

North West Rail Link, Environmental Impact Statement 2 (EIS 2)
Submissions to EIS 2. Traffic arrangements at Cherrybrook Station Precinct.

Thank you for providing me with a copy of the North West Rail Link (NWRL) Environmental Impact Statement part 2 covering the operation phase of the rail link and also for providing an excellent information centre at Castle Hill including several community information briefing sessions during November 2012.

Initial impressions.

This project is more than two decades late, and so I congratulate these planners for getting on with the job. In principle I support this project and I would like to see this project completed without further undue delay. However I wish to contribute to the planning of traffic arrangements around Cherrybrook station.

Information from Community Briefing Sessions.

At the community information briefings, in addition to the large format EIS2 booklet, NWRL staff offered planning information regarding the operation of Cherrybrook station. In particular,

- A. NWRL operation. NWRL staff confirmed the rail service will be operated by a private operator with the fare structure to be identical to that for the CityRail services. The current disastrous operation of the Mascot rail service will not be repeated in the NWRL. Rolling stock for the NWRL will be funded by the NSW government. The private operator will contribute to the cost of station construction and fit-out and may need some inducement to commit capital of this nature. Hence the amount of vacant land at each NWRL station site, marked on the EIS2 maps as 'Future Use to be Determined by Master Plan' could be seen as a 'carrot' for such investors. Perhaps the NSW government intends this land be permitted for high rise (up to 12 stories) development but is unwilling to say so publically at this stage. At Cherrybrook station precinct such high rise would be unsuitable, unacceptable to local residents and completely out of character for the locality.
- B. Traffic signals. After the construction phase, traffic signals will remain at the intersections of Castle Hill Road with Robert Road and Castle Hill Road with Glenhope Road. Therefore, along Castle Hill Road, there will be 4 sets of traffic signals in a distance of 1.2km (at the intersections with County Drive, Robert Road, Glenhope Road, and Edward Bennett Drive) that will cause additional delays and increased frustration for motorists with the potential to create road rage.
- C. Vehicle entrance to station precinct. EIS 2 and NWRL staff indicated that planners intend to create vehicle entrances to the station precinct from Robert Road, Franklin Road and from Castle Hill Road. EIS2 on page 22 and again in section 9.5.2 describes the Cherrybrook Station precinct and states the 'The new design incorporates a realignment of Robert Road and the new station access road to give **priority to station access from Castle Hill Road and to reduce the potential for "rat-running" on residential streets**'.
- D. Robert Road a bus feeder route. EIS2 and NWRL staff indicate that planners still intend to use Robert Road as a feeder road for buses to enter the station precinct from the north and that buses would exit the station precinct via Franklin Road and onto Neale Street. EIS2 (section 8.1.5 Figure 17) indicates that approximately 16 buses per hour for each morning and evening peak period is expected to use Robert Road for station access.

Issues of Concern – this submission.

- A. Traffic signals. The number of pedestrian commuters walking to Cherrybrook station from the south side of Castle Hill Road who would benefit from permanent traffic signals at a Glenhope Road pedestrian crossing is expected to be very small. But every motorist using Castle Hill Road could expect delays at these traffic signals. Replacing the Glenhope Road traffic signals with a pedestrian underpass or overpass into the station precinct would allow every pedestrian to safely cross Castle Hill Road at any time with no delay at all for the motorist.

- B. Cherrybrook station patronage. Figures for the expected patronage at Cherrybrook station are unavailable and so estimates will have to suffice.
- Average CityRail patronage. The number of CityRail passenger journeys in 2010-11 was 294.5 million servicing 307 CityRail stations (RailCorp Annual Report 2010-11, p22). Assuming most passenger trips occur on week days and are evenly spread across all stations, then the average number of passengers per day per station is 3690 (ie approximately 1845 station entrants and 1845 station exits). Cherrybrook station could expect at least this number of commuters daily.
 - CityRail barrier counts. The most recent barrier counts for CityRail stations are from June 2010 and are shown in the attached at the end of this submission. Pennant Hills and Beecroft stations, being adjacent to the proposed Cherrybrook station, probably give the best estimate for Cherrybrook station patronage. From the CityRail barrier counts table, Pennant Hills station serviced 6500 passengers daily (3250 entries and 3250 exits) whilst Beecroft station serviced 4100 passengers daily (2050 entries and 2050 exits).
 - North West Rail patronage forecast. A number of patronage forecast estimates for the whole of the North West Rail line were made for the Department of Planning (Environmental Impact Assessment Part B, Chapter 5, p5.9, 2008) that estimate the total number of passenger trips to be in the range of 15 to 24 million per year. Again, assuming most passenger trips occur on week days and are evenly spread across all 8 NWRL stations, then the expected number of commuters for Cherrybrook station could be in the range of 7200 to 11500 passengers per day.
- C. Traffic density at Cherrybrook station. With only 400 car parking spaces at Cherrybrook station (catering for approx. 400 commuters) plus a few pedestrian commuters but a patronage estimate of 2000 to 4000 passengers each morning and evening, then many commuters will have to arrive by bus (approximately 45 to 90 bus loads) or park their cars in the streets adjoining the station. This bus capacity is significantly in excess of the EIS2 estimate of 16 buses per hour for the morning peak period.
- D. Robert Road a bus feeder route. On a street directory, Robert Road appears to be an attractive possible entry point for buses entering the station precinct, but local knowledge shows this to be a very unsound proposal.
- Currently no buses use Robert Road since the road is only 7metres wide and contains a traffic chicane near Robert Park that prevents vehicles from passing at this point. EIS2 proposes to widen Robert Road only for the short distance between the station and Castle Hill Road. The remainder of Robert Road northwards from the station will remain as a narrow 7 metre wide road.
 - There are 265 residential blocks along Robert Road and its adjoining side streets that must use Robert Road as their access street. For comparison, the wider Franklin Road services only 90 residential blocks.
 - Traffic density along Robert Road has already reached the point where, in 1999, traffic authorities installed 'left-lane-in / left-lane-out' road control at the Castle Hill Road/Robert Road intersection in order to limit traffic flow down Robert Road and to improve safety at this intersection.
 - Robert Park is well located at the quiet intersection of Dalkeith Road and Robert Road. This park is unfenced and contains a fenced child's playground. An increase in commuter traffic along Robert Road will jeopardise the safety and tranquillity of this well used park space.
 - Branching off Robert Road are several medium density housing developments (Arundel Way, Louise Way, and Oliver Way) that all have limited car parking space. Overflow and visitor parking from these 'Way' developments must all use Robert Road – presently a quite and safe road for parking.
 - Garbage collection. Garbage collection in this locality occurs early on Tuesday mornings. Garbage collection along Castle Hill Road is always complete by 6am on Tuesday mornings in order to have minimal impact upon the morning commuter traffic along this arterial road. Garbage collection along Robert Road occurs any time up to midday on Tuesdays. With normal legal street car parking along Robert Road and a slowly crawling garbage truck there will be no room in this narrow street for 16 commuter buses per hour to pass a garbage truck.
 - Robert Road is currently suitable for light traffic only – the road surface is already cracking from the weight of garbage trucks and similar sized vehicles. Robert Road would need to be widened

and upgraded in order to accommodate a frequent commuter bus service – an unnecessary expense since suitable bus routes already exist. EIS2 does not plan to upgrade Robert Road north of the station and indicates that buses will have to make do with Robert Road in its existing condition except for reduced parking.

- Properties along Robert Road and adjoining streets would experience property devaluation and increased traffic noise if a commuter bus service was to frequently pass along Robert Road.
- Bus drivers no doubt prefer the safety of wide arterial roads to the stress of weaving a twisting rat-run through minor narrow back streets with the high risk of side swiping parked vehicles or the possible obstruction by oncoming vehicles.
- EIS2 indicates that the preferred traffic management strategy is to discourage 'rat-running on residential streets'. Diverting **ALL** Cherrybrook station buses along Robert Road is inconsistent with this policy strategy.

E. Bus friendly roads already exist. Bus routes currently use the adjoining streets of County Drive, John Road, Franklin Road, Neale Avenue, Edward Bennet Drive and Castle Hill Road, all of which are 10 metres wide or more.

- County Drive was constructed to be a four lane arterial link road between New Line Road and the M2 at Carlingford. The M2 entrance at Carlingford was never built. County Drive, at the Castle Hill Road intersection, is six lanes wide (2 lanes north and 4 lanes south with a dedicated left turn lane to head eastwards along Castle Hill Road to Cherrybrook station). County Drive, for much of its length, is artificially choked down to a single lane in each direction (as a speed control measure) following a very poor decision by Hornsby Shire Council and was against the protests of a majority local residents. County Drive and Castle Hill Road have been built to accommodate heavy vehicles.
- County Drive could easily and cheaply be re-lined to dual lanes in each direction to improve its traffic capacity with other measures being employed for speed control. Buses to Cherrybrook station could then proceed along County Drive, make use of the dedicated left turn lane into Castle Hill Road and proceed to the station precinct with an ingress lane off Castle Hill Road into the station precinct. This would provide the safety of wide arterial roads without the dangers of weaving around narrow back streets.
- The junction of County Drive and John Road already poses a problem for large buses now as there is no set-back and buses have to occupy both lanes of County Drive when approaching the corner southbound so as to keep enough room on their left to negotiate the corner without colliding with either westbound traffic in John Road or the power pole on the corner. More buses making this turn exacerbates the problem. A neighbour was actually involved in a collision at this corner as a consequence of a bus making a wide turn. The same problem exists at the even tighter intersection of John Road and Robert Road. Buses turning right from John Road into Robert Road will consume the entire intersection leaving no space for other vehicles.
- EIS2 indicates that traffic authorities consider that County Drive has reached saturation capacity based upon the current configuration of the County Drive/Castle Hill Road intersection and vehicle counts from November 2011. The Level of Service at this intersection is classified as E (vehicle delays of 57 to 70 secs) with a Degree of Saturation being greater than 1.00. Whilst the data is no doubt accurate, the cause of delays at this intersection and possible remedies has been ignored. These measurements were made whilst County Drive was artificially choked down to a single lane in each direction. Most of the traffic travelling south along County Drive towards Castle Hill Road queues excessively to use the two right turn lanes westwards into Castle Hill Road. Traffic cannot reach the through lane to Highs Road or the left turn lane eastwards into Castle Hill Road because County Drive is single laned despite the roadway being wide enough for dual lanes. If County Drive was relined to be two lanes southwards from John Road to Castle Hill Road with no parking, then buses bound for Cherrybrook station would not be delayed by this intersection and would experience free flowing conditions to the station ingress from Castle Hill Road. EIS2 has rejected this bus route option (Section 8.1.7) on the basis that the service is weakened along John Road and Neale Street. Commuters from these streets are within walking distance to the station or to bus stops in County Drive and Franklin Road!
- EIS2 (Section 8.1.7, page 61) gives the rationale for the proposed bus route, quoted below.

Station Access Rationale

The rationale for the preferred access arrangement is as follows:

- 1. It will minimise diversion of existing bus routes and avoid routing buses along Castle Hill Road, which would increase congestion and lengthen journey times for existing bus passengers as well as those accessing Cherrybrook station.*
- 2. The proposed bus diversions via Robert and Franklin Roads to the station precinct will actually increase the catchment area of existing services and enhance accessibility generally.*
- 3. It will maximise safety and accessibility to and from the station precinct for both pedestrians and vehicles, minimising pedestrian movements across Castle Hill Road and allowing adequate sight distance for vehicles to turn safely into and out of Castle Hill Road.*
- 4. It will protect traffic flow efficiency along Castle Hill Road whilst equitably balancing traffic change across the local road network.*

Point 1 would not be a problem if County Drive was relined as explained above. Castle Hill Road is free flowing eastwards from County Drive and does not clog up in the AM period until east of Edward Bennett Drive.

Point 2 that diversions along Robert and Franklin Roads increases the bus route catchment is a ridiculous claim and ignores the fact that a new bus interchange is being created at the station. Commuters living along Robert and Franklin Roads are within walking distance to Cherrybrook station and existing bus stops. Cherrybrook station will become a new bus interchange, ie commuters will walk to the station to catch both trains AND buses.

Point 3 is equally true if buses proceed along County Drive and Castle Hill Road to the station entrance.

Point 4 is nonsense. Whilst the proposed bus route does leave the traffic flow along Castle Hill Road unchanged, the traffic change across the local road network is clearly **NOT** equitably balanced if **ALL** the buses are diverted along the same two roads – Robert and Franklin Roads.

These four points for the EIS rationale are very weak. In addition, diversion of bus routes along Robert and Franklin Roads is contrary to the proclaimed traffic management strategy of discouraging 'rat-running on residential streets'.

- F. Surplus land usage. From reading the EIS 1 and attending community information briefing sessions, my initial impression of the NWRL project is that the size of the project and the scale of the civil engineering footprint during the construction phase of the Cherrybrook station precinct is much larger than the community initially expected. EIS 2 confirms that when the construction phase is complete there will be considerable excess spare land left over at each of the 8 NWRL stations, including Cherrybrook station, surplus to the requirements for station operation. This surplus land, marked on the EIS2 maps as 'Future use to be determined by Master plan' should be used to provide additional benefits such as landscaped park area or additional parking space for commuters and should not be sold off for high rise development, for example, to the detriment of the local community.

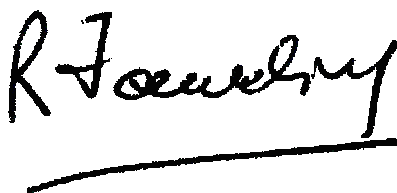
Recommendations for Cherrybrook station precinct.

1. After the construction phase is complete, the Glenhope Road traffic signals be replaced with a pedestrian underpass or overpass into the station entrance.
2. Commuter bus routes to Cherrybrook station should use County Drive and Castle Hill Road.
3. County Drive be opened to its full width to fully utilise its traffic capacity.
4. At the station precinct an ingress lane off Castle Hill Road be constructed for bus and car entry to the station.
5. No bus feeder route along Robert Road.
6. No change to Robert Road north of the station precinct.

I declare that I have made no political donations in the previous two years.

Yours sincerely

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Appendix 2: Barrier Counts

Appendix 2 shows the number of passengers entering and exiting each CityRail station by time period on one weekday in 2010. These figures are based on actual counts of passengers entering and exiting the stations. The passenger counts on which the figures are based are conducted either on a Tuesday, Wednesday or Thursday, not during school holidays.

This list includes the 3 new ECRL (Epping to Chatswood Rail Link) stations opened on 23 February 2009. However, it does not include the 4 Airport Line stations opened on 21 May 2000.

Appendix 2 (a)

2010 Weekday Station Entries and Exits

Alpha Sort

Station	02:00 to 06:00		06:00 to 09:30		09:30 to 15:00		15:00 to 18:30		18:30 to 02:00		24 Hours		Rank
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Aberdeen	0	0	<5	0	0	0	0	<5	<5	<5	10	10	285
Adamstown	0	0	10	10	30	20	10	10	0	0	50	50	263
Albion Park	20	0	120	20	50	50	70	120	10	70	270	270	214
Allawah	20	20	1180	220	360	300	270	990	50	350	1,880	1,880	118
Arncliffe	10	10	920	150	350	270	190	840	50	250	1,520	1,520	131
Artarmon	70	40	2610	660	990	900	800	2130	240	1000	4,710	4,710	50
Ashfield	100	100	5010	1820	2930	2410	2450	4620	820	2350	11,310	11,310	18
Asquith	20	10	640	650	350	240	590	560	40	180	1,640	1,640	124
Auburn	90	90	4170	1740	3170	2620	1880	4280	440	1030	9,750	9,750	22
Austinner	10	0	110	0	20	10	0	100	0	30	140	140	240
Awaba	0	0	40	0	0	0	0	40	0	10	40	40	272
Banksia	10	10	650	80	220	180	120	570	30	190	1,030	1,030	150
Bankstown	150	70	2880	1650	2690	2720	2150	2850	340	910	8,210	8,210	28
Bardwell Park	10	10	720	50	200	160	100	610	30	210	1,060	1,060	147
Bargo	10	0	40	10	40	10	10	50	0	30	100	100	245
Beecroft	30	20	1490	140	270	280	220	1180	40	430	2,050	2,050	111
Bell	0	0	0	0	0	0	0	0	0	0	0	0	298
Bellambi	20	0	140	40	100	60	40	150	10	40	310	310	206
Belmore	40	20	1380	400	660	690	630	1450	60	210	2,770	2,770	88
Berala	20	20	1430	140	450	450	280	1290	50	340	2,230	2,230	101
Beresfield	0	20	140	60	110	100	70	120	20	40	340	340	200
Berowra	20	10	1200	110	150	100	140	890	30	430	1,540	1,540	130
Berry	10	0	20	10	10	20	20	30	0	10	60	60	261
Beverly Hills	20	20	1280	370	400	240	410	1130	60	410	2,170	2,170	106
Bexley North	10	10	640	50	200	200	100	590	40	150	990	990	153
Birrong	10	10	330	390	200	140	350	290	30	90	920	920	160
Blackheath	30	0	120	30	110	90	30	130	10	40	300	300	207
Blacktown	310	150	6340	2870	4660	3880	4260	6980	1860	3550	17,430	17,430	11
Blaxland	60	10	540	60	110	90	80	470	20	180	810	810	169
Bomaderry (Nowra)	30	10	140	30	80	100	80	140	10	80	340	340	200
Bombo	0	0	10	0	10	0	0	20	10	0	30	30	274
Bondi Junction	190	190	8560	3740	4280	4720	4570	6840	1970	4090	19,570	19,570	8
Booragul	0	0	20	90	20	20	80	20	10	10	130	130	242
Bowral	10	0	90	40	80	80	80	100	0	50	260	260	216
Branxton	0	0	<5	0	0	0	0	<5	0	<5	10	10	285
Broadmeadow	70	10	340	300	250	230	300	320	30	130	990	990	153
Bullaburra	10	0	60	10	20	20	10	60	0	20	100	100	245
Bulli	20	0	160	150	70	70	140	130	10	50	400	400	195
Bundanoon	0	0	30	0	0	0	0	20	0	10	30	30	274
Burradoo	0	0	<5	0	<5	<5	0	<5	0	0	10	10	285
Burwood	120	120	4250	2770	3610	3130	3690	4610	1020	2060	12,690	12,690	15
Cabramatta	200	100	4500	1390	3550	3620	2430	4710	640	1500	11,320	11,320	17
Camellia	0	0	10	40	10	20	30	10	20	0	70	70	253
Campbelltown	100	50	2920	900	1030	1080	1300	2550	280	1070	5,630	5,630	43
Campsie	70	70	3060	810	2120	1720	1500	3260	460	1350	7,210	7,210	34
Canley Vale	50	30	1580	260	870	590	290	1470	80	530	2,870	2,870	83
Canterbury	30	20	800	680	950	550	440	770	100	290	2,320	2,320	99
Cardiff	60	10	260	70	160	120	90	300	40	110	610	610	176
Caringbah	40	20	1340	980	1020	650	550	930	130	500	3,080	3,080	70
Carlingford	10	0	230	110	60	40	110	190	20	70	430	430	191
Carlton	30	10	1090	80	320	230	150	920	20	370	1,610	1,610	126
Carramar	10	0	330	50	110	100	70	280	20	90	540	540	183
Casula	0	0	100	20	40	40	30	90	10	30	180	180	233
Central	810	820	8750	35220	19140	28200	39240	14040	16220	5890	84,160	84,160	1
Chatswood	190	190	4410	6610	4290	4350	8090	6080	3660	3420	20,640	20,640	7
Cheltenham	10	10	690	550	240	140	470	560	10	170	1,420	1,420	135
Chester Hill	30	10	690	320	470	480	330	620	60	150	1,580	1,580	128
Circular Quay	170	160	1750	7270	3680	5230	8050	3020	3200	1160	16,850	16,850	12
Civic	10	10	180	410	320	240	350	210	60	50	920	920	160
Clarendon	0	0	40	10	10	20	20	30	0	10	70	70	253
Clyde	10	10	170	300	140	190	270	150	120	50	710	710	172
Coalcliff	0	0	10	0	0	0	0	10	0	0	10	10	285
Cockle Creek	0	0	10	10	10	10	10	10	0	0	30	30	274
Coledale	10	0	30	0	10	0	0	30	0	10	50	50	263
Como	10	10	610	20	130	80	30	530	10	160	790	790	170
Concord West	30	30	1180	520	870	870	670	1140	180	380	2,930	2,930	82
Coniston	30	0	200	120	90	80	140	200	30	70	490	490	185
Corrimal	20	0	140	60	90	60	60	150	10	50	320	320	204
Cowan	0	0	80	0	20	10	0	70	0	10	100	100	245
Cringila	0	0	0	20	20	10	20	20	10	0	50	50	263
Cronulla	40	20	1290	260	810	680	420	1250	90	440	2,650	2,650	93
Croydon	20	20	1180	470	450	410	470	860	80	440	2,200	2,200	103
Dapto	60	10	280	60	140	200	80	210	30	110	590	590	179
Denistone	0	0	290	30	80	70	40	250	10	80	420	420	194
Doonside	40	20	1570	300	700	410	310	1480	60	470	2,680	2,680	92
Dora Creek	0	0	50	10	10	20	10	50	0	10	70	70	253
Douglas Park	10	0	40	0	0	10	0	20	0	20	50	50	263
Dulwich Hill	20	20	1180	220	510	310	240	1080	80	400	2,030	2,030	113
Dundas	10	0	170	10	50	10	10	170	0	50	240	240	222
Dungog	0	0	20	0	10	20	20	20	0	10	50	50	263
Dunmore (Shellharbour)	0	0	20	0	10	0	0	20	0	10	30	30	274
East Hills	30	10	640	140	150	170	200	550	50	190	1,070	1,070	146
East Maitland	0	0	30	60	60	40	40	30	10	10	140	140	240

2010 Weekday Station Entries and Exits

Alpha Sort

Station	02:00 to 06:00		06:00 to 09:30		09:30 to 15:00		15:00 to 18:30		18:30 to 02:00		24 Hours		Rank
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
East Richmond	10	0	100	160	60	130	210	100	60	40	440	440	189
Eastwood	100	50	3330	830	1560	1440	1130	2700	270	1370	6,390	6,390	39
Edgecliff	60	60	2680	1560	1560	1420	1620	2190	400	1090	6,320	6,320	40
Emu Plains	30	20	1090	240	440	220	250	1020	50	370	1,860	1,860	119
Engadine	30	10	850	290	290	210	300	730	40	270	1,510	1,510	132
Epping	150	80	5080	1270	2040	1500	1680	4480	510	2140	9,460	9,460	24
Erskineville	20	20	1020	320	380	320	430	940	120	360	1,970	1,970	116
Exeter	0	0	10	0	0	0	0	10	0	0	10	10	285
Fairfield	140	70	3680	1360	2410	2240	1860	3490	420	1360	8,510	8,510	27
Fairy Meadow	10	0	100	30	30	40	40	90	10	30	190	190	232
Fassfern	40	10	330	50	150	140	70	300	20	100	610	610	176
Faulconbridge	20	0	150	20	40	60	30	130	0	40	240	240	222
Flemington	30	30	1300	760	1070	710	770	1360	160	460	3,330	3,330	66
Gerringsong	0	0	40	0	10	20	10	40	10	10	70	70	253
Glenbrook	40	10	410	40	90	70	80	370	10	140	630	630	175
Glenfield	80	40	2720	1010	620	570	1320	2410	150	850	4,890	4,890	47
Gordon	60	60	3810	1640	1160	1070	2130	3290	330	1440	7,490	7,490	31
Gosford	620	40	2440	770	830	610	920	2170	110	1330	4,920	4,920	46
Goulburn	10	0	40	0	10	0	0	0	10	60	70	70	253
Granville	120	60	2800	1160	1680	1390	1510	2720	480	1260	6,590	6,590	37
Greta	0	0	<5	0	<5	0	0	10	0	0	10	10	285
Gulldford	50	30	1790	130	800	780	190	1570	130	470	2,960	2,960	81
Gynea	20	10	950	250	410	300	150	750	40	270	1,570	1,570	129
Hamilton	40	10	180	240	360	300	280	270	90	150	950	950	156
Harris Park	20	20	800	290	360	290	360	750	90	280	1,630	1,630	125
Hawkesbury River	20	10	130	30	60	80	30	120	10	30	250	250	220
Hazelbrook	50	0	260	30	80	80	40	250	10	80	440	440	189
Heathcote	20	10	410	260	300	120	90	330	10	100	830	830	167
Helensburgh	30	0	680	20	90	190	30	500	10	130	840	840	166
Hexham	0	0	20	20	10	10	20	10	0	10	50	50	263
High Street	0	0	30	20	20	30	20	30	20	10	90	90	251
Hilldale	0	0	0	0	0	0	0	0	0	0	0	0	298
Holsworthy	20	30	2280	190	330	260	170	1640	40	730	2,840	2,840	85
Homebush	20	20	1030	510	570	510	570	940	100	300	2,290	2,290	100
Hornsby	200	100	5310	2410	2920	2250	2730	4880	740	2270	11,900	11,900	16
Hurlstone Park	10	10	840	70	230	190	120	700	30	260	1,230	1,230	141
Hurstville	140	140	6800	1860	4560	3580	3570	6810	1400	4070	16,470	16,470	13
Ingleburn	130	30	2060	580	750	780	730	1790	150	640	3,820	3,820	58
Jannali	30	30	2110	190	540	430	260	1740	50	610	2,990	2,990	77
Katoomba	70	10	300	200	260	430	460	360	100	190	1,190	1,190	144
Kembla Grange	0	0	0	0	0	0	0	0	0	0	0	0	298
Kiama	10	0	140	60	170	150	100	150	40	90	460	460	186
Killara	10	20	1410	220	310	310	300	1220	80	350	2,110	2,110	109
Kings Cross	100	100	3110	3170	2600	2130	3600	3100	1260	2180	10,670	10,670	21
Kingsgrove	20	20	1160	830	430	390	930	1110	160	350	2,700	2,700	91
Kingswood	40	20	1110	590	640	560	650	1000	110	380	2,550	2,550	96
Kirrawee	20	10	540	140	220	170	180	520	50	180	1,010	1,010	152
Kogarah	90	90	4190	2820	2910	1970	3010	3640	560	2230	10,760	10,760	20
Koolewong	10	0	110	0	30	20	0	100	0	30	150	150	238
Kotara	0	0	30	10	10	10	10	30	0	10	50	50	263
Lakemba	60	30	1610	430	1530	1090	630	1840	130	570	3,960	3,960	56
Lapstone	0	0	120	0	20	10	10	100	0	40	150	150	238
Lawson	40	0	140	20	60	70	20	130	0	40	260	260	216
Leightonfield	0	0	30	110	50	50	110	70	40	10	230	230	225
Leumeah	70	30	2050	150	550	470	270	1730	70	630	3,010	3,010	74
Leura	30	0	110	60	120	120	70	120	20	50	350	350	198
Lewisham	20	20	940	450	420	310	470	850	110	320	1,960	1,960	117
Lidcombe	90	90	4440	1400	2270	1850	2130	3880	660	2370	9,590	9,590	23
Linden	0	0	20	0	10	10	0	20	0	10	30	30	274
Lindfield	30	30	1870	390	760	800	540	1640	140	480	3,340	3,340	65
Lisarow	30	0	100	60	80	40	40	120	0	30	250	250	220
Lithgow	20	0	100	30	130	120	40	100	10	40	300	300	207
Liverpool	160	80	2710	2250	2500	2230	2600	2890	600	1110	8,570	8,570	26
Lochinvar	0	0	0	0	0	0	0	0	0	0	0	0	298
Loftus	10	10	450	190	190	150	240	440	60	160	950	950	156
Lysaghts	0	0	<5	10	0	<5	10	<5	0	10	10	10	285
Macarthur	50	20	980	570	860	750	510	970	220	310	2,620	2,620	94
Macdonaldtown	10	10	390	190	140	150	160	280	70	140	770	770	171
Macquarie Fields	20	10	670	50	240	170	70	620	40	200	1,040	1,040	149
Macquarie Park	0	0	280	2070	260	490	1990	310	440	100	2,970	2,970	80
Macquarie University	0	0	780	2400	2070	3060	3410	1460	1220	570	7,480	7,480	32
Maitland	10	10	170	110	210	200	170	240	50	60	610	610	176
Marayong	20	10	540	110	230	210	150	490	40	170	980	980	155
Marrickville	40	40	1630	570	1240	950	940	1850	260	700	4,110	4,110	54
Martin Place	180	170	440	13720	2390	3110	12240	1180	3340	430	18,590	18,590	10
Martins Creek	0	0	10	0	0	0	10	10	0	0	20	20	281
Marulan	0	0	10	0	0	0	0	0	0	10	10	10	285
Meadowbank	30	30	1340	790	1160	750	600	1490	280	350	3,410	3,410	63
Medlow Bath	10	0	40	0	20	20	0	40	0	10	70	70	253
Menangle	0	0	10	0	0	0	10	10	0	0	20	20	281
Menangle Park	0	0	10	0	0	0	10	10	0	0	10	10	285
Merrylands	110	60	2900	880	1630	1770	1370	2660	250	890	6,260	6,260	41
Metford	10	0	80	10	40	70	30	70	10	10	170	170	234
Milsons Point	60	60	2180	2990	1790	1310	2600	1650	540	1160	7,170	7,170	35
Mindaribba	0	0	0	0	0	0	0	0	0	0	0	0	298
Minnamurra	10	0	40	10	20	30	30	50	0	20	100	100	245
Minto	70	30	2330	270	690	500	400	2160	140	680	3,630	3,630	60
Miranda	50	30	1160	590	920	930	910	1280	140	350	3,180	3,180	69
Mittagong	10	0	80	30	30	40	30	70	10	30	160	160	236
Monisnet	80	10	550	80	200	240	90	490	20	140	940	940	158
Mortdale	40	40	2430	310	1060	690	440	2130	120	920	4,090	4,090	55
Moss Vale	30	10	80	50	100	100	40	70	10	30	260	260	216
Mount Colah	30	0	440	10	80	130	20	330	0	90	570	570	181
Mount Drutt	140	60	4510	670	1780	1380	820	3850	210	1480	7,460	7,460	33

2010 Weekday Station Entries and Exits

Alpha Sort

Station	02:00 to 06:00		06:00 to 09:30		09:30 to 15:00		15:00 to 18:30		18:30 to 02:00		24 Hours		Rank
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Mount Kuring-gai	0	0	190	20	50	40	30	170	10	40	280	280	212
Mount Victoria	20	0	40	0	20	30	10	40	0	10	90	90	251
Mulgrave	0	0	140	60	40	40	80	130	20	50	280	280	212
Museum	90	90	570	5400	1790	2120	5440	1050	1440	680	9,330	9,330	25
Muswellbrook	0	0	20	0	20	20	0	20	10	0	50	50	263
Narara	80	0	280	30	60	40	30	280	10	100	460	460	186
Narwee	10	10	1010	70	230	170	130	820	20	310	1,400	1,400	136
Newcastle	50	20	230	350	570	570	330	250	110	100	1,290	1,290	138
Newtown	50	50	1980	1100	1590	1200	1110	1700	570	1270	5,300	5,300	45
Niagara Park	30	0	120	10	30	30	20	120	10	40	210	210	228
Normanhurst	20	10	710	460	510	190	200	580	20	220	1,460	1,460	134
North Ryde	0	0	140	590	230	190	610	210	100	90	1,080	1,080	145
North Strathfield	20	20	1170	560	330	250	720	1130	130	390	2,370	2,370	98
North Sydney	240	230	1780	16290	4330	4650	15550	2550	3260	1450	25,160	25,160	5
North Wollongong	40	10	200	580	470	350	350	200	200	120	1,260	1,260	140
Oak Flats	40	0	130	70	70	70	70	90	20	100	330	330	203
Oatley	20	10	990	270	310	230	250	910	30	190	1,600	1,600	127
Olympic Park	0	0	50	2020	350	670	2260	280	410	100	3,070	3,070	72
Otford	0	0	50	10	10	10	10	50	0	10	70	70	253
Ourimbah	30	10	180	110	70	50	120	210	30	60	430	430	191
Padstow	60	30	2480	390	610	560	480	2140	70	580	3,700	3,700	59
Panania	30	10	620	440	280	190	410	540	30	190	1,370	1,370	137
Parramatta	500	250	5750	11520	6160	6050	12440	6350	2090	2770	26,940	26,940	4
Paterson	0	0	10	0	0	0	0	10	0	0	10	10	285
Pendle Hill	60	30	1750	490	760	700	600	1540	130	540	3,300	3,300	67
Pennant Hills	50	20	1820	560	560	470	740	1680	80	510	3,250	3,250	68
Penrith	210	70	3250	1450	1420	1340	2140	3420	700	1440	7,720	7,720	29
Penrose	0	0	0	0	0	0	0	0	0	0	0	0	298
Penshurst	60	30	1910	170	840	550	220	1700	50	620	3,080	3,080	70
Petersham	20	20	1330	810	920	560	660	1250	140	430	3,070	3,070	72
Pictou	10	0	160	20	70	30	30	150	0	80	270	270	214
Point Clare	30	10	120	40	30	30	40	130	10	30	230	230	225
Port Kembla	10	0	40	50	50	30	50	60	20	10	170	170	234
Port Kembla North	0	0	20	20	10	10	30	30	10	10	70	70	253
Punchbowl	50	20	1670	310	740	560	420	1770	100	320	2,980	2,980	78
Pymble	20	20	1300	750	500	240	770	1430	140	300	2,730	2,730	90
Quakers Hill	70	10	2580	200	490	460	230	2070	80	710	3,450	3,450	62
Redfern	210	200	2960	9060	5220	6750	10000	3550	2800	1630	21,190	21,190	6
Regents Park	40	20	790	770	420	310	830	760	90	320	2,170	2,170	106
Revesby	30	30	1780	280	400	260	630	1720	170	710	3,010	3,010	74
Rhodes	50	50	1440	1630	860	770	1780	1830	630	470	4,760	4,760	49
Richmond	30	0	450	90	270	220	110	430	30	150	890	890	163
Riverstone	30	10	430	120	180	160	150	400	40	140	830	830	167
Riverwood	60	30	2200	300	660	580	440	1760	100	790	3,460	3,460	61
Rockdale	100	100	5340	890	3000	2380	1780	4560	610	2900	10,830	10,830	19
Rooty Hill	50	20	1850	240	550	520	340	1570	80	520	2,870	2,870	83
Rosehill	0	0	40	30	10	10	40	40	10	20	100	100	245
Roseville	20	20	1570	350	490	540	540	1230	170	650	2,790	2,790	87
Rydalmere	10	0	20	170	40	80	160	20	60	10	290	290	209
Sandgate	0	0	20	40	10	10	30	10	0	0	60	60	261
Scarborough	0	0	10	0	0	0	0	0	0	0	10	10	285
Schofields	30	10	430	30	80	70	40	300	10	140	590	590	179
Scone	10	0	0	0	0	0	0	10	10	10	20	20	281
Sefton	20	10	510	420	160	140	470	530	60	120	1,220	1,220	142
Seven Hills	110	50	3580	880	1030	870	940	3090	200	960	5,860	5,860	42
Singleton	0	0	20	10	10	0	10	20	0	10	40	40	272
Springwood	100	0	1020	210	260	190	280	990	50	320	1,710	1,710	122
St James	70	70	160	4770	1680	2040	4600	590	1160	210	7,670	7,670	30
St Leonards	140	140	2780	7210	2680	2760	7140	2880	1640	1390	14,380	14,380	14
St Marys	70	40	2040	800	1040	860	920	1880	150	630	4,220	4,220	53
St Peters	30	30	1470	770	530	480	770	1070	180	630	2,980	2,980	78
Stanmore	20	20	1310	530	730	660	610	1120	80	420	2,750	2,750	89
Stanwell Park	10	0	140	0	10	10	0	130	0	20	160	160	236
Strathfield	170	170	7360	3420	4640	3800	4860	6710	1990	4900	19,020	19,020	9
Summer Hill	30	30	1770	390	590	450	500	1560	110	570	3,000	3,000	76
Sutherland	110	60	3960	950	1410	1210	970	3370	220	1070	6,670	6,670	36
Sydenham	50	50	1930	1660	1050	850	1890	1720	420	1070	5,340	5,340	44
Tahmoor	30	10	80	20	50	40	30	80	10	60	200	200	230
Tallong	0	0	10	0	0	0	0	0	0	10	10	10	285
Tarro	0	0	10	0	10	0	0	10	0	0	20	20	281
Tascott	10	10	130	50	50	30	60	140	10	30	260	260	216
Telarah	10	0	80	30	70	70	40	80	10	40	210	210	228
Telopea	10	0	190	20	60	30	70	250	10	50	340	340	200
Tempe	10	10	520	260	270	130	200	480	50	180	1,050	1,050	148
Teralba	0	0	10	10	10	20	10	10	0	0	30	30	274
Thirroul	20	10	560	60	160	110	90	500	20	170	850	850	165
Thornleigh	40	20	1180	170	430	380	260	1040	70	370	1,980	1,980	115
Thornnton	0	0	120	50	50	60	50	120	20	10	240	240	222
Toongabbie	40	20	1160	210	490	510	300	970	60	340	2,050	2,050	111
Town Hall	760	760	5790	38010	15600	20820	39620	12650	16050	5580	77,820	77,820	2
Towradgi	0	0	70	10	40	40	20	60	0	20	130	130	242
Tuggerah	180	20	650	150	220	250	180	630	50	220	1,280	1,280	139
Turrumurra	30	30	2440	570	760	550	610	2150	110	650	3,950	3,950	57
Turrella	0	10	310	100	90	70	130	300	40	100	570	570	181
Unanderra	40	20	160	120	80	90	140	160	40	60	460	460	186
Valley Heights	10	0	90	10	20	20	10	80	0	30	130	130	242
Victoria Street	20	0	160	80	130	120	60	160	20	30	390	390	196
Villawood	10	10	270	130	210	220	160	270	40	80	690	690	174
Vineyard	0	0	30	30	30	30	30	30	10	10	100	100	245
Wahroonga	30	20	1180	520	260	320	630	910	50	380	2,150	2,150	108
Waitara	50	20	1830	810	750	330	690	1670	60	560	3,380	3,380	64
Wailarobba	0	0	0	0	0	0	0	0	0	0	0	0	298
Warabrook	10	0	30	200	140	200	190	80	130	30	500	500	184
Waratah	0	0	120	70	90	110	90	120	50	50	350	350	198

2010 Weekday Station Entries and Exits

[illegible]

Appendix 2: Barrier Counts

Appendix 2 shows the number of passengers entering and exiting each CityRail station by time period on one weekday in 2010. These figures are based on actual counts of passengers entering and exiting the stations.

The passenger counts on which the figures are based are conducted either on a Tuesday, Wednesday or Thursday, not during school holidays.

This list includes the 3 new ECRL (Epping to Chatswood Rail Link) stations opened on 23 February 2009. However, it does not include the 4 Airport Line stations opened on 21 May 2000.

Appendix 2 (b)

2010 Weekday Station Entries and Exits

Line Sort

Line	Station	02:00 to 06:00		06:00 to 09:30		09:30 to 15:00		15:00 to 18:30		18:30 to 02:00		24 Hours	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
CBD	Central	810	820	8750	35220	19140	28200	39240	14040	16220	5890	84,160	84,160
CBD	Circular Quay	170	160	1750	7270	3680	5230	8050	3020	3200	1160	16,850	16,850
CBD	Martin Place	180	170	440	13720	2390	3110	12240	1180	3340	430	18,590	18,590
CBD	Museum	90	90	570	5400	1790	2120	5440	1050	1440	680	9,330	9,330
CBD	St James	70	70	160	4770	1680	2040	4600	590	1160	210	7,670	7,670
CBD	Town Hall	760	760	5790	38010	15600	20820	39620	12650	16050	5580	77,820	77,820
CBD	Wynyard	570	530	3740	38650	8500	10190	34060	5680	10470	2290	57,340	57,340
Redfern	Redfern	210	200	2960	9060	5220	6750	10000	3550	2800	1630	21,190	21,190
ESR	Kings Cross	100	100	3110	3170	2600	2130	3600	3100	1260	2180	10,670	10,670
ESR	Edgecliff	60	60	2680	1560	1560	1420	1620	2190	400	1090	6,320	6,320
ESR	Bondi Junction	190	190	8560	3740	4280	4720	4570	6840	1970	4090	19,570	19,570
Illawarra	Tempe	10	10	520	260	270	130	200	480	50	180	1,050	1,050
Illawarra	Wolli Creek	40	20	1140	270	500	360	400	880	120	680	2,200	2,200
Illawarra	Arncliffe	10	10	920	150	350	270	190	840	50	250	1,520	1,520
Illawarra	Banksia	10	10	650	80	220	180	120	570	30	190	1,030	1,030
Illawarra	Rockdale	100	100	5340	890	3000	2380	1780	4560	610	2900	10,830	10,830
Illawarra	Kogarah	90	90	4190	2820	2910	1970	3010	3640	560	2230	10,760	10,760
Illawarra	Carlton	30	10	1090	80	320	230	150	920	20	370	1,610	1,610
Illawarra	Allawah	20	20	1180	220	360	300	270	990	50	350	1,880	1,880
Illawarra	Hurstville	140	140	6800	1860	4560	3580	3570	6810	1400	4070	16,470	16,470
Illawarra	Penshurst	60	30	1910	170	840	550	220	1700	50	620	3,080	3,080
Illawarra	Mortdale	40	40	2430	310	1060	690	440	2130	120	920	4,090	4,090
Illawarra	Oatley	20	10	990	270	310	230	250	910	30	190	1,600	1,600
Illawarra	Como	10	10	610	20	130	80	30	530	10	160	790	790
Illawarra	Jannali	30	30	2110	190	540	430	260	1740	50	610	2,990	2,990
Illawarra	Sutherland	110	60	3960	950	1410	1210	970	3370	220	1070	6,670	6,670
Illawarra	Kirrawee	20	10	540	140	220	170	180	520	50	180	1,010	1,010
Illawarra	Gymea	20	10	950	250	410	300	150	750	40	270	1,570	1,570
Illawarra	Miranda	50	30	1160	590	920	930	910	1280	140	350	3,180	3,180
Illawarra	Caringbah	40	20	1340	980	1020	650	550	930	130	500	3,080	3,080
Illawarra	Woolooware	20	10	580	120	170	120	130	500	20	160	920	920
Illawarra	Cronulla	40	20	1290	260	810	680	420	1250	90	440	2,650	2,650
Illawarra	Loftus	10	10	450	190	190	150	240	440	60	160	950	950
Illawarra	Engadine	30	10	850	290	290	210	300	730	40	270	1,510	1,510
Illawarra	Heathcote	20	10	410	260	300	120	90	330	10	100	830	830
Illawarra	Waterfall	0	0	270	10	70	60	20	220	10	80	370	370
East Hills	Turrella	0	10	310	100	90	70	130	300	40	100	570	570
East Hills	Bardwell Park	10	10	720	50	200	160	100	610	30	210	1,060	1,060
East Hills	Bexley North	10	10	640	50	200	200	100	590	40	150	990	990
East Hills	Kingsgrove	20	20	1160	830	430	390	930	1110	160	350	2,700	2,700
East Hills	Beverly Hills	20	20	1280	370	400	240	410	1130	60	410	2,170	2,170
East Hills	Narwee	10	10	1010	70	230	170	130	820	20	310	1,400	1,400
East Hills	Riverwood	60	30	2200	300	660	580	440	1760	100	790	3,460	3,460
East Hills	Padstow	60	30	2480	390	610	560	480	2140	70	580	3,700	3,700
East Hills	Revesby	30	30	1780	280	400	260	630	1720	170	710	3,010	3,010
East Hills	Panania	30	10	620	440	280	190	410	540	30	190	1,370	1,370
East Hills	East Hills	30	10	640	140	150	170	200	550	50	190	1,070	1,070
East Hills	Holsworthy	20	30	2280	190	330	260	170	1640	40	730	2,840	2,840
Bankstown	Erskineville	20	20	1020	320	380	320	430	940	120	360	1,970	1,970
Bankstown	St Peters	30	30	1470	770	530	480	770	1070	180	630	2,980	2,980
Bankstown	Sydenham	50	50	1930	1660	1050	850	1890	1720	420	1070	5,340	5,340
Bankstown	Marrickville	40	40	1630	570	1240	950	940	1850	260	700	4,110	4,110
Bankstown	Dulwich Hill	20	20	1180	220	510	310	240	1080	80	400	2,030	2,030
Bankstown	Hurlstone Park	10	10	840	70	230	190	120	700	30	260	1,230	1,230
Bankstown	Canterbury	30	20	800	680	950	550	440	770	100	290	2,320	2,320
Bankstown	Campsie	70	70	3060	810	2120	1720	1500	3260	460	1350	7,210	7,210
Bankstown	Belmore	40	20	1380	400	660	690	630	1450	60	210	2,770	2,770
Bankstown	Lakemba	60	30	1610	430	1530	1090	630	1840	130	570	3,960	3,960
Bankstown	Wiley Park	20	20	1000	200	580	450	220	890	40	290	1,860	1,860
Bankstown	Punchbowl	50	20	1670	310	740	560	420	1770	100	320	2,980	2,980
Bankstown	Bankstown	150	70	2880	1650	2690	2720	2150	2850	340	910	8,210	8,210
Bankstown	Yagoona	30	10	1080	140	390	350	200	930	50	300	1,750	1,750
Bankstown	Birrong	10	10	330	390	200	140	350	290	30	90	920	920
South	Homebush	20	20	1030	510	570	510	570	940	100	300	2,290	2,290
South	Flemington	30	30	1300	760	1070	710	770	1360	160	460	3,330	3,330
South	Lidcombe	90	90	4440	1400	2270	1850	2130	3880	660	2370	9,590	9,590
South	Berala	20	20	1430	140	450	450	280	1290	50	340	2,230	2,230
South	Regents Park	40	20	790	770	420	310	830	760	90	320	2,170	2,170

2010 Weekday Station Entries and Exits

Line Sort

Line	Station	02:00 to 06:00		06:00 to 09:30		09:30 to 15:00		15:00 to 18:30		18:30 to 02:00		24 Hours	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
South	Sefton	20	10	510	420	160	140	470	530	60	120	1,220	1,220
South	Chester Hill	30	10	690	320	470	480	330	620	60	150	1,580	1,580
South	Leightonfield	0	0	30	110	50	50	110	70	40	10	230	230
South	Villawood	10	10	270	130	210	220	160	270	40	80	690	690
South	Carramar	10	0	330	50	110	100	70	280	20	90	540	540
South	Merrylands	110	60	2900	880	1630	1770	1370	2660	250	890	6,260	6,260
South	Guildford	50	30	1790	130	800	780	190	1570	130	470	2,960	2,960
South	Yennora	20	10	350	260	140	170	330	350	90	130	930	930
South	Fairfield	140	70	3680	1360	2410	2240	1860	3490	420	1360	8,510	8,510
South	Canley Vale	50	30	1580	260	870	590	290	1470	80	530	2,870	2,870
South	Cabramatta	200	100	4500	1390	3550	3620	2430	4710	640	1500	11,320	11,320
South	Warwick Farm	40	20	1110	330	540	390	400	1090	110	360	2,200	2,200
South	Liverpool	160	80	2710	2250	2500	2230	2600	2890	600	1110	8,570	8,570
South	Casula	0	0	100	20	40	40	30	90	10	30	180	180
South	Glenfield	80	40	2720	1010	620	570	1320	2410	150	850	4,890	4,890
South	Macquarie Fields	20	10	670	50	240	170	70	620	40	200	1,040	1,040
South	Ingleburn	130	30	2060	580	750	780	730	1790	150	640	3,820	3,820
South	Minto	70	30	2330	270	690	500	400	2160	140	680	3,630	3,630
South	Leumeah	70	30	2050	150	550	470	270	1730	70	630	3,010	3,010
South	Campbelltown	100	50	2920	900	1030	1080	1300	2550	280	1070	5,630	5,630
South	Macarthur	50	20	980	570	860	750	510	970	220	310	2,620	2,620
Olympic Park	Olympic Park	0	0	50	2020	350	670	2260	280	410	100	3,070	3,070
West	Auburn	90	90	4170	1740	3170	2620	1880	4280	440	1030	9,750	9,750
West	Clyde	10	10	170	300	140	190	270	150	120	50	710	710
West	Granville	120	60	2800	1160	1680	1390	1510	2720	480	1260	6,590	6,590
West	Harris Park	20	20	800	290	360	290	360	750	90	280	1,630	1,630
West	Parramatta	500	250	5750	11520	6160	6050	12440	6350	2090	2770	26,940	26,940
West	Westmead	120	60	2720	1870	1710	1110	1530	1960	360	1420	6,440	6,440
West	Wentworthville	50	20	1710	170	510	430	270	1480	70	510	2,610	2,610
West	Pendle Hill	60	30	1750	490	760	700	600	1540	130	540	3,300	3,300
West	Toongabbie	40	20	1160	210	490	510	300	970	60	340	2,050	2,050
West	Seven Hills	110	50	3580	880	1030	870	940	3090	200	960	5,860	5,860
West	Blacktown	310	150	6340	2870	4660	3880	4260	6980	1860	3550	17,430	17,430
West	Doonside	40	20	1570	300	700	410	310	1480	60	470	2,680	2,680
West	Rooty Hill	50	20	1850	240	550	520	340	1570	80	520	2,870	2,870
West	Mount Druitt	140	60	4510	670	1780	1380	820	3850	210	1480	7,460	7,460
West	St Marys	70	40	2040	800	1040	860	920	1880	150	630	4,220	4,220
West	Werrington	20	10	640	80	210	180	120	550	30	200	1,020	1,020
West	Kingswood	40	20	1110	590	640	560	650	1000	110	380	2,550	2,550
West	Penrith	210	70	3250	1450	1420	1340	2140	3420	700	1440	7,720	7,720
West	Emu Plains	30	20	1090	240	440	220	250	1020	50	370	1,860	1,860
Richmond	Marayong	20	10	540	110	230	210	150	490	40	170	980	980
Richmond	Quakers Hill	70	10	2580	200	490	460	230	2070	80	710	3,450	3,450
Richmond	Schofields	30	10	430	30	80	70	40	300	10	140	590	590
Richmond	Riverstone	30	10	430	120	180	160	150	400	40	140	830	830
Richmond	Vineyard	0	0	30	30	30	30	30	30	10	10	100	100
Richmond	Mulgrave	0	0	140	60	40	40	80	130	20	50	280	280
Richmond	Windsor	20	10	380	100	270	220	160	320	30	220	860	860
Richmond	Clarendon	0	0	40	10	10	20	20	30	0	10	70	70
Richmond	East Richmond	10	0	100	160	60	130	210	100	60	40	440	440
Richmond	Richmond	30	0	450	90	270	220	110	430	30	150	890	890
Carlingford	Rosehill	0	0	40	30	10	10	40	40	10	20	100	100
Carlingford	Camellia	0	0	10	40	10	20	30	10	20	0	70	70
Carlingford	Rydalmere	10	0	20	170	40	80	160	20	60	10	290	290
Carlingford	Dundas	10	0	170	10	50	10	10	170	0	50	240	240
Carlingford	Telopea	10	0	190	20	60	30	70	250	10	50	340	340
Carlingford	Carlingford	10	0	230	110	60	40	110	190	20	70	430	430
Inner West	Macdonaldtown	10	10	390	190	140	150	160	280	70	140	770	770
Inner West	Newtown	50	50	1980	1100	1590	1200	1110	1700	570	1270	5,300	5,300
Inner West	Stanmore	20	20	1310	530	730	660	610	1120	80	420	2,750	2,750
Inner West	Petersham	20	20	1330	810	920	560	660	1250	140	430	3,070	3,070
Inner West	Lewisham	20	20	940	450	420	310	470	850	110	320	1,960	1,960
Inner West	Summer Hill	30	30	1770	390	590	450	500	1560	110	570	3,000	3,000
Inner West	Ashfield	100	100	5010	1820	2930	2410	2450	4620	820	2350	11,310	11,310
Inner West	Croydon	20	20	1180	470	450	410	470	860	80	440	2,200	2,200
Inner West	Burwood	120	120	4250	2770	3610	3130	3690	4610	1020	2060	12,690	12,690
Inner West	Strathfield	170	170	7360	3420	4640	3800	4860	6710	1990	4900	19,020	19,020
Northern	North Strathfield	20	20	1170	560	330	250	720	1130	130	390	2,370	2,370
Northern	Concord West	30	30	1180	520	870	870	670	1140	180	380	2,930	2,930
Northern	Rhodes	50	50	1440	1630	860	770	1780	1830	630	470	4,760	4,760
Northern	Meadowbank	30	30	1340	790	1160	750	600	1490	280	350	3,410	3,410
Northern	West Ryde	80	40	2540	650	1180	900	780	2480	310	820	4,890	4,890
Northern	Denistone	0	0	290	30	80	70	40	250	10	80	420	420
Northern	Eastwood	100	50	3330	830	1560	1440	1130	2700	270	1370	6,390	6,390
Northern	Epping	150	80	5080	1270	2040	1500	1680	4480	510	2140	9,460	9,460
Northern	Cheltenham	10	10	690	550	240	140	470	560	10	170	1,420	1,420
Northern	Beecroft	30	20	1490	140	270	280	220	1180	40	430	2,050	2,050
Northern	Pennant Hills	50	20	1820	560	560	470	740	1680	80	510	3,250	3,250
Northern	Thornleigh	40	20	1180	170	430	380	260	1040	70	370	1,980	1,980
Northern	Normanhurst	20	10	710	460	510	190	200	580	20	220	1,460	1,460
Northern	Hornsby	200	100	5310	2410	2920	2250	2730	4880	740	2270	11,900	11,900
Northern	Asquith	20	10	640	650	350	240	590	560	40	180	1,640	1,640

2010 Weekday Station Entries and Exits

Line Sort

Line	Station	02:00 to 06:00		06:00 to 09:30		09:30 to 15:00		15:00 to 18:30		18:30 to 02:00		24 Hours	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Northern	Mount Colah	30	0	440	10	80	130	20	330	0	90	570	570
Northern	Mount Kuring-gai	0	0	190	20	50	40	30	170	10	40	280	280
Northern	Berowra	20	10	1200	110	150	100	140	890	30	430	1,540	1,540
North Shore	Milsons Point	60	60	2180	2990	1790	1310	2600	1650	540	1160	7,170	7,170
North Shore	North Sydney	240	230	1780	16290	4330	4650	15550	2550	3260	1450	25,160	25,160
North Shore	Waverton	20	20	1140	260	410	300	360	870	90	560	2,020	2,020
North Shore	Wollstonecraft	20	20	1420	130	450	320	250	1100	80	650	2,220	2,220
North Shore	St Leonards	140	140	2780	7210	2680	2760	7140	2880	1640	1390	14,380	14,380
North Shore	Artarmon	70	40	2610	660	990	900	800	2130	240	1000	4,710	4,710
North Shore	Chatswood	190	190	4410	6610	4290	4350	8090	6080	3660	3420	20,640	20,640
North Shore	Roseville	20	20	1570	350	490	540	540	1230	170	650	2,790	2,790
North Shore	Lindfield	30	30	1870	390	760	800	540	1640	140	480	3,340	3,340
North Shore	Killara	10	20	1410	220	310	310	300	1220	80	350	2,110	2,110
North Shore	Gordon	60	60	3810	1640	1160	1070	2130	3290	330	1440	7,490	7,490
North Shore	Pymble	20	20	1300	750	500	240	770	1430	140	300	2,730	2,730
North Shore	Turramurra	30	30	2440	570	760	550	610	2150	110	650	3,950	3,950
North Shore	Warrawee	10	10	640	390	100	110	460	490	10	220	1,220	1,220
North Shore	Wahroonga	30	20	1180	520	260	320	630	910	50	380	2,150	2,150
North Shore	Waltara	50	20	1830	810	750	330	690	1670	60	560	3,380	3,380
ECRL	North Ryde	0	0	140	590	230	190	610	210	100	90	1,080	1,080
ECRL	Macquarie Park	0	0	280	2070	260	490	1990	310	440	100	2,970	2,970
ECRL	Macquarie University	0	0	780	2400	2070	3060	3410	1460	1220	570	7,480	7,480
South Coast	Helensburgh	30	0	680	20	90	190	30	500	10	130	840	840
South Coast	Offord	0	0	50	10	10	10	10	50	0	10	70	70
South Coast	Stanwell Park	10	0	140	0	10	10	0	130	0	20	160	160
South Coast	Coalcliff	0	0	10	0	0	0	0	10	0	0	10	10
South Coast	Scarborough	0	0	10	0	0	0	0	10	0	0	10	10
South Coast	Wombarra	0	0	40	0	10	0	0	30	0	10	50	50
South Coast	Coledale	10	0	30	0	10	0	0	30	0	10	50	50
South Coast	Austimmer	10	0	110	0	20	10	0	100	0	30	140	140
South Coast	Thirroul	20	10	560	60	160	110	90	500	20	170	850	850
South Coast	Bulli	20	0	160	150	70	70	140	130	10	50	400	400
South Coast	Woonona	10	0	160	50	60	50	50	140	10	50	290	290
South Coast	Bellambi	20	0	140	40	100	60	40	150	10	40	310	310
South Coast	Corrimal	20	0	140	60	90	60	60	150	10	50	320	320
South Coast	Towradgi	0	0	70	10	40	40	20	60	0	20	130	130
South Coast	Fairy Meadow	10	0	100	30	30	40	40	90	10	30	190	190
South Coast	North Wollongong	40	10	200	580	470	350	350	200	200	120	1,260	1,260
South Coast	Wollongong	110	20	750	550	680	630	780	770	170	510	2,490	2,490
South Coast	Coniston	30	0	200	120	90	80	140	200	30	70	490	490
South Coast	Lysaghts	0	0	<5	10	0	<5	10	<5	<5	0	10	10
South Coast	Cringila	0	0	0	20	20	10	20	20	10	0	50	50
South Coast	Port Kembla North	0	0	20	20	10	10	30	30	10	10	70	70
South Coast	Port Kembla	10	0	40	50	50	30	50	60	20	10	170	170
South Coast	Unanderra	40	20	160	120	80	90	140	160	40	60	460	460
South Coast	Kembla Grange	0	0	0	0	0	0	0	0	0	0	0	0
South Coast	Dapto	60	10	280	60	140	200	80	210	30	110	590	590
South Coast	Albion Park	20	0	120	20	50	50	70	120	10	70	270	270
South Coast	Oak Flats	40	0	130	70	70	70	70	90	20	100	330	330
South Coast	Dunmore (Shellharbour)	0	0	20	0	10	0	0	20	0	10	30	30
South Coast	Minnamurra	10	0	40	10	20	30	30	50	0	20	100	100
South Coast	Bombo	0	0	10	0	10	0	0	20	10	0	30	30
South Coast	Kiama	10	0	140	60	170	150	100	150	40	90	460	460
South Coast	Gerrigong	0	0	40	0	10	20	10	40	10	10	70	70
South Coast	Berry	10	0	20	10	10	20	20	30	0	10	60	60
South Coast	Bomaderry (Nowra)	30	10	140	30	80	100	80	140	10	80	340	340
Southern Highlands	Menangle Park	0	0	10	0	0	0	0	10	0	0	10	10
Southern Highlands	Menangle	0	0	10	0	0	0	10	10	0	0	20	20
Southern Highlands	Douglas Park	10	0	40	0	0	10	0	20	0	20	50	50
Southern Highlands	Picton	10	0	160	20	70	30	30	150	0	80	270	270
Southern Highlands	Tahmoor	30	10	80	20	50	40	30	80	10	60	200	200
Southern Highlands	Bargo	10	0	40	10	40	10	10	50	0	30	100	100
Southern Highlands	Yerrinbool	0	0	20	0	10	10	0	20	0	10	30	30
Southern Highlands	Mittagong	10	0	80	30	30	40	30	70	10	30	160	160
Southern Highlands	Bowral	10	0	90	40	80	80	80	100	0	50	260	260
Southern Highlands	Burradoo	0	0	<5	0	<5	<5	0	<5	0	0	10	10
Southern Highlands	Moss Vale	30	10	80	50	100	100	40	70	10	30	260	260
Southern Highlands	Exeter	0	0	10	0	0	0	0	10	0	0	10	10
Southern Highlands	Bundanoon	0	0	30	0	0	0	0	20	0	10	30	30
Southern Highlands	Penrose	0	0	0	0	0	0	0	0	0	0	0	0
Southern Highlands	Wingello	0	0	0	0	0	0	0	0	0	0	0	0
Southern Highlands	Tallong	0	0	10	0	0	0	0	0	0	10	10	10
Southern Highlands	Marulan	0	0	10	0	0	0	0	0	0	10	10	10
Southern Highlands	Goulburn	10	0	40	0	10	0	0	0	10	60	70	70
Blue Mountains	Lapstone	0	0	120	0	20	10	10	100	0	40	150	150
Blue Mountains	Glenbrook	40	10	410	40	90	70	80	370	10	140	630	630
Blue Mountains	Blaxland	60	10	540	60	110	90	80	470	20	180	810	810
Blue Mountains	Warrimoo	10	0	180	0	30	10	10	150	0	50	230	230
Blue Mountains	Valley Heights	10	0	90	10	20	20	10	80	0	30	130	130
Blue Mountains	Springwood	100	0	1020	210	260	190	280	990	50	320	1,710	1,710
Blue Mountains	Faulconbridge	20	0	150	20	40	60	30	130	0	40	240	240
Blue Mountains	Linden	0	0	20	0	10	10	0	20	0	10	30	30

2010 Weekday Station Entries and Exits

Line Sort

Line	Station	02:00 to 06:00		06:00 to 09:30		09:30 to 15:00		15:00 to 18:30		18:30 to 02:00		24 Hours	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Blue Mountains	Woodford	20	0	140	10	30	30	10	130	0	40	200	200
Blue Mountains	Hazelbrook	50	0	260	30	80	80	40	250	10	80	440	440
Blue Mountains	Lawson	40	0	140	20	60	70	20	130	0	40	260	260
Blue Mountains	Bullaburra	10	0	60	10	20	20	10	60	0	20	100	100
Blue Mountains	Wentworth Falls	60	10	230	230	120	170	270	210	30	100	710	710
Blue Mountains	Leura	30	0	110	60	120	120	70	120	20	50	350	350
Blue Mountains	Katoomba	70	10	300	200	260	430	460	360	100	190	1,190	1,190
Blue Mountains	Medlow Bath	10	0	40	0	20	20	0	40	0	10	70	70
Blue Mountains	Blackheath	30	0	120	30	110	90	30	130	10	40	300	300
Blue Mountains	Mount Victoria	20	0	40	0	20	30	10	40	0	10	90	90
Blue Mountains	Bell	0	0	0	0	0	0	0	0	0	0	0	0
Blue Mountains	Zig Zag	0	0	0	0	0	0	0	0	0	0	0	0
Blue Mountains	Lithgow	20	0	100	30	130	120	40	100	10	40	300	300
Central Coast	Cowan	0	0	80	0	20	10	0	70	0	10	100	100
Central Coast	Hawkesbury River	20	10	130	30	60	80	30	120	10	30	250	250
Central Coast	Wondabyne	0	0	<5	0	<5	<5	0	<5	0	0	10	10
Central Coast	Woy Woy	500	40	2930	300	700	750	390	2430	110	1110	4,630	4,630
Central Coast	Koolewong	10	0	110	0	30	20	0	100	0	30	150	150
Central Coast	Tascott	10	10	130	50	50	30	60	140	10	30	260	260
Central Coast	Point Clare	30	10	120	40	30	30	40	130	10	30	230	230
Central Coast	Gosford	620	40	2440	770	830	610	920	2170	110	1330	4,920	4,920
Central Coast	Narara	80	0	280	30	60	40	30	280	10	100	460	460
Central Coast	Niagara Park	30	0	120	10	30	30	20	120	10	40	210	210
Central Coast	Lisarow	30	0	100	60	80	40	40	120	0	30	250	250
Central Coast	Ourimbah	30	10	180	110	70	50	120	210	30	60	430	430
Central Coast	Tuggerah	180	20	650	150	220	250	180	630	50	220	1,280	1,280
Central Coast	Wyong	140	20	760	170	290	380	380	790	80	290	1,650	1,650
Central Coast	Warnervale	20	0	190	30	40	30	30	170	10	50	290	290
Central Coast	Wyee	20	0	220	10	70	50	10	210	0	50	320	320
Central Coast	Morisset	80	10	550	80	200	240	90	490	20	140	940	940
Central Coast	Dora Creek	0	0	50	10	10	20	10	50	0	10	70	70
Central Coast	Awaba	0	0	40	0	0	0	0	40	0	10	40	40
Newcastle	Fassifern	40	10	330	50	150	140	70	300	20	100	610	610
Newcastle	Booragul	0	0	20	90	20	20	80	20	10	10	130	130
Newcastle	Teralba	0	0	10	10	10	20	10	10	0	0	30	30
Newcastle	Cockle Creek	0	0	10	10	10	10	10	10	0	0	30	30
Newcastle	Cardiff	60	10	260	70	160	120	90	300	40	110	610	610
Newcastle	Kotara	0	0	30	10	10	10	10	30	0	10	50	50
Newcastle	Adamstown	0	0	10	10	30	20	10	10	0	0	50	50
Newcastle	Broadmeadow	70	10	340	300	250	230	300	320	30	130	990	990
Newcastle	Hamilton	40	10	180	240	360	300	280	270	90	150	950	950
Newcastle	Wickham	20	0	40	260	110	60	230	60	30	40	430	430
Newcastle	Civic	10	10	180	410	320	240	350	210	60	50	920	920
Newcastle	Newcastle	50	20	230	350	570	570	330	250	110	100	1,290	1,290
Hunter	Waratah	0	0	120	70	90	110	90	120	50	50	350	350
Hunter	Warabrook	10	0	30	200	140	200	190	80	130	30	500	500
Hunter	Sandgate	0	0	20	40	10	10	30	10	0	0	60	60
Hunter	Hexham	0	0	20	20	10	10	20	10	0	10	50	50
Hunter	Tarro	0	0	10	0	10	0	0	10	0	0	20	20
Hunter	Beresfield	0	20	140	60	110	100	70	120	20	40	340	340
Hunter	Thornton	0	0	120	50	50	60	50	120	20	10	240	240
Hunter	Metford	10	0	80	10	40	70	30	70	10	10	170	170
Hunter	Victoria Street	20	0	160	80	130	120	60	160	20	30	390	390
Hunter	East Maitland	0	0	30	60	60	40	40	30	10	10	140	140
Hunter	High Street	0	0	30	20	20	30	20	30	20	10	90	90
Hunter	Maitland	10	10	170	110	210	200	170	240	50	60	610	610
Hunter	Telarah	10	0	80	30	70	70	40	80	10	40	210	210
Hunter	Mindaribba	0	0	0	0	0	0	0	0	0	0	0	0
Hunter	Paterson	0	0	10	0	0	0	0	10	0	0	10	10
Hunter	Martins Creek	0	0	10	0	0	0	10	10	0	0	20	20
Hunter	Hilldale	0	0	0	0	0	0	0	0	0	0	0	0
Hunter	Wallarobba	0	0	0	0	0	0	0	0	0	0	0	0
Hunter	Wirragulla	0	0	0	0	0	0	0	0	0	0	0	0
Hunter	Dungog	0	0	20	0	10	20	20	20	0	10	50	50
Hunter	Lochinvar	0	0	0	0	0	0	0	0	0	0	0	0
Hunter	Greta	0	0	<5	0	<5	0	0	10	0	0	10	10
Hunter	Branxton	0	0	<5	0	0	0	0	<5	0	<5	10	10
Hunter	Singleton	0	0	20	10	10	0	10	20	0	10	40	40
Hunter	Muswellbrook	0	0	20	0	20	20	0	20	10	0	50	50
Hunter	Aberdeen	0	0	<5	0	0	0	0	<5	<5	<5	10	10
Hunter	Scone	10	0	0	0	0	0	0	10	10	10	20	20