A	4.2
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	L2	39	51%	6.59	LOS A	4.2
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	R2	112	25%	11.97	LOS A	1.0
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	T1	588	51%	0.07	LOS A	4.4
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	L2	168	36%	13.51	LOS A	1.5
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	R2	20	33%	74.59	LOS F	1.0
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	T1	736	68%	0.10	LOS A	8.3
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	L2	53	68%	7.42	LOS A	8.3
Burwod Road / Belmore Station AM Peak	Burwood Road	South	T1	624	67%	8.73	LOS A	9.7
Burwod Road / Belmore Station AM Peak	Burwood Road	North	T1	660	70%	9.29	LOS A	10.7
Burwod Road / Belmore Station PM Peak	Burwood Road	South	T1	725	63%	7.03	LOS A	11.6
Burwod Road / Belmore Station PM Peak	Burwood Road	North	T1	937	80%	11.95	LOS A	20.7
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	R2	30	44%	16.40	LOS B	6.0
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	T1	324	44%	11.64	LOS A	6.0
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	L2	68	11%	15.37	LOS B	1.0
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	L2	68	9%	16.54	LOS B	1.1

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	R2	34	29%	17.50	LOS B	3.9
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	T1	194	29%	12.92	LOS A	3.9
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	T1	367	48%	11.82	LOS A	6.5
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	L2	37	10%	15.09	LOS B	1.0
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	R2	39	48%	16.80	LOS B	6.5
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	R2	102	49%	18.82	LOS B	6.4
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	T1	284	49%	13.80	LOS A	6.4
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	L2	40	11%	16.62	LOS B	1.4
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	R2	62	65%	20.63	LOS B	11.5
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	T1	491	65%	15.80	LOS B	11.5
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	L2	101	16%	16.60	LOS B	2.2
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	L2	91	11%	16.88	LOS B	1.6
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	R2	59	51%	20.81	LOS B	9.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	T1	363	51%	16.24	LOS B	9.1
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	T1	602	57%	14.86	LOS B	10.8
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	L2	47	23%	16.87	LOS B	3.7
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	R2	58	57%	20.48	LOS B	10.8
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	R2	124	65%	23.25	LOS B	8.6
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	T1	319	65%	17.15	LOS B	8.6
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	L2	56	15%	17.07	LOS B	2.3
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	R2	135	30%	7.35	LOS A	1.0
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	T1	494	30%	0.45	LOS A	1.0
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	L2	75	16%	38.44	LOS C	3.4
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	R2	88	91%	86.86	LOS F	6.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	T1	1016	50%	10.25	LOS A	12.2
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	L2	56	50%	15.97	LOS B	12.0
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	R2	227	68%	18.99	LOS B	13.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	T1	1281	68%	3.86	LOS A	13.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	L2	120	15%	23.68	LOS B	4.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	R2	179	96%	93.61	LOS F	14.3
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	T1	1005	67%	28.45	LOS B	23.8
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	L2	58	67%	34.13	LOS C	23.4

7.5 Belmore Station: Future + Construction + Refined TTS (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	R2	34	48%	13.04	LOS A	3.3
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	T1	442	48%	0.76	LOS A	3.3
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd S	South	L2	43	3%	4.98	LOS A	0.1
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	L2	7	5%	9.37	LOS A	0.2
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	R2	2	5%	59.06	LOS E	0.2
B.08 Burwood Road / Bridge Road AM Peak	Tobruk Ave	East	T1	1	5%	37.63	LOS C	0.2
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	T1	420	45%	0.75	LOS A	3.1
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	L2	52	45%	4.67	LOS A	3.1
B.08 Burwood Road / Bridge Road AM Peak	Burwood Rd N	North	R2	95	14%	6.59	LOS A	0.5
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	R2	24	29%	46.77	LOS D	0.9
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	T1	5	29%	44.26	LOS D	0.9
B.08 Burwood Road / Bridge Road AM Peak	Bridge Rd	West	L2	131	19%	7.97	LOS A	0.7
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	R2	48	60%	18.49	LOS B	7.2
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	T1	516	60%	2.84	LOS A	7.2
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd S	South	L2	73	6%	5.12	LOS A	0.2
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	L2	8	39%	29.11	LOS C	1.2
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	R2	9	39%	127.46	LOS F	1.2
B.08 Burwood Road / Bridge Road PM Peak	Tobruk Ave	East	T1	7	39%	87.54	LOS F	1.2
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	T1	617	69%	3.04	LOS A	10.2
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	L2	96	69%	5.27	LOS A	10.2
B.08 Burwood Road / Bridge Road PM Peak	Burwood Rd N	North	R2	142	23%	7.96	LOS A	0.9
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	R2	37	96%	241.86	LOS F	4.7
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	T1	6	96%	228.07	LOS F	4.7
B.08 Burwood Road / Bridge Road PM Peak	Bridge Rd	West	L2	145	23%	8.97	LOS A	0.9
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	R2	117	18%	8.36	LOS A	0.7
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd S	South	T1	468	43%	0.35	LOS A	3.1
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	L2	108	17%	9.40	LOS A	0.6
B.09 Burwood Road / Redman Parade AM Peak	Redman Parade	East	R2	11	8%	31.46	LOS C	0.2
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	T1	547	53%	0.42	LOS A	4.5
B.09 Burwood Road / Redman Parade AM Peak	Burwood Rd N	North	L2	39	53%	6.67	LOS A	4.5
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	R2	112	26%	12.65	LOS A	1.0
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd S	South	T1	603	53%	0.07	LOS A	4.7
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	L2	168	38%	14.20	LOS A	1.6
B.09 Burwood Road / Redman Parade PM Peak	Redman Parade	East	R2	20	37%	86.50	LOS F	1.1
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	T1	751	70%	0.11	LOS A	9.0
B.09 Burwood Road / Redman Parade PM Peak	Burwood Rd N	North	L2	53	70%	7.60	LOS A	9.0
Burwod Road / Belmore Station AM Peak	Burwood Road	South	T1	640	70%	9.49	LOS A	10.5
Burwod Road / Belmore Station AM Peak	Burwood Road	North	T1	675	73%	10.20	LOS A	11.6
Burwod Road / Belmore Station PM Peak	Burwood Road	South	T1	746	67%	7.28	LOS A	12.3
Burwod Road / Belmore Station PM Peak	Burwood Road	North	T1	958	84%	14.70	LOS B	23.6
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	R2	45	51%	17.98	LOS B	6.6
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	T1	324	51%	12.98	LOS A	6.6
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	South	L2	68	12%	15.63	LOS B	1.0
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	L2	83	13%	16.49	LOS B	1.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	R2	34	28%	16.94	LOS B	3.8
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	East	T1	194	28%	12.36	LOS A	3.8
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	T1	367	50%	12.09	LOS A	6.6
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	L2	37	10%	15.34	LOS B	1.0
H.20 Burwood Road / Lakemba Street AM Peak	Burwood Road	North	R2	39	50%	17.06	LOS B	6.6
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	R2	102	48%	18.23	LOS B	6.2
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	T1	284	48%	13.22	LOS A	6.2
H.20 Burwood Road / Lakemba Street AM Peak	Lakemba St	West	L2	40	11%	16.10	LOS B	1.3
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	R2	77	75%	25.53	LOS B	14.3
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	T1	491	75%	20.02	LOS B	14.3
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	South	L2	101	19%	18.91	LOS B	3.3
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	L2	106	14%	18.64	LOS B	2.2
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	R2	59	53%	25.74	LOS B	11.5
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	East	T1	363	53%	21.18	LOS B	11.5
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	T1	602	62%	18.24	LOS B	12.8
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	L2	47	25%	19.23	LOS B	5.0
H.20 Burwood Road / Lakemba Street PM Peak	Burwood Road	North	R2	58	62%	24.51	LOS B	12.8
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	R2	124	74%	29.37	LOS C	10.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	T1	319	74%	21.16	LOS B	10.1
H.20 Burwood Road / Lakemba Street PM Peak	Lakemba St	West	L2	56	17%	18.64	LOS B	3.4
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	R2	135	30%	7.35	LOS A	1.0
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	East	T1	494	30%	0.45	LOS A	1.0
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	L2	75	16%	38.44	LOS C	3.4
H.33 Canterbury Rd / Burwood Rd - AM Peak	Burwood Rd	North	R2	88	91%	86.86	LOS F	6.6
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	T1	1016	50%	10.25	LOS A	12.2
H.33 Canterbury Rd / Burwood Rd - AM Peak	Canterbury Rd	West	L2	56	50%	15.97	LOS B	12.0
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	R2	227	68%	18.99	LOS B	13.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	East	T1	1281	68%	3.86	LOS A	13.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	L2	120	15%	23.68	LOS B	4.1
H.33 Canterbury Rd / Burwood Rd - PM Peak	Burwood Rd	North	R2	179	96%	93.61	LOS F	14.3
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	T1	1005	67%	28.45	LOS B	23.8
H.33 Canterbury Rd / Burwood Rd - PM Peak	Canterbury Rd	West	L2	58	67%	34.13	LOS C	23.4

8.0 Lakemba Station

8.1 Lakemba Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St S	South	T1	391	103%	92.22	LOS F	22.3
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St S	South	L2	64	36%	31.43	LOS C	3.5
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevarde E	East	L2	38	22%	19.69	LOS B	3.2
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevarde E	East	R2	87	102%	89.72	LOS F	8.0
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevarde E	East	T1	157	102%	36.60	LOS C	8.0
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St N	North	T1	358	103%	58.43	LOS E	29.3
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St N	North	L2	145	31%	14.29	LOS A	5.4
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St N	North	R2	238	103%	96.04	LOS F	29.3
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevarde W	West	R2	65	105%	109.10	LOS F	22.5
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevarde W	West	T1	261	105%	104.49	LOS F	22.5
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevarde W	West	L2	297	27%	11.46	LOS A	4.7
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St S	South	T1	306	110%	142.48	LOS F	23.9
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St S	South	L2	109	62%	36.69	LOS C	3.5
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevarde E	East	L2	49	31%	19.24	LOS B	3.4
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevarde E	East	R2	138	103%	93.43	LOS F	15.8
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevarde E	East	T1	258	103%	49.93	LOS D	15.8
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St N	North	T1	349	102%	61.11	LOS E	29.8
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St N	North	L2	162	32%	15.19	LOS B	5.0
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St N	North	R2	253	102%	88.23	LOS F	29.8
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevarde W	West	R2	52	64%	29.61	LOS C	6.9
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevarde W	West	T1	186	64%	25.03	LOS B	6.9
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevarde W	West	L2	277	24%	9.99	LOS A	3.7
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	R2	51	21%	14.27	LOS A	2.2
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	T1	299	21%	8.60	LOS A	4.9
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	L2	75	18%	36.76	LOS C	2.8
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	R2	382	92%	58.64	LOS E	21.4
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	T1	515	44%	0.52	LOS A	0.8
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	L2	407	26%	4.42	LOS A	2.0
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	R2	69	35%	17.77	LOS B	6.0
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	T1	521	35%	12.69	LOS A	9.0
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	L2	100	19%	32.15	LOS C	3.5
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	R2	464	90%	51.84	LOS D	24.6
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	T1	409	40%	2.86	LOS A	2.9
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	L2	337	22%	4.39	LOS A	1.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	R2	86	55%	9.15	LOS A	5.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	T1	449	55%	3.32	LOS A	5.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	L2	129	10%	4.50	LOS A	0.4
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	L2	76	21%	6.71	LOS A	0.7
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	R2	5	21%	45.24	LOS D	0.7
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	T1	11	21%	33.86	LOS C	0.7
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	T1	548	67%	5.10	LOS A	9.5
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	L2	29	67%	8.59	LOS A	9.5
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	R2	44	67%	17.79	LOS B	9.5
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	R2	68	103%	185.58	LOS F	10.8
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	T1	16	103%	160.86	LOS F	10.8
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	L2	51	103%	129.50	LOS F	10.8
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	R2	55	53%	8.56	LOS A	4.9
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	T1	406	53%	4.59	LOS A	4.9
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	L2	186	16%	4.97	LOS A	0.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	L2	119	26%	6.98	LOS A	1.0
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	R2	4	26%	37.57	LOS C	1.0
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	T1	18	26%	30.24	LOS C	1.0
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	T1	523	72%	8.16	LOS A	10.7
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	L2	46	72%	10.92	LOS A	10.7
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	R2	29	72%	24.32	LOS B	10.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	R2	93	106%	176.76	LOS F	12.1
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	T1	11	106%	159.41	LOS F	12.1
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	L2	36	106%	138.46	LOS F	12.1
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	R2	333	58%	33.68	LOS C	12.9
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	L2	147	31%	34.59	LOS C	5.4
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	L2	381	25%	3.77	LOS A	0.2
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	T1	282	27%	0.52	LOS A	0.3
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	R2	216	59%	19.81	LOS B	10.7
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	T1	570	59%	13.49	LOS A	11.6
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	R2	262	57%	37.43	LOS C	10.5
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	L2	200	51%	40.01	LOS C	8.2
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	L2	418	27%	3.79	LOS A	0.3
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	T1	539	46%	0.53	LOS A	0.9
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	R2	195	50%	15.50	LOS B	7.8
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	T1	491	50%	9.61	LOS A	8.2
H.10 Ped Crossing on The Boulevarde AM Peak	The Blvd	East	T1	470	28%	3.10	LOS A	4.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.10 Ped Crossing on The Boulevarde AM Peak	The Blvd	West	T1	640	46%	3.84	LOS A	8.4
H.10 Ped Crossing on The Boulevarde PM Peak	The Blvd	East	T1	638	38%	3.32	LOS A	6.1
H.10 Ped Crossing on The Boulevarde PM Peak	The Blvd	West	T1	529	38%	3.45	LOS A	6.0
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	R2	84	43%	16.23	LOS B	4.3
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	T1	810	43%	3.84	LOS A	11.4
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	L2	61	86%	76.78	LOS F	11.7
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	R2	261	86%	77.05	LOS F	11.7
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	T1	1655	58%	3.00	LOS A	9.2
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	L2	181	58%	8.58	LOS A	9.2
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	R2	109	54%	11.79	LOS A	12.3
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	T1	1457	54%	4.14	LOS A	12.3
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	L2	74	90%	78.65	LOS F	14.5
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	R2	311	90%	79.03	LOS F	14.5
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	T1	1230	66%	7.96	LOS A	15.1
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	L2	189	66%	13.54	LOS A	14.9

8.2 Lakemba Station: Future + Construction + Refined Baseline TTP

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

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	L2	81	22%	7.03	LOS A	0.8
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	R2	5	22%	47.39	LOS D	0.8
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	T1	11	22%	35.46	LOS C	0.8
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	T1	548	67%	5.10	LOS A	9.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	L2	29	67%	8.60	LOS A	9.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	R2	44	67%	17.87	LOS B	9.6
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	R2	71	122%	326.19	LOS F	21.2
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	T1	16	122%	294.18	LOS F	21.2
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	L2	51	122%	261.63	LOS F	21.2
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	R2	60	53%	8.97	LOS A	5.0
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	T1	406	53%	4.69	LOS A	5.0
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	L2	189	17%	5.00	LOS A	0.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	L2	124	27%	7.22	LOS A	1.1
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	R2	4	27%	38.55	LOS C	1.1
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	T1	18	27%	31.10	LOS C	1.1
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	T1	523	72%	8.16	LOS A	10.7
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	L2	46	72%	10.93	LOS A	10.7
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	R2	29	72%	24.40	LOS B	10.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	R2	96	118%	270.87	LOS F	19.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	T1	11	118%	249.97	LOS F	19.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	L2	36	118%	228.60	LOS F	19.7
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	R2	333	58%	33.68	LOS C	12.9
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	L2	147	31%	34.59	LOS C	5.4
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	L2	381	25%	3.77	LOS A	0.2
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	T1	282	27%	0.52	LOS A	0.3
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	R2	216	59%	19.81	LOS B	10.7
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	T1	570	59%	13.49	LOS A	11.6
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	R2	262	57%	37.43	LOS C	10.5
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	L2	200	51%	40.01	LOS C	8.2
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	L2	418	27%	3.79	LOS A	0.3
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	T1	539	46%	0.53	LOS A	0.9
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	R2	195	50%	15.50	LOS B	7.8
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	T1	491	50%	9.61	LOS A	8.2
H.10 Ped Crossing on The Boulevarde AM Peak	The Blvd	East	T1	493	31%	3.19	LOS A	4.7
H.10 Ped Crossing on The Boulevarde AM Peak	The Blvd	West	T1	661	49%	3.97	LOS A	9.0
H.10 Ped Crossing on The Boulevarde PM Peak	The Blvd	East	T1	661	42%	3.47	LOS A	6.8
H.10 Ped Crossing on The Boulevarde PM Peak	The Blvd	West	T1	549	41%	3.56	LOS A	6.5

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	R2	92	45%	22.66	LOS B	5.5
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	T1	810	45%	3.83	LOS A	12.1
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	L2	72	90%	81.40	LOS F	13.0
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	R2	272	90%	81.25	LOS F	13.0
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	T1	1655	59%	3.52	LOS A	10.6
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	L2	188	59%	9.14	LOS A	10.5
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	R2	117	56%	13.35	LOS A	13.5
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	T1	1457	56%	4.75	LOS A	13.5
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	L2	86	88%	75.46	LOS F	14.9
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	R2	322	88%	75.78	LOS F	14.9
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	T1	1230	69%	8.23	LOS A	16.2
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	L2	196	69%	13.86	LOS A	15.8

8.3 Lakemba Station: Future (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St S	South	T1	252	57%	24.16	LOS B	6.6
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St S	South	L2	46	20%	28.59	LOS C	2.0
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevard E	East	L2	27	11%	15.08	LOS B	1.0
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevard E	East	R2	57	50%	32.57	LOS C	4.4
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevard E	East	T1	111	50%	23.52	LOS B	4.4
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St N	North	T1	256	56%	15.32	LOS B	9.3
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St N	North	L2	94	17%	10.08	LOS A	2.5
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St N	North	R2	169	56%	25.44	LOS B	9.3
B.07 The Boulevarde / Haldon Street AM Peak	The Bouldevard W	West	R2	46	58%	31.24	LOS C	6.6
B.07 The Boulevarde / Haldon Street AM Peak	The Bouldevard W	West	T1	167	58%	26.63	LOS B	6.6
B.07 The Boulevarde / Haldon Street AM Peak	The Bouldevard W	West	L2	191	18%	12.00	LOS A	3.0
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St S	South	T1	278	93%	43.30	LOS D	11.1
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St S	South	L2	100	49%	34.54	LOS C	3.1
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevard E	East	L2	45	28%	17.86	LOS B	2.9
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevard E	East	R2	126	93%	49.45	LOS D	10.3
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevard E	East	T1	237	93%	29.74	LOS C	10.3
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St N	North	T1	321	91%	28.87	LOS C	17.8
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St N	North	L2	148	28%	14.36	LOS A	4.4
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St N	North	R2	233	91%	41.90	LOS C	17.8
B.07 The Boulevarde / Haldon Street PM Peak	The Bouldevard W	West	R2	48	57%	28.58	LOS C	6.1
B.07 The Boulevarde / Haldon Street PM Peak	The Bouldevard W	West	T1	169	57%	24.00	LOS B	6.1
B.07 The Boulevarde / Haldon Street PM Peak	The Bouldevard W	West	L2	252	23%	10.38	LOS A	3.4
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	R2	32	12%	10.21	LOS A	1.5
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	T1	214	12%	5.24	LOS A	2.3
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	L2	48	18%	43.18	LOS D	2.0
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	R2	272	89%	57.13	LOS E	14.5
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	T1	331	25%	0.37	LOS A	0.4
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	L2	262	17%	4.35	LOS A	1.2
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	R2	63	30%	16.26	LOS B	5.2
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	T1	480	30%	11.24	LOS A	7.5
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	L2	91	19%	33.74	LOS C	3.2
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	R2	427	89%	49.82	LOS D	21.9
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	T1	372	35%	2.66	LOS A	2.4
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	L2	307	20%	4.37	LOS A	1.4
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	R2	55	35%	5.98	LOS A	2.0
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	T1	290	35%	1.69	LOS A	2.0
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	L2	92	7%	4.48	LOS A	0.3
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	L2	54	9%	5.96	LOS A	0.3
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	R2	3	9%	21.88	LOS B	0.3
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	T1	8	9%	17.33	LOS B	0.3
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	T1	391	46%	2.46	LOS A	3.6
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	L2	18	46%	6.19	LOS A	3.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	R2	31	46%	10.70	LOS A	3.6
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	R2	49	33%	27.60	LOS B	1.3
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	T1	10	33%	19.76	LOS B	1.3
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	L2	33	33%	9.35	LOS A	1.3
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	R2	50	48%	7.68	LOS A	3.9
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	T1	370	48%	4.06	LOS A	3.9
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	L2	171	15%	4.96	LOS A	0.6
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	L2	110	22%	6.42	LOS A	0.8
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	R2	4	22%	31.75	LOS C	0.8
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	T1	16	22%	25.71	LOS B	0.8
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	T1	482	66%	6.75	LOS A	8.3
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	L2	42	66%	9.64	LOS A	8.3
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	R2	27	66%	20.99	LOS B	8.3
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	R2	86	82%	71.95	LOS F	4.3
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	T1	10	82%	58.74	LOS E	4.3
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	L2	33	82%	43.05	LOS D	4.3
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	R2	215	37%	30.59	LOS C	7.5
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	L2	105	21%	32.93	LOS C	3.7
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	L2	272	18%	3.76	LOS A	0.2
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	T1	201	19%	0.51	LOS A	0.2
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	R2	154	37%	17.89	LOS B	6.6
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	T1	365	37%	12.47	LOS A	6.6
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	R2	239	50%	35.95	LOS C	9.3
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	L2	185	45%	38.62	LOS C	7.4
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	L2	385	25%	3.79	LOS A	0.2
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	T1	496	43%	0.53	LOS A	0.8
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	R2	179	44%	15.49	LOS B	7.3
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	T1	447	44%	9.83	LOS A	7.3
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	East	T1	334	20%	2.90	LOS A	2.8
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	West	T1	411	29%	3.24	LOS A	4.6
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	East	T1	587	35%	3.23	LOS A	5.4
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	West	T1	481	35%	3.34	LOS A	5.3
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	R2	55	24%	8.12	LOS A	2.2
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	T1	576	24%	2.21	LOS A	5.3
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	L2	40	87%	80.47	LOS F	8.5
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	R2	186	87%	80.57	LOS F	8.5
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	T1	1061	36%	1.31	LOS A	2.4
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	L2	118	36%	6.91	LOS A	2.4
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	R2	99	49%	10.21	LOS A	9.3
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	T1	1342	49%	3.43	LOS A	9.6
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	L2	68	88%	77.22	LOS F	13.2
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	R2	286	88%	77.66	LOS F	13.2
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	T1	1120	57%	7.32	LOS A	11.8
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	L2	172	57%	12.91	LOS A	11.6

8.4 Lakemba Station: Future + Construction (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St S	South	T1	260	59%	23.58	LOS B	7.0
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St S	South	L2	53	21%	28.80	LOS C	2.0
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevard E	East	L2	37	11%	15.22	LOS B	1.1
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevard E	East	R2	57	51%	32.63	LOS C	4.6
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevard E	East	T1	111	51%	24.45	LOS B	4.6
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St N	North	T1	264	59%	15.64	LOS B	9.5
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St N	North	L2	94	18%	10.13	LOS A	2.7
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St N	North	R2	169	59%	26.47	LOS B	9.5
B.07 The Boulevarde / Haldon Street AM Peak	The Bouldevard W	West	R2	51	61%	31.79	LOS C	6.9
B.07 The Boulevarde / Haldon Street AM Peak	The Bouldevard W	West	T1	167	61%	27.10	LOS B	6.9
B.07 The Boulevarde / Haldon Street AM Peak	The Bouldevard W	West	L2	191	19%	12.53	LOS A	3.1
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St S	South	T1	286	99%	63.74	LOS E	14.2
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St S	South	L2	107	56%	35.17	LOS C	3.4
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevard E	East	L2	54	28%	16.58	LOS B	3.1
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevard E	East	R2	126	94%	52.36	LOS D	10.7
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevard E	East	T1	237	94%	30.64	LOS C	10.7
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St N	North	T1	329	98%	43.32	LOS D	22.7
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St N	North	L2	148	30%	15.11	LOS B	4.7
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St N	North	R2	233	98%	64.21	LOS E	22.7
B.07 The Boulevarde / Haldon Street PM Peak	The Bouldevard W	West	R2	53	62%	30.12	LOS C	6.5
B.07 The Boulevarde / Haldon Street PM Peak	The Bouldevard W	West	T1	169	62%	25.46	LOS B	6.5
B.07 The Boulevarde / Haldon Street PM Peak	The Bouldevard W	West	L2	252	23%	10.38	LOS A	3.4
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	R2	32	12%	10.21	LOS A	1.5
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	T1	214	12%	5.24	LOS A	2.3
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	L2	48	18%	43.18	LOS D	2.0
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	R2	272	89%	57.13	LOS E	14.5
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	T1	331	25%	0.37	LOS A	0.4
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	L2	262	17%	4.35	LOS A	1.2
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	R2	63	30%	16.26	LOS B	5.2
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	T1	480	30%	11.24	LOS A	7.5
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	L2	91	19%	33.74	LOS C	3.2
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	R2	427	89%	49.82	LOS D	21.9
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	T1	372	35%	2.66	LOS A	2.4
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	L2	307	20%	4.37	LOS A	1.4
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	R2	60	36%	6.19	LOS A	2.0
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	T1	290	36%	1.70	LOS A	2.0
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	L2	95	8%	4.50	LOS A	0.3
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	L2	59	10%	6.18	LOS A	0.4
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	R2	3	10%	22.51	LOS B	0.4
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	T1	8	10%	17.88	LOS B	0.4
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	T1	391	46%	2.46	LOS A	3.7
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	L2	18	46%	6.19	LOS A	3.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	R2	31	46%	10.74	LOS A	3.7
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	R2	52	39%	32.29	LOS C	1.5
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	T1	10	39%	21.64	LOS B	1.5
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	L2	33	39%	10.80	LOS A	1.5
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	R2	55	48%	8.04	LOS A	4.1
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	T1	370	48%	4.14	LOS A	4.1
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	L2	174	15%	4.98	LOS A	0.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	L2	114	23%	6.55	LOS A	0.8
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	R2	4	23%	32.49	LOS C	0.8
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	T1	16	23%	26.36	LOS B	0.8
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	T1	482	66%	6.76	LOS A	8.3
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	L2	42	66%	9.64	LOS A	8.3
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	R2	27	66%	21.05	LOS B	8.3
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	R2	89	91%	99.86	LOS F	6.0
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	T1	10	91%	83.88	LOS F	6.0
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	L2	33	91%	67.64	LOS E	6.0
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	R2	215	37%	30.59	LOS C	7.5
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	L2	105	21%	32.93	LOS C	3.7
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	L2	272	18%	3.76	LOS A	0.2
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	T1	201	19%	0.51	LOS A	0.2
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	R2	154	37%	17.89	LOS B	6.6
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	T1	365	37%	12.47	LOS A	6.6
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	R2	239	50%	35.95	LOS C	9.3
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	L2	185	45%	38.62	LOS C	7.4
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	L2	385	25%	3.79	LOS A	0.2
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	T1	496	43%	0.53	LOS A	0.8
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	R2	179	44%	15.49	LOS B	7.3
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	T1	447	44%	9.83	LOS A	7.3
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	East	T1	341	20%	2.92	LOS A	2.9
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	West	T1	415	30%	3.26	LOS A	4.6
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	East	T1	594	36%	3.25	LOS A	5.5
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	West	T1	486	35%	3.36	LOS A	5.4
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	R2	63	26%	8.59	LOS A	2.0
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	T1	576	26%	2.37	LOS A	5.8
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	L2	51	92%	86.55	LOS F	9.7
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	R2	197	92%	86.06	LOS F	9.7
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	T1	1061	37%	1.67	LOS A	3.1
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	L2	125	37%	7.33	LOS A	3.0
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	R2	107	50%	11.17	LOS A	10.2
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	T1	1342	50%	3.78	LOS A	10.2
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	L2	79	92%	83.19	LOS F	14.6
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	R2	298	92%	83.21	LOS F	14.6
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	T1	1120	58%	7.47	LOS A	12.2
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	L2	180	58%	13.10	LOS A	11.9

8.5 Lakemba Station: Future + Construction + Refined (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St S	South	T1	260	63%	24.91	LOS B	7.2
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St S	South	L2	53	22%	29.80	LOS C	2.1
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevard E	East	L2	37	12%	14.64	LOS B	1.2
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevard E	East	R2	57	54%	32.11	LOS C	4.9
B.07 The Boulevarde / Haldon Street AM Peak	The Boulevard E	East	T1	127	54%	23.50	LOS B	4.9
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St N	North	T1	264	64%	17.27	LOS B	9.9
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St N	North	L2	94	19%	11.57	LOS A	3.0
B.07 The Boulevarde / Haldon Street AM Peak	Haldon St N	North	R2	169	64%	28.61	LOS C	9.9
B.07 The Boulevarde / Haldon Street AM Peak	The Bouldevard W	West	R2	51	65%	32.44	LOS C	7.5
B.07 The Boulevarde / Haldon Street AM Peak	The Bouldevard W	West	T1	183	65%	27.75	LOS B	7.5
B.07 The Boulevarde / Haldon Street AM Peak	The Bouldevard W	West	L2	191	22%	12.25	LOS A	3.1
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St S	South	T1	286	99%	63.74	LOS E	14.2
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St S	South	L2	107	56%	35.17	LOS C	3.4
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevard E	East	L2	54	29%	17.29	LOS B	3.1
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevard E	East	R2	126	98%	66.86	LOS E	13.0
B.07 The Boulevarde / Haldon Street PM Peak	The Boulevard E	East	T1	253	98%	38.89	LOS C	13.0
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St N	North	T1	329	103%	59.35	LOS E	27.1
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St N	North	L2	148	32%	15.81	LOS B	5.0
B.07 The Boulevarde / Haldon Street PM Peak	Haldon St N	North	R2	233	103%	88.85	LOS F	27.1
B.07 The Boulevarde / Haldon Street PM Peak	The Bouldevard W	West	R2	53	63%	28.80	LOS C	6.8
B.07 The Boulevarde / Haldon Street PM Peak	The Bouldevard W	West	T1	185	63%	24.14	LOS B	6.8
B.07 The Boulevarde / Haldon Street PM Peak	The Bouldevard W	West	L2	252	24%	10.46	LOS A	3.5
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	R2	32	12%	10.21	LOS A	1.5
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	East	T1	214	12%	5.24	LOS A	2.3
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	L2	48	18%	43.18	LOS D	2.0
H.07 Lakemba Street / Wangee Road AM Peak	Wangee Rd	North	R2	272	89%	57.13	LOS E	14.5
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	T1	331	25%	0.37	LOS A	0.4
H.07 Lakemba Street / Wangee Road AM Peak	Lakemba St	West	L2	262	17%	4.35	LOS A	1.2
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	R2	63	30%	16.26	LOS B	5.2
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	East	T1	480	30%	11.24	LOS A	7.5
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	L2	91	19%	33.74	LOS C	3.2
H.07 Lakemba Street / Wangee Road PM Peak	Wangee Rd	North	R2	427	89%	49.82	LOS D	21.9
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	T1	372	35%	2.66	LOS A	2.4
H.07 Lakemba Street / Wangee Road PM Peak	Lakemba St	West	L2	307	20%	4.37	LOS A	1.4
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	R2	60	36%	6.19	LOS A	2.0
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	T1	290	36%	1.70	LOS A	2.0
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	South	L2	95	8%	4.50	LOS A	0.3
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	L2	59	10%	6.18	LOS A	0.4
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	R2	3	10%	22.51	LOS B	0.4
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	East	T1	8	10%	17.88	LOS B	0.4
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	T1	391	46%	2.46	LOS A	3.7
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	L2	18	46%	6.19	LOS A	3.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.08 Haldon Street / Railway Parade AM Peak	Haldon St	North	R2	31	46%	10.74	LOS A	3.7
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	R2	52	39%	32.29	LOS C	1.5
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	T1	10	39%	21.64	LOS B	1.5
H.08 Haldon Street / Railway Parade AM Peak	Railway Pde	West	L2	33	39%	10.80	LOS A	1.5
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	R2	55	48%	8.04	LOS A	4.1
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	T1	370	48%	4.14	LOS A	4.1
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	South	L2	174	15%	4.98	LOS A	0.7
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	L2	114	23%	6.55	LOS A	0.8
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	R2	4	23%	32.49	LOS C	0.8
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	East	T1	16	23%	26.36	LOS B	0.8
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	T1	482	66%	6.76	LOS A	8.3
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	L2	42	66%	9.64	LOS A	8.3
H.08 Haldon Street / Railway Parade PM Peak	Haldon St	North	R2	27	66%	21.05	LOS B	8.3
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	R2	89	91%	99.86	LOS F	6.0
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	T1	10	91%	83.88	LOS F	6.0
H.08 Haldon Street / Railway Parade PM Peak	Railway Pde	West	L2	33	91%	67.64	LOS E	6.0
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	R2	215	37%	30.59	LOS C	7.5
H.09 Lakemba Street / Haldon Street AM Peak	Haldon St	South	L2	105	21%	32.93	LOS C	3.7
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	L2	272	18%	3.76	LOS A	0.2
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	East	T1	201	19%	0.51	LOS A	0.2
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	R2	154	37%	17.89	LOS B	6.6
H.09 Lakemba Street / Haldon Street AM Peak	Lakemba St	West	T1	365	37%	12.47	LOS A	6.6
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	R2	239	50%	35.95	LOS C	9.3
H.09 Lakemba Street / Haldon Street PM Peak	Haldon St	South	L2	185	45%	38.62	LOS C	7.4
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	L2	385	25%	3.79	LOS A	0.2
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	East	T1	496	43%	0.53	LOS A	0.8
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	R2	179	44%	15.49	LOS B	7.3
H.09 Lakemba Street / Haldon Street PM Peak	Lakemba St	West	T1	447	44%	9.83	LOS A	7.3
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	East	T1	357	23%	2.98	LOS A	3.1
H.10 Ped Crossing on The Boulevard AM Peak	The Blvd	West	T1	431	32%	3.34	LOS A	4.9
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	East	T1	477	31%	3.13	LOS A	4.4
H.10 Ped Crossing on The Boulevard PM Peak	The Blvd	West	T1	360	27%	3.12	LOS A	3.7
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	R2	63	26%	8.59	LOS A	2.0
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	East	T1	576	26%	2.37	LOS A	5.8
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	L2	51	92%	86.55	LOS F	9.7
H.21 Canterbury Rd / Haldon St - AM Peak	Haldon St	North	R2	197	92%	86.06	LOS F	9.7
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	T1	1061	37%	1.67	LOS A	3.1
H.21 Canterbury Rd / Haldon St - AM Peak	Canterbury Rd	West	L2	125	37%	7.33	LOS A	3.0
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	R2	107	50%	11.17	LOS A	10.2
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	East	T1	1342	50%	3.78	LOS A	10.2
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	L2	79	92%	83.19	LOS F	14.6
H.21 Canterbury Rd / Haldon St - PM Peak	Haldon St	North	R2	298	92%	83.21	LOS F	14.6
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	T1	1120	58%	7.47	LOS A	12.2
H.21 Canterbury Rd / Haldon St - PM Peak	Canterbury Rd	West	L2	180	58%	13.10	LOS A	11.9

9.0 Wiley Park Station

9.1 Wiley Park Station: Future

Note: Wiley Park Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn.	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Left Ahead	1173	95%	46.3	LOS D	51.4
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Ahead	1159	93%	43.1	LOS D	49.3
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Ahead	151	12%	12.2	LOS A	2.5
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead Left	1114	73%	5.5	LOS A	3.2
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead	1127	74%	5.6	LOS A	3.1
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead Right	1082	79%	14.7	LOS B	25.5
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba Street	West	Left Ahead Right	366	89%	97.9	LOS F	15.2
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba Street	East	Right Ahead Left	311	74%	68.1	LOS E	8
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead Left	1013	90%	42.6	LOS C	41.1
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead	1011	90%	42.3	LOS C	40.9
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead	1002	89%	41.1	LOS C	40
B.06 King Georges Road / The Boulevarde AM Peak	The Boulevarde	East	Right Left Ahead	384	72%	111.9	LOS F	11.5
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead Left	1193	88%	14.6	LOS B	12.2
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead	1238	91%	16.8	LOS B	9.5
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead Right	165	95%	157.5	LOS F	11.1
B.06 King Georges Road / The Boulevarde AM Peak	The Boulevarde	West	Left Ahead	462	98%	124.7	LOS F	21.5
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Left Ahead	1091	94%	48.4	LOS D	47.9
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Ahead	1077	93%	45.3	LOS D	45.6
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Ahead	551	47%	19.7	LOS B	13.2
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead Left	1039	72%	5.1	LOS A	2.7
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead	1052	73%	5.1	LOS A	4.6
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead Right	661	96%	56.9	LOS D	15.4
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba Street	West	Left Ahead Right	214	67%	71.6	LOS F	4.9
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba Street	East	Right Ahead Left	592	92%	81.4	LOS F	18
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead Left	916	96%	68	LOS E	44.4
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead	916	96%	68	LOS E	44.4
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead	638	67%	34.3	LOS C	21
B.06 King Georges Road / The Boulevarde PM Peak	The Boulevarde	East	Right Left Ahead	592	93%	97.5	LOS F	22.7
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Road	North	Ahead Left	1168	88%	16.9	LOS B	17.7
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead	1198	91%	17.1	LOS B	10.2
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Road	North	Ahead Right	584	95%	67	LOS E	18.1
B.06 King Georges Road / The Boulevarde PM Peak	The Boulevarde	West	Left Ahead	420	91%	88	LOS F	14.2

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

Note: Wiley Park Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn.	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Left Ahead	1178	94%	43.9	LOS D	50.4
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Ahead	1160	93%	40.3	LOS C	47.7
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Road	North	Ahead	145	12%	11.8	LOS A	2.4
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead Left	1131	74%	5.7	LOS A	3.5
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead	1131	75%	5.6	LOS A	3
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Road	South	Ahead Right	1091	82%	15.3	LOS B	27.6
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba Street	West	Left Ahead Right	381	95%	116	LOS F	18.3
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba Street	East	Right Ahead Left	311	79%	74	LOS F	8.5
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead Left	1019	96%	63.1	LOS E	49.1
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead	1019	96%	63.1	LOS E	49.1
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	South	Ahead	1018	96%	62.6	LOS E	49
B.06 King Georges Road / The Boulevarde AM Peak	The Boulevarde	East	Right Left Ahead	418	70%	102.9	LOS F	11.3
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead Left	1213	94%	26.9	LOS B	41.5
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead	1224	95%	24.3	LOS B	24
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead Right	159	95%	162.5	LOS F	11
B.06 King Georges Road / The Boulevarde AM Peak	The Boulevarde	West	Left Ahead	507	95%	99.6	LOS F	21.1
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Left Ahead	1106	94%	48.4	LOS D	48.7
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Ahead	1092	93%	45.2	LOS D	46.3
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Road	North	Ahead	521	44%	18.6	LOS B	12
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead Left	1002	68%	4.7	LOS A	2.5
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead	990	68%	4.3	LOS A	1.9
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Road	South	Ahead Right	790	96%	48.2	LOS D	23.7
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba Street	West	Left Ahead Right	229	64%	69.2	LOS E	5
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba Street	East	Right Ahead Left	592	98%	111.7	LOS F	23
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead Left	867	93%	60.5	LOS E	39.7
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead	866	93%	60.2	LOS E	39.3
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Road	South	Ahead	767	82%	44.2	LOS D	29.8
B.06 King Georges Road / The Boulevarde PM Peak	The Boulevarde	East	Right Left Ahead	626	95%	100.5	LOS F	25.2
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Road	North	Ahead Left	1188	92%	22.2	LOS B	32.7
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Road	North	Ahead	1201	93%	20.9	LOS B	11.7
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Road	North	Ahead Right	561	95%	69.2	LOS E	17.9
B.06 King Georges Road / The Boulevarde PM Peak	The Boulevarde	West	Left Ahead	465	97%	108.6	LOS F	19.5

9.3 Wiley Park Station: Future (Christmas Possession Period)

Note: Wiley Park Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level Of Service	Mean Max Queue (Veh)
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	South	Ahead Left	694	63.1%	26.4	LOS C	20.3
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	South	Ahead	700	63.7%	26.5	LOS C	20.5
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	South	Ahead	559	50.8%	23.1	LOS C	14.6
B.06 King Georges Road / The Boulevarde AM Peak	The boulevarde	East	Right Left Ahead	263	49.6%	71.2	LOS E	6.5
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	North	Ahead Left	671	49.4%	7	LOS A	5.2
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	North	Ahead	695	51.2%	6.3	LOS A	4.2
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	North	Ahead Right	489	61.3%	21.9	LOS C	5.5
B.06 King Georges Road / The Boulevarde AM Peak	The boulevarde	West	Left Ahead	297	63.4%	61.6	LOS E	7.9
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Left Ahead	666	52.5%	16.7	LOS B	15.2
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Ahead	635	50.1%	16.2	LOS B	14.1
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Ahead	464	36.6%	14.1	LOS B	9.1
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead Left	794	51.9%	3	LOS A	1.4
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead	762	50.1%	2.7	LOS A	1
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead Right	584	57.9%	15.2	LOS B	4.9
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba St	West	Left Ahead Right	242	60.6%	71.1	LOS E	6.1
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba St	East	Right Ahead Left	217	41.2%	56.9	LOS E	4.7
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	South	Ahead Left	828	87.7%	49.1	LOS D	34.2
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	South	Ahead	829	87.8%	49.3	LOS D	34.3
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	South	Ahead	593	62.8%	33.6	LOS C	19
B.06 King Georges Road / The Boulevarde PM Peak	The boulevarde	East	Right Left Ahead	542	85.5%	77	LOS E	18.1
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	North	Ahead Left	1029	77.9%	11.1	LOS B	9.4
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	North	Ahead	1073	81.3%	10.8	LOS B	7.6
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	North	Ahead Right	614	86.5%	39.8	LOS D	13.4
B.06 King Georges Road / The Boulevarde PM Peak	The boulevarde	West	Left Ahead	382	82.9%	72.5	LOS E	11.3
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Left Ahead	972	83.5%	33.2	LOS C	34.9
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Ahead	953	81.9%	31.9	LOS C	33.2
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Ahead	576	49.5%	20.1	LOS C	14.1
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead Left	947	65.2%	4.1	LOS A	2.2
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead	932	64.2%	3.9	LOS A	1.7
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead Right	626	82.3%	30	LOS C	9.8
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba St	West	Left Ahead Right	197	62.2%	70.6	LOS E	4.4
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba St	East	Right Ahead Left	543	86.2%	69.7	LOS E	14.5

9.4 Wiley Park Station: Future + Construction (Christmas Possession Period)

Note: Wiley Park Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay	Level Of Service	Mean Max Queue (Veh)
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	South	Ahead Left	683	62.9%	26.9	LOS C	20
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	South	Ahead	684	63.0%	26.9	LOS C	20
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	South	Ahead	616	56.7%	25.1	LOS C	17.1
B.06 King Georges Road / The Boulevarde AM Peak	The boulevarde	East	Right Left Ahead	267	49.2%	70	LOS E	6.6
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	North	Ahead Left	636	47.2%	6	LOS A	4
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	North	Ahead	693	51.5%	5.5	LOS A	3.8
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	North	Ahead Right	526	61.3%	18.9	LOS B	5.5
B.06 King Georges Road / The Boulevarde AM Peak	The boulevarde	West	Left Ahead	312	62.2%	59.3	LOS E	7.7
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Left Ahead	639	51.5%	17.5	LOS B	14.7
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Ahead	622	50.1%	17.2	LOS B	14.2
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Ahead	504	40.6%	15.6	LOS B	10.4
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead Left	762	50.2%	3.5	LOS A	1.9
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead	755	50.1%	3.3	LOS A	1.7
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead Right	653	61.8%	15.3	LOS B	5.4
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba St	West	Left Ahead Right	257	62.5%	70.5	LOS E	6.8
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba St	East	Right Ahead Left	217	41.4%	55.9	LOS E	4.7
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	South	Ahead Left	875	89.0%	48.8	LOS D	36.4
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	South	Ahead	875	89.0%	48.8	LOS D	36.4
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	South	Ahead	530	53.9%	29.1	LOS C	15.5
B.06 King Georges Road / The Boulevarde PM Peak	The boulevarde	East	Right Left Ahead	546	89.8%	88.9	LOS F	19.7
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	North	Ahead Left	1027	77.0%	10.9	LOS B	8.9
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	North	Ahead	1073	80.5%	10.1	LOS B	7.5
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	North	Ahead Right	616	90.0%	46	LOS D	14.6
B.06 King Georges Road / The Boulevarde PM Peak	The boulevarde	West	Left Ahead	397	83.1%	72.2	LOS E	11.3
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Left Ahead	972	84.4%	34.6	LOS C	35.6
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Ahead	943	81.9%	32.6	LOS C	33.1
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Ahead	586	50.9%	21	LOS C	14.7
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead Left	975	66.6%	4.5	LOS A	2.3
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead	994	68.2%	4.5	LOS A	2
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead Right	566	84.0%	35.2	LOS D	10.5
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba St	West	Left Ahead Right	212	61.7%	69	LOS E	4.6
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba St	East	Right Ahead Left	543	86.2%	69.5	LOS E	14.5

9.5 Wiley Park Station: Future + Construction + Refined TTS (Christmas Possession Period)

Note: Wiley Park Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand	Deg. Satn	Average Delay (sec)	Level Of Service	Mean Max Queue (Veh)
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	South	Ahead Left	682	65.1%	29.4	LOS C	21
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	South	Ahead	681	65.0%	29.3	LOS C	21
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	South	Ahead	620	59.2%	27.5	LOS C	18.1
B.06 King Georges Road / The Boulevarde AM Peak	The boulevarde	East	Right Left Ahead	297	49.9%	66.6	LOS E	7.5
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	North	Ahead Left	709	54.8%	7.7	LOS A	5.3
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	North	Ahead	723	55.9%	7	LOS A	4.6
B.06 King Georges Road / The Boulevarde AM Peak	King Georges Rd	North	Ahead Right	423	65.7%	26.2	LOS C	5.7
B.06 King Georges Road / The Boulevarde AM Peak	The boulevarde	West	Left Ahead	342	64.7%	57.7	LOS E	8.9
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Left Ahead	708	57.0%	18.7	LOS B	17.4
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Ahead	656	52.8%	17.8	LOS B	15.3
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	North	Ahead	401	32.3%	14.4	LOS B	7.8
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead Left	745	48.6%	2.7	LOS A	1
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead	737	48.5%	2.6	LOS A	0.9
H.06 King Georges Road / Lakemba Street AM Peak	King Georges Rd	South	Ahead Right	688	57.9%	13.1	LOS B	5.2
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba St	West	Left Ahead Right	257	64.8%	72.6	LOS E	7
H.06 King Georges Road / Lakemba Street AM Peak	Lakemba St	East	Right Ahead Left	217	43.5%	57	LOS E	4.7
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	South	Ahead Left	890	91.8%	54.7	LOS D	39.1
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	South	Ahead	890	91.8%	54.7	LOS D	39.1
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	South	Ahead	500	51.5%	29.1	LOS C	14.6
B.06 King Georges Road / The Boulevarde PM Peak	The boulevarde	East	Right Left Ahead	576	92.8%	95.2	LOS F	22.3
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	North	Ahead Left	1030	78.0%	11.4	LOS B	10
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	North	Ahead	1079	81.8%	10.7	LOS B	7.9
B.06 King Georges Road / The Boulevarde PM Peak	King Georges Rd	North	Ahead Right	607	90.0%	46.6	LOS D	14.5
B.06 King Georges Road / The Boulevarde PM Peak	The boulevarde	West	Left Ahead	427	91.3%	88.1	LOS F	14.6
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Left Ahead	976	84.8%	34.9	LOS C	35.8
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Ahead	948	82.4%	32.9	LOS C	33.6
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	North	Ahead	577	50.1%	20.8	LOS C	14.3
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead Left	993	67.8%	4.6	LOS A	2.3
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead	1006	69.0%	4.6	LOS A	2.1
H.06 King Georges Road / Lakemba Street PM Peak	King Georges Rd	South	Ahead Right	536	84.0%	37.1	LOS D	10.5
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba St	West	Left Ahead Right	212	61.7%	69	LOS E	4.6
H.06 King Georges Road / Lakemba Street PM Peak	Lakemba St	East	Right Ahead Left	543	86.2%	69.5	LOS E	14.5

10.0 Punchbowl Station

10.1 Punchbowl Station: Future

Note: Punchbowl Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Ahead	603	47%	8.3	LOS A	6.6
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Right	396	102%	154.8	LOS F	25.2
B.04 Punchbowl Road / South Terrace AM Peak	South Terrace	North	Left Right	690	87%	48.2	LOS D	22.6
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	West	Ahead Left	948	101%	102.3	LOS F	49
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Left	407	54%	30.2	LOS C	9.4
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Right	367	99%	126.2	LOS F	20
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead Left	611	69%	29.2	LOS C	16.2
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead	249	28%	20.3	LOS B	4.9
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead	1157	90%	26	LOS B	36.7
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead Right	362	72%	43	LOS D	11.5
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	Northeast	Left Ahead	757	42%	1.7	LOS A	0.4
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	Northeast	Ahead	396	22%	1.3	LOS A	0.1
H.22 The Blvd / Arthur Street AM Peak	Arthur St	South	Left Right	296	63%	48.7	LOS D	7.6
H.22 The Blvd / Arthur Street AM Peak	The Blvd	East	Ahead Left	616	45%	9.5	LOS A	4.9
H.22 The Blvd / Arthur Street AM Peak	The Blvd	West	Right Ahead	296	63%	48.7	LOS D	7.6
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Ahead	722	58%	11.5	LOS A	9.8
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Right	563	86%	49.2	LOS D	19.4
B.04 Punchbowl Road / South Terrace PM Peak	South Terrace	North	Left Right	754	87%	42.3	LOS C	23.9
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	West	Ahead Left	581	70%	33.2	LOS C	13.5
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Left	601	67%	28.6	LOS B	15.3
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Right	268	65%	54.6	LOS D	8.2
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead Left	649	87%	48.7	LOS D	22.4
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead	320	43%	28.7	LOS B	7.8
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead	708	57%	12.7	LOS A	15.9
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead Right	423	81%	54.2	LOS D	14.4
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	Northeast	Left Ahead	860	48%	1.9	LOS A	0.5
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	Northeast	Ahead	563	31%	1.5	LOS A	0.2
H.22 The Blvd / Arthur Street PM Peak	Arthur St	South	Left Right	249	58%	50.1	LOS D	6.3
H.22 The Blvd / Arthur Street PM Peak	The Blvd	East	Ahead Left	755	56%	10.2	LOS A	9
H.22 The Blvd / Arthur Street PM Peak	The Blvd	West	Right Ahead	570	71%	10.7	LOS A	12

10.2 Punchbowl Station: Future + Construction + Refined Baseline TTP

Note: Punchbowl Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Ahead	603	47%	7.7	LOS A	6.1
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	East	Right	432	103%	160.8	LOS F	28.5
B.04 Punchbowl Road / South Terrace AM Peak	South Terrace	North	Left Right	726	90%	52.3	LOS D	25
B.04 Punchbowl Road / South Terrace AM Peak	Punchbowl Rd	West	Ahead Left	948	103%	124.7	LOS F	55.2
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Left	437	56%	22.4	LOS B	8.4
B.05 Punchbowl Road / The Boulevarde AM Peak	The Boulevarde	South	Right	373	105%	185.1	LOS F	27
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead Left	617	71%	30.7	LOS C	16.8
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	East	Ahead	255	29%	21	LOS B	5.1
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead	1163	89%	23.5	LOS B	35.5
B.05 Punchbowl Road / The Boulevarde AM Peak	Punchbowl Rd	West	Ahead Right	392	74%	45	LOS D	12.2
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	Northeast	Left Ahead	757	42%	1.7	LOS A	0.4
H.05 Punchbowl Road / Rossmore Ave AM Peak	Punchbowl Rd	Northeast	Ahead	432	24%	1.3	LOS A	0.2
H.22 The Blvd / Arthur Street AM Peak	Arthur St	South	Left Right	296	72%	57.7	LOS E	8.4
H.22 The Blvd / Arthur Street AM Peak	The Blvd	East	Ahead Left	652	46%	8.1	LOS A	4.8
H.22 The Blvd / Arthur Street AM Peak	The Blvd	West	Right Ahead	296	72%	57.7	LOS E	8.4
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Ahead	722	57%	11	LOS A	9.2
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	East	Right	599	86%	44.1	LOS D	19.8
B.04 Punchbowl Road / South Terrace PM Peak	South Terrace	North	Left Right	790	91%	48.1	LOS D	27.5
B.04 Punchbowl Road / South Terrace PM Peak	Punchbowl Rd	West	Ahead Left	581	74%	37.2	LOS C	14.6
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Left	631	67%	28.8	LOS B	15.8
B.05 Punchbowl Road / The Boulevarde PM Peak	The Boulevarde	South	Right	274	72%	62.4	LOS E	8.9
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead Left	655	93%	65.6	LOS E	26.2
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	East	Ahead	326	47%	31.6	LOS C	8.3
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead	714	56%	10.3	LOS A	14.2
B.05 Punchbowl Road / The Boulevarde PM Peak	Punchbowl Rd	West	Ahead Right	453	78%	46.6	LOS D	14.5
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	Northeast	Left Ahead	860	48%	1.9	LOS A	0.5
H.05 Punchbowl Road / Rossmore Ave PM Peak	Punchbowl Rd	Northeast	Ahead	599	33%	1.5	LOS A	0.2
H.22 The Blvd / Arthur Street PM Peak	Arthur St	South	Left Right	249	77%	69.7	LOS E	7.7
H.22 The Blvd / Arthur Street PM Peak	The Blvd	East	Ahead Left	791	55%	7.3	LOS A	7.4
H.22 The Blvd / Arthur Street PM Peak	The Blvd	West	Right Ahead	606	66%	8.5	LOS A	13.1

10.3 Punchbowl Station: Future (Christmas Possession Period)

Note: Punchbowl Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
Punchbowl Road / Rossmore Ave - AM Peak	Punchbowl Rd	North	Left Ahead	537	29.8%	1.4	LOS A	0.2
Punchbowl Road / Rossmore Ave - AM Peak	Punchbowl Rd	North	Ahead	282	15.7%	1.2	LOS A	0.1
Punchbowl Road / The Boulevarde - AM Peak	Punchbowl Rd	South	Ahead	740	56.1%	5.6	LOS A	4.2
Punchbowl Road / The Boulevarde - AM Peak	Punchbowl Rd	South	Ahead Right	239	33.9%	12	LOS B	5
Punchbowl Road / The Boulevarde - AM Peak	Punchbowl Rd	North	Ahead Left	430	50.4%	25.3	LOS C	10.1
Punchbowl Road / The Boulevarde - AM Peak	Punchbowl Rd	North	Ahead	177	20.7%	20.5	LOS B	3.4
Punchbowl Road / The Boulevarde - AM Peak	The Boulevarde	East	Left	289	36.5%	25.2	LOS C	5.9
Punchbowl Road / The Boulevarde - AM Peak	The Boulevarde	East	Right	237	72.7%	62.1	LOS D	7.4
Punchbowl Road / South Terrace - AM Peak	South Terrace	West	Left Right	450	54.6%	30.9	LOS C	10.1
Punchbowl Road / South Terrace - AM Peak	Punchbowl Rd	South	Ahead Left	614	67.8%	28.2	LOS C	14.3
Punchbowl Road / South Terrace - AM Peak	Punchbowl Rd	North	Ahead	430	32.6%	6.7	LOS A	4
Punchbowl Road / South Terrace - AM Peak	Punchbowl Rd	North	Right	282	43.2%	20.4	LOS C	6.9
Punchbowl Road / Arthur Street - AM Peak	The Boulevarde	West	Right Ahead	315	28.3%	4	LOS A	1.3
Punchbowl Road / Arthur Street - AM Peak	Arthur St	South	Left Right	197	48.4%	48.6	LOS D	4.6
Punchbowl Road / Arthur Street - AM Peak	The Boulevarde	East	Ahead Left	423	29.8%	7.2	LOS A	2.9
Punchbowl Road / Rossmore Ave - PM Peak	Punchbowl Rd	North	Left Ahead	791	43.9%	1.8	LOS A	0.4
Punchbowl Road / Rossmore Ave - PM Peak	Punchbowl Rd	North	Ahead	519	28.8%	1.4	LOS A	0.2
Punchbowl Road / The Boulevarde - PM Peak	Punchbowl Rd	South	Ahead	647	50.5%	7.9	LOS B	10.1
Punchbowl Road / The Boulevarde - PM Peak	Punchbowl Rd	South	Ahead Right	387	63.4%	34.4	LOS D	10
Punchbowl Road / The Boulevarde - PM Peak	Punchbowl Rd	North	Ahead Left	596	83.1%	46.3	LOS D	19.9
Punchbowl Road / The Boulevarde - PM Peak	Punchbowl Rd	North	Ahead	295	41.1%	29.8	LOS C	7.2
Punchbowl Road / The Boulevarde - PM Peak	The Boulevarde	East	Left	554	59.5%	25.3	LOS C	13.1
Punchbowl Road / The Boulevarde - PM Peak	The Boulevarde	East	Right	246	67.2%	59.1	LOS D	7.8
Punchbowl Road / South Terrace - PM Peak	South Terrace	West	Left Right	689	84.2%	38.6	LOS D	17.9
Punchbowl Road / South Terrace - PM Peak	Punchbowl Rd	South	Ahead Left	533	66.5%	33.4	LOS C	12.1
Punchbowl Road / South Terrace - PM Peak	Punchbowl Rd	North	Ahead	664	51.8%	10.2	LOS B	8.1
Punchbowl Road / South Terrace - PM Peak	Punchbowl Rd	North	Right	519	69.6%	27.6	LOS D	13.3
Punchbowl Road / Arthur Street - PM Peak	The Boulevarde	West	Right Ahead	522	59.8%	7.1	LOS A	7.3
Punchbowl Road / Arthur Street - PM Peak	Arthur St	South	Left Right	228	54.8%	50.2	LOS D	5.5
Punchbowl Road / Arthur Street - PM Peak	The Boulevarde	East	Ahead Left	697	51.4%	9.2	LOS A	7.4

10.4 Punchbowl Station: Future + Construction (Christmas Possession Period)

Note: Punchbowl Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
Punchbowl Road / Rossmore Ave - AM Peak	Punchbowl Rd	North	Left Ahead	537	29.8%	1.4	LOS A	0.2
Punchbowl Road / Rossmore Ave - AM Peak	Punchbowl Rd	North	Ahead	288	16.0%	1.2	LOS A	0.1
Punchbowl Road / The Boulevarde - AM Peak	Punchbowl Rd	South	Ahead	746	57.2%	5.9	LOS A	4.7
Punchbowl Road / The Boulevarde - AM Peak	Punchbowl Rd	South	Ahead Right	239	34.6%	12.9	LOS B	5.1
Punchbowl Road / The Boulevarde - AM Peak	Punchbowl Rd	North	Ahead Left	436	52.0%	26.3	LOS C	10.4
Punchbowl Road / The Boulevarde - AM Peak	Punchbowl Rd	North	Ahead	183	21.8%	21.2	LOS B	3.6
Punchbowl Road / The Boulevarde - AM Peak	The Boulevarde	East	Left	289	35.8%	24.8	LOS C	5.7
Punchbowl Road / The Boulevarde - AM Peak	The Boulevarde	East	Right	243	71.2%	59.9	LOS E	7.5
Punchbowl Road / South Terrace - AM Peak	South Terrace	West	Left Right	456	54.5%	30.1	LOS C	10.1
Punchbowl Road / South Terrace - AM Peak	Punchbowl Rd	South	Ahead Left	614	69.0%	29.3	LOS C	14.5
Punchbowl Road / South Terrace - AM Peak	Punchbowl Rd	North	Ahead	430	33.0%	6.9	LOS A	4
Punchbowl Road / South Terrace - AM Peak	Punchbowl Rd	North	Right	288	44.7%	21.8	LOS C	7.3
Punchbowl Road / Arthur Street - AM Peak	The Boulevarde	West	Right Ahead	321	27.4%	3.5	LOS A	0.7
Punchbowl Road / Arthur Street - AM Peak	Arthur St	South	Left Right	197	57.1%	55.7	LOS D	5
Punchbowl Road / Arthur Street - AM Peak	The Boulevarde	East	Ahead Left	429	28.9%	5.8	LOS A	2.5
Punchbowl Road / Rossmore Ave - PM Peak	Punchbowl Rd	North	Left Ahead	791	43.9%	1.8	LOS A	0.4
Punchbowl Road / Rossmore Ave - PM Peak	Punchbowl Rd	North	Ahead	525	29.2%	1.4	LOS A	0.2
Punchbowl Road / The Boulevarde - PM Peak	Punchbowl Rd	South	Ahead	653	50.4%	8	LOS B	10.6
Punchbowl Road / The Boulevarde - PM Peak	Punchbowl Rd	South	Ahead Right	387	63.2%	34.8	LOS D	10
Punchbowl Road / The Boulevarde - PM Peak	Punchbowl Rd	North	Ahead Left	602	82.2%	44.6	LOS D	19.8
Punchbowl Road / The Boulevarde - PM Peak	Punchbowl Rd	North	Ahead	301	41.1%	29.1	LOS C	7.4
Punchbowl Road / The Boulevarde - PM Peak	The Boulevarde	East	Left	554	60.5%	27.2	LOS C	13.1
Punchbowl Road / The Boulevarde - PM Peak	The Boulevarde	East	Right	252	71.8%	63.9	LOS D	8.4
Punchbowl Road / South Terrace - PM Peak	South Terrace	West	Left Right	695	86.0%	41.3	LOS D	18.8
Punchbowl Road / South Terrace - PM Peak	Punchbowl Rd	South	Ahead Left	533	65.3%	32.3	LOS C	11.8
Punchbowl Road / South Terrace - PM Peak	Punchbowl Rd	North	Ahead	664	51.2%	9.7	LOS B	7.9
Punchbowl Road / South Terrace - PM Peak	Punchbowl Rd	North	Right	525	69.7%	27.7	LOS D	13.5
Punchbowl Road / Arthur Street - PM Peak	The Boulevarde	West	Right Ahead	528	54.5%	6	LOS A	7.1
Punchbowl Road / Arthur Street - PM Peak	Arthur St	South	Left Right	228	67.2%	61.1	LOS E	6.3
Punchbowl Road / Arthur Street - PM Peak	The Boulevarde	East	Ahead Left	703	49.0%	7.1	LOS A	6.1

10.5 Punchbowl Station: Future + Construction + Refined TTS (Christmas Possession Period)

Note: Punchbowl Station was modelled in LinSig

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	Mean Maximum Queue (Veh)
Punchbowl Road / Rossmore Ave - AM Peak	Punchbowl Rd	North	Left Ahead	537	29.8%	1.4	LOS A	0.2
Punchbowl Road / Rossmore Ave - AM Peak	Punchbowl Rd	North	Ahead	318	17.7%	1.2	LOS A	0.1
Punchbowl Road / The Boulevarde - AM Peak	Punchbowl Rd	South	Ahead	747	56.6%	6	LOS A	5.7
Punchbowl Road / The Boulevarde - AM Peak	Punchbowl Rd	South	Ahead Right	268	38.0%	14.6	LOS B	5.6
Punchbowl Road / The Boulevarde - AM Peak	Punchbowl Rd	North	Ahead Left	436	52.0%	26.3	LOS C	10.4
Punchbowl Road / The Boulevarde - AM Peak	Punchbowl Rd	North	Ahead	183	21.8%	21.2	LOS B	3.6
Punchbowl Road / The Boulevarde - AM Peak	The Boulevarde	East	Left	319	39.5%	18.9	LOS C	4.9
Punchbowl Road / The Boulevarde - AM Peak	The Boulevarde	East	Right	243	74.6%	55.9	LOS D	8.7
Punchbowl Road / South Terrace - AM Peak	South Terrace	West	Left Right	486	58.1%	31	LOS C	11.4
Punchbowl Road / South Terrace - AM Peak	Punchbowl Rd	South	Ahead Left	614	69.0%	29.3	LOS C	14.5
Punchbowl Road / South Terrace - AM Peak	Punchbowl Rd	North	Ahead	430	32.6%	6.4	LOS A	3.8
Punchbowl Road / South Terrace - AM Peak	Punchbowl Rd	North	Right	318	48.2%	22.7	LOS C	7.8
Punchbowl Road / Arthur Street - AM Peak	The Boulevarde	West	Right Ahead	351	32.3%	7.7	LOS A	3.4
Punchbowl Road / Arthur Street - AM Peak	Arthur St	South	Left Right	197	46.6%	47.2	LOS D	4.6
Punchbowl Road / Arthur Street - AM Peak	The Boulevarde	East	Ahead Left	459	32.9%	7.7	LOS A	3.4
Punchbowl Road / Rossmore Ave - PM Peak	Punchbowl Rd	North	Left Ahead	791	43.9%	1.8	LOS A	0.4
Punchbowl Road / Rossmore Ave - PM Peak	Punchbowl Rd	North	Ahead	555	30.8%	1.4	LOS A	0.2
Punchbowl Road / The Boulevarde - PM Peak	Punchbowl Rd	South	Ahead	653	50.4%	8.1	LOS A	10.7
Punchbowl Road / The Boulevarde - PM Peak	Punchbowl Rd	South	Ahead Right	417	67.0%	36.2	LOS D	11
Punchbowl Road / The Boulevarde - PM Peak	Punchbowl Rd	North	Ahead Left	602	84.0%	47.1	LOS D	20.2
Punchbowl Road / The Boulevarde - PM Peak	Punchbowl Rd	North	Ahead	301	42.0%	30	LOS C	7.5
Punchbowl Road / The Boulevarde - PM Peak	The Boulevarde	East	Left	584	62.8%	27.4	LOS C	14.1
Punchbowl Road / The Boulevarde - PM Peak	The Boulevarde	East	Right	252	71.8%	63.9	LOS E	8.4
Punchbowl Road / South Terrace - PM Peak	South Terrace	West	Left Right	725	87.0%	41.6	LOS D	20.1
Punchbowl Road / South Terrace - PM Peak	Punchbowl Rd	South	Ahead Left	533	66.5%	33.4	LOS C	12.1
Punchbowl Road / South Terrace - PM Peak	Punchbowl Rd	North	Ahead	664	51.2%	9.6	LOS B	7.8
Punchbowl Road / South Terrace - PM Peak	Punchbowl Rd	North	Right	555	72.9%	28.8	LOS C	14.3
Punchbowl Road / Arthur Street - PM Peak	The Boulevarde	West	Right Ahead	558	58.6%	6.8	LOS A	8.7
Punchbowl Road / Arthur Street - PM Peak	Arthur St	South	Left Right	228	67.2%	61.1	LOS E	6.3
Punchbowl Road / Arthur Street - PM Peak	The Boulevarde	East	Ahead Left	733	51.3%	7.4	LOS A	6.6

11.0 Bankstown Station

11.1 Bankstown Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	R2	1052	64%	22.80	LOS B	23.4
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	L2	160	64%	22.19	LOS B	21.8
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	L2	1	45%	65.07	LOS E	1.3
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	R2	21	45%	65.84	LOS E	1.3
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	R2	40	63%	59.98	LOS E	3.6
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	T1	24	63%	56.25	LOS D	3.6
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	R2	894	61%	24.65	LOS B	20.2
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	L2	152	61%	23.68	LOS B	18.3
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	L2	5	49%	61.47	LOS E	1.5
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	R2	23	49%	62.24	LOS E	1.5
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	R2	39	57%	54.10	LOS D	3.5
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	T1	28	57%	50.37	LOS D	3.5
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	T1	547	83%	31.03	LOS C	22.4
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	L2	1	1%	41.93	LOS C	0.0
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	L2	282	32%	17.27	LOS B	6.8
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	R2	526	81%	33.48	LOS C	20.8
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	T1	1	0%	17.50	LOS B	0.0
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	North	T1	41	11%	18.48	LOS B	1.1
B.02 Restwell Street / Raymond Street AM Peak	Greenfield Parade	West	L2	190	10%	2.89	LOS A	0.0
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	T1	439	81%	31.12	LOS C	16.8
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	L2	1	1%	38.61	LOS C	0.0
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	L2	363	37%	14.36	LOS A	7.7
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	R2	596	82%	31.02	LOS C	22.3
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	T1	11	1%	14.39	LOS A	0.2
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	North	T1	44	15%	21.11	LOS B	1.2
B.02 Restwell Street / Raymond Street PM Peak	Greenfield Parade	West	L2	1	0%	2.88	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	L2	225	50%	44.97	LOS D	11.3
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	R2	559	61%	46.36	LOS D	14.4
B.03 South Terrace / West Terrace AM Peak	Underpass	North	T1	424	63%	34.45	LOS C	20.3
B.03 South Terrace / West Terrace AM Peak	Underpass	North	L2	312	26%	12.33	LOS A	7.5
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	R2	133	8%	3.93	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	T1	273	61%	41.49	LOS C	13.8
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	L2	623	51%	14.73	LOS B	18.4
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	L2	265	69%	51.74	LOS D	14.6
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	R2	416	54%	49.61	LOS D	11.0
B.03 South Terrace / West Terrace PM Peak	Underpass	North	T1	490	69%	34.44	LOS C	24.2
B.03 South Terrace / West Terrace PM Peak	Underpass	North	L2	484	42%	14.91	LOS B	14.1
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	R2	138	8%	3.91	LOS A	0.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	T1	309	68%	40.56	LOS C	15.7
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	L2	427	33%	11.21	LOS A	9.8
H.01 Meredith St / Marion St AM Peak	Car Park	South	R2	4	4%	55.41	LOS D	0.2
H.01 Meredith St / Marion St AM Peak	Car Park	South	T1	8	17%	30.93	LOS C	1.1
H.01 Meredith St / Marion St AM Peak	Car Park	South	L2	21	17%	30.93	LOS C	1.1
H.01 Meredith St / Marion St AM Peak	Marion St	East	L2	47	22%	23.02	LOS B	6.2
H.01 Meredith St / Marion St AM Peak	Marion St	East	R2	79	67%	62.39	LOS E	4.5
H.01 Meredith St / Marion St AM Peak	Marion St	East	T1	373	22%	16.15	LOS B	6.2
H.01 Meredith St / Marion St AM Peak	Road Name	North	T1	47	90%	72.42	LOS F	17.7
H.01 Meredith St / Marion St AM Peak	Road Name	North	L2	37	90%	67.64	LOS E	17.7
H.01 Meredith St / Marion St AM Peak	Road Name	North	R2	468	90%	67.77	LOS E	17.7
H.01 Meredith St / Marion St AM Peak	Marion St	West	R2	102	86%	73.02	LOS F	6.2
H.01 Meredith St / Marion St AM Peak	Marion St	West	T1	750	85%	31.37	LOS C	36.5
H.01 Meredith St / Marion St AM Peak	Marion St	West	L2	970	80%	12.67	LOS A	21.2
H.01 Meredith St / Marion St PM Peak	Car Park	South	R2	27	17%	48.81	LOS D	1.3
H.01 Meredith St / Marion St PM Peak	Car Park	South	T1	54	70%	35.21	LOS C	5.0
H.01 Meredith St / Marion St PM Peak	Car Park	South	L2	90	70%	35.21	LOS C	5.0
H.01 Meredith St / Marion St PM Peak	Marion St	East	L2	18	59%	39.66	LOS C	14.6
H.01 Meredith St / Marion St PM Peak	Marion St	East	R2	57	54%	58.39	LOS E	3.0
H.01 Meredith St / Marion St PM Peak	Marion St	East	T1	624	59%	32.40	LOS C	14.6
H.01 Meredith St / Marion St PM Peak	Road Name	North	T1	20	91%	62.10	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	Road Name	North	L2	42	91%	57.33	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	Road Name	North	R2	1018	91%	57.46	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	Marion St	West	R2	40	37%	62.04	LOS E	2.1
H.01 Meredith St / Marion St PM Peak	Marion St	West	T1	509	92%	55.62	LOS D	30.6
H.01 Meredith St / Marion St PM Peak	Marion St	West	L2	555	49%	10.37	LOS A	8.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	R2	189	85%	87.21	LOS F	15.3
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	T1	2158	86%	11.42	LOS A	44.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	L2	64	4%	7.02	LOS A	0.3
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	L2	308	36%	8.12	LOS A	6.5
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	R2	142	89%	99.63	LOS F	6.2
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	T1	22	36%	3.72	LOS A	6.5
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	T1	1897	61%	7.88	LOS A	17.0
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	L2	202	61%	9.80	LOS A	9.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	R2	18	9%	75.04	LOS F	1.2
H.02 Stacey St / Wattle St AM Peak	Car Park	West	R2	13	8%	85.90	LOS F	0.5
H.02 Stacey St / Wattle St AM Peak	Car Park	West	T1	11	20%	72.13	LOS F	2.5
H.02 Stacey St / Wattle St AM Peak	Car Park	West	L2	24	20%	76.43	LOS F	2.5
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	R2	280	90%	82.59	LOS F	22.0
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	T1	1551	88%	27.22	LOS B	39.8
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	L2	158	13%	13.51	LOS A	2.5
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	L2	648	84%	47.69	LOS D	36.7
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	R2	97	61%	85.98	LOS F	3.7
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	T1	55	84%	43.29	LOS D	36.7
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	T1	2724	90%	28.38	LOS B	59.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	L2	168	90%	31.57	LOS C	57.4
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	R2	71	23%	65.15	LOS E	4.3
H.02 Stacey St / Wattle St PM Peak	Car Park	West	R2	164	110%	188.57	LOS F	10.0
H.02 Stacey St / Wattle St PM Peak	Car Park	West	T1	35	46%	60.68	LOS E	9.4
H.02 Stacey St / Wattle St PM Peak	Car Park	West	L2	107	46%	64.98	LOS E	9.4
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	U	3	35%	8.88	LOS A	3.1
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	R2	582	35%	7.36	LOS A	3.1
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	T1	865	38%	3.65	LOS A	3.6
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	L2	456	77%	21.95	LOS B	11.1
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	U	10	20%	17.84	LOS B	1.2
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	R2	55	20%	16.28	LOS B	1.2
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	T1	717	76%	14.27	LOS A	11.5
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	L2	281	29%	6.73	LOS A	2.0
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	U	15	76%	19.30	LOS B	11.5
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	U	10	40%	9.99	LOS A	3.3
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	R2	359	40%	8.53	LOS A	3.3
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	T1	972	73%	4.96	LOS A	10.5
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	L2	350	99%	81.34	LOS F	22.6
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	U	12	57%	35.22	LOS C	3.9
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	R2	103	57%	34.00	LOS C	3.9
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	T1	757	85%	16.47	LOS B	16.2
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	L2	93	11%	5.65	LOS A	0.6
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	U	8	85%	21.51	LOS B	16.2
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	T1	2123	80%	13.43	LOS A	45.4
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	L2	30	2%	12.63	LOS A	0.5
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	L2	1	95%	104.13	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	R2	213	95%	104.18	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	T1	41	95%	99.56	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	T1	2069	71%	19.01	LOS B	59.3
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	L2	28	2%	16.06	LOS B	1.1
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	R2	80	32%	87.77	LOS F	6.1
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	R2	118	92%	99.85	LOS F	15.3
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	T1	52	92%	95.28	LOS F	15.3
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	L2	130	48%	71.34	LOS F	9.4
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	T1	1876	68%	9.05	LOS A	25.0
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	L2	52	4%	11.69	LOS A	0.6
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	L2	1	105%	152.10	LOS F	11.1
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	R2	139	105%	152.18	LOS F	11.1
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	T1	64	105%	147.53	LOS F	11.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	T1	3061	90%	1.21	LOS A	19.2
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	L2	86	5%	6.80	LOS A	0.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	R2	86	70%	80.33	LOS F	6.3
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	R2	161	110%	193.88	LOS F	26.1
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	T1	48	110%	189.32	LOS F	26.1
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	L2	59	17%	58.30	LOS E	3.6

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

11.2 Bankstown Station: Future + Construction + Refined Baseline TTP

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

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.01 Meredith St / Marion St AM Peak	Marion St	East	R2	79	67%	62.39	LOS E	4.5
H.01 Meredith St / Marion St AM Peak	Marion St	East	T1	373	22%	16.15	LOS B	6.2
H.01 Meredith St / Marion St AM Peak	Road Name	North	T1	47	90%	72.42	LOS F	17.7
H.01 Meredith St / Marion St AM Peak	Road Name	North	L2	37	90%	67.64	LOS E	17.7
H.01 Meredith St / Marion St AM Peak	Road Name	North	R2	468	90%	67.77	LOS E	17.7
H.01 Meredith St / Marion St AM Peak	Marion St	West	R2	102	86%	73.02	LOS F	6.2
H.01 Meredith St / Marion St AM Peak	Marion St	West	T1	750	85%	31.37	LOS C	36.5
H.01 Meredith St / Marion St AM Peak	Marion St	West	L2	970	80%	12.67	LOS A	21.2
H.01 Meredith St / Marion St PM Peak	Car Park	South	R2	27	17%	48.81	LOS D	1.3
H.01 Meredith St / Marion St PM Peak	Car Park	South	T1	54	70%	35.21	LOS C	5.0
H.01 Meredith St / Marion St PM Peak	Car Park	South	L2	90	70%	35.21	LOS C	5.0
H.01 Meredith St / Marion St PM Peak	Marion St	East	L2	18	59%	39.66	LOS C	14.6
H.01 Meredith St / Marion St PM Peak	Marion St	East	R2	57	54%	58.39	LOS E	3.0
H.01 Meredith St / Marion St PM Peak	Marion St	East	T1	624	59%	32.40	LOS C	14.6
H.01 Meredith St / Marion St PM Peak	Road Name	North	T1	20	91%	62.10	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	Road Name	North	L2	42	91%	57.33	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	Road Name	North	R2	1018	91%	57.46	LOS E	32.8
H.01 Meredith St / Marion St PM Peak	Marion St	West	R2	40	37%	62.04	LOS E	2.1
H.01 Meredith St / Marion St PM Peak	Marion St	West	T1	509	92%	55.62	LOS D	30.6
H.01 Meredith St / Marion St PM Peak	Marion St	West	L2	555	49%	10.37	LOS A	8.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	R2	197	86%	87.75	LOS F	16.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	T1	2158	87%	12.23	LOS A	47.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	L2	64	4%	7.30	LOS A	0.3
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	L2	316	37%	8.44	LOS A	7.0
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	R2	142	89%	99.63	LOS F	6.2
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	T1	22	37%	4.05	LOS A	7.0
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	T1	1897	61%	8.50	LOS A	17.9
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	L2	202	61%	10.35	LOS A	10.1
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	R2	18	9%	73.91	LOS F	1.2
H.02 Stacey St / Wattle St AM Peak	Car Park	West	R2	13	8%	85.90	LOS F	0.5
H.02 Stacey St / Wattle St AM Peak	Car Park	West	T1	11	20%	72.13	LOS F	2.5
H.02 Stacey St / Wattle St AM Peak	Car Park	West	L2	24	20%	76.42	LOS F	2.5
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	R2	287	91%	83.59	LOS F	22.9
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	T1	1551	88%	27.85	LOS B	40.6
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	L2	158	13%	13.51	LOS A	2.5
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	L2	656	86%	50.70	LOS D	38.5
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	R2	97	61%	85.98	LOS F	3.7
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	T1	55	86%	46.30	LOS D	38.5
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	T1	2724	90%	28.41	LOS B	59.6
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	L2	168	90%	31.65	LOS C	57.4
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	R2	71	22%	64.12	LOS E	4.3
H.02 Stacey St / Wattle St PM Peak	Car Park	West	R2	164	110%	188.57	LOS F	10.0
H.02 Stacey St / Wattle St PM Peak	Car Park	West	T1	35	47%	61.76	LOS E	9.5
H.02 Stacey St / Wattle St PM Peak	Car Park	West	L2	107	47%	66.06	LOS E	9.5
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	U	3	36%	8.94	LOS A	3.2

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	R2	582	36%	7.42	LOS A	3.2
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	T1	865	38%	3.68	LOS A	3.6
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	L2	456	77%	22.07	LOS B	11.1
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	U	10	24%	18.00	LOS B	1.4
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	R2	63	24%	17.55	LOS B	1.4
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	T1	717	77%	14.43	LOS A	11.7
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	L2	289	31%	6.84	LOS A	2.1
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	U	15	77%	19.46	LOS B	11.7
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	U	10	41%	10.15	LOS A	3.4
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	R2	359	41%	8.70	LOS A	3.4
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	T1	972	74%	5.14	LOS A	10.8
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	L2	350	99%	81.34	LOS F	22.6
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	U	12	60%	36.27	LOS C	4.3
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	R2	110	60%	36.02	LOS C	4.3
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	T1	757	85%	16.63	LOS B	16.4
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	L2	100	12%	5.86	LOS A	0.7
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	U	8	85%	21.66	LOS B	16.4
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	T1	2136	83%	14.40	LOS A	50.0
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	L2	38	3%	13.37	LOS A	0.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	L2	1	95%	104.13	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	R2	213	95%	104.18	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	T1	41	95%	99.56	LOS F	11.6
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	T1	2077	73%	22.00	LOS B	62.5
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	L2	28	2%	17.05	LOS B	1.1
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	R2	80	32%	87.77	LOS F	6.1
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	R2	131	91%	98.15	LOS F	16.5
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	T1	52	91%	93.49	LOS F	16.5
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	L2	130	43%	68.13	LOS E	9.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	T1	1889	68%	8.46	LOS A	24.5
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	L2	60	5%	11.54	LOS A	0.7
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	L2	1	120%	276.14	LOS F	15.4
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	R2	139	120%	276.20	LOS F	15.4
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	T1	64	120%	271.58	LOS F	15.4
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	T1	3068	90%	1.19	LOS A	18.5
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	L2	86	5%	6.79	LOS A	0.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	R2	86	70%	80.33	LOS F	6.3
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	R2	173	124%	307.48	LOS F	35.7
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	T1	48	124%	302.86	LOS F	35.7
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	L2	59	17%	58.30	LOS E	3.6
H.30 The Appian Way / Nth Tce AM	North Tce	East	T1	622	68%	5.93	LOS A	10.6
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	L2	620	47%	6.96	LOS A	3.9
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	R2	167	76%	34.37	LOS C	3.6
H.30 The Appian Way / Nth Tce PM	North Tce	East	T1	486	63%	7.51	LOS A	7.4
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	L2	773	63%	10.15	LOS A	11.0
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	R2	252	125%	267.48	LOS F	37.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	R2	323	74%	55.19	LOS D	11.3
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	L2	79	74%	54.40	LOS D	11.3
H.31 Marion St / Oxford Ave AM	Marion St	East	L2	126	75%	44.94	LOS D	21.9
H.31 Marion St / Oxford Ave AM	Marion St	East	T1	719	75%	40.31	LOS C	22.1
H.31 Marion St / Oxford Ave AM	Marion St	West	R2	265	74%	18.69	LOS B	15.7
H.31 Marion St / Oxford Ave AM	Marion St	West	T1	1425	74%	4.47	LOS A	15.7
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	R2	219	90%	65.79	LOS E	13.2
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	L2	209	35%	34.58	LOS C	8.4
H.31 Marion St / Oxford Ave PM	Marion St	East	L2	212	67%	15.98	LOS B	18.5
H.31 Marion St / Oxford Ave PM	Marion St	East	T1	1228	67%	11.40	LOS A	18.7
H.31 Marion St / Oxford Ave PM	Marion St	West	R2	352	49%	27.81	LOS B	15.9
H.31 Marion St / Oxford Ave PM	Marion St	West	T1	672	48%	0.49	LOS A	1.3
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	T1	564	87%	60.28	LOS E	18.8
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	L2	25	87%	65.15	LOS E	18.4
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	L2	44	25%	22.98	LOS B	7.1
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	T1	409	25%	18.88	LOS B	7.5
H.32 Marion St / Greenwood Ave AM	Marion St	North	T1	282	49%	26.58	LOS B	15.7
H.32 Marion St / Greenwood Ave AM	Marion St	North	L2	97	49%	31.16	LOS C	15.7
H.32 Marion St / Greenwood Ave AM	Marion St	North	R2	482	85%	42.96	LOS D	11.0
H.32 Marion St / Greenwood Ave AM	Marion St	West	T1	504	89%	40.60	LOS C	26.7
H.32 Marion St / Greenwood Ave AM	Marion St	West	L2	1334	58%	20.11	LOS B	33.5
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	T1	451	88%	59.06	LOS E	16.0
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	L2	73	88%	63.89	LOS E	15.4
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	L2	64	52%	36.87	LOS C	14.1
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	T1	635	52%	30.64	LOS C	14.4
H.32 Marion St / Greenwood Ave PM	Marion St	North	T1	652	77%	21.55	LOS B	31.6
H.32 Marion St / Greenwood Ave PM	Marion St	North	L2	113	77%	26.15	LOS B	31.6
H.32 Marion St / Greenwood Ave PM	Marion St	North	R2	836	91%	44.55	LOS D	19.2
H.32 Marion St / Greenwood Ave PM	Marion St	West	T1	380	55%	12.88	LOS A	9.3
H.32 Marion St / Greenwood Ave PM	Marion St	West	L2	719	25%	8.35	LOS A	5.3

11.3 Bankstown Station: Future (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	R2	675	47%	23.16	LOS B	14.7
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	L2	126	47%	22.21	LOS B	13.1
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	L2	1	44%	65.09	LOS E	1.3
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	R2	21	44%	65.86	LOS E	1.3
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	R2	40	45%	52.16	LOS D	3.3
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	T1	24	45%	48.43	LOS D	3.3
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	R2	814	56%	23.96	LOS B	17.9
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	L2	144	56%	22.99	LOS B	16.1
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	L2	4	49%	61.47	LOS E	1.5
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	R2	23	49%	62.25	LOS E	1.5
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	R2	39	57%	54.10	LOS D	3.5
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	T1	27	57%	50.37	LOS D	3.5
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	T1	367	54%	20.50	LOS B	11.3
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	L2	1	1%	41.80	LOS C	0.0
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	L2	201	24%	17.87	LOS B	4.8
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	R2	338	56%	28.05	LOS B	11.1
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	T1	1	0%	18.87	LOS B	0.0
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	North	T1	41	11%	17.01	LOS B	1.0
B.02 Restwell Street / Raymond Street AM Peak	Greenfield Parade	West	L2	122	7%	2.88	LOS A	0.0
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	T1	403	75%	27.96	LOS B	14.4
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	L2	1	1%	38.58	LOS C	0.0
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	L2	335	34%	14.14	LOS A	7.0
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	R2	543	75%	26.45	LOS B	18.0
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	T1	10	1%	14.37	LOS A	0.2
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	North	T1	44	15%	21.11	LOS B	1.2
B.02 Restwell Street / Raymond Street PM Peak	Greenfield Parade	West	L2	1	0%	2.88	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	L2	160	37%	44.20	LOS D	7.8
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	R2	358	41%	44.62	LOS D	8.8
B.03 South Terrace / West Terrace AM Peak	Underpass	North	T1	301	41%	28.50	LOS C	12.6
B.03 South Terrace / West Terrace AM Peak	Underpass	North	L2	200	16%	10.45	LOS A	4.2
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	R2	96	6%	3.94	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	T1	175	40%	41.89	LOS C	8.6
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	L2	398	32%	12.51	LOS A	9.7
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	L2	243	61%	49.63	LOS D	13.0
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	R2	379	47%	48.03	LOS D	9.8
B.03 South Terrace / West Terrace PM Peak	Underpass	North	T1	451	62%	32.62	LOS C	21.3
B.03 South Terrace / West Terrace PM Peak	Underpass	North	L2	441	37%	13.51	LOS A	11.9
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	R2	128	7%	3.91	LOS A	0.0
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	T1	281	62%	41.80	LOS C	14.4
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	L2	389	31%	11.42	LOS A	8.9
H.01 Meredith St / Marion St AM Peak	Car Park	South	R2	3	3%	55.09	LOS D	0.2
H.01 Meredith St / Marion St AM Peak	Car Park	South	T1	5	11%	28.44	LOS B	0.7
H.01 Meredith St / Marion St AM Peak	Car Park	South	L2	15	11%	28.44	LOS B	0.7
H.01 Meredith St / Marion St AM Peak	Marion St	East	L2	33	17%	25.44	LOS B	4.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.01 Meredith St / Marion St AM Peak	Marion St	East	R2	50	37%	58.75	LOS E	2.7
H.01 Meredith St / Marion St AM Peak	Marion St	East	T1	266	17%	18.60	LOS B	4.7
H.01 Meredith St / Marion St AM Peak	RoadName	North	T1	33	52%	51.64	LOS D	9.5
H.01 Meredith St / Marion St AM Peak	RoadName	North	L2	23	52%	46.86	LOS D	9.5
H.01 Meredith St / Marion St AM Peak	RoadName	North	R2	333	52%	47.31	LOS D	9.5
H.01 Meredith St / Marion St AM Peak	Marion St	West	R2	72	54%	64.35	LOS E	4.0
H.01 Meredith St / Marion St AM Peak	Marion St	West	T1	482	61%	24.61	LOS B	18.7
H.01 Meredith St / Marion St AM Peak	Marion St	West	L2	621	52%	10.00	LOS A	9.1
H.01 Meredith St / Marion St PM Peak	Car Park	South	R2	24	15%	48.69	LOS D	1.2
H.01 Meredith St / Marion St PM Peak	Car Park	South	T1	49	64%	32.19	LOS C	4.2
H.01 Meredith St / Marion St PM Peak	Car Park	South	L2	83	64%	32.19	LOS C	4.2
H.01 Meredith St / Marion St PM Peak	Marion St	East	L2	16	55%	39.07	LOS C	13.2
H.01 Meredith St / Marion St PM Peak	Marion St	East	R2	52	49%	58.05	LOS E	2.7
H.01 Meredith St / Marion St PM Peak	Marion St	East	T1	575	55%	31.86	LOS C	13.2
H.01 Meredith St / Marion St PM Peak	RoadName	North	T1	18	84%	50.37	LOS D	26.0
H.01 Meredith St / Marion St PM Peak	RoadName	North	L2	39	84%	45.59	LOS D	26.0
H.01 Meredith St / Marion St PM Peak	RoadName	North	R2	937	84%	45.85	LOS D	26.0
H.01 Meredith St / Marion St PM Peak	Marion St	West	R2	37	34%	61.88	LOS E	1.9
H.01 Meredith St / Marion St PM Peak	Marion St	West	T1	464	84%	43.31	LOS D	23.9
H.01 Meredith St / Marion St PM Peak	Marion St	West	L2	505	44%	10.15	LOS A	7.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	R2	122	50%	77.19	LOS F	8.8
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	T1	1382	49%	6.20	LOS A	11.9
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	L2	45	3%	6.26	LOS A	0.1
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	L2	219	23%	5.84	LOS A	2.2
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	R2	91	66%	92.79	LOS F	3.8
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	T1	16	23%	1.44	LOS A	2.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	T1	1348	41%	4.71	LOS A	7.3
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	L2	129	41%	7.56	LOS A	2.8
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	R2	13	6%	72.45	LOS F	0.8
H.02 Stacey St / Wattle St AM Peak	Car Park	West	R2	10	7%	87.28	LOS F	0.4
H.02 Stacey St / Wattle St AM Peak	Car Park	West	T1	7	20%	78.05	LOS F	1.7
H.02 Stacey St / Wattle St AM Peak	Car Park	West	L2	15	20%	82.34	LOS F	1.7
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	R2	254	90%	83.46	LOS F	20.0
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	T1	1412	87%	30.64	LOS C	37.7
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	L2	145	13%	16.00	LOS B	2.8
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	L2	597	71%	37.98	LOS C	30.3
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	R2	88	48%	83.38	LOS F	3.3
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	T1	50	71%	33.58	LOS C	30.3
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	T1	2506	89%	33.54	LOS C	56.9
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	L2	153	89%	36.71	LOS C	55.6
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	R2	66	23%	67.05	LOS E	4.1
H.02 Stacey St / Wattle St PM Peak	Car Park	West	R2	151	86%	91.44	LOS F	6.1
H.02 Stacey St / Wattle St PM Peak	Car Park	West	T1	32	32%	53.09	LOS D	7.9
H.02 Stacey St / Wattle St PM Peak	Car Park	West	L2	98	32%	57.39	LOS E	7.9
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	U	2	22%	8.71	LOS A	1.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	R2	373	22%	7.19	LOS A	1.6
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	T1	616	26%	3.55	LOS A	2.2
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	L2	292	33%	7.06	LOS A	2.4
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	U	7	9%	14.01	LOS A	0.5
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	R2	39	9%	12.44	LOS A	0.5
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	T1	461	41%	5.75	LOS A	2.9
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	L2	180	16%	5.09	LOS A	0.9
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	U	11	41%	10.79	LOS A	2.9
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	U	9	36%	9.82	LOS A	2.8
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	R2	327	36%	8.36	LOS A	2.8
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	T1	895	66%	4.67	LOS A	8.6
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	L2	319	78%	29.35	LOS C	9.5
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	U	11	44%	26.65	LOS B	2.7
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	R2	94	44%	25.08	LOS B	2.7
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	T1	689	75%	10.91	LOS A	10.3
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	L2	84	9%	5.40	LOS A	0.5
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	U	7	75%	15.96	LOS B	10.3
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	T1	1361	50%	8.96	LOS A	17.4
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	L2	21	2%	12.24	LOS A	0.3
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	L2	1	82%	94.69	LOS F	7.0
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	R2	136	82%	94.71	LOS F	7.0
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	T1	30	82%	90.13	LOS F	7.0
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	T1	1471	49%	13.99	LOS A	36.8
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	L2	18	1%	15.05	LOS B	0.7
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	R2	56	23%	87.30	LOS F	4.3
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	R2	84	67%	83.00	LOS F	9.2
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	T1	33	67%	78.43	LOS F	9.2
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	L2	84	32%	70.28	LOS E	5.9
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	T1	1707	64%	10.48	LOS A	23.8
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	L2	48	4%	12.92	LOS A	0.6
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	L2	1	85%	89.41	LOS F	7.5
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	R2	126	85%	89.45	LOS F	7.5
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	T1	59	85%	84.85	LOS F	7.5
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	T1	2816	84%	1.13	LOS A	11.4
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	L2	78	5%	6.83	LOS A	0.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	R2	79	64%	79.91	LOS F	5.8
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	R2	148	90%	89.16	LOS F	15.8
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	T1	44	90%	84.60	LOS F	15.8
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	L2	54	15%	56.21	LOS D	3.2
H.30 The Appian Way / Nth Tce AM	North Tce	East	T1	442	48%	3.02	LOS A	4.1
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	L2	397	30%	6.17	LOS A	1.9
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	R2	122	36%	15.76	LOS B	1.4
H.30 The Appian Way / Nth Tce PM	North Tce	East	T1	447	58%	6.59	LOS A	6.0
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	L2	703	58%	9.02	LOS A	8.2
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	R2	218	93%	53.51	LOS D	7.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	R2	207	45%	52.87	LOS D	7.0
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	L2	56	45%	51.91	LOS D	7.0
H.31 Marion St / Oxford Ave AM	Marion St	East	L2	90	42%	32.28	LOS C	12.3
H.31 Marion St / Oxford Ave AM	Marion St	East	T1	513	42%	27.69	LOS B	12.4
H.31 Marion St / Oxford Ave AM	Marion St	West	R2	189	46%	10.06	LOS A	6.5
H.31 Marion St / Oxford Ave AM	Marion St	West	T1	915	46%	1.89	LOS A	6.5
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	R2	199	87%	62.75	LOS E	11.6
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	L2	192	36%	36.85	LOS C	8.0
H.31 Marion St / Oxford Ave PM	Marion St	East	L2	195	59%	13.22	LOS A	13.4
H.31 Marion St / Oxford Ave PM	Marion St	East	T1	1130	59%	8.64	LOS A	13.6
H.31 Marion St / Oxford Ave PM	Marion St	West	R2	324	43%	19.60	LOS B	11.2
H.31 Marion St / Oxford Ave PM	Marion St	West	T1	612	43%	0.43	LOS A	1.1
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	T1	361	49%	44.81	LOS D	9.8
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	L2	18	49%	49.60	LOS D	9.6
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	L2	31	20%	24.48	LOS B	5.3
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	T1	291	20%	21.26	LOS B	5.7
H.32 Marion St / Greenwood Ave AM	Marion St	North	T1	200	30%	20.35	LOS B	9.2
H.32 Marion St / Greenwood Ave AM	Marion St	North	L2	63	30%	24.93	LOS B	9.2
H.32 Marion St / Greenwood Ave AM	Marion St	North	R2	343	49%	30.44	LOS C	5.9
H.32 Marion St / Greenwood Ave AM	Marion St	West	T1	324	48%	24.59	LOS B	12.6
H.32 Marion St / Greenwood Ave AM	Marion St	West	L2	856	36%	21.36	LOS B	22.4
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	T1	411	85%	56.87	LOS E	14.1
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	L2	68	85%	61.68	LOS E	13.7
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	L2	59	45%	33.07	LOS C	12.1
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	T1	584	45%	27.25	LOS B	12.4
H.32 Marion St / Greenwood Ave PM	Marion St	North	T1	600	74%	22.93	LOS B	29.2
H.32 Marion St / Greenwood Ave PM	Marion St	North	L2	103	74%	27.52	LOS B	29.2
H.32 Marion St / Greenwood Ave PM	Marion St	North	R2	770	91%	44.81	LOS D	17.9
H.32 Marion St / Greenwood Ave PM	Marion St	West	T1	346	47%	9.61	LOS A	6.4
H.32 Marion St / Greenwood Ave PM	Marion St	West	L2	655	23%	7.98	LOS A	4.6

11.4 Bankstown Station: Future + Construction (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	R2	683	49%	24.00	LOS B	15.2
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	L2	126	49%	23.04	LOS B	13.6
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	L2	8	45%	62.46	LOS E	1.7
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	R2	21	45%	62.79	LOS E	1.7
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	R2	40	48%	53.41	LOS D	3.4
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	T1	24	48%	49.68	LOS D	3.4
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	R2	822	58%	24.87	LOS B	18.5
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	L2	144	58%	23.89	LOS B	16.8
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	L2	12	54%	60.86	LOS E	1.9
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	R2	23	54%	61.32	LOS E	1.9
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	R2	39	57%	54.10	LOS D	3.5
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	T1	27	57%	50.37	LOS D	3.5
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	T1	367	56%	21.38	LOS B	11.5
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	L2	1	1%	41.80	LOS C	0.0
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	L2	201	24%	17.20	LOS B	4.7
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	R2	347	56%	27.42	LOS B	11.3
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	T1	1	0%	18.17	LOS B	0.0
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	North	T1	41	11%	17.73	LOS B	1.1
B.02 Restwell Street / Raymond Street AM Peak	Greenfield Parade	West	L2	122	7%	2.88	LOS A	0.0
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	T1	403	75%	27.96	LOS B	14.4
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	L2	1	1%	38.58	LOS C	0.0
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	L2	335	34%	14.14	LOS A	7.0
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	R2	550	77%	27.56	LOS B	18.8
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	T1	10	1%	14.37	LOS A	0.2
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	North	T1	44	15%	21.11	LOS B	1.2
B.02 Restwell Street / Raymond Street PM Peak	Greenfield Parade	West	L2	1	0%	2.88	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	L2	160	39%	45.17	LOS D	7.9
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	R2	358	42%	45.60	LOS D	8.9
B.03 South Terrace / West Terrace AM Peak	Underpass	North	T1	301	41%	29.31	LOS C	12.8
B.03 South Terrace / West Terrace AM Peak	Underpass	North	L2	200	17%	11.25	LOS A	4.4
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	R2	96	6%	3.94	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	T1	183	41%	40.38	LOS C	8.9
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	L2	398	32%	12.05	LOS A	9.5
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	L2	243	63%	50.70	LOS D	13.2
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	R2	379	49%	49.06	LOS D	9.9
B.03 South Terrace / West Terrace PM Peak	Underpass	North	T1	451	63%	33.52	LOS C	21.6
B.03 South Terrace / West Terrace PM Peak	Underpass	North	L2	441	38%	14.54	LOS B	12.4
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	R2	128	7%	3.91	LOS A	0.0
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	T1	289	62%	40.25	LOS C	14.6
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	L2	389	30%	11.00	LOS A	8.7
H.01 Meredith St / Marion St AM Peak	Car Park	South	R2	3	3%	55.09	LOS D	0.2
H.01 Meredith St / Marion St AM Peak	Car Park	South	T1	5	11%	28.44	LOS B	0.7
H.01 Meredith St / Marion St AM Peak	Car Park	South	L2	15	11%	28.44	LOS B	0.7
H.01 Meredith St / Marion St AM Peak	Marion St	East	L2	33	17%	25.44	LOS B	4.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.01 Meredith St / Marion St AM Peak	Marion St	East	R2	50	37%	58.75	LOS E	2.7
H.01 Meredith St / Marion St AM Peak	Marion St	East	T1	266	17%	18.60	LOS B	4.7
H.01 Meredith St / Marion St AM Peak	RoadName	North	T1	33	52%	51.64	LOS D	9.5
H.01 Meredith St / Marion St AM Peak	RoadName	North	L2	23	52%	46.86	LOS D	9.5
H.01 Meredith St / Marion St AM Peak	RoadName	North	R2	333	52%	47.31	LOS D	9.5
H.01 Meredith St / Marion St AM Peak	Marion St	West	R2	72	54%	64.35	LOS E	4.0
H.01 Meredith St / Marion St AM Peak	Marion St	West	T1	482	61%	24.61	LOS B	18.7
H.01 Meredith St / Marion St AM Peak	Marion St	West	L2	621	52%	10.00	LOS A	9.1
H.01 Meredith St / Marion St PM Peak	Car Park	South	R2	24	15%	48.69	LOS D	1.2
H.01 Meredith St / Marion St PM Peak	Car Park	South	T1	49	64%	32.19	LOS C	4.2
H.01 Meredith St / Marion St PM Peak	Car Park	South	L2	83	64%	32.19	LOS C	4.2
H.01 Meredith St / Marion St PM Peak	Marion St	East	L2	16	55%	39.07	LOS C	13.2
H.01 Meredith St / Marion St PM Peak	Marion St	East	R2	52	49%	58.05	LOS E	2.7
H.01 Meredith St / Marion St PM Peak	Marion St	East	T1	575	55%	31.86	LOS C	13.2
H.01 Meredith St / Marion St PM Peak	RoadName	North	T1	18	84%	50.37	LOS D	26.0
H.01 Meredith St / Marion St PM Peak	RoadName	North	L2	39	84%	45.59	LOS D	26.0
H.01 Meredith St / Marion St PM Peak	RoadName	North	R2	937	84%	45.85	LOS D	26.0
H.01 Meredith St / Marion St PM Peak	Marion St	West	R2	37	34%	61.88	LOS E	1.9
H.01 Meredith St / Marion St PM Peak	Marion St	West	T1	464	84%	43.31	LOS D	23.9
H.01 Meredith St / Marion St PM Peak	Marion St	West	L2	505	44%	10.15	LOS A	7.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	R2	130	50%	75.65	LOS F	9.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	T1	1382	50%	7.27	LOS A	13.5
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	L2	45	3%	6.75	LOS A	0.2
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	L2	227	24%	5.91	LOS A	2.4
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	R2	91	66%	92.79	LOS F	3.8
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	T1	16	24%	1.51	LOS A	2.4
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	T1	1348	42%	5.64	LOS A	8.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	L2	129	42%	8.30	LOS A	3.8
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	R2	13	5%	70.32	LOS E	0.8
H.02 Stacey St / Wattle St AM Peak	Car Park	West	R2	10	7%	87.28	LOS F	0.4
H.02 Stacey St / Wattle St AM Peak	Car Park	West	T1	7	20%	78.04	LOS F	1.7
H.02 Stacey St / Wattle St AM Peak	Car Park	West	L2	15	20%	82.34	LOS F	1.7
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	R2	262	91%	84.52	LOS F	20.9
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	T1	1412	87%	31.16	LOS C	38.3
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	L2	145	13%	16.00	LOS B	2.8
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	L2	604	73%	38.46	LOS C	30.7
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	R2	88	48%	83.38	LOS F	3.3
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	T1	50	73%	34.06	LOS C	30.7
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	T1	2506	89%	33.56	LOS C	56.9
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	L2	153	89%	36.80	LOS C	55.6
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	R2	66	22%	65.99	LOS E	4.0
H.02 Stacey St / Wattle St PM Peak	Car Park	West	R2	151	86%	91.44	LOS F	6.1
H.02 Stacey St / Wattle St PM Peak	Car Park	West	T1	32	33%	54.06	LOS D	8.0
H.02 Stacey St / Wattle St PM Peak	Car Park	West	L2	98	33%	58.36	LOS E	8.0
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	U	2	22%	8.76	LOS A	1.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	R2	373	22%	7.24	LOS A	1.7
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	T1	616	27%	3.58	LOS A	2.2
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	L2	292	33%	7.06	LOS A	2.4
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	U	7	12%	14.11	LOS A	0.7
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	R2	47	12%	13.51	LOS A	0.7
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	T1	461	41%	5.75	LOS A	2.9
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	L2	188	17%	5.18	LOS A	1.0
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	U	11	41%	10.79	LOS A	2.9
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	U	9	37%	9.97	LOS A	2.9
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	R2	327	37%	8.51	LOS A	2.9
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	T1	895	68%	4.82	LOS A	8.8
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	L2	319	78%	29.44	LOS C	9.5
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	U	11	47%	26.92	LOS B	3.0
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	R2	102	47%	26.16	LOS B	3.0
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	T1	689	75%	10.96	LOS A	10.3
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	L2	92	11%	5.61	LOS A	0.6
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	U	7	75%	16.00	LOS B	10.3
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	T1	1374	51%	9.04	LOS A	18.0
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	L2	29	3%	12.69	LOS A	0.5
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	L2	1	82%	94.69	LOS F	7.0
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	R2	136	82%	94.71	LOS F	7.0
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	T1	30	82%	90.13	LOS F	7.0
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	T1	1479	50%	14.07	LOS A	37.2
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	L2	18	1%	15.05	LOS B	0.7
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	R2	56	23%	87.30	LOS F	4.3
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	R2	96	82%	89.30	LOS F	10.8
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	T1	33	82%	84.61	LOS F	10.8
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	L2	84	32%	70.28	LOS E	5.9
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	T1	1720	67%	12.74	LOS A	28.3
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	L2	55	5%	14.55	LOS B	0.9
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	L2	1	85%	89.41	LOS F	7.5
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	R2	126	85%	89.45	LOS F	7.5
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	T1	59	85%	84.85	LOS F	7.5
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	T1	2823	87%	1.22	LOS A	13.7
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	L2	78	5%	6.86	LOS A	0.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	R2	79	64%	79.91	LOS F	5.8
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	R2	161	88%	85.23	LOS F	16.5
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	T1	44	88%	80.61	LOS F	16.5
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	L2	54	13%	53.47	LOS D	3.1
H.30 The Appian Way / Nth Tce AM	North Tce	East	T1	442	48%	3.02	LOS A	4.1
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	L2	397	30%	6.17	LOS A	1.9
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	R2	122	36%	15.76	LOS B	1.4
H.30 The Appian Way / Nth Tce PM	North Tce	East	T1	447	58%	6.59	LOS A	6.0
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	L2	703	58%	9.02	LOS A	8.2
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	R2	218	93%	53.51	LOS D	7.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	R2	207	45%	52.87	LOS D	7.0
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	L2	56	45%	51.91	LOS D	7.0
H.31 Marion St / Oxford Ave AM	Marion St	East	L2	90	42%	32.28	LOS C	12.3
H.31 Marion St / Oxford Ave AM	Marion St	East	T1	513	42%	27.69	LOS B	12.4
H.31 Marion St / Oxford Ave AM	Marion St	West	R2	189	46%	10.06	LOS A	6.5
H.31 Marion St / Oxford Ave AM	Marion St	West	T1	915	46%	1.89	LOS A	6.5
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	R2	199	87%	62.75	LOS E	11.6
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	L2	192	36%	36.85	LOS C	8.0
H.31 Marion St / Oxford Ave PM	Marion St	East	L2	195	59%	13.22	LOS A	13.4
H.31 Marion St / Oxford Ave PM	Marion St	East	T1	1130	59%	8.64	LOS A	13.6
H.31 Marion St / Oxford Ave PM	Marion St	West	R2	324	43%	19.60	LOS B	11.2
H.31 Marion St / Oxford Ave PM	Marion St	West	T1	612	43%	0.43	LOS A	1.1
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	T1	361	49%	44.81	LOS D	9.8
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	L2	18	49%	49.60	LOS D	9.6
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	L2	31	20%	24.48	LOS B	5.3
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	T1	291	20%	21.26	LOS B	5.7
H.32 Marion St / Greenwood Ave AM	Marion St	North	T1	200	30%	20.35	LOS B	9.2
H.32 Marion St / Greenwood Ave AM	Marion St	North	L2	63	30%	24.93	LOS B	9.2
H.32 Marion St / Greenwood Ave AM	Marion St	North	R2	343	49%	30.44	LOS C	5.9
H.32 Marion St / Greenwood Ave AM	Marion St	West	T1	324	48%	24.59	LOS B	12.6
H.32 Marion St / Greenwood Ave AM	Marion St	West	L2	856	36%	21.36	LOS B	22.4
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	T1	411	85%	56.87	LOS E	14.1
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	L2	68	85%	61.68	LOS E	13.7
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	L2	59	45%	33.07	LOS C	12.1
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	T1	584	45%	27.25	LOS B	12.4
H.32 Marion St / Greenwood Ave PM	Marion St	North	T1	600	74%	22.93	LOS B	29.2
H.32 Marion St / Greenwood Ave PM	Marion St	North	L2	103	74%	27.52	LOS B	29.2
H.32 Marion St / Greenwood Ave PM	Marion St	North	R2	770	91%	44.81	LOS D	17.9
H.32 Marion St / Greenwood Ave PM	Marion St	West	T1	346	47%	9.61	LOS A	6.4
H.32 Marion St / Greenwood Ave PM	Marion St	West	L2	655	23%	7.98	LOS A	4.6

11.5 Bankstown Station: Future + Construction + Refined TTS (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	R2	698	63%	31.83	LOS C	18.9
B.01 South Terrace / Restwell Street AM Peak	Restwell Street	South	L2	126	63%	30.84	LOS C	16.3
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	L2	24	60%	55.80	LOS D	3.6
B.01 South Terrace / Restwell Street AM Peak	Local Access Road	North	R2	42	60%	56.09	LOS D	3.6
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	R2	40	62%	55.58	LOS D	4.6
B.01 South Terrace / Restwell Street AM Peak	Bankstown City Plaza	West	T1	44	62%	51.84	LOS D	4.6
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	R2	838	75%	32.29	LOS C	24.1
B.01 South Terrace / Restwell Street PM Peak	Restwell Street	South	L2	144	75%	32.32	LOS C	19.1
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	L2	33	72%	58.96	LOS E	4.0
B.01 South Terrace / Restwell Street PM Peak	Local Access Road	North	R2	39	72%	59.29	LOS E	4.0
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	R2	39	74%	58.35	LOS E	4.9
B.01 South Terrace / Restwell Street PM Peak	Bankstown City Plaza	West	T1	48	74%	54.61	LOS D	4.9
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	T1	367	58%	22.27	LOS B	11.8
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	South	L2	1	1%	41.80	LOS C	0.0
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	L2	201	23%	16.56	LOS B	4.6
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	R2	363	59%	27.11	LOS B	11.9
B.02 Restwell Street / Raymond Street AM Peak	Raymond St	East	T1	1	0%	17.47	LOS B	0.0
B.02 Restwell Street / Raymond Street AM Peak	Restwell Street	North	T1	41	11%	18.48	LOS B	1.1
B.02 Restwell Street / Raymond Street AM Peak	Greenfield Parade	West	L2	122	7%	2.88	LOS A	0.0
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	T1	403	79%	30.32	LOS C	15.0
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	South	L2	1	1%	38.58	LOS C	0.0
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	L2	335	33%	13.53	LOS A	6.8
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	R2	566	79%	28.03	LOS B	19.8
B.02 Restwell Street / Raymond Street PM Peak	Raymond St	East	T1	10	1%	13.73	LOS A	0.2
B.02 Restwell Street / Raymond Street PM Peak	Restwell Street	North	T1	44	16%	21.98	LOS B	1.3
B.02 Restwell Street / Raymond Street PM Peak	Greenfield Parade	West	L2	1	0%	2.88	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	L2	176	44%	45.24	LOS D	8.7
B.03 South Terrace / West Terrace AM Peak	South Terrace	East	R2	358	41%	44.62	LOS D	8.8
B.03 South Terrace / West Terrace AM Peak	Underpass	North	T1	301	44%	31.81	LOS C	13.3
B.03 South Terrace / West Terrace AM Peak	Underpass	North	L2	200	17%	12.09	LOS A	4.6
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	R2	96	6%	3.94	LOS A	0.0
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	T1	198	44%	39.32	LOS C	9.6
B.03 South Terrace / West Terrace AM Peak	South Terrace	West	L2	398	32%	12.51	LOS A	9.7
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	L2	259	66%	49.68	LOS D	14.0
B.03 South Terrace / West Terrace PM Peak	South Terrace	East	R2	379	45%	47.03	LOS D	9.7
B.03 South Terrace / West Terrace PM Peak	Underpass	North	T1	451	68%	36.30	LOS C	22.5
B.03 South Terrace / West Terrace PM Peak	Underpass	North	L2	441	38%	15.07	LOS B	12.7
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	R2	128	7%	3.91	LOS A	0.0
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	T1	304	69%	40.12	LOS C	15.4
B.03 South Terrace / West Terrace PM Peak	South Terrace	West	L2	389	31%	11.85	LOS A	9.2
H.01 Meredith St / Marion St AM Peak	Car Park	South	R2	3	3%	55.09	LOS D	0.2
H.01 Meredith St / Marion St AM Peak	Car Park	South	T1	5	11%	28.44	LOS B	0.7
H.01 Meredith St / Marion St AM Peak	Car Park	South	L2	15	11%	28.44	LOS B	0.7
H.01 Meredith St / Marion St AM Peak	Marion St	East	L2	33	17%	25.44	LOS B	4.6

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.01 Meredith St / Marion St AM Peak	Marion St	East	R2	50	37%	58.75	LOS E	2.7
H.01 Meredith St / Marion St AM Peak	Marion St	East	T1	266	17%	18.60	LOS B	4.7
H.01 Meredith St / Marion St AM Peak	RoadName	North	T1	33	52%	51.64	LOS D	9.5
H.01 Meredith St / Marion St AM Peak	RoadName	North	L2	23	52%	46.86	LOS D	9.5
H.01 Meredith St / Marion St AM Peak	RoadName	North	R2	333	52%	47.31	LOS D	9.5
H.01 Meredith St / Marion St AM Peak	Marion St	West	R2	72	54%	64.35	LOS E	4.0
H.01 Meredith St / Marion St AM Peak	Marion St	West	T1	482	61%	24.61	LOS B	18.7
H.01 Meredith St / Marion St AM Peak	Marion St	West	L2	621	52%	10.00	LOS A	9.1
H.01 Meredith St / Marion St PM Peak	Car Park	South	R2	24	15%	48.69	LOS D	1.2
H.01 Meredith St / Marion St PM Peak	Car Park	South	T1	49	64%	32.19	LOS C	4.2
H.01 Meredith St / Marion St PM Peak	Car Park	South	L2	83	64%	32.19	LOS C	4.2
H.01 Meredith St / Marion St PM Peak	Marion St	East	L2	16	55%	39.07	LOS C	13.2
H.01 Meredith St / Marion St PM Peak	Marion St	East	R2	52	49%	58.05	LOS E	2.7
H.01 Meredith St / Marion St PM Peak	Marion St	East	T1	575	55%	31.86	LOS C	13.2
H.01 Meredith St / Marion St PM Peak	RoadName	North	T1	18	84%	50.37	LOS D	26.0
H.01 Meredith St / Marion St PM Peak	RoadName	North	L2	39	84%	45.59	LOS D	26.0
H.01 Meredith St / Marion St PM Peak	RoadName	North	R2	937	84%	45.85	LOS D	26.0
H.01 Meredith St / Marion St PM Peak	Marion St	West	R2	37	34%	61.88	LOS E	1.9
H.01 Meredith St / Marion St PM Peak	Marion St	West	T1	464	84%	43.31	LOS D	23.9
H.01 Meredith St / Marion St PM Peak	Marion St	West	L2	505	44%	10.15	LOS A	7.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	R2	130	50%	75.65	LOS F	9.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	T1	1382	50%	7.27	LOS A	13.5
H.02 Stacey St / Wattle St AM Peak	Stacey St	South	L2	45	3%	6.75	LOS A	0.2
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	L2	227	24%	5.91	LOS A	2.4
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	R2	91	66%	92.79	LOS F	3.8
H.02 Stacey St / Wattle St AM Peak	Wattle St	East	T1	16	24%	1.51	LOS A	2.4
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	T1	1348	42%	5.64	LOS A	8.2
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	L2	129	42%	8.30	LOS A	3.8
H.02 Stacey St / Wattle St AM Peak	Stacey St	North	R2	13	5%	70.32	LOS E	0.8
H.02 Stacey St / Wattle St AM Peak	Car Park	West	R2	10	7%	87.28	LOS F	0.4
H.02 Stacey St / Wattle St AM Peak	Car Park	West	T1	7	20%	78.04	LOS F	1.7
H.02 Stacey St / Wattle St AM Peak	Car Park	West	L2	15	20%	82.34	LOS F	1.7
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	R2	262	91%	84.52	LOS F	20.9
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	T1	1412	87%	31.16	LOS C	38.3
H.02 Stacey St / Wattle St PM Peak	Stacey St	South	L2	145	13%	16.00	LOS B	2.8
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	L2	604	73%	38.46	LOS C	30.7
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	R2	88	48%	83.38	LOS F	3.3
H.02 Stacey St / Wattle St PM Peak	Wattle St	East	T1	50	73%	34.06	LOS C	30.7
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	T1	2506	89%	33.56	LOS C	56.9
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	L2	153	89%	36.80	LOS C	55.6
H.02 Stacey St / Wattle St PM Peak	Stacey St	North	R2	66	22%	65.99	LOS E	4.0
H.02 Stacey St / Wattle St PM Peak	Car Park	West	R2	151	86%	91.44	LOS F	6.1
H.02 Stacey St / Wattle St PM Peak	Car Park	West	T1	32	33%	54.06	LOS D	8.0
H.02 Stacey St / Wattle St PM Peak	Car Park	West	L2	98	33%	58.36	LOS E	8.0
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	U	2	22%	8.76	LOS A	1.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	R2	373	22%	7.24	LOS A	1.7
H.03 North Terrace / Wattle St AM Peak	Wattle St	East	T1	616	27%	3.58	LOS A	2.2
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	L2	292	33%	7.06	LOS A	2.4
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	U	7	12%	14.11	LOS A	0.7
H.03 North Terrace / Wattle St AM Peak	Wattle St	North	R2	47	12%	13.51	LOS A	0.7
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	T1	461	41%	5.75	LOS A	2.9
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	L2	188	17%	5.18	LOS A	1.0
H.03 North Terrace / Wattle St AM Peak	North Terrace	West	U	11	41%	10.79	LOS A	2.9
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	U	9	37%	9.97	LOS A	2.9
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	R2	327	37%	8.51	LOS A	2.9
H.03 North Terrace / Wattle St PM Peak	Wattle St	East	T1	895	68%	4.82	LOS A	8.8
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	L2	319	78%	29.44	LOS C	9.5
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	U	11	47%	26.92	LOS B	3.0
H.03 North Terrace / Wattle St PM Peak	Wattle St	North	R2	102	47%	26.16	LOS B	3.0
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	T1	689	75%	10.96	LOS A	10.3
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	L2	92	11%	5.61	LOS A	0.6
H.03 North Terrace / Wattle St PM Peak	North Terrace	West	U	7	75%	16.00	LOS B	10.3
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	T1	1374	51%	9.04	LOS A	18.0
H.04 Stanley St / Stacey St AM Peak	Stacey St	South	L2	29	3%	12.69	LOS A	0.5
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	L2	1	82%	94.69	LOS F	7.0
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	R2	136	82%	94.71	LOS F	7.0
H.04 Stanley St / Stacey St AM Peak	Salvia Ave	East	T1	30	82%	90.13	LOS F	7.0
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	T1	1479	50%	14.07	LOS A	37.2
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	L2	18	1%	15.05	LOS B	0.7
H.04 Stanley St / Stacey St AM Peak	Stacey St	North	R2	56	23%	87.30	LOS F	4.3
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	R2	96	82%	89.30	LOS F	10.8
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	T1	33	82%	84.61	LOS F	10.8
H.04 Stanley St / Stacey St AM Peak	Stanley St	West	L2	84	32%	70.28	LOS E	5.9
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	T1	1720	67%	12.74	LOS A	28.3
H.04 Stanley St / Stacey St PM Peak	Stacey St	South	L2	55	5%	14.55	LOS B	0.9
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	L2	1	85%	89.41	LOS F	7.5
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	R2	126	85%	89.45	LOS F	7.5
H.04 Stanley St / Stacey St PM Peak	Salvia Ave	East	T1	59	85%	84.85	LOS F	7.5
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	T1	2823	87%	1.22	LOS A	13.7
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	L2	78	5%	6.86	LOS A	0.1
H.04 Stanley St / Stacey St PM Peak	Stacey St	North	R2	79	64%	79.91	LOS F	5.8
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	R2	161	88%	85.23	LOS F	16.5
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	T1	44	88%	80.61	LOS F	16.5
H.04 Stanley St / Stacey St PM Peak	Stanley St	West	L2	54	13%	53.47	LOS D	3.1
H.30 The Appian Way / Nth Tce AM	North Tce	East	T1	442	48%	3.02	LOS A	4.1
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	L2	397	30%	6.17	LOS A	1.9
H.30 The Appian Way / Nth Tce AM	The Appian Way	North	R2	143	46%	17.98	LOS B	1.8
H.30 The Appian Way / Nth Tce PM	North Tce	East	T1	447	58%	6.59	LOS A	6.0
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	L2	703	58%	9.02	LOS A	8.2
H.30 The Appian Way / Nth Tce PM	The Appian Way	North	R2	239	109%	136.89	LOS F	19.9

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	R2	207	45%	52.87	LOS D	7.0
H.31 Marion St / Oxford Ave AM	Oxford Ave	South	L2	56	45%	51.91	LOS D	7.0
H.31 Marion St / Oxford Ave AM	Marion St	East	L2	90	42%	32.28	LOS C	12.3
H.31 Marion St / Oxford Ave AM	Marion St	East	T1	513	42%	27.69	LOS B	12.4
H.31 Marion St / Oxford Ave AM	Marion St	West	R2	189	46%	10.06	LOS A	6.5
H.31 Marion St / Oxford Ave AM	Marion St	West	T1	915	46%	1.89	LOS A	6.5
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	R2	199	87%	62.75	LOS E	11.6
H.31 Marion St / Oxford Ave PM	Oxford Ave	South	L2	192	36%	36.85	LOS C	8.0
H.31 Marion St / Oxford Ave PM	Marion St	East	L2	195	59%	13.22	LOS A	13.4
H.31 Marion St / Oxford Ave PM	Marion St	East	T1	1130	59%	8.64	LOS A	13.6
H.31 Marion St / Oxford Ave PM	Marion St	West	R2	324	43%	19.60	LOS B	11.2
H.31 Marion St / Oxford Ave PM	Marion St	West	T1	612	43%	0.43	LOS A	1.1
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	T1	361	49%	44.81	LOS D	9.8
H.32 Marion St / Greenwood Ave AM	Greenwood Ave	South	L2	18	49%	49.60	LOS D	9.6
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	L2	31	20%	24.48	LOS B	5.3
H.32 Marion St / Greenwood Ave AM	Olympic Parade	East	T1	291	20%	21.26	LOS B	5.7
H.32 Marion St / Greenwood Ave AM	Marion St	North	T1	200	30%	20.35	LOS B	9.2
H.32 Marion St / Greenwood Ave AM	Marion St	North	L2	63	30%	24.93	LOS B	9.2
H.32 Marion St / Greenwood Ave AM	Marion St	North	R2	343	49%	30.44	LOS C	5.9
H.32 Marion St / Greenwood Ave AM	Marion St	West	T1	324	48%	24.59	LOS B	12.6
H.32 Marion St / Greenwood Ave AM	Marion St	West	L2	856	36%	21.36	LOS B	22.4
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	T1	411	85%	56.87	LOS E	14.1
H.32 Marion St / Greenwood Ave PM	Greenwood Ave	South	L2	68	85%	61.68	LOS E	13.7
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	L2	59	45%	33.07	LOS C	12.1
H.32 Marion St / Greenwood Ave PM	Olympic Parade	East	T1	584	45%	27.25	LOS B	12.4
H.32 Marion St / Greenwood Ave PM	Marion St	North	T1	600	74%	22.93	LOS B	29.2
H.32 Marion St / Greenwood Ave PM	Marion St	North	L2	103	74%	27.52	LOS B	29.2
H.32 Marion St / Greenwood Ave PM	Marion St	North	R2	770	91%	44.81	LOS D	17.9
H.32 Marion St / Greenwood Ave PM	Marion St	West	T1	346	47%	9.61	LOS A	6.4
H.32 Marion St / Greenwood Ave PM	Marion St	West	L2	655	23%	7.98	LOS A	4.6

12.0 Regents Park Station

12.1 Regents Park Station: Future

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

12.2 Regents Park Station: Future + Refined Baseline TTP

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

12.3 Regents Park Station: Future (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.35 Auburn Rd / Amy St AM Peak	Auburn Rd	South	T1	351	45%	5.79	LOS A	3.1
H.35 Auburn Rd / Amy St AM Peak	Auburn Rd	South	L2	340	44%	6.98	LOS A	2.9
H.35 Auburn Rd / Amy St AM Peak	Amy St	North	T1	234	28%	4.58	LOS A	1.7
H.35 Auburn Rd / Amy St AM Peak	Amy St	North	R2	288	35%	7.51	LOS A	2.3
H.35 Auburn Rd / Amy St AM Peak	Bridge	West	R2	210	28%	8.50	LOS A	1.8
H.35 Auburn Rd / Amy St AM Peak	Bridge	West	L2	247	34%	7.53	LOS A	2.3
H.35 Auburn Rd / Amy St PM Peak	Auburn Rd	South	T1	219	40%	9.28	LOS A	2.5
H.35 Auburn Rd / Amy St PM Peak	Auburn Rd	South	L2	217	40%	10.43	LOS A	2.5
H.35 Auburn Rd / Amy St PM Peak	Amy St	North	T1	480	58%	8.12	LOS A	5.1
H.35 Auburn Rd / Amy St PM Peak	Amy St	North	R2	421	51%	10.10	LOS A	4.0
H.35 Auburn Rd / Amy St PM Peak	Bridge	West	R2	336	48%	8.45	LOS A	3.4
H.35 Auburn Rd / Amy St PM Peak	Bridge	West	L2	339	49%	6.94	LOS A	3.5

12.4 Regents Park Station: Future + Refined TTS (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.35 Auburn Rd / Amy St AM Peak	Auburn Rd	South	T1	351	45%	5.79	LOS A	3.1
H.35 Auburn Rd / Amy St AM Peak	Auburn Rd	South	L2	346	45%	7.08	LOS A	3.0
H.35 Auburn Rd / Amy St AM Peak	Amy St	North	T1	240	29%	4.66	LOS A	1.8
H.35 Auburn Rd / Amy St AM Peak	Amy St	North	R2	288	35%	7.51	LOS A	2.3
H.35 Auburn Rd / Amy St AM Peak	Bridge	West	R2	210	28%	8.50	LOS A	1.8
H.35 Auburn Rd / Amy St AM Peak	Bridge	West	L2	247	34%	7.53	LOS A	2.3
H.35 Auburn Rd / Amy St PM Peak	Auburn Rd	South	T1	219	40%	9.28	LOS A	2.5
H.35 Auburn Rd / Amy St PM Peak	Auburn Rd	South	L2	223	42%	10.89	LOS A	2.7
H.35 Auburn Rd / Amy St PM Peak	Amy St	North	T1	486	59%	8.35	LOS A	5.3
H.35 Auburn Rd / Amy St PM Peak	Amy St	North	R2	421	51%	10.10	LOS A	4.0
H.35 Auburn Rd / Amy St PM Peak	Bridge	West	R2	336	48%	8.45	LOS A	3.4
H.35 Auburn Rd / Amy St PM Peak	Bridge	West	L2	339	49%	6.94	LOS A	3.5

13.0 Lidcombe Station

13.1 Lidcombe Station: Future

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	R2	390	96%	67.95	LOS E	24.6
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	T1	2867	75%	1.14	LOS A	5.3
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	L2	49	75%	7.60	LOS A	5.3
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	East	L2	106	30%	47.78	LOS D	8.4
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	East	R2	12	43%	61.39	LOS E	9.5
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	East	T1	179	43%	53.46	LOS D	9.5
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	T1	1553	60%	17.47	LOS B	21.1
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	L2	88	60%	24.07	LOS B	21.1
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	R2	90	70%	85.44	LOS F	6.8
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	R2	99	90%	80.24	LOS F	21.0
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	T1	276	90%	66.70	LOS E	21.0
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	L2	205	72%	56.51	LOS E	19.3
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	R2	100	41%	71.51	LOS F	6.7
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	T1	1785	53%	14.00	LOS A	17.7
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	L2	65	53%	20.39	LOS B	17.6
H.26 Joseph St / Georges Ave PM Peak	Georges Ave	East	L2	343	77%	57.81	LOS E	32.7
H.26 Joseph St / Georges Ave PM Peak	Georges Ave	East	R2	37	77%	73.48	LOS F	20.7
H.26 Joseph St / Georges Ave PM Peak	Georges Ave	East	T1	441	77%	62.51	LOS E	32.7
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	T1	2495	75%	8.56	LOS A	25.8
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	L2	27	75%	15.21	LOS B	25.8
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	R2	228	91%	89.45	LOS F	18.3
H.26 Joseph St / Georges Ave PM Peak	Georges Ave	West	R2	29	89%	87.14	LOS F	12.4
H.26 Joseph St / Georges Ave PM Peak	Georges Ave	West	T1	211	89%	69.70	LOS E	12.4
H.26 Joseph St / Georges Ave PM Peak	Georges Ave	West	L2	95	41%	55.10	LOS D	10.8
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	R1	674	76%	11.79	LOS A	15.3
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	T1	2419	44%	0.04	LOS A	0.0
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	Northeast	L1	201	12%	26.46	LOS B	4.0
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	T1	1698	76%	6.67	LOS A	14.0
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	L3	125	76%	14.07	LOS A	13.6
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	R1	347	72%	9.67	LOS A	4.7
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	T1	1532	27%	0.02	LOS A	0.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	Northeast	L1	420	55%	53.71	LOS D	12.8
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	T1	2577	71%	1.72	LOS A	6.2
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	L3	90	71%	9.15	LOS A	6.1
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	T1	297	69%	13.98	LOS A	4.7

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	L2	406	39%	8.53	LOS A	3.5
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	T1	119	33%	4.29	LOS A	1.5
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	R2	139	33%	11.99	LOS A	1.5
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	R2	280	80%	21.77	LOS B	5.0
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	L2	213	28%	11.26	LOS A	2.2
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	T1	221	56%	20.01	LOS B	5.0
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	L2	555	48%	9.76	LOS A	7.1
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	T1	194	44%	10.16	LOS A	3.8
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	R2	144	44%	18.35	LOS B	3.8
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	R2	304	54%	20.41	LOS B	6.3
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	L2	173	17%	10.47	LOS A	2.1
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	T1	2954	96%	55.47	LOS D	88.4
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	L1	145	96%	62.84	LOS E	86.9
H.29 Olympic Dr / Church St AM peak	Church St	Southeast	L3	267	49%	13.58	LOS A	10.4
H.29 Olympic Dr / Church St AM peak	Church St	Southeast	R1	152	44%	61.62	LOS E	9.9
H.29 Olympic Dr / Church St AM peak	Church St	Southeast	T1	12	49%	8.10	LOS A	10.4
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	T1	1558	48%	12.36	LOS A	20.2
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	L1	168	48%	18.50	LOS B	20.2
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	R3	19	32%	89.59	LOS F	1.4
H.29 Olympic Dr / Church St AM peak	Church St	Northwest	R1	8	82%	100.20	LOS F	7.8
H.29 Olympic Dr / Church St AM peak	Church St	Northwest	T1	74	82%	97.00	LOS F	7.8
H.29 Olympic Dr / Church St AM peak	Church St	Northwest	L3	12	82%	102.60	LOS F	7.8
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	T1	1756	88%	54.16	LOS D	45.3
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	L1	94	88%	60.65	LOS E	44.7
H.29 Olympic Dr / Church St PM peak	Church St	Southeast	L3	541	71%	35.61	LOS C	24.9
H.29 Olympic Dr / Church St PM peak	Church St	Southeast	R1	317	46%	41.01	LOS C	17.1
H.29 Olympic Dr / Church St PM peak	Church St	Southeast	T1	10	71%	30.14	LOS C	24.9
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	T1	2255	94%	60.62	LOS E	66.2
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	L1	154	94%	66.67	LOS E	66.2
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	R3	18	27%	86.18	LOS F	1.3
H.29 Olympic Dr / Church St PM peak	Church St	Northwest	R1	70	84%	90.94	LOS F	12.2
H.29 Olympic Dr / Church St PM peak	Church St	Northwest	T1	64	84%	87.73	LOS F	12.2
H.29 Olympic Dr / Church St PM peak	Church St	Northwest	L3	28	84%	93.22	LOS F	12.2

13.2 Lidcombe Station: Future + Refined Baseline TTP

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	R2	390	96%	67.37	LOS E	24.1
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	T1	2867	77%	1.18	LOS A	5.7
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	L2	49	77%	7.64	LOS A	5.7
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	East	L2	106	28%	46.08	LOS D	8.2
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	East	R2	12	41%	60.27	LOS E	9.4
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	East	T1	179	41%	52.22	LOS D	9.4
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	T1	1553	62%	17.91	LOS B	21.5
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	L2	88	62%	24.52	LOS B	21.5
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	R2	90	70%	85.44	LOS F	6.8
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	R2	99	89%	75.04	LOS F	21.1
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	T1	276	89%	63.41	LOS E	21.1
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	L2	219	71%	53.96	LOS D	19.0
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	R2	100	41%	71.51	LOS F	6.7
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	T1	1785	55%	14.65	LOS B	18.1
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	L2	65	55%	21.04	LOS B	18.1
H.26 Joseph St / Georges Ave PM Peak	Georges Ave	East	L2	343	67%	53.71	LOS D	29.9
H.26 Joseph St / Georges Ave PM Peak	Georges Ave	East	R2	37	67%	69.18	LOS E	21.5
H.26 Joseph St / Georges Ave PM Peak	Georges Ave	East	T1	441	67%	59.12	LOS E	29.9
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	T1	2495	79%	8.97	LOS A	27.9
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	L2	27	79%	15.63	LOS B	27.9
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	R2	228	91%	89.45	LOS F	18.3
H.26 Joseph St / Georges Ave PM Peak	Georges Ave	West	R2	29	94%	95.45	LOS F	14.6
H.26 Joseph St / Georges Ave PM Peak	Georges Ave	West	T1	211	94%	77.02	LOS F	14.6
H.26 Joseph St / Georges Ave PM Peak	Georges Ave	West	L2	109	43%	52.02	LOS D	10.3
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	R1	688	78%	11.90	LOS A	16.6
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	T1	2419	44%	0.04	LOS A	0.0
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	Northeast	L1	201	11%	25.87	LOS B	3.9
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	T1	1698	77%	6.75	LOS A	14.4
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	L3	125	77%	14.15	LOS A	14.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	R1	361	72%	9.68	LOS A	5.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	T1	1532	27%	0.02	LOS A	0.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	Northeast	L1	420	50%	50.92	LOS D	12.5
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	T1	2577	73%	1.59	LOS A	6.6
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	L3	90	73%	9.02	LOS A	6.5
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	T1	312	76%	15.34	LOS B	5.3
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	L2	406	39%	8.53	LOS A	3.5
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	T1	119	12%	4.27	LOS A	1.0

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	R2	139	34%	12.85	LOS A	1.5
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	R2	280	80%	21.77	LOS B	5.0
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	L2	213	28%	11.26	LOS A	2.2
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	T1	236	58%	19.38	LOS B	5.3
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	L2	555	48%	9.76	LOS A	7.1
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	T1	194	43%	9.45	LOS A	3.7
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	R2	144	43%	17.65	LOS B	3.7
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	R2	304	58%	21.42	LOS B	6.5
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	L2	173	18%	11.03	LOS A	2.2
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	T1	2954	98%	69.02	LOS E	97.1
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	L1	145	98%	76.32	LOS F	95.2
H.29 Olympic Dr / Church St AM peak	Church St	Southeast	L3	281	53%	15.43	LOS B	13.0
H.29 Olympic Dr / Church St AM peak	Church St	Southeast	R1	152	41%	59.57	LOS E	9.7
H.29 Olympic Dr / Church St AM peak	Church St	Southeast	T1	12	53%	9.91	LOS A	13.0
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	T1	1558	49%	13.39	LOS A	21.0
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	L1	168	49%	19.54	LOS B	21.0
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	R3	19	32%	89.59	LOS F	1.4
H.29 Olympic Dr / Church St AM peak	Church St	Northwest	R1	8	82%	100.53	LOS F	8.0
H.29 Olympic Dr / Church St AM peak	Church St	Northwest	T1	74	82%	97.33	LOS F	8.0
H.29 Olympic Dr / Church St AM peak	Church St	Northwest	L3	12	82%	102.93	LOS F	8.0
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	T1	1756	91%	62.98	LOS E	49.0
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	L1	94	91%	69.52	LOS E	48.4
H.29 Olympic Dr / Church St PM peak	Church St	Southeast	L3	555	73%	35.80	LOS C	25.0
H.29 Olympic Dr / Church St PM peak	Church St	Southeast	R1	317	45%	39.36	LOS C	16.7
H.29 Olympic Dr / Church St PM peak	Church St	Southeast	T1	10	73%	30.31	LOS C	25.0
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	T1	2255	97%	74.57	LOS F	72.8
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	L1	154	97%	80.61	LOS F	72.8
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	R3	18	27%	86.18	LOS F	1.3
H.29 Olympic Dr / Church St PM peak	Church St	Northwest	R1	70	84%	92.03	LOS F	12.6
H.29 Olympic Dr / Church St PM peak	Church St	Northwest	T1	64	84%	88.82	LOS F	12.6
H.29 Olympic Dr / Church St PM peak	Church St	Northwest	L3	28	84%	94.31	LOS F	12.6

13.3 Lidcombe Station: Future (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	R2	251	76%	53.95	LOS D	14.5
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	T1	1838	41%	0.61	LOS A	1.5
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	L2	35	41%	7.06	LOS A	1.5
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	L2	76	35%	61.45	LOS E	7.1
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	R2	8	50%	73.65	LOS F	7.1
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	T1	127	50%	65.70	LOS E	7.1
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	T1	1106	31%	13.35	LOS A	10.6
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	L2	56	31%	19.71	LOS B	10.6
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	R2	64	75%	89.97	LOS F	5.0
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	R2	70	88%	84.84	LOS F	13.6
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	T1	177	88%	74.03	LOS F	14.0
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	L2	131	70%	69.61	LOS E	14.0
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	R2	92	40%	72.38	LOS F	6.1
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	T1	1625	44%	12.05	LOS A	14.5
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	L2	60	44%	18.44	LOS B	14.4
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	L2	316	79%	63.03	LOS E	29.7
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	R2	34	79%	75.72	LOS F	21.3
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	T1	406	79%	66.84	LOS E	29.7
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	T1	2296	60%	8.30	LOS A	16.4
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	L2	25	60%	14.66	LOS B	16.4
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	R2	210	89%	86.85	LOS F	16.5
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	R2	27	90%	88.93	LOS F	12.5
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	T1	192	90%	74.84	LOS F	12.5
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	L2	86	41%	60.05	LOS E	9.3
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	R1	432	51%	10.91	LOS A	5.7
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	T1	1551	28%	0.02	LOS A	0.0
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	NorthEast	L1	143	9%	27.83	LOS B	2.9
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	T1	1208	51%	5.57	LOS A	5.8
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	L3	80	51%	12.97	LOS A	5.6
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	R1	316	66%	9.58	LOS A	3.6
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	T1	1395	25%	0.02	LOS A	0.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	NorthEast	L1	386	47%	53.18	LOS D	11.7
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	T1	2371	65%	1.61	LOS A	4.8
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	L3	82	65%	9.04	LOS A	4.7
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	T1	191	52%	13.28	LOS A	2.9
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	L2	288	28%	8.21	LOS A	2.3
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	T1	85	24%	4.87	LOS A	1.0
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	R2	98	24%	11.13	LOS A	1.0
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	R2	199	49%	16.81	LOS B	2.8
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	L2	136	17%	10.21	LOS A	1.3
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	T1	201	51%	19.74	LOS B	4.5
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	L2	510	44%	9.58	LOS A	6.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	T1	179	40%	9.91	LOS A	3.5
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	R2	133	40%	17.45	LOS B	3.5
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	R2	279	50%	20.15	LOS B	5.7
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	L2	158	15%	10.41	LOS A	1.9
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	T1	1892	63%	22.33	LOS B	31.9
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	L1	103	63%	29.42	LOS C	31.6
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	L3	190	28%	7.70	LOS A	2.9
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	R1	97	26%	57.64	LOS E	6.0
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	T1	9	28%	2.22	LOS A	2.9
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	T1	1107	34%	11.74	LOS A	12.7
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	L1	108	34%	17.82	LOS B	12.7
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	R3	13	23%	88.90	LOS F	1.0
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	R1	5	53%	74.14	LOS F	3.6
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	T1	47	53%	70.95	LOS F	3.6
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	L3	8	53%	76.55	LOS F	3.6
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	T1	1598	80%	44.44	LOS D	36.1
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	L1	86	80%	50.87	LOS D	35.7
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	L3	498	64%	31.40	LOS C	22.9
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	R1	288	42%	40.31	LOS C	15.3
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	T1	9	64%	25.93	LOS B	22.9
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	T1	2074	86%	41.96	LOS C	49.7
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	L1	140	86%	48.04	LOS D	49.7
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	R3	16	25%	86.02	LOS F	1.2
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	R1	65	76%	84.59	LOS F	10.3
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	T1	58	76%	81.38	LOS F	10.3
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	L3	25	76%	86.87	LOS F	10.3

13.4 Lidcombe Station: Future + Refined TTS (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	R2	251	80%	55.75	LOS D	14.8
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	T1	1838	41%	0.62	LOS A	1.5
H.26 Joseph St / Georges Ave AM Peak	Joseph St	South	L2	35	41%	7.08	LOS A	1.5
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	L2	76	34%	60.44	LOS E	7.0
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	R2	8	49%	72.61	LOS F	7.0
H.26 Joseph St / Georges Ave AM Peak	Geoges Ave	East	T1	127	49%	64.67	LOS E	7.0
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	T1	1106	31%	13.35	LOS A	10.6
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	L2	56	31%	19.71	LOS B	10.6
H.26 Joseph St / Georges Ave AM Peak	Joseph St	North	R2	64	75%	89.97	LOS F	5.0
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	R2	70	92%	90.41	LOS F	14.9
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	T1	177	92%	78.20	LOS F	14.9
H.26 Joseph St / Georges Ave AM Peak	Georges Ave	West	L2	145	74%	69.25	LOS E	14.5
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	R2	92	40%	72.38	LOS F	6.1
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	T1	1625	46%	12.67	LOS A	14.8
H.26 Joseph St / Georges Ave PM Peak	Joseph St	South	L2	60	46%	19.06	LOS B	14.7
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	L2	316	70%	58.70	LOS E	28.1
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	R2	34	70%	72.00	LOS F	20.8
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	East	T1	406	70%	63.02	LOS E	28.1
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	T1	2296	65%	8.75	LOS A	18.4
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	L2	25	65%	15.28	LOS B	18.4
H.26 Joseph St / Georges Ave PM Peak	Joseph St	North	R2	210	89%	86.85	LOS F	16.5
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	R2	27	91%	90.31	LOS F	13.2
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	T1	192	91%	75.86	LOS F	13.2
H.26 Joseph St / Georges Ave PM Peak	Geoges Ave	West	L2	100	42%	57.37	LOS E	9.7
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	R1	447	53%	10.92	LOS A	6.1
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	South	T1	1551	28%	0.02	LOS A	0.0
H.27 Olympic Dr / Joseph St AM Peak	Joseph St	NorthEast	L1	143	8%	26.64	LOS B	2.8
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	T1	1208	53%	5.71	LOS A	5.9
H.27 Olympic Dr / Joseph St AM Peak	Olympic Dr	North	L3	80	53%	13.11	LOS A	5.8
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	R1	330	66%	9.60	LOS A	3.8
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	South	T1	1395	25%	0.02	LOS A	0.0
H.27 Olympic Dr / Joseph St PM Peak	Joseph St	NorthEast	L1	386	43%	50.43	LOS D	11.3
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	T1	2371	67%	1.48	LOS A	5.1
H.27 Olympic Dr / Joseph St PM Peak	Olympic Dr	North	L3	82	67%	8.91	LOS A	5.0
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	T1	206	52%	12.35	LOS A	3.0
H.28 Vaughan St / Joseph St AM peak	Joseph St	South	L2	288	28%	8.21	LOS A	2.3
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	T1	85	23%	4.28	LOS A	1.0
H.28 Vaughan St / Joseph St AM peak	Joseph St	North	R2	98	23%	11.06	LOS A	1.0
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	R2	199	57%	18.24	LOS B	3.0
H.28 Vaughan St / Joseph St AM peak	Vaughan St	West	L2	136	18%	10.92	LOS A	1.3
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	T1	216	54%	19.06	LOS B	4.8
H.28 Vaughan St / Joseph St PM peak	Joseph St	South	L2	510	44%	9.58	LOS A	6.3

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	T1	179	39%	9.36	LOS A	3.4
H.28 Vaughan St / Joseph St PM peak	Joseph St	North	R2	133	39%	17.37	LOS B	3.4
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	R2	279	53%	21.15	LOS B	5.9
H.28 Vaughan St / Joseph St PM peak	Vaughan St	West	L2	158	16%	10.97	LOS A	2.0
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	T1	1892	65%	24.51	LOS B	33.4
H.29 Olympic Dr / Church St AM peak	Olympic Dr	South	L1	103	65%	31.62	LOS C	33.1
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	L3	204	31%	8.12	LOS A	3.4
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	R1	97	24%	54.78	LOS D	5.8
H.29 Olympic Dr / Church St AM peak	Church St	SouthEast	T1	9	31%	2.59	LOS A	3.4
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	T1	1107	35%	13.18	LOS A	13.5
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	L1	108	35%	19.25	LOS B	13.5
H.29 Olympic Dr / Church St AM peak	Olympic Dr	North	R3	13	23%	88.90	LOS F	1.0
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	R1	5	53%	76.19	LOS F	3.6
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	T1	47	53%	73.00	LOS F	3.6
H.29 Olympic Dr / Church St AM peak	Church St	NorthWest	L3	8	53%	78.60	LOS F	3.6
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	T1	1598	83%	48.86	LOS D	38.1
H.29 Olympic Dr / Church St PM peak	Olympic Dr	South	L1	86	83%	55.31	LOS D	37.6
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	L3	512	66%	31.78	LOS C	23.0
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	R1	288	41%	38.69	LOS C	14.9
H.29 Olympic Dr / Church St PM peak	Church St	SouthEast	T1	9	66%	26.30	LOS B	23.0
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	T1	2074	89%	48.20	LOS D	53.4
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	L1	140	89%	54.27	LOS D	53.4
H.29 Olympic Dr / Church St PM peak	Olympic Dr	North	R3	16	25%	86.02	LOS F	1.2
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	R1	65	76%	85.60	LOS F	10.6
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	T1	58	76%	82.39	LOS F	10.6
H.29 Olympic Dr / Church St PM peak	Church St	NorthWest	L3	25	76%	87.88	LOS F	10.6

14.0 Birrong Station

14.1 Birrong Station: Future

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

14.2 Birrong Station: Future + Refined Baseline TTP

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

14.3 Birrong Station: Future (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	R2	6	25%	9.09	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	T1	448	25%	0.08	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	L2	3	25%	5.94	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Moller Ave	East	L2	8	2%	9.61	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Moller Ave	East	R2	1	2%	13.34	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	T1	463	25%	0.03	LOS A	0.0
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	L2	1	25%	5.72	LOS A	0.0
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	R2	2	25%	8.78	LOS A	0.0
H.44 Auburn Rd / Moller Ave AM Peak	Birong Rd	West	R2	7	4%	17.34	LOS B	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Birong Rd	West	L2	6	4%	9.10	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	R2	2	33%	12.76	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	T1	608	33%	0.04	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	L2	4	33%	5.57	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Moller Ave	East	L2	3	2%	13.93	LOS A	0.0
H.44 Auburn Rd / Moller Ave PM Peak	Moller Ave	East	R2	1	2%	22.46	LOS B	0.0
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	T1	689	37%	0.06	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	L2	2	37%	5.61	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	R2	3	37%	11.67	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Birong Rd	West	R2	2	2%	22.40	LOS B	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Birong Rd	West	L2	4	2%	11.83	LOS A	0.1

14.4 Birrong Station: Future + Refined TTS (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	R2	6	27%	9.57	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	T1	469	27%	0.09	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	South	L2	3	27%	5.95	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Moller Ave	East	L2	8	2%	10.15	LOS A	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Moller Ave	East	R2	1	2%	14.57	LOS B	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	T1	483	27%	0.03	LOS A	0.0
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	L2	1	27%	5.72	LOS A	0.0
H.44 Auburn Rd / Moller Ave AM Peak	Auburn Rd	North	R2	2	27%	9.22	LOS A	0.0
H.44 Auburn Rd / Moller Ave AM Peak	Birong Rd	West	R2	7	4%	19.26	LOS B	0.1
H.44 Auburn Rd / Moller Ave AM Peak	Birong Rd	West	L2	6	4%	9.60	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	R2	2	35%	13.66	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	T1	628	35%	0.04	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	South	L2	4	35%	5.57	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Moller Ave	East	L2	3	2%	14.89	LOS B	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Moller Ave	East	R2	1	2%	24.93	LOS B	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	T1	710	39%	0.07	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	L2	2	39%	5.61	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Auburn Rd	North	R2	3	39%	12.47	LOS A	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Birong Rd	West	R2	2	2%	24.86	LOS B	0.1
H.44 Auburn Rd / Moller Ave PM Peak	Birong Rd	West	L2	4	2%	12.57	LOS A	0.1

15.0 Yagoona Station

15.1 Yagoona Station: Future

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

15.2 Yagoona Station: Future + Refined Baseline TTP

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

15.3 Yagoona Station: Future (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.42 Chapel Rs / Hume Hwy AM peak	Chapel Rd	South	R2	9	54%	57.81	LOS E	13.2
H.42 Chapel Rs / Hume Hwy AM peak	Chapel Rd	South	T1	276	54%	54.55	LOS D	13.2
H.42 Chapel Rs / Hume Hwy AM peak	Chapel Rd	South	L2	142	54%	58.60	LOS E	12.8
H.42 Chapel Rs / Hume Hwy AM peak	Hume Hwy	East	L2	82	39%	38.03	LOS C	15.4
H.42 Chapel Rs / Hume Hwy AM peak	Hume Hwy	East	R2	31	14%	66.64	LOS E	2.0
H.42 Chapel Rs / Hume Hwy AM peak	Hume Hwy	East	T1	848	39%	34.02	LOS C	16.2
H.42 Chapel Rs / Hume Hwy AM peak	Rockwood Rd	North	T1	202	25%	35.81	LOS C	8.3
H.42 Chapel Rs / Hume Hwy AM peak	Rockwood Rd	North	L2	23	10%	36.40	LOS C	3.0
H.42 Chapel Rs / Hume Hwy AM peak	Rockwood Rd	North	R2	113	47%	44.56	LOS D	6.0
H.42 Chapel Rs / Hume Hwy AM peak	Hume Hwy	West	R2	130	56%	70.96	LOS F	8.9
H.42 Chapel Rs / Hume Hwy AM peak	Hume Hwy	West	T1	1156	55%	20.01	LOS B	16.6
H.42 Chapel Rs / Hume Hwy AM peak	Hume Hwy	West	L2	148	55%	22.28	LOS B	15.6
H.42 Chapel Rs / Hume Hwy PM peak	Chapel Rd	South	R2	5	91%	87.52	LOS F	23.9
H.42 Chapel Rs / Hume Hwy PM peak	Chapel Rd	South	T1	330	91%	81.98	LOS F	30.0
H.42 Chapel Rs / Hume Hwy PM peak	Chapel Rd	South	L2	306	91%	83.00	LOS F	30.0
H.42 Chapel Rs / Hume Hwy PM peak	Hume Hwy	East	L2	62	62%	22.58	LOS B	17.8
H.42 Chapel Rs / Hume Hwy PM peak	Hume Hwy	East	R2	91	34%	72.04	LOS F	6.2
H.42 Chapel Rs / Hume Hwy PM peak	Hume Hwy	East	T1	1511	62%	16.84	LOS B	18.3
H.42 Chapel Rs / Hume Hwy PM peak	Rockwood Rd	North	T1	816	75%	37.99	LOS C	24.7
H.42 Chapel Rs / Hume Hwy PM peak	Rockwood Rd	North	L2	34	56%	42.17	LOS C	23.5
H.42 Chapel Rs / Hume Hwy PM peak	Rockwood Rd	North	R2	289	75%	47.02	LOS D	16.2
H.42 Chapel Rs / Hume Hwy PM peak	Hume Hwy	West	R2	242	91%	89.64	LOS F	19.9
H.42 Chapel Rs / Hume Hwy PM peak	Hume Hwy	West	T1	1297	56%	16.15	LOS B	15.5
H.42 Chapel Rs / Hume Hwy PM peak	Hume Hwy	West	L2	144	56%	21.12	LOS B	14.6
H.43 Church Rd / Hume Hwy AM	Hume Hwy	East	R2	5	16%	103.18	LOS F	0.4
H.43 Church Rd / Hume Hwy AM	Hume Hwy	East	T1	1194	33%	0.01	LOS A	0.0
H.43 Church Rd / Hume Hwy AM	Church Rd	North	L2	68	22%	16.60	LOS B	0.8
H.43 Church Rd / Hume Hwy AM	Church Rd	North	R2	10	91%	611.63	LOS F	2.4
H.43 Church Rd / Hume Hwy AM	Hume Hwy	West	T1	1655	31%	0.02	LOS A	0.3
H.43 Church Rd / Hume Hwy AM	Hume Hwy	West	L2	30	31%	5.97	LOS A	0.3
H.43 Church Rd / Hume Hwy PM	Hume Hwy	East	R2	31	37%	58.17	LOS E	1.1
H.43 Church Rd / Hume Hwy PM	Hume Hwy	East	T1	2147	38%	0.01	LOS A	0.0
H.43 Church Rd / Hume Hwy PM	Church Rd	North	L2	125	61%	31.76	LOS C	2.4
H.43 Church Rd / Hume Hwy PM	Church Rd	North	R2	14	91%	311.44	LOS F	1.9
H.43 Church Rd / Hume Hwy PM	Hume Hwy	West	T1	1851	51%	0.03	LOS A	0.7
H.43 Church Rd / Hume Hwy PM	Hume Hwy	West	L2	57	51%	5.91	LOS A	0.7

15.4 Yagoona Station: Future + Refined TTS (Christmas Possession Period)

Scenario	Approach Name	Approach Direction	OD Movement	Demand Volumes	Deg. Satn	Average Delay (sec)	Level of Service	95th Percentile Queue (Veh)
H.42 Chapel Rs / Hume Hwy AM peak	Chapel Rd	South	R2	9	58%	59.32	LOS E	14.4
H.42 Chapel Rs / Hume Hwy AM peak	Chapel Rd	South	T1	276	58%	55.75	LOS D	14.4
H.42 Chapel Rs / Hume Hwy AM peak	Chapel Rd	South	L2	162	58%	58.82	LOS E	13.4
H.42 Chapel Rs / Hume Hwy AM peak	Hume Hwy	East	L2	82	41%	40.40	LOS C	15.9
H.42 Chapel Rs / Hume Hwy AM peak	Hume Hwy	East	R2	31	11%	62.40	LOS E	2.0
H.42 Chapel Rs / Hume Hwy AM peak	Hume Hwy	East	T1	848	41%	36.38	LOS C	16.7
H.42 Chapel Rs / Hume Hwy AM peak	Rockwood Rd	North	T1	202	26%	36.57	LOS C	8.4
H.42 Chapel Rs / Hume Hwy AM peak	Rockwood Rd	North	L2	23	10%	37.11	LOS C	3.0
H.42 Chapel Rs / Hume Hwy AM peak	Rockwood Rd	North	R2	113	51%	45.84	LOS D	6.1
H.42 Chapel Rs / Hume Hwy AM peak	Hume Hwy	West	R2	150	59%	68.31	LOS E	10.1
H.42 Chapel Rs / Hume Hwy AM peak	Hume Hwy	West	T1	1156	58%	22.82	LOS B	18.3
H.42 Chapel Rs / Hume Hwy AM peak	Hume Hwy	West	L2	148	58%	25.05	LOS B	17.3
H.42 Chapel Rs / Hume Hwy PM peak	Chapel Rd	South	R2	5	90%	84.86	LOS F	24.1
H.42 Chapel Rs / Hume Hwy PM peak	Chapel Rd	South	T1	330	90%	79.31	LOS F	30.6
H.42 Chapel Rs / Hume Hwy PM peak	Chapel Rd	South	L2	327	90%	79.45	LOS F	30.6
H.42 Chapel Rs / Hume Hwy PM peak	Hume Hwy	East	L2	62	67%	26.93	LOS B	21.5
H.42 Chapel Rs / Hume Hwy PM peak	Hume Hwy	East	R2	91	29%	68.71	LOS E	6.1
H.42 Chapel Rs / Hume Hwy PM peak	Hume Hwy	East	T1	1511	67%	21.19	LOS B	22.1
H.42 Chapel Rs / Hume Hwy PM peak	Rockwood Rd	North	T1	816	74%	37.15	LOS C	24.5
H.42 Chapel Rs / Hume Hwy PM peak	Rockwood Rd	North	L2	34	55%	41.31	LOS C	23.2
H.42 Chapel Rs / Hume Hwy PM peak	Rockwood Rd	North	R2	289	75%	46.36	LOS D	16.1
H.42 Chapel Rs / Hume Hwy PM peak	Hume Hwy	West	R2	263	91%	89.64	LOS F	21.9
H.42 Chapel Rs / Hume Hwy PM peak	Hume Hwy	West	T1	1297	61%	20.37	LOS B	18.7
H.42 Chapel Rs / Hume Hwy PM peak	Hume Hwy	West	L2	144	61%	25.31	LOS B	17.9
H.43 Church Rd / Hume Hwy AM	Hume Hwy	East	R2	26	91%	288.89	LOS F	3.3
H.43 Church Rd / Hume Hwy AM	Hume Hwy	East	T1	1194	58%	4.88	LOS A	11.5
H.43 Church Rd / Hume Hwy AM	Church Rd	North	L2	89	37%	22.88	LOS B	1.4
H.43 Church Rd / Hume Hwy AM	Church Rd	North	R2	10	91%	573.73	LOS F	2.3
H.43 Church Rd / Hume Hwy AM	Hume Hwy	West	T1	1655	31%	0.02	LOS A	0.3
H.43 Church Rd / Hume Hwy AM	Hume Hwy	West	L2	30	31%	5.97	LOS A	0.3
H.43 Church Rd / Hume Hwy PM	Hume Hwy	East	R2	51	110%	308.97	LOS F	7.2
H.43 Church Rd / Hume Hwy PM	Hume Hwy	East	T1	2147	55%	1.87	LOS A	5.4
H.43 Church Rd / Hume Hwy PM	Church Rd	North	L2	145	86%	62.53	LOS E	4.7
H.43 Church Rd / Hume Hwy PM	Church Rd	North	R2	14	91%	315.43	LOS F	1.9
H.43 Church Rd / Hume Hwy PM	Hume Hwy	West	T1	1851	51%	0.03	LOS A	0.7
H.43 Church Rd / Hume Hwy PM	Hume Hwy	West	L2	57	51%	5.91	LOS A	0.7

SYDENHAM TO BANKSTOWN

SUBMISSIONS AND PREFERRED INFRASTRUCTURE REPORT

> Appendix D – Traffic, transport and access assessment