



Transport
for NSW

Bureau of Transport Statistics

Train Statistics 2014

Everything you need to know about
Sydney Trains and NSW TrainLink



The Bureau of Transport Statistics (BTS) of Transport for NSW provides data on current and future demographic, employment and travel patterns. This information is used as input into transport and landuse planning, and policy making in New South Wales.

The BTS' main datasets include:

- Personal travel data for the Sydney Greater Metropolitan Area (GMA) from the continuous Household Travel Survey (HTS).
- Commercial vehicle forecasts for the Sydney GMA from the Freight Movement Model (FMM) and the Light Commercial Vehicle Model (LCVM).
- Travel zone population, workforce and employment forecasts for the Sydney GMA (5-yearly).
- Travel zone trip forecasts for the Sydney GMA (5-yearly) from the Sydney Strategic Travel Model (STM).
- Operator data for Sydney Trains, NSW Trains, State Transit Authority, Private Bus Operators and Harbour City Ferries including patronage data, ticket issues, real-time trip data, usage and load counts.

Document History and Version Control

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1 Introduction

This report is a biennial reference manual of commonly quoted statistics on the train network and passenger activity in the Greater Sydney area. It is produced by the Bureau of Transport Statistics (BTS), Transport for New South Wales (TfNSW). The report is generally consistent with the methodology used in previous editions but has an expanded network coverage following the splitting of RailCorp into two separate entities, Sydney Trains and NSW TrainLink in July 2013.

Sydney Trains (formerly the suburban part of CityRail) now provides services in the Sydney metropolitan area bounded by Berowra, Emu Plains, Macarthur and Waterfall.

NSW TrainLink (formerly CountryLink and the intercity part of CityRail) provides services between Sydney and the Hunter, Central Coast & Newcastle, Blue Mountains, Southern Highlands and South Coast regions, as well as the CountryLink interstate network.

Separate statistics for Sydney Trains and NSW TrainLink Intercity have been produced here where possible and a new chapter on NSW TrainLink regional services is included. The geographical scope of this Report is shown in the train network maps in Appendix 1.

Further information on train statistics such as station barrier counts and patronage; and publications about train usage from other BTS collections such as the Household Travel Survey (HTS) are regularly updated on the BTS website at www.bts.nsw.gov.au/Statistics/Train/default.aspx.

2 Network Statistics

2.1 Summary of Sydney Trains and NSW TrainLink Intercity passenger demand (2013)

Patronage¹ – Calendar Year 2013

Sydney Trains journeys	276.5 million
NSW TrainLink Intercity journeys	33.6 million
Total Network journeys	310.1 million

See Section 2.6 for historical patronage.

Typical busy weekday²

Total journeys (station entries and exits)

Sydney Trains	1,018,240
NSW TrainLink Intercity	47,940
Total	1,066,180

A typical busy weekday is a Tuesday, Wednesday or Thursday that is not during school holidays, or on or adjacent to a public holiday.

On a typical busy weekday Sydney Trains and NSW TrainLink Intercity has around half a million different, individual customers.

AM Peak (06:00-09:30) ²	Sydney Trains	NSW TrainLink Intercity	Total
Station entries	325,037	21,578	346,615
Station exits	323,450	8,164	331,614
Up (towards city) passengers at CBD/Intercity cordon ³	201,232	17,310	218,541
CBD station ⁴ exits	163,328		

AM Peak one hour (08:00-09:00) ²	Sydney Trains	NSW TrainLink Intercity	Total
Up (towards city) passengers at CBD/Intercity cordon ³	104,547	8,029	112,576
CBD station ⁴ exits	90,880		

PM peak (15:00-18:30) ²	Sydney Trains	NSW TrainLink Intercity	Total
Station entries	349,201	9,790	358,991
Station exits	313,940	19,818	333,758
CBD station ⁴ entries	164,523		

Around two-thirds of weekday train travel occurs in the peak periods (06:00-09:30, 15:00-18:30).

Weekend ⁵	
Saturday patronage	470,000
Sunday patronage	360,000

Note:

- Source: Rail Patronage 2013, Bureau of Transport Statistics, TfNSW.
A journey is defined as one station entry and one exit on the system. Many journeys are multi-trip; that is, they involve interchanges. Passenger journeys are calculated using ticket sales and journey multipliers derived from passenger surveys.
- Source: Rail Station Barrier Counts, 2013, Bureau of Transport Statistics, TfNSW. The split between Sydney Trains and NSW TrainLink Intercity is achieved through a simple split between suburban and intercity lines. This method is only applied to barrier count data. Patronage data is split differently.
- Source: Review of peak train loads March 2014. See Section 5 for more details.
- Sydney CBD stations comprise Central, Town Hall, Wynyard, Circular Quay, St James, Museum, Martin Place and Redfern.
- Gate entries and exits at gated (electronic barrier) stations yield an estimate of Saturday equal to 44% of the weekday total journeys and Sunday equal to 34%. This is based on a median Saturday and Sunday figure derived from entries and exits at gated (electronic barrier) stations applied to the median typical busy weekday figure at the same stations.

2.2 Stations, track kilometres and services (2014)

Stations

Number of Sydney Trains stations (including the 4 Airport Line stations)	176
Number of NSW TrainLink Intercity stations	132
Total network	308
Number of stations with automatic gates	49 (all within Sydney Trains network)

Track kilometres

Table 1 – Track kilometres by rolling stock type and geography

Track kilometres	Sydney Trains ¹	NSW TrainLink Intercity	Total ²
Electrified	937	609	1,546
Non-electrified	-	42	42
Total	937	651	1,588
Route kilometres			
Electrified	369	315	684
Non-electrified	-	37	37
Total	369	352	721

Rounded to the nearest whole kilometre (km).

Note: The numbers above:
Include the Airport Line 19.96km (track km)
Exclude crossovers and non-passenger track such as yards and sidings
Is made up of all Passenger Mainlines managed by Sydney Trains bounded by the following boundaries

1. Sydney Train Track Boundaries
Berowra @ 44.850km
Richmond end of line
Carlingford end of line
Emu Plains @ 57.553km
Macarthur @ 57.965km
Waterfall @ 39.049km
2. Total Track Boundaries (Sydney Train + NSW TrainLink Intercity) managed by Sydney Trains
North @ 168.22 (Newcastle)
Illawarra @ 153.63 (Bomaderry)
West @ 158.8 (Lithgow)
South @ 57.97 (Macarthur)

Note: Calculation of electrified and non-electrified areas uses the following assumptions for the overhead wiring (OHW) boundary:
North @ 168.102 (Newcastle)
Illawarra @ 119.672 (Kiama)
West @ 158.709 (Lithgow)
South @ 58.462 (Macarthur)

Note: The only proportion of the above which is not maintained by Sydney Trains is the Airport Line.

Source: Passenger Mainlines managed by Sydney Trains, Asset Management, Sydney Trains as at August 2014.

Table 2a – Daily service information by day type and rolling stock type

	Electric			Diesel		Total
Per day	Sydney Trains	NSW Trainlink	Total	NSW Trainlink	Total	
Trips						
Weekday	2,708	312	3,020	170	170	3,190
Weekend	1,857	211	2,068	99	99	2,167
Revenue train km						
Weekday	74,963	33,356	108,319	10,846	10,846	119,165
Weekend	50,752	22,035	72,787	6,529	6,529	79,316
Empty train km						
Weekday	3,038	1,443	4,481	612	612	5,093
Weekend	1,611	653	2,264	298	298	2,562
Total train km						
Weekday	78,001	34,799	112,800	11,458	11,458	124,258
Weekend	52,363	22,688	75,051	6,827	6,827	81,878
Revenue travelling hours						
Weekday	1960:25	604:43	2565:09	169:55	169:55	2735:04
Weekend	1369:59	405:23	1775:22	104:12	104:12	1879:34
Empty travelling hours						
Weekday	100:46	40:14	141:01	21:36	21:36	162:37
Weekend	51:45	20:31	72:16	13:08	13:08	85:25
Layover hours (time standing between finish of last run to start of next run)						
Weekday	320:10	146:36	466:47	68:49	68:49	535:36
Weekend	255:28	115:23	370:51	49:27	49:27	420:19
Total operating hours (travelling hours plus layover hours)						
Weekday	2381:23	791:34	3172:57	260:20	260:20	3433:18
Weekend	1677:13	541:17	2218:30	166:48	166:48	2385:19
Revenue average speed						
Weekday	38.2	55.2	42.2	63.8	63.8	43.6
Weekend	37.0	54.4	41.0	62.7	62.7	42.2

Source: Timetable Development & Integration as at 20th June 2014, TfNSW.

Note: Trip counts are conducted using the Service Count Methodology as per Timetable Development and includes ESR services counted separately to Illawarra and South Coast services.

Table 2b – Service counts summary by line

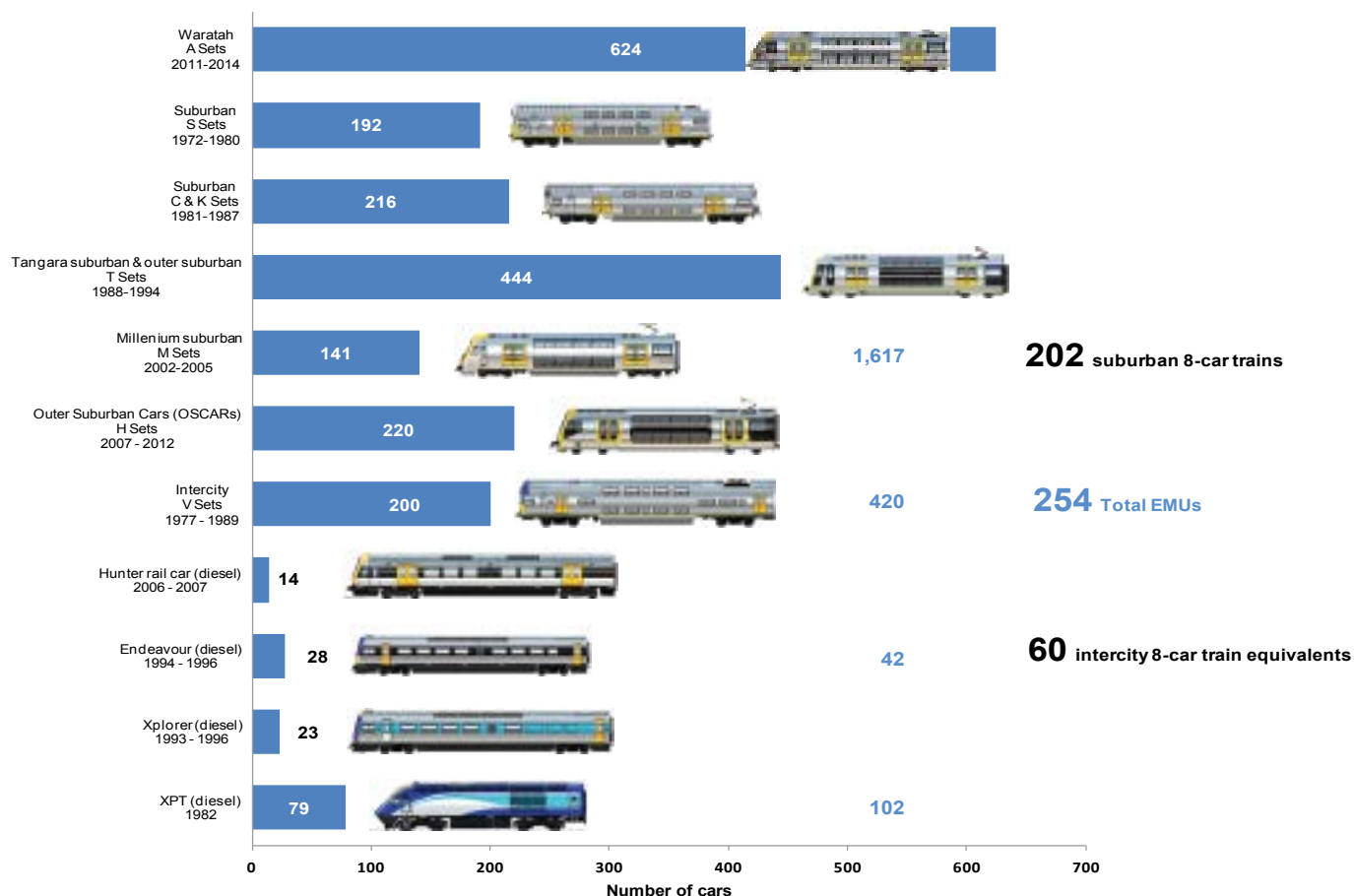
Reporting Line		Weekday	Weekend	Total
T1	North Shore	1,363	306	1,669
	Northern via Macquarie University	794	286	1,080
	Northern via Strathfield	724	159	883
	Western	1,499	318	1,817
T2	Airport, East Hills	1,512	317	1,829
	Inner West	799	288	1,087
	South	753	253	1,006
T3	Bankstown	939	323	1,262
T4	Eastern Suburbs	1,889	502	2,391
	Illawarra	1,769	449	2,218
T5	Cumberland	245	0	245
T6	Carlingford	255	84	339
T7	Olympic Park	1,035	398	1,433
Total Sydney Trains		13,576	3,683	17,259
	Blue Mountains	340	96	436
	Central Coast	210	74	284
	Newcastle	415	88	503
	Southern Highlands	232	49	281
	South Coast	755	208	963
	Hunter	460	102	562
Total NSW Trains		2,412	617	3,029
Total suburban and intercity		15,988	4,300	20,288

NB: NSW TrainLink regional services (formerly known as CountryLink) are not included in the summary table above.
Source: Timetable Development & Integration as at 7th June 2014, TfNSW.

2.3 Rolling Stock

The Sydney Trains fleet consists of 1,617 double deck electric carriages as at 30 June 2014. The NSW TrainLink fleet has 420 double deck carriages and 144 single deck diesel carriages servicing the Blue Mountains, Central Coast, Newcastle, Hunter, South Coast, Southern Highlands Lines and regional New South Wales.

Figure 1 – Train fleet numbers



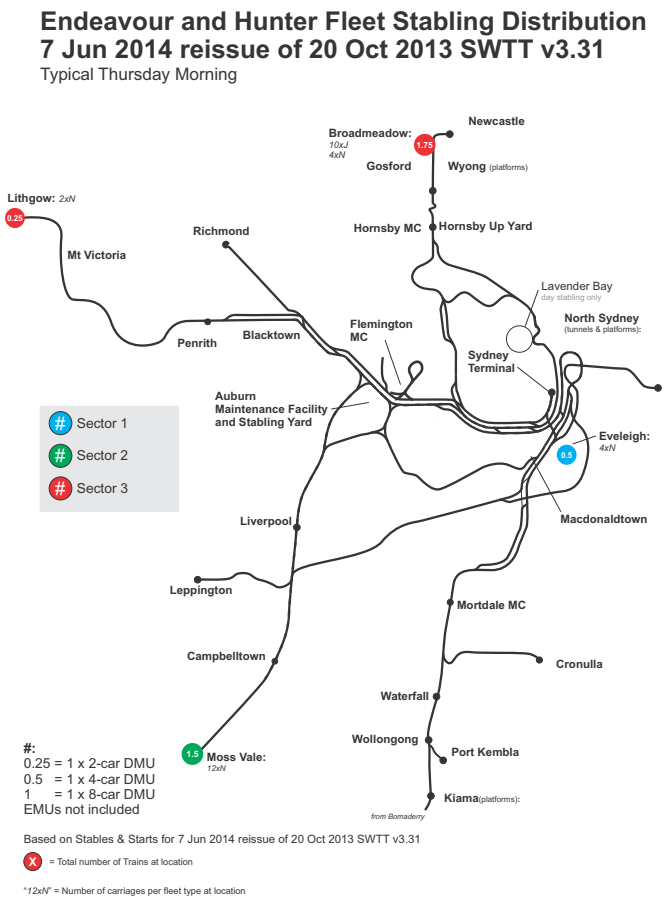
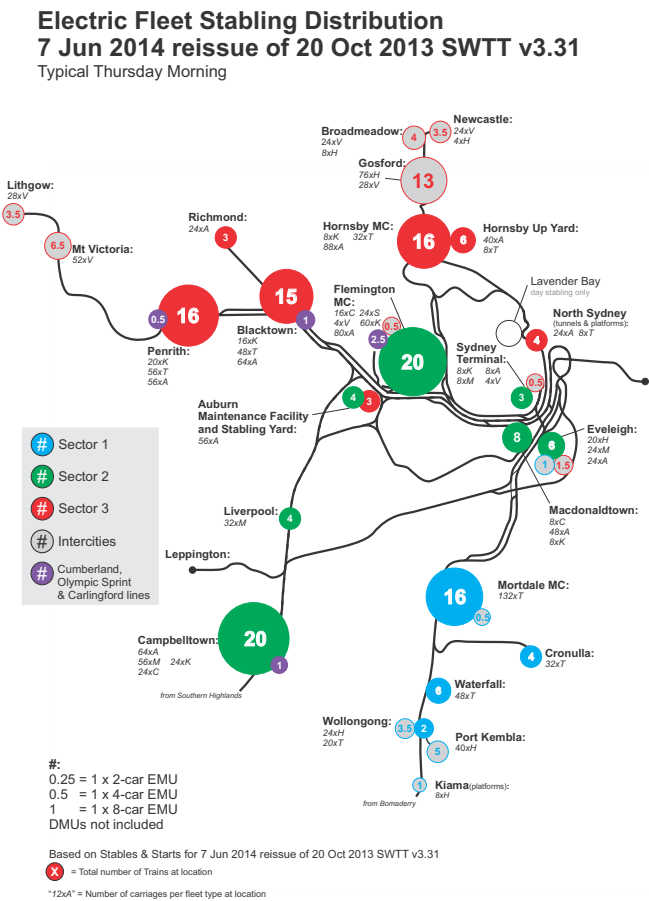
Source: Planning and Performance, Sydney Trains

Figure 2 – Train Electric Multiple Units fleet age profile

Type	Years into service	Ages in years	Fleet size
Waratah A Sets	2011-2014	0-4	624
Suburban S Sets	1973-1980	34-41	192
Suburban C Sets	1987-1988	26-27	56
Suburban K Sets	1981-1985	29-33	160
Tangara suburban & outer suburban T Sets	1988-1995	19-26	444
Millennium suburban M Sets	2002-2005	9-12	141
Outer Suburban Cars (OSCARs) H-sets	2007-2012	2-8	220
Intercity V Sets	1977-1989	25-37	200
Hunter rail car (diesel)	2006-2007	7-8	14
Endeavour (diesel)	1994	20	28
Xplorer (diesel)	1993-1996	18-21	23
XPT (diesel)	1981-1993	21-33	79

Source: Fleet Maintenance Division, Sydney Trains

Figure 3 – Fleet Stabling

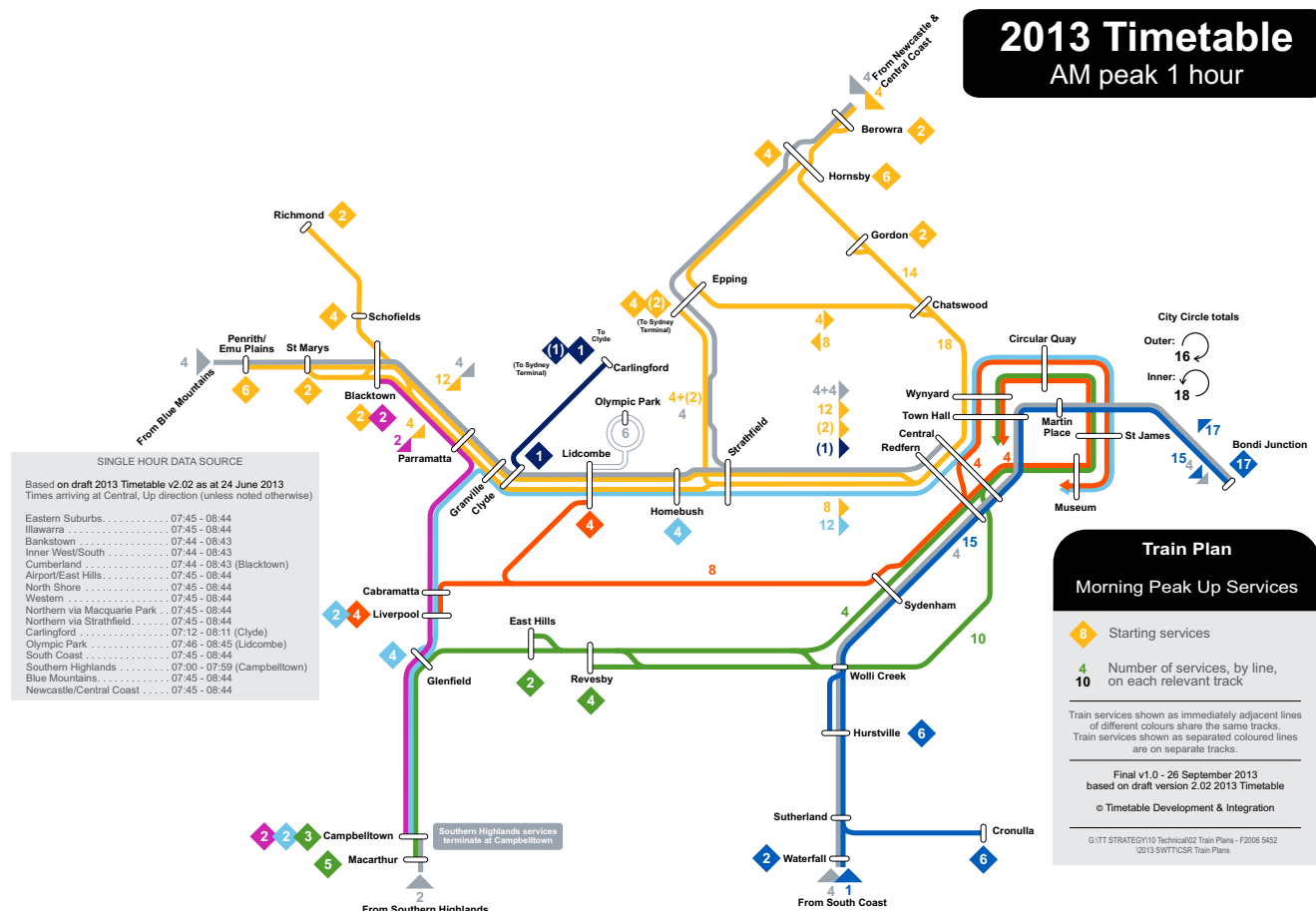


Fleet stabling data is on a typical Monday to Thursday night.
Source: Starts and Stables, 20 October 2013, Standard Working Timetable, TfNSW.

2.4 Service Diagram

Figure 4 shows the indicative train plan for the one hour morning peak in 2013. The peak hour varies by line between 7:00 and 8:45 arriving at Central.

Figure 4 - Service diagram



The map shows trains arriving at Central during the peak one hour for each line. Train services shown with immediately adjacent lines of different colours share the same tracks.

Source: Timetable Development, Transport Services Division, TfNSW

2.5 Network opening dates

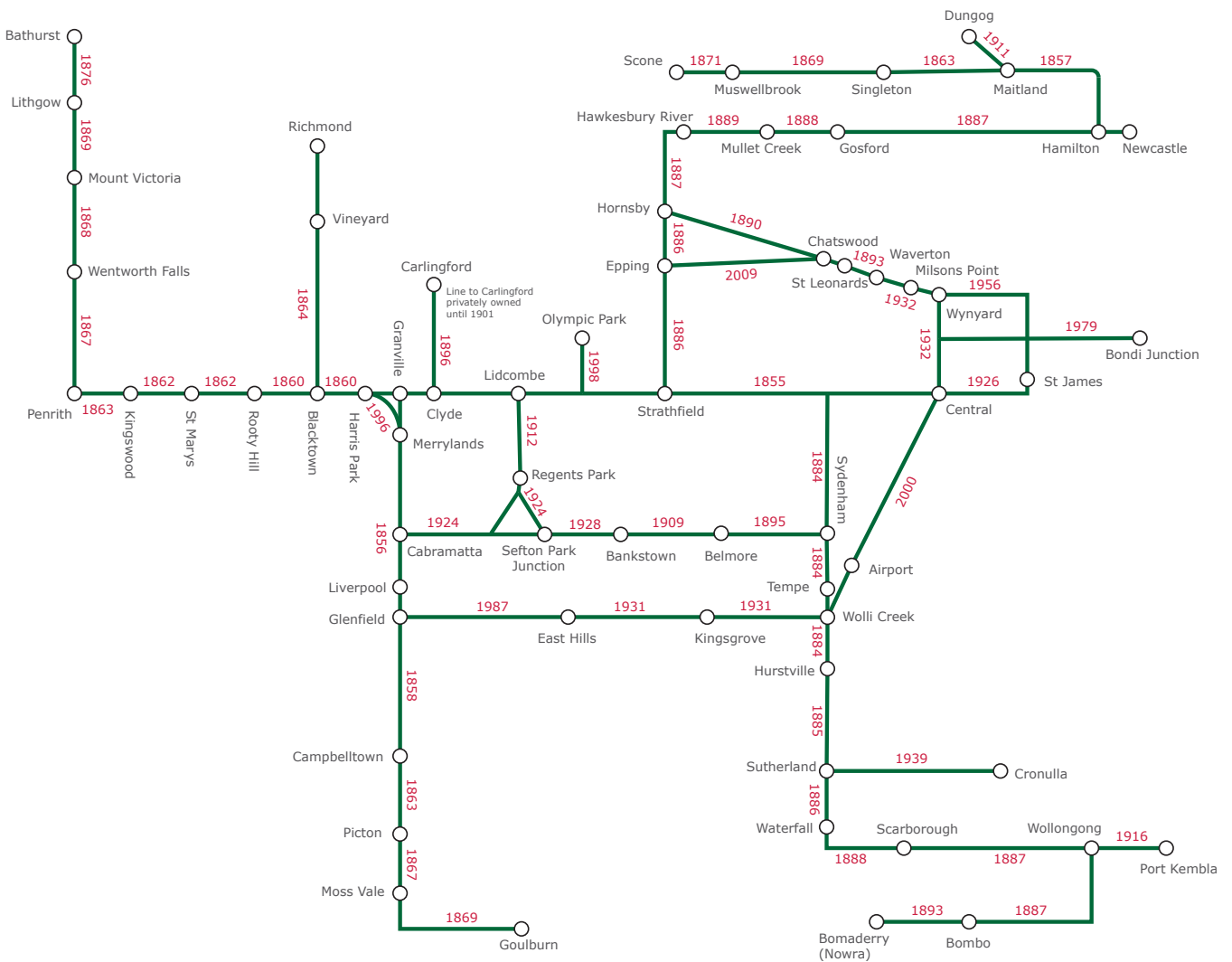
The first train line from Sydney to Parramatta opened on 26 September 1855. The most recent line opened was between Epping and Chatswood on 23 February 2009.

Following are dates of line and station openings and electrifications since 1990:

Date	Opening
Aug-1991	Electrification from Riverstone to Richmond officially opened
Jan-1993	Electrification from Coniston to Dapto officially commissioned
Feb-1995	Turning of first sod for Airport Line
Mar-1995	Metford station officially opened
Oct-1995	Warabrook station opened
Nov-1996	Services commence on Cumberland Line
Mar-1998	Olympic Park station opened
Apr-1999	Olympic Park Sprint (Lidcombe – Olympic Park) introduced
May-2000	Airport Line opened
May-2000	Wolli Creek station opened
Sept-2001	Turrella to Kingsgrove quadruplication completed
Nov-2001	Electrification from Dapto to Kiama opened
Jul-2002	Marayong to Quakers Hill duplication completed
Nov-2002	Construction of the Epping to Chatswood Line started
Mar-2005	Macdonaldtown Turnback completed
Apr-2006	Bondi Junction Turnback completed
Sep-2006	Berowra Station Platform 3 completed
May-2008	Homebush Turnback completed
May-2008	Lidcombe Turnback completed
Dec-2008	Revesby Turnback completed
Dec-2008	Hornsby Station Platform 5 and Stabling completed
Feb-2009	Epping to Chatswood Rail Link opened
Mar-2010	Antenne to Grasstree Rail Duplication (locations between Singleton and Muswellbrook stations) on the Hunter Line
Apr-2010	Cronulla Line duplication opened for timetabled passenger services
Apr-2010	Cronulla Line duplication opened officially by the NSW Premier
Dec-2010	Macarthur Station Upgrade and Interchange Project completed
Oct-2011	Relocated Schofields station opened
Oct-2011	Quakers Hill to Schofields duplication on the Richmond branch Line opened
Apr-2013	Kingsgrove to Revesby Quadruplication
Jan-2014	Liverpool Turnback completed

Source: <http://www.transport.nsw.gov.au/Projects-Completed-Projects/Rail-Clearways-Program>

Figure 5 - Network opening dates



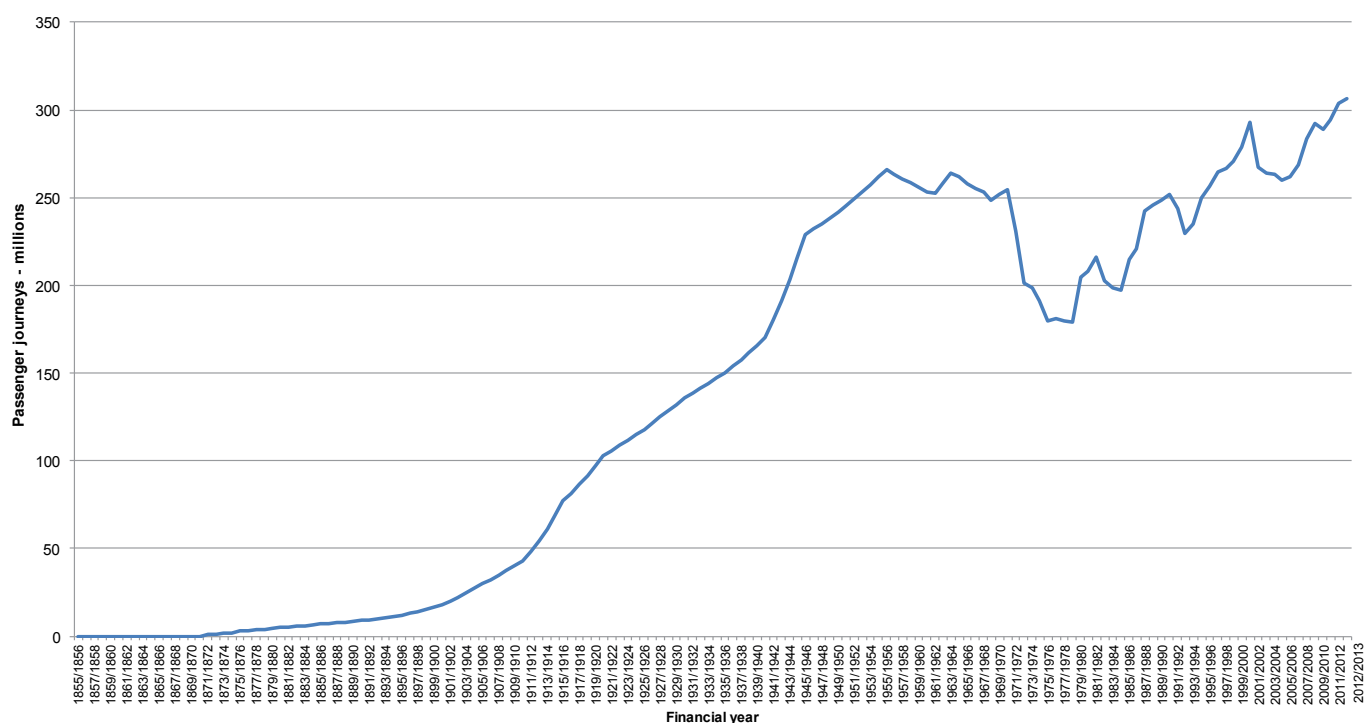
2.6 Historical Patronage

Patronage since 1855/1856

This graph shows the annual passenger journeys on Sydney's train network since 1855/1856. The first journey on the network was on 26 September 1855.

Until 1959/1960 the graph is based on data at 5 yearly intervals with intermediate years interpolated. From 1960/1961 each yearly data point is from official journeys figures.

Figure 6 - Annual Sydney Trains and NSW TrainLink Intercity (or equivalent) passenger journeys since 1855/56



Source: Rail Patronage, Bureau of Transport Statistics, TfNSW.

Patronage since 1988/89

Figure 7 shows passenger journeys on the train network since 1988/1989. Passenger journeys are derived from ticket sales information. Annual passenger journeys include an approximation of the number of journeys made by passengers who travelled without a ticket.

Transport for NSW (TfNSW) and RailCorp undertook a major review of the methodology for measuring train patronage following the introduction of the new MyZone ticket system in April 2010. This resulted in revised annual passenger journeys for the financial years from 1988/1989 to 2010/2011. The use of OPAL cards commenced from June 2013. These journeys have been allocated to ticket type 'Single' and fare type 'Adult'.

Figure 7 – Annual train passenger journeys since 1988/89 (Sydney Trains/NSW TrainLink Intercity since 2013)

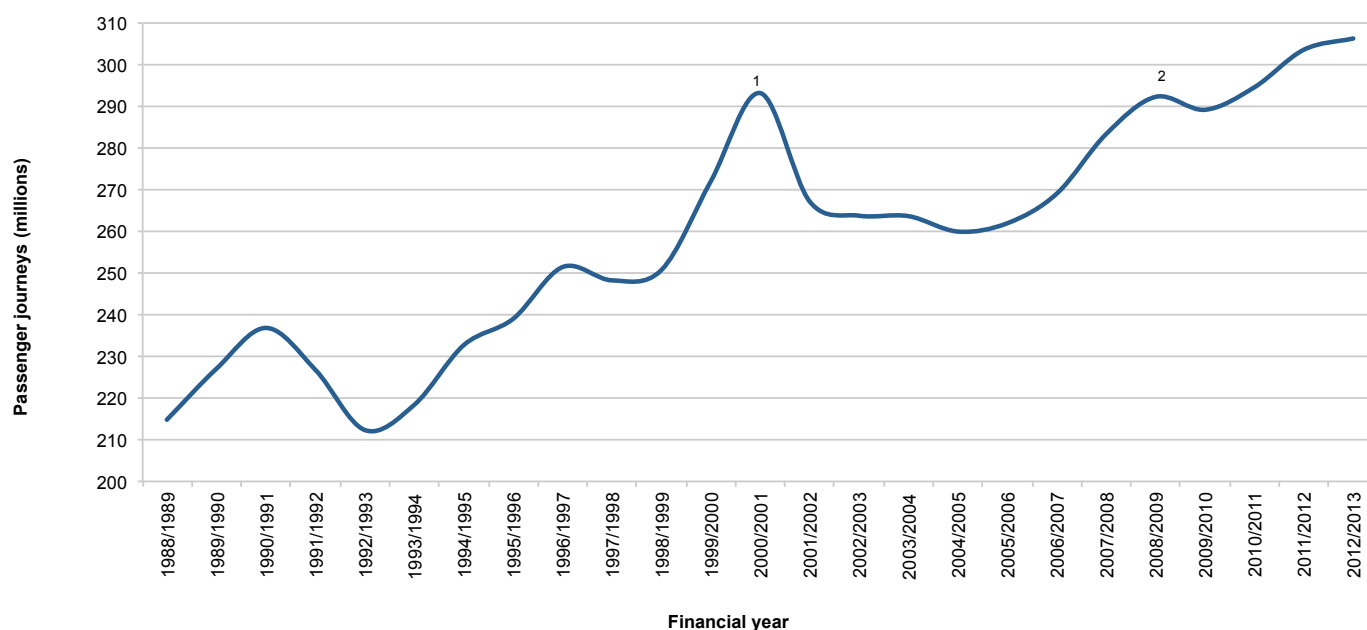


Table 3 – Trends in passenger journeys since 1988/1989

Financial year	Passengers (m)	Financial year	Passengers (m)
1988/1989	214.9	2000/2001	293.1
1989/1990	227.1	2001/2002	267.1
1990/1991	236.8	2002/2003	263.7
1991/1992	226.7	2003/2004	263.6
1992/1993	212.3	2004/2005	259.9
1993/1994	218.4	2005/2006	261.9
1994/1995	232.7	2006/2007	269.0
1995/1996	239.0	2007/2008	283.3
1996/1997	251.4	2008/2009	292.2
1997/1998	248.2	2009/2010	289.1
1998/1999	250.7	2010/2011	294.5
1999/2000	272.0	2011/2012	303.5
		2012/2013	306.2

Note:

1. 2000/2001 includes Olympic and Paralympics related passenger journeys.

2. 2008/2009 excludes World Youth Day 2008 related passenger journeys.

The use of OPAL cards commenced from June 2013. These journeys have been allocated to ticket type 'Single' and fare type 'Adult'.

Source: Rail Patronage, Bureau of Transport Statistics, TfNSW.

3 Travel demand in Sydney

3.1 Train mode shares

Train mode share in Sydney

Train mode share of all trips (including 'walk only') by Sydney residents on an average weekday in 2012/13 was 5%. This contrasts with vehicles as the leading mode of transport at 69% (47% for vehicle driver plus 22% for vehicle passenger).

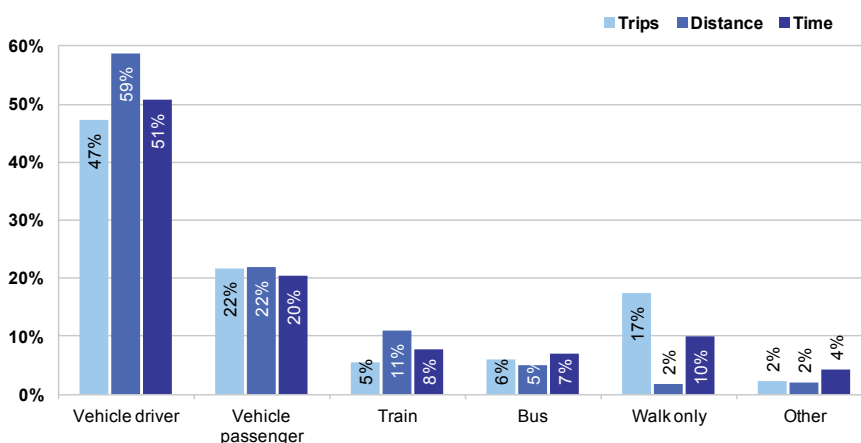
On an average weekend day in 2012/13, 3% of all trips by Sydney residents were made by train. Again, this contrasts with vehicles at 76% (44% for vehicle driver plus 32% for vehicle passenger).

Proportion of trips, distance and time travelled by mode

Train trips tend to be longer and take relatively more time than trips by other modes.

On an average weekday in 2012/13 for Sydney residents, train trips accounted for 11% of total distance travelled on all modes and 8% of total travel time, compared with only 5% of total trips.

Figure 8 – Mode share of trips by Sydney residents on an average weekday



Note:

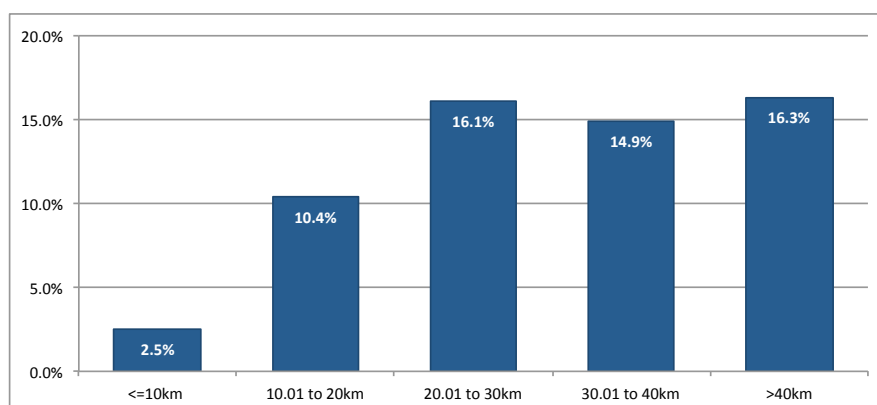
1. Mode estimates are based on unlinked trips.
2. Data are based on 3-year-pooled dataset.
3. Sydney is the Greater Capital City Statistical Area (GCCSA) and includes the Central Coast and Blue Mountains.
4. An average weekday is measured as an average of travel from Monday to Friday, including public and school holidays.
5. Ferry, bicycle, taxi and other mode estimates are subject to high standard errors due to the small sample sizes for these modes.

Source: 2012/13 Household Travel Survey, Bureau of Transport Statistics, TfNSW.

Train mode share by distance travelled

Figure 9 and Table 4 show the train mode share of all trips (including walk) by trip distance for Sydney residents on an average weekday in 2012/13. Train's share of all trips generally increases with distance travelled.

Figure 9 – Train mode share of trips by distance travelled on an average weekday



Note:

1. Distance estimates are based on unlinked trips.
2. Data are based on 3-year-pooled dataset.
3. Sydney is the Greater Capital City Statistical Area (GCCSA) and includes the Central Coast and Blue Mountains.
4. An average weekday is measured as an average of travel from Monday to Friday, including public and school holidays.

Source: 2012/13 Household Travel Survey, Bureau of Transport Statistics, TfNSW.

Train mode share of work trips by destination centre

Table 4 shows train mode shares and market sizes for the journey to work to major centres. These data are from the Bureau of Transport Statistics 2011 Journey to Work (JTW) data set, which is derived from the 2011 Census conducted by the Australian Bureau of Statistics. The journey to work is for the whole of the Census day, although most of these trips occur in the peak periods. Train's share of journey to work trips to the Sydney CBD was 49% in 2011. Excluding 'walk only' trips, train's share of journey to work trips to the Sydney CBD was 52%. Due to extensive changes in the mapping of travel zones and employment centres in 2011, the data is not directly comparable with previous years.

Table 4 – Journey to work to major centres

Centre	Including 'walk only'		Excluding 'walk only'		
	Rail share	Trips by all modes ¹	Rail share	Trips by all modes ¹	Rail trips ²
Sydney CBD	49%	252,110	52%	235,624	122,589
North Sydney	47%	41,534	50%	38,927	19,382
Redfern-Central Sydney	39%	4,794	43%	4,395	1,890
Chatswood	35%	15,594	38%	14,316	5,435
Education and Health Precinct – Central Sydney	35%	23,016	39%	20,625	7,963
City East – Central Sydney	33%	22,647	38%	19,767	7,503
Bondi Junction	32%	9,184	35%	8,376	2,957
St Leonards Office Cluster	29%	25,536	30%	23,920	7,282
Burwood	28%	8,875	30%	8,418	2,520
Parramatta	28%	38,855	30%	37,193	10,982
Ultimo-Pyrmont-Central Sydney	27%	18,917	30%	17,165	5,175
Sydney Olympic Park	21%	8,068	21%	8,000	1,686
Rhodes Business Park	20%	10,879	21%	10,622	2,228
Hornsby	18%	7,055	19%	6,445	1,239
Hurstville	15%	8,052	17%	7,387	1,236
Kogarah	15%	7,769	16%	7,199	1,178
Macquarie Business Park	15%	43,297	15%	42,399	6,305
Sydney Airport and Environs	14%	27,826	15%	27,389	4,029
Randwick Education and Health	12%	11,116	14%	9,533	1,339
Blacktown	11%	8,506	11%	8,264	899
Westmead Health	10%	10,374	11%	9,910	1,069
Liverpool	8%	13,107	9%	12,604	1,103
Bankstown	8%	8,317	8%	7,999	640
Penrith	6%	14,261	7%	13,860	913
Newcastle	6%	16,485	6%	15,552	922
Macarthur	5%	4,993	5%	4,904	260
Port Botany and Environs	5%	10,221	5%	10,019	469
Gosford	4%	10,241	4%	9,972	400
Campbelltown	4%	6,109	4%	5,997	235
Bankstown Airport – Milperra	3%	12,589	3%	12,506	401
Brookvale	3%	6,373	3%	6,102	195
Tuggerah	3%	6,918	3%	6,851	186

Centre	Including 'walk only'		Excluding 'walk only'		
	Rail share	Trips by all modes ¹	Rail share	Trips by all modes ¹	Rail trips ²
Wollongong	2%	15,301	3%	14,340	374
Wyong	2%	2,541	2%	2,485	60
Norwest Business Park	2%	15,716	2%	15,617	244
Castle Hill	2%	5,688	2%	5,519	87
Dee Why	1%	3,095	1%	2,673	34

Note:

1. Excludes 'Mode not stated' and 'Worked at Home' or 'Did not go to Work'.

2. Train mode is based on the 'priority mode' of the linked trip.

3. The centres featured were defined using the 2011 travel zone geography of the BTS consistent with the latest definition in the Metropolitan Strategy as agreed to with the NSW Department of Planning and Environment.

Values in the table are rounded and percentages are calculated from unrounded data.

Source: 2011 Journey to Work; Tables 04, 05, 12; Bureau of Transport Statistics (BTS), TfNSW.

Train mode share of work trips by origin Statistical Area 3

Table 5 is also based on the Bureau of Transport Statistics 2011 Journey to Work data set and shows mode shares for residential Statistical Area 3 (SA3).

Table 5 – Journey to work from Statistical Area 3 (SA3)

Origin SA3 ¹	Including 'walk only'		Excluding 'walk only'		Rail trips ²
	Rail share	Trips by all modes ²	Rail share	Trips by all modes ²	
Auburn	30%	25,357	31%	24,548	7,638
Bankstown	17%	52,972	17%	51,845	8,880
Baulkham Hills	5%	57,685	5%	56,981	2,661
Blacktown	19%	48,899	19%	48,068	9,293
Blacktown – North	12%	32,894	13%	32,493	4,075
Blue Mountains	14%	27,869	14%	26,995	3,878
Botany	8%	16,005	8%	15,022	1,256
Bringelly – Green Valley	8%	28,403	8%	28,028	2,280
Camden	7%	22,538	7%	22,247	1,655
Campbelltown (NSW)	18%	55,909	18%	55,041	10,105
Canada Bay	14%	32,210	14%	31,230	4,407
Canterbury	23%	41,599	23%	40,452	9,494
Carlingford	14%	22,133	14%	21,784	3,020
Chatswood – Lane Cove	19%	42,458	21%	39,162	8,111
Cronulla – Miranda – Caringbah	15%	44,652	15%	43,179	6,572
Dapto – Port Kembla	3%	24,142	3%	23,724	753
Dural – Wisemans Ferry	4%	9,811	4%	9,436	378
Eastern Suburbs – North	20%	52,829	22%	48,247	10,808
Eastern Suburbs – South	5%	53,547	5%	49,741	2,624
Fairfield	13%	56,614	13%	55,516	7,136
Gosford	13%	56,617	13%	55,191	7,217
Hawkesbury	3%	9,995	3%	9,809	321
Hornsby	31%	32,434	32%	31,091	9,960
Hurstville	30%	45,113	30%	43,748	13,326
Kiama – Shellharbour	2%	29,954	2%	29,238	649
Kogarah – Rockdale	29%	48,730	30%	46,993	14,062
Ku-ring-gai	26%	40,170	27%	39,070	10,500
Lake Macquarie – East	1%	43,440	1%	42,610	304
Lake Macquarie – West	3%	24,207	3%	23,762	642

Origin SA3 ¹	Including 'walk only'		Excluding 'walk only'		Rail trips ³
	Rail share	Trips by all modes ²	Rail share	Trips by all modes ²	
Leichhardt	5%	25,006	6%	23,423	1,312
Liverpool	15%	37,279	15%	36,007	5,409
Lower Hunter	0%	28,774	0%	27,790	136
Maitland	2%	24,707	2%	24,197	590
Manly	5%	16,992	5%	16,023	870
Marrickville – Sydenham – Petersham	30%	23,085	32%	21,670	6,983
Merrylands – Guildford	18%	44,603	18%	43,684	7,865
Mount Druitt	17%	34,825	17%	34,284	5,987
Newcastle	1%	59,548	1%	56,903	831
North Sydney – Mosman	15%	42,567	17%	37,604	6,463
Parramatta	24%	50,149	25%	47,376	11,872
Pennant Hills – Epping	29%	17,430	30%	16,950	5,031
Penrith	11%	52,345	11%	51,305	5,828
Pittwater	1%	22,672	1%	21,791	224
Port Stephens	0%	21,882	0%	21,088	75
Richmond – Windsor	6%	13,859	6%	13,265	825
Rouse Hill – McGraths Hill	4%	11,467	4%	11,270	440
Ryde – Hunters Hill	14%	48,436	14%	46,374	6,670
Shoalhaven	1%	26,622	1%	25,411	150
Southern Highlands	2%	14,880	3%	14,188	360
St Marys	11%	21,361	12%	21,086	2,452
Strathfield – Burwood – Ashfield	34%	55,853	36%	53,635	19,199
Sutherland – Menai – Heathcote	19%	47,000	19%	46,223	8,809
Sydney Inner City	20%	86,132	27%	61,736	16,825
Warringah	2%	60,410	2%	58,159	1,415
Wollondilly	4%	14,356	4%	14,080	624
Wollongong	7%	44,176	8%	42,038	3,208
Wyong	5%	48,640	5%	47,741	2,301
GMA Total	14%	2,074,242	14%	1,980,552	284,759
Albury	0%	17,534	0%	16,561	17
Armidale	0%	12,341	0%	11,407	17
Bathurst	0%	16,166	0%	15,255	27
Bourke – Cobar – Coonamble	0%	7,793	0%	6,633	8
Broken Hill and Far West	0%	6,529	0%	5,921	1
Clarence Valley	0%	13,836	0%	12,969	19
Coffs Harbour	0%	26,202	0%	24,941	22
Dubbo	0%	23,541	0%	22,127	9
Goulburn – Yass	0%	19,342	0%	18,037	30
Great Lakes	0%	7,544	0%	7,041	16
Griffith – Murrumbidgee (West)	0%	16,677	0%	15,610	0
Inverell – Tenterfield	0%	10,629	0%	9,738	7
Kempsey – Nambucca	0%	11,915	0%	11,245	6
Lachlan Valley	0%	17,022	0%	15,623	16
Lithgow – Mudgee	1%	14,171	1%	13,336	79
Lord Howe Island	0%	161	0%	103	0
Lower Murray	0%	2,979	0%	2,568	0
Moree – Narrabri	0%	9,051	0%	8,365	5
Orange	0%	20,272	0%	19,304	15

Origin SA3 ¹	Including 'walk only'		Excluding 'walk only'		Rail trips ³
	Rail share	Trips by all modes ²	Rail share	Trips by all modes ²	
Port Macquarie	0%	22,243	0%	21,270	13
Queanbeyan	0%	8,868	0%	8,210	13
Richmond Valley – Coastal	0%	23,336	0%	22,011	36
Richmond Valley – Hinterland	0%	22,346	0%	21,216	12
Snowy Mountains	1%	6,567	1%	5,815	76
South Coast	0%	19,500	0%	18,315	17
Tamworth – Gunnedah	0%	26,966	0%	25,536	13
Taree – Gloucester	0%	14,504	0%	13,768	19
Tumut – Tumbarumba	0%	4,898	0%	4,508	6
Tweed Valley	0%	19,164	0%	18,215	34
Upper Hunter	0%	11,186	0%	10,457	9
Upper Murray exc. Albury	0%	9,945	0%	9,019	0
Wagga Wagga	0%	33,134	0%	30,945	18
Remainder NSW Total	0%	476,362	0%	446,069	560

Note:

1. Excludes 'No usual address (NSW)' and 'Migratory – Offshore – Shipping (NSW)'.

2. Excludes 'Mode not stated' and 'Worked at Home' or 'Did not go to Work'.

3. Train mode is based on the 'priority mode' of the linked trip.

Values in the table are rounded but percentages are calculated from unrounded data.

Source: 2011 Journey to Work, Table 17, Bureau of Transport Statistics (BTS), TfNSW.

Trips by distance to station by access mode

Table 6 – Trips by distance to station by access mode

Access Mode	Up to 1km	1.01-2km	2.01-5km	5.01-10km	10.01-20km	More than 20km	Total
Vehicle driver	1,544	4,964	10,115	6,827	4,893	2,133	30,475
Vehicle passenger	6,603	17,127	29,554	12,459	4,105	1,283	71,130
Bus	1,360	8,295	34,081	16,248	4,084	1,949	66,017
Ferry	0	333	0	0	0	0	333
Taxi	0	0	386	0	0	0	386
Walking	528,157	117,070	23,789	298	405	0	669,719
Bicycle	826	1,266	1,662	212	0	0	3,966
Other	0	2,190	1,143	0	515	0	3,848
Sydney Total	538,489	151,246	100,728	36,043	14,002	5,365	845,874

Note:

1. Estimates are based on unlinked trips in the Sydney Greater Capital City Statistical Area (GCCSA).

2. Data are based on 3-year-pooled dataset.

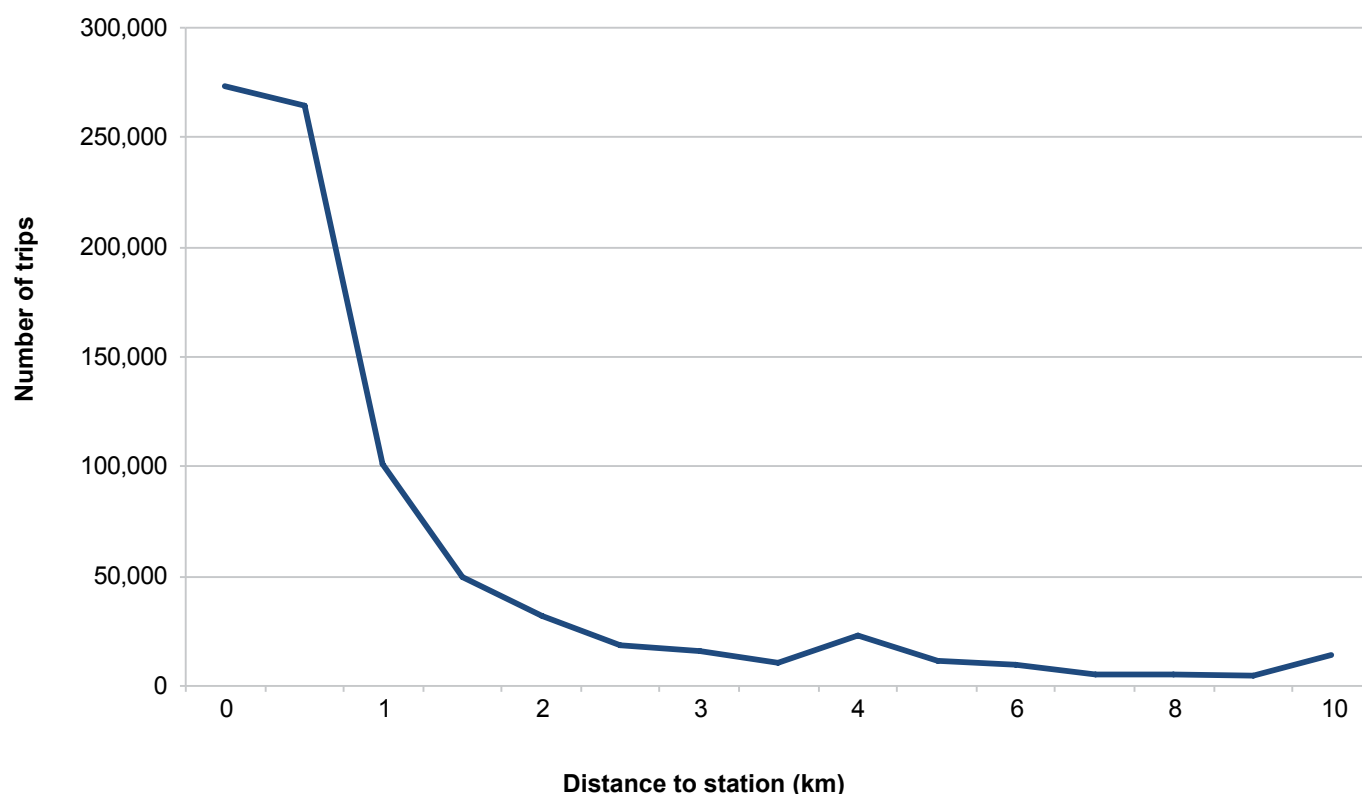
3. Based on distance to station for all trips (including trips going home from work).

4. An average weekday is measured as an average of travel from Monday to Friday, including public and school holidays.

5. Estimates for taxi, ferry, bicycle and 'other' are subject to high standard errors and should be used with caution.

Source: 2012/13 Household Travel Survey, Bureau of Transport Statistics, TfNSW.

Figure 10 – Access trips to station by distance



Note:

1. Estimates are based on unlinked trips in the Sydney Greater Capital City Statistical Area (GCCSA).
2. Data are based on 3-year-pooled dataset.
3. Based on distance to station for all trips (including trips going home from work).
4. An average weekday is measured as an average of travel from Monday to Friday, including public and school holidays.

Source: 2012/13 Household Travel Survey, Bureau of Transport Statistics, TfNSW.

Mode split to CBD by time of day

Table 7 shows the percentage of all trips made by residents of the Greater Metropolitan Area of Sydney (GMA) to the Sydney CBD by train in the morning peak and off-peak periods. The GMA includes the Sydney Greater Capital City Statistical Area and the Illawarra and Lower Hunter regions.

Table 7 – Train mode share to Sydney CBD by time period on an average weekday

CBD arrival time		Rail share
Peak	(06:00-09:30)	48%
Off-peak	(before 06:00 or after 09:30)	25%
All Weekday		37%

Note:

1. Mode estimates are based on linked trips.
2. Data are based on 5-year-pooled dataset.
3. Sydney CBD is defined as the Sydney Inner SLA using the 2006 travel zone geography of the BTS.
4. An average weekday is measured as an average of travel from Monday to Friday, including public and school holidays.

Source: 2012/13 Household Travel Survey, Bureau of Transport Statistics, TfNSW.

Mode split to CBD by origin Local Government Area

Table 8 below shows the mode split of work trips to the Sydney CBD by origin Local Government Area (LGA). This table illustrates how train dominates long distance markets such as Gosford, where 84% of work trips to the CBD are made by train.

Table 8 – Journey to work mode share to Sydney CBD by origin LGA, 2011

Origin Local Government Area / Ring / Region	Train	Bus	Ferry/ Tram	Private motor vehicle	Walked only	Other
Ashfield (A)	73%	10%	0%	14%	1%	2%
Botany Bay (C)	22%	50%	0%	25%	0%	3%
Lane Cove (A)	22%	44%	5%	24%	1%	4%
Leichhardt (A)	3%	56%	10%	22%	3%	6%
Marrickville (A)	60%	20%	0%	13%	2%	5%
Mosman (A)	5%	48%	15%	27%	1%	3%
North Sydney (A)	30%	41%	7%	14%	4%	4%
Randwick (C)	4%	67%	0%	23%	1%	4%
Sydney (C)	17%	24%	0%	10%	43%	6%
Waverley (A)	51%	14%	4%	25%	2%	4%
Woollahra (A)	30%	22%	9%	28%	8%	4%
Inner Ring Total	25%	34%	3%	17%	15%	5%
Auburn (C)	87%	1%	1%	11%	0%	0%
Bankstown (C)	84%	1%	0%	14%	0%	0%
Burwood (A)	82%	4%	0%	11%	0%	2%
Canada Bay (A)	32%	33%	9%	23%	0%	2%
Canterbury (C)	79%	4%	0%	16%	0%	1%
Hunters Hill (A)	2%	51%	17%	25%	1%	3%
Hurstville (C)	88%	0%	0%	11%	1%	1%
Kogarah (C)	83%	1%	0%	16%	1%	0%
Ku-ring-gai (A)	66%	5%	0%	26%	1%	2%
Manly (A)	8%	30%	40%	18%	1%	3%
Parramatta (C)	78%	8%	1%	12%	0%	0%
Rockdale (C)	82%	2%	0%	16%	1%	1%
Ryde (C)	39%	40%	2%	18%	1%	1%
Strathfield (A)	87%	1%	0%	11%	0%	1%
Willoughby (C)	42%	33%	0%	22%	1%	3%
Middle Ring Total	63%	14%	4%	17%	1%	1%
Blacktown (C)	78%	11%	0%	10%	0%	0%
Blue Mountains (C)	82%	2%	0%	14%	1%	0%
Camden (A)	86%	0%	0%	12%	1%	0%
Campbelltown (C)	92%	1%	0%	7%	0%	0%
Fairfield (C)	86%	1%	0%	13%	0%	0%
Gosford (C)	84%	1%	0%	14%	2%	0%
Hawkesbury (C)	72%	6%	0%	21%	0%	1%
Holroyd (C)	88%	1%	0%	10%	0%	0%
Hornsby (A)	70%	15%	0%	13%	0%	1%
Liverpool (C)	85%	1%	0%	13%	0%	1%
Penrith (C)	87%	0%	0%	11%	1%	1%
Pittwater (A)	5%	52%	4%	37%	0%	1%
Sutherland Shire (A)	81%	0%	0%	18%	1%	1%
The Hills Shire (A)	23%	58%	0%	18%	0%	1%

Origin Local Government Area / Ring / Region	Train	Bus	Ferry/ Tram	Private motor vehicle	Walked only	Other
Warringah (A)	6%	62%	5%	25%	0%	2%
Wollondilly (A)	77%	2%	0%	20%	1%	0%
Wyong (A)	73%	1%	1%	24%	2%	0%
Outer Ring Total	65%	18%	1%	15%	0%	1%
Illawarra Region	78%	2%	0%	18%	1%	0%
Lower Hunter Region	45%	7%	1%	37%	8%	3%
Total	49%	23%	3%	17%	6%	2%

Note:

1. 'Total Trips' includes 'walk only', but excludes 'Mode not stated' and 'Worked at Home' or 'Did not go to Work'.

2. Trip origin is defined as place where the person spent Census night and trip destination is defined as Sydney CBD.

3. 'Private motor vehicle' includes 'Vehicle driver' and 'Vehicle passenger'.

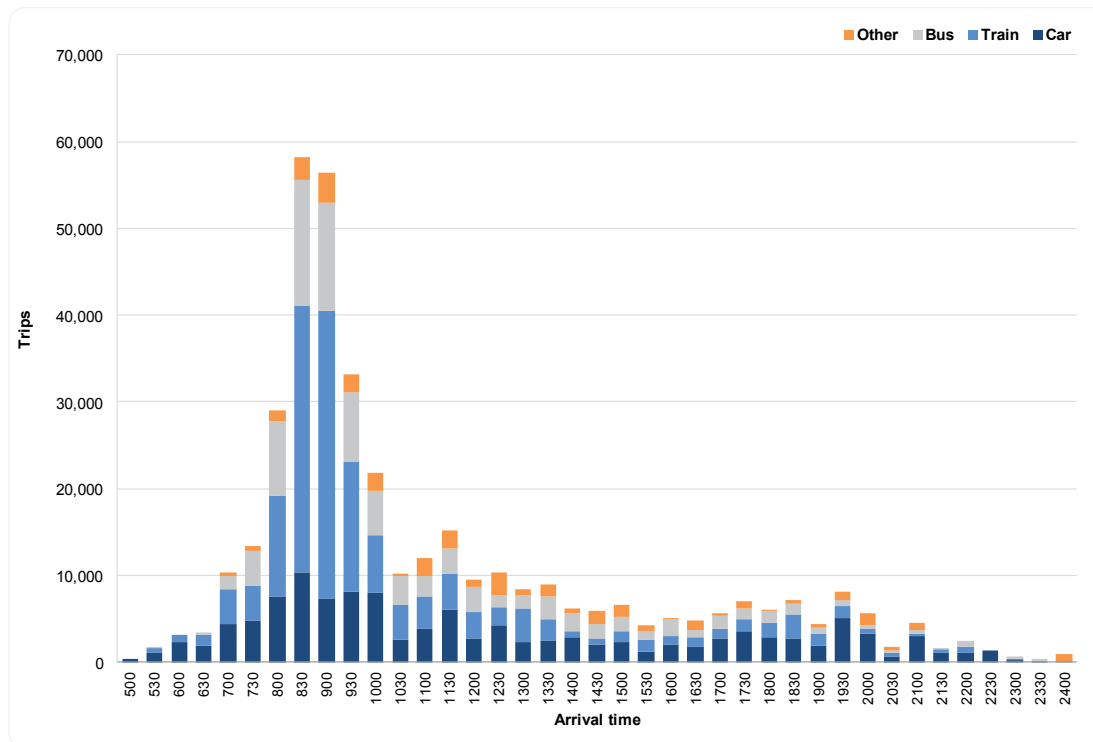
4. Sydney CBD is defined using the 2011 travel zone geography of the BTS consistent with the latest definition in the Metropolitan Strategy as agreed to with the NSW Department of Planning and Environment.

5. (C) City (A) Municipality or Shire.

Source: 2011 Journey to Work, Table 12, Bureau of Transport Statistics (BTS), TfNSW.

Figure 11 sets out the mode split (excluding walk) of trips to the Sydney CBD by time of day on an average weekday in 2012/13. This shows how train has a higher share of trips to the CBD in the morning peak period than for the rest of the day.

Figure 11 – Mode split (excluding walk/bicycle) for GMA residents travelling to Sydney CBD by time of day on an average weekday



Note:

1. Mode estimates are based on linked trips.

2. Data are based on 5-year-pooled dataset.

3. An average weekday is measured as an average of travel from Monday to Friday, including public and school holidays.

Source: 2012/13 Household Travel Survey, Bureau of Transport Statistics, TfNSW.

3.2 Train and other mode combination

Table 9 shows mode combinations of trips to work from the Sydney Greater Capital City Statistical Area where at least one link of the trip is by train. Of persons travelling to work by train in Sydney, 19.0% involve another form of public transport (bus, ferry) in the linked trip either before or after the segment of the trip by train. This compares with 20.8% in 2001 and 18.1% in 2006. Of trips to work by train, two-thirds (66.5%) were not linked with any other mode of transport, apart from walk. This compares with 60.2% and 65.7% for previous Census results in 2001 and 2006 respectively.

Table 9 – Trends in combination of work trips from Sydney¹

Mode	2001		2006		2011	
	Trips	%	Trips	%	Trips	%
Train	144,800	60.2%	152,500	65.7%	187,600	66.5%
Train/Bus ²	49,100	20.4%	41,000	17.7%	52,300	18.5%
Train/Ferry ³	1000	0.4%	900	0.4%	1,400	0.5%
Train/Other ⁴	45,500	18.9%	37,700	16.2%	40,800	14.5%
Total	240,300	100.0%	232,200	100.0%	282,100	100.0%

Note:

1. Sydney refers to the Sydney Statistical Division in 2001 and 2006 and the Sydney Greater Capital City Statistical Area in 2011. These areas are comparable.

2. Train/Bus includes Train/Bus/Other and trips with both bus and ferry.

3. Sydney refers to the Sydney Statistical Division in 2001 and 2006 and the Sydney Greater Capital City Statistical Area in 2011. These areas are comparable.

4. Train/Other includes Train/Bicycle/Other and Train/Car/Other and excludes trips with bus or ferry.

Source: 2001 Journey to Work, Table 06; 2006 Journey to Work, Table 15; 2011 Journey to Work, Table 14, Bureau of Transport Statistics, TfNSW.

3.3 Train usage of Greater Metropolitan Area residents

Table 10 shows the weekly travel frequency by train of all residents aged 15 years and above in the Sydney Greater Metropolitan Area (GMA) for 2012/13.

The results indicate that around 21% of the GMA population can be considered 'regular users'.

A 'regular user' is defined as someone who used train at least once in the last week. The GMA includes the Sydney Greater Capital City Statistical Area and the Illawarra and Lower Hunter regions.

Table 10 – Train usage in Sydney

Days used train in last week	Persons	%
0	3,529,829	78.8%
1	383,236	8.6%
2	147,504	3.3%
3	90,531	2.0%
4	78,572	1.8%
5	191,940	4.3%
6	40,437	0.9%
7	19,962	0.4%
Total	4,482,012	100.0%

Note: Estimates are based on 3-year pooled dataset.

Source: 2012/13 Household Travel Survey, Bureau of Transport Statistics, TfNSW.

3.4 Train catchment data

Table 11 shows mode of travel to work for all people living 1 km from train stations in the Sydney Greater Metropolitan Area (GMA). It should be noted that most train users in the catchments reside within walking distance of a station. Many people also access the train system from outside these catchment areas.

Table 11 – Train catchments in Sydney

Line	Journeys for all modes ¹ (000's)	Mode of travel to work ¹			
		Rail	Car	Bus	Other ²
Illawarra	111.8	28%	65%	2%	5%
Eastern Suburbs	34.5	23%	36%	11%	30%
East Hills	69.4	24%	71%	2%	4%
Bankstown	96.5	26%	62%	5%	7%
South	46.6	25%	68%	2%	5%
Inner West	71.7	33%	46%	9%	11%
North Shore	82.9	32%	51%	6%	12%
Northern via Strathfield	33.5	31%	60%	4%	5%
Northern via Macquarie Park	21.5	23%	65%	6%	6%
Western	103.1	25%	67%	2%	5%
Airport	11.6	21%	49%	16%	14%
Olympic Park	0.0	0%	57%	0%	43%
CBD	37.9	19%	22%	14%	45%
Carlingford	15.2	18%	72%	5%	5%
Sydney Trains Total	736.5	27%	58%	5%	10%
Blue Mountains	22.9	14%	80%	0%	5%
Central Coast	19.6	16%	78%	2%	4%
Hunter	26.8	2%	91%	2%	5%
Newcastle	31.3	2%	87%	3%	8%
South Coast	51.6	6%	86%	2%	6%
Southern Highlands	18.0	4%	90%	1%	5%
NSW TrainLink Intercity Total	170.1	7%	86%	2%	6%
Journeys in catchment area	906.6	23%	63%	4%	9%
Sydney GMA	2,121.5	14%	74%	6%	7%

Note:

1. Excludes 'Mode not stated' and 'Worked at Home' or 'Did not go to Work'.

Mode is based on the 'priority mode' of the linked trip.

2. Other includes 'Walk only' trips.

3. Catchment area is defined as 1 km radius from a train station as a general measure. In reality, catchment areas vary depending on the station and surrounding land use.

4. Due to the crossover of catchment areas the data from some individual station catchments have been included in more than one line.

Source: 2011 Journey to Work, Table 19, Bureau of Transport Statistics (BTS), TfNSW.

3.5 Average trip details

Average trip duration

The average duration of train trips in the Sydney Greater Capital City Statistical Area on an average weekday in 2012/13 was 27.4 minutes and in the Greater Metropolitan Area of Sydney (GMA) was 28.0 minutes. Table 12 shows the changes in average trip duration since 2005/06.

Table 12 – Average trip duration (mins)

Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13
Sydney	31.3	32.6	33.8	31.6	29.4	27.4	27.6	27.4
GMA	32.0	33.3	34.8	32.6	30.6	28.2	28.2	28.0

Average trip length

The average length of train trips in Sydney⁴ on an average weekday in 2012/13 was 16.7 km and in the GMA⁵ it was 17.4 km. Table 13a shows the changes in average trip distance since 2005/06.

Table 13a – Average trip length (km)

Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13
Sydney	19.1	19.4	19.8	18.6	17.7	16.7	17.1	16.7
GMA	20.1	20.3	20.9	19.5	18.8	17.5	17.8	17.4

Note:

1. Duration and Length estimates are based on unlinked trips.
 2. Data are based on 3-year-pooled dataset.
 3. Revised weighting variables have been applied for all years, based on the 2011 Census.
 4. Sydney refers to the Greater Capital City Statistical Area (GCCSA) which includes the Sydney suburban area as well as Gosford, Wyong, Wollondilly and the Blue Mountains. It does not include the South Coast, Hunter Valley, Newcastle and most of the Southern Highlands.
 5. The GMA includes the Sydney Greater Capital City Statistical Area and the Illawarra and Lower Hunter regions.
- Source: 2012/13 Household Travel Survey, Bureau of Transport Statistics, TfNSW.

Table 13b – Passenger trip length (km)

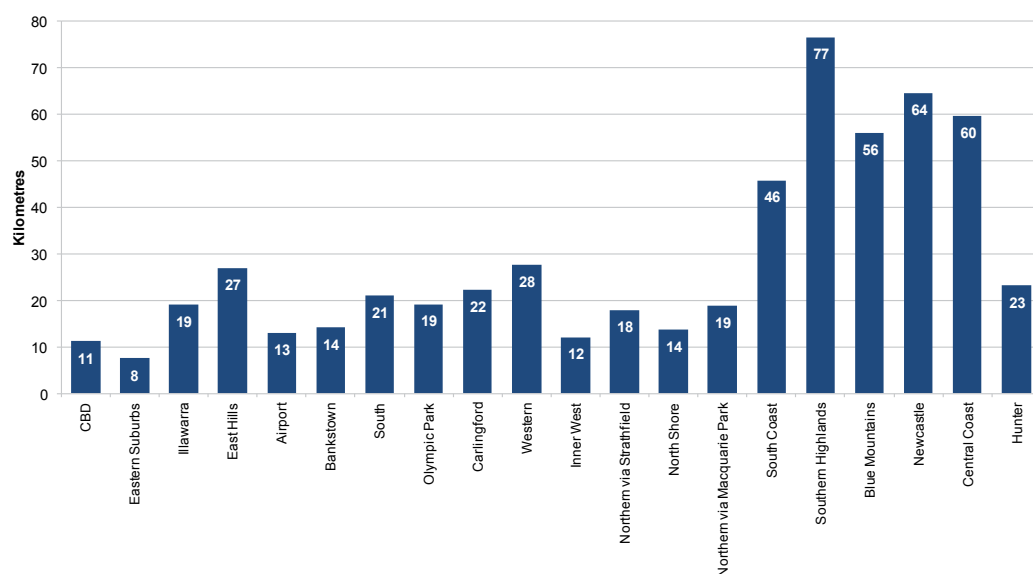
	2008-09	2009-10	2010-11	2011-12	2012-13
Sydney Trains	3,771,697,381	3,769,259,861	3,785,107,007	3,948,452,887	3,835,622,914
NSW TrainLink (Intercity services)	1,378,984,757	1,451,840,805	1,244,444,181	1,323,498,970	1,377,229,887
Total	5,150,682,138	5,221,100,666	5,029,551,189	5,271,951,857	5,212,852,801

Note:

1. Figures are estimates only derived from multiplying average daily passenger kms to derive an annual figure.
 2. Train trip distance is calculated as the shortest network distance on train.
 3. A Sydney Trains trip is defined as any train trip that started at a Sydney Trains station and ended at a Sydney Trains station. The remainder trips are defined as NSW Trains Intercity.
- Source: 2012/13 Household Travel Survey, Bureau of Transport Statistics, TfNSW.

Figure 12 shows the average trip length by origin line for train passengers in the AM peak period.

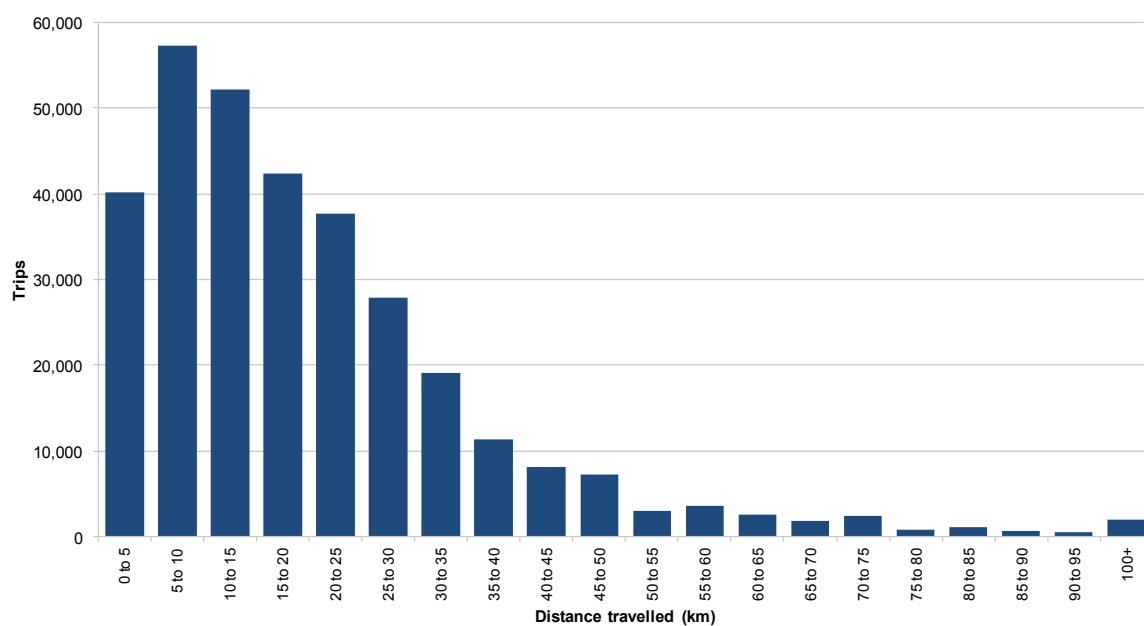
Figure 12 – Average trip length by origin line (AM peak 3.5 hours)



Source: Rail Origin Destination Matrix 2011, BTS, TfNSW; Station Distance Matrix 2010, RailCorp.

Figure 13 shows how the bulk of train trips in the AM peak fall within the range 0 to 35 km, which is consistent with the average trip lengths for the AM peak, reported above.

Figure 13 – Distribution of trips by trip length (AM peak 3.5 hours)



Source: Rail Origin Destination Matrix 2011, BTS, TfNSW; Station Distance Matrix 2010, RailCorp.

4 Trip characteristics

Table 14 shows the distribution of train trips based on the socio-demographic characteristics of train users in Greater Metropolitan Area of Sydney (GMA). The travel behaviour of train users is presented in Table 15. Peak is defined as train trips arriving 06:00-09:30 or departing 15:00-18:30 on an average weekday. Off-peak is defined as the remaining trips on an average weekday and all trips on an average weekend day.

Table 14¹ – Trip distribution by socio-demographics of train users in Sydney GMA

Sex	AM peak	PM peak	Peak	Off-peak	Total
Male	54.3%	54.4%	54.4%	51.8%	53.1%
Female	45.7%	45.6%	45.6%	48.2%	46.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Age	AM peak	PM peak	Peak	Off-peak	Total
Under 18	15.7%	16.6%	16.2%	14.9%	15.5%
18 – 24	14.4%	17.7%	16.1%	20.4%	18.3%
25 – 34	26.1%	25.4%	25.7%	23.1%	24.4%
35 – 44	18.1%	15.6%	16.8%	13.6%	15.2%
45 – 54	14.5%	13.4%	13.9%	12.1%	13.0%
55 – 64	7.4%	6.9%	7.2%	7.6%	7.4%
65 and over	3.8%	4.5%	4.1%	8.3%	6.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Trip purpose ²	AM peak	PM peak	Peak	Off-peak	Total
Work	61.8%	47.0%	54.1%	20.8%	37.1%
Work related	4.6%	4.3%	4.4%	4.5%	4.5%
Education	21.3%	17.5%	19.3%	5.3%	12.1%
Shopping	4.1%	8.3%	6.3%	15.6%	11.0%
Personal business	2.4%	3.2%	2.8%	5.3%	4.1%
Social recreation	4.7%	13.6%	9.3%	41.8%	25.9%
Serve passenger	1.0%	5.3%	3.2%	4.5%	3.8%
Other	0.2%	0.9%	0.6%	2.2%	1.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Ticket type	AM peak	PM peak	Peak	Off-peak	Total
Single	5.5%	9.6%	7.7%	14.9%	11.6%
Return	19.5%	24.2%	22.0%	37.1%	30.1%
Full day	5.8%	8.6%	7.3%	21.7%	15.0%
Weekly	48.8%	41.7%	45.1%	19.5%	31.4%
Quarterly	3.5%	2.5%	3.0%	0.8%	1.8%
Yearly	2.4%	2.4%	2.4%	0.4%	1.4%
Other ³	14.4%	11.0%	12.6%	5.6%	8.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Labour force status	AM peak	PM peak	Peak	Off-peak	Total
Full-time work	60.1%	52.3%	56.1%	32.7%	44.1%
Part-time/casual work	10.5%	11.6%	11.1%	16.0%	13.6%
Adult studying full/part-time	9.4%	11.8%	10.6%	16.8%	13.8%
Pensioner	3.6%	5.7%	4.7%	11.9%	8.4%
School child	14.2%	14.7%	14.5%	11.8%	13.1%
Other	2.1%	4.0%	3.1%	10.9%	7.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Personal income	AM peak	PM peak	Peak	Off-peak	Total
\$0 - \$7,799	16.4%	20.2%	18.4%	26.7%	22.6%
\$7,800 - \$12,999	3.9%	5.5%	4.7%	8.1%	6.4%
\$13,000 - \$20,799	5.0%	6.6%	5.8%	12.6%	9.3%
\$20,800 - \$31,199	7.3%	9.6%	8.5%	10.9%	9.7%
\$31,200 - \$41,599	14.9%	14.5%	14.7%	10.7%	12.6%
\$41,600 - \$51,999	13.2%	11.8%	12.5%	8.5%	10.5%
\$52,000 - \$67,599	16.7%	12.3%	14.4%	9.9%	12.1%
\$67,600 - \$83,199	7.6%	8.3%	7.9%	5.6%	6.8%
\$83,200 or more	15.0%	11.3%	13.1%	6.9%	10.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Transport Users ⁴	Mean income	Median income
Train users	\$38,249	\$31,362
Car drivers	\$44,047	\$39,779
Car passengers	\$29,384	\$14,846
Bus users	\$29,780	\$14,303
Ferry users	\$58,913	\$50,665

Table 15¹ - Travel behaviour of train users in Sydney GMA

Access mode ⁵	AM peak	PM peak	Peak	Off-peak	Total
Walk	48.0%	59.3%	48.7%	60.9%	54.4%
Vehicle driver	17.9%	9.0%	17.4%	9.3%	13.6%
Vehicle passenger	18.9%	23.7%	19.2%	16.4%	17.9%
Bus	14.3%	6.4%	13.8%	11.8%	12.9%
Other	0.9%	1.6%	1.0%	1.6%	1.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Note:

1 The data used in these tables are based on 3-year-pooled dataset.

2 Trips to 'return home' have been allocated to the to the previous 'priority' purpose.

3 Includes TravelTen, stored value card, fortnightly, monthly and other ticket types.

4 Excludes people who did not state their income and people aged less than 15 years.

A passenger can be a user of multiple modes and their income will be accounted for in each mode used.

5 Trips originating from home.

Source: 2012/13 Household Travel Survey, Bureau of Transport Statistics, TfNSW.

5 Trains

5.1 Morning peak period

AM peak one hour passenger flows

Figure 14 shows morning peak one hour passenger flows on up (towards city) trains at selected points on the network on a typical busy weekday in March 2014.

Figure 14 - Passenger flows in the one-hour AM peak period



Source: March 2014 Peak Train Load Survey, BTS, TfNSW.

Average loads on morning peak trains to Central

Table 16 shows average load factors (passengers as a percentage of seat capacity) by line and service type at the Sydney CBD and intercity cordons in the one hour and 3.5 hour morning peak periods on selected weekdays.

The peak one hour is defined as the busiest hour for passenger volumes and is around the 08:00-8:59 am period (Central time). The table shows how the busiest one hour time span on arrival at Central varies, depending on the line.

Table 16 – Average load factors on morning peak up trains

Line (Measured at)	Service	One Hour (Central Time 08:00-08:59)				Three and a Half Hours (Surveyed Station Time 06:00-09:30)			
		No. of Trains	Seats	Pax	Avg Ld Factor	No. of Trains	Seats	Pax	Avg Ld Factor
T1 North Shore (Milsons Point)	North Shore limited stops	8	7,046	8,507	121%	13	11,462	11,522	101%
	North Shore all stops	3	2,544	2,645	104%	14	12,252	7,785	64%
	T1 North Shore Total	11	9,590	11,152	116%	27	23,714	19,307	81%
T1 Central Coast via Shore (Milsons Point)	T1 Central Coast via Shore Total	4	3,456	3,710	107%	6	5,184	5,157	99%
T1 Northern via Strathfield (Redfern)	T1 Northern via Strathfield Total	6	4,390	5,516	126%	15	12,332	10,190	83%
T1 Northern via Macquarie Park (Milsons Point)	T1 Northern via Macquarie Park Total	4	3,524	3,374	96%	14	12,306	8,051	65%
T1 Western (Redfern)	Western express	4	3,520	3,456	98%	8	6,988	6,168	88%
	Western limited stops	8	7,048	8,875	126%	19	16,778	16,374	98%
	Western all stops	4	3,470	4,778	138%	14	12,198	11,019	90%
	Carlingford special					1	438	130	30%
	T1 Western Total	16	14,038	17,109	122%	42	36,402	33,691	93%
T2 Airport (Green Square/ Sydenham)	Airport Express	2	1,816	1,933	106%	2	1,816	1,933	106%
	Airport limited stops	4	3,578	3,831	107%	14	12,550	9,973	79%
	Airport all stops	4	3,586	4,235	118%	14	12,566	9,115	73%
	Airport limited stops via SYD	4	3,614	4,316	119%	6	5,428	6,417	118%
	T2 Airport Total	14	12,594	14,315	114%	36	32,360	27,437	85%
T2 Inner West (Redfern)	Inner West limited stops					2	1,788	344	19%
	Inner West all stops	4	3,586	4,788	134%	15	13,434	9,443	70%
	T2 Inner West Total	4	3,586	4,788	134%	17	15,222	9,787	64%
T2 South (Redfern)	South limited stops	4	3,622	3,902	108%	6	5,420	5,430	100%
	South all stops	4	3,638	4,901	135%	14	12,624	12,614	100%
	T2 South Total	8	7,260	8,803	121%	20	18,044	18,044	100%
T3 Bankstown (Ersleville/St Peters)	Bankstown limited stops	4	3,612	4,029	112%	7	6,306	5,845	93%
	Bankstown all stops	4	3,628	4,640	128%	14	12,676	11,180	88%
	T3 Bankstown Total	8	7,240	8,669	120%	21	18,982	17,025	90%
T4 Eastern Suburbs (Kings Cross) excludes 3 cancelled trains (412B, 618D, 412D)	T4 Eastern Suburbs Total	17	14,376	10,208	71%	43	36,264	16,803	46%
T4 Illawarra (Sydenham/ Hurstville) includes 2 Thirroul trains (314B, 322B)	Illawarra Express	3	2,520	2,797	111%	7	5,880	5,263	90%
	South Coast-ESR Special	1	840	1,182	141%	2	1,704	2,205	129%
	Illawarra Special					1	840	557	66%
	Illawarra limited stops	5	4,200	6,209	148%	18	15,120	13,858	92%
	Illawarra all stops	6	5,064	6,714	133%	18	15,168	13,856	91%
	T4 Illawarra Total	15	12,624	16,902	134%	46	38,712	35,739	92%

Line (Measured at)	Service	One Hour (Central Time 08:00-08:59)				Three and a Half Hours (Surveyed Station Time 06:00-09:30)			
		No. of Trains	Seats	Pax	Avg Ld Factor	No. of Trains	Seats	Pax	Avg Ld Factor
Blue Mountains (Glenbrook)	Blue Mountains limited stops	2	1,664	955	57%	3	2,496	1,386	56%
	Blue Mountains all stops	2	1,664	798	48%	6	4,576	2,220	49%
	Blue Mountains Total	4	3,328	1,753	53%	9	7,072	3,606	51%
Blue Mountains: Glenbrook Time 05:30-09:00									
Newcastle & Central Coast (Woy Woy)	Newcastle Express	2	1,664	1,137	68%	6	4,992	3,389	68%
	Newcastle all stops					1	832	498	60%
	Central Coast all stops via SFD	2	1,696	634	37%	6	4,720	1,940	41%
	Central Coast limited stops via GDN	4	3,456	2,561	74%	6	5,184	3,758	72%
	Newcastle & Central Coast Total	8	6,816	4,332	64%	19	15,728	9,585	61%
Central Coast: Woy Woy Time 05:30-09:00									
South Coast (Helensburgh) excludes 2 Thirroul trains (314B, 322B)	South Coast-ESR Express	3	2,592	1,944	75%	7	5,616	3,719	66%
	South Coast-ESR all stops					1	432	400	93%
	South Coast Total	3	2,592	1,944	75%	8	6,048	4,119	68%
South Coast: Helensburgh Time 05:30-09:00									

Source: Train Loads Database, Final Stations Dataset v5 (One hour) / Final Stations Dataset v6 (3.5hours), March 2014, Bureau of Transport Statistics, TfNSW.

5.2 Afternoon peak period

Average loads on afternoon peak trains from Central

Table 17 shows average load factors by line and service type in the afternoon peak one hour and 3.5 hours on selected weekdays.

Table 17 – Average load factors on afternoon peak down trains

Line (Measured at)	Service	One Hour (Central Time 17:00-17:59)				Three and a Half Hours (Surveyed Station Time 15:00-18:30)			
		No. of Trains	Seats	Pax	Avg Ld Factor	No. of Trains	Seats	Pax	Avg Ld Factor
T1 North Shore (North Sydney)	North Shore limited stops	8	7,154	6,626	93%	23	20,268	15,928	79%
	North Shore all stops					2	1,788	732	41%
	T1 North Shore Total	8	7,154	6,626	93%	25	22,056	16,659	76%
T1 Central Coast via Shore (North Sydney)	T1 Central Coast via Shore Total	3	2,592	2,687	104%	6	5,184	4,560	88%
T1 Northern via Strathfield (Redfern)	T1 Northern via Strathfield Total	4	3,578	3,768	105%	14	12,520	9,572	76%
T1 Northern via Macquarie Park (Wynyard)	T1 Northern via Macquarie Park Total	4	3,524	3,379	96%	13	11,522	7,743	67%
T1 Western (Redfern)	Western express	4	3,526	4,332	123%	10	8,674	9,528	110%
	Western limited stops	8	6,800	6,797	100%	19	16,554	15,784	95%
	Western all stops	4	3,518	3,783	108%	13	11,434	9,681	85%
	T1 Western Total	16	13,844	14,912	108%	42	36,662	34,993	95%
T2 Airport (Redfern)	Airport limited stops	4	3,602	3,335	93%	13	11,686	10,071	86%
	Airport all stops	4	3,596	2,454	68%	13	11,714	5,994	51%
	Airport limited stops via SYD	4	3,614	4,107	114%	8	7,228	7,033	97%
	T2 Airport Total	12	10,812	9,896	92%	34	30,628	23,098	75%
T2 Inner West (Redfern)	T2 Inner West Total	4	3,586	3,791	106%	14	12,536	8,810	70%
T2 South (Redfern)	South limited stops	4	3,612	4,641	128%	5	4,506	5,645	125%
	South all stops	4	3,638	3,687	101%	14	12,600	12,688	101%
	T2 South Total	8	7,250	8,328	115%	19	17,106	18,332	107%
T3 Bankstown (Redfern)	Bankstown limited stops	4	3,614	2,795	77%	5	4,508	3,513	78%
	Bankstown all stops	4	3,584	2,706	75%	15	13,460	9,918	74%
	T3 Bankstown Total	8	7,198	5,501	76%	20	17,968	13,431	75%

Line (Measured at)	Service	One Hour (Central Time 17:00-17:59)				Three and a Half Hours (Surveyed Station Time 15:00-18:30)			
		No. of Trains	Seats	Pax	Avg Ld Factor	No. of Trains	Seats	Pax	Avg Ld Factor
T4 Eastern Suburbs (Martin Place)	T4 Eastern Suburbs Total	16	13,488	6,189	46%	48	40,464	13,305	33%
T4 Illawarra (Redfern)	South Coast-ESR Special	1	864	809	94%	1	864	809	94%
	Illawarra limited stops	8	6,720	6,981	104%	23	19,320	19,177	99%
	Illawarra all stops	6	5,040	5,270	105%	16	13,440	11,310	84%
	T4 Illawarra Total	15	12,624	13,060	103%	40	33,624	31,295	93%
Blue Mountains (Emu Plains)	Blue Mountains limited stops	1	832	370	44%	3	2,496	1,006	40%
	Blue Mountains all stops	2	1,664	511	31%	7	4,992	2,050	41%
	Newcastle & Central Coast	3	2,496	881	35%	10	7,488	3,056	41%
						Blue Mountains: Central Time 15:00-18:30			
Newcastle & Central Coast (Hornsby) excludes one train (283L) not surveyed	Newcastle Express	1	832	496	60%	6	4,992	3,699	74%
	Central Coast all stops via SFD	2	1,696	779	46%	6	5,152	2,703	52%
	Central Coast limited stops via CSW	3	2,592	1,221	47%	5	4,320	2,182	51%
	Newcastle & Central Coast Total	6	5,120	2,496	49%	17	14,464	8,585	59%
						Central Coast: Hornsby Time 15:30-19:00			
South Coast (Sutherland) excludes one train (C461) not surveyed	South Coast-ESR Express	3	2,592	1,922	74%	5	4,320	3,002	69%
	South Coast - Sydney Terminal					2	1,296	1,171	90%
	South Coast Total	3	2,592	1,922	74%	7	5,616	4,173	74%
						South Coast: Sutherland Time 05:30-19:00			

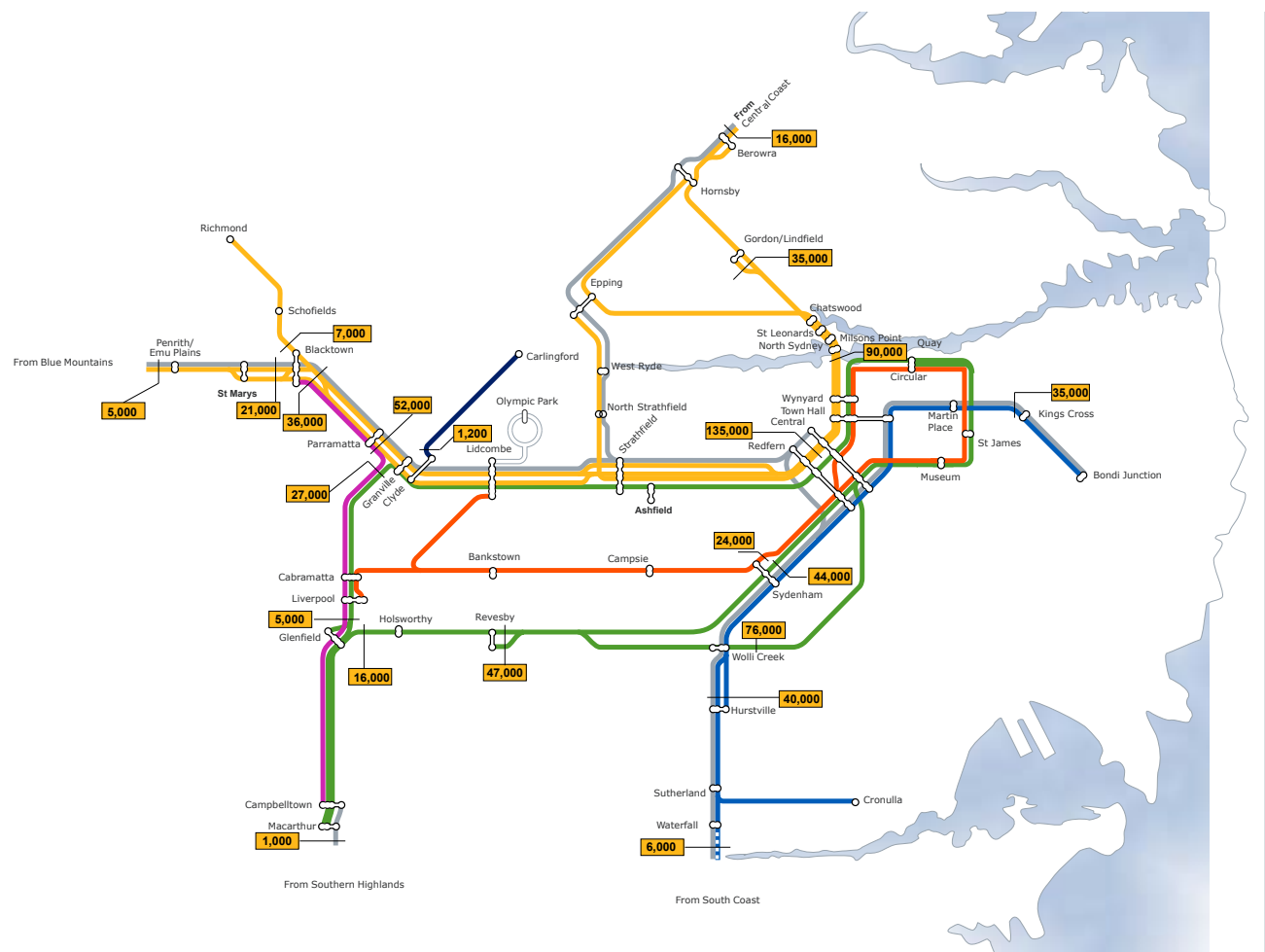
Source: Train Loads Database, Final Stations Dataset v5 (One hour) / Final Stations Dataset v6 (3.5hours), March 2014, Bureau of Transport Statistics, TfNSW.

5.3 Weekday

Passenger flows by line

Figure 15 shows passenger flows into the city (up direction) at various points on the network for a typical busy weekday. Down direction flows over a day are similar in size to up direction flows.

Figure 15- Passenger flows by line on weekdays

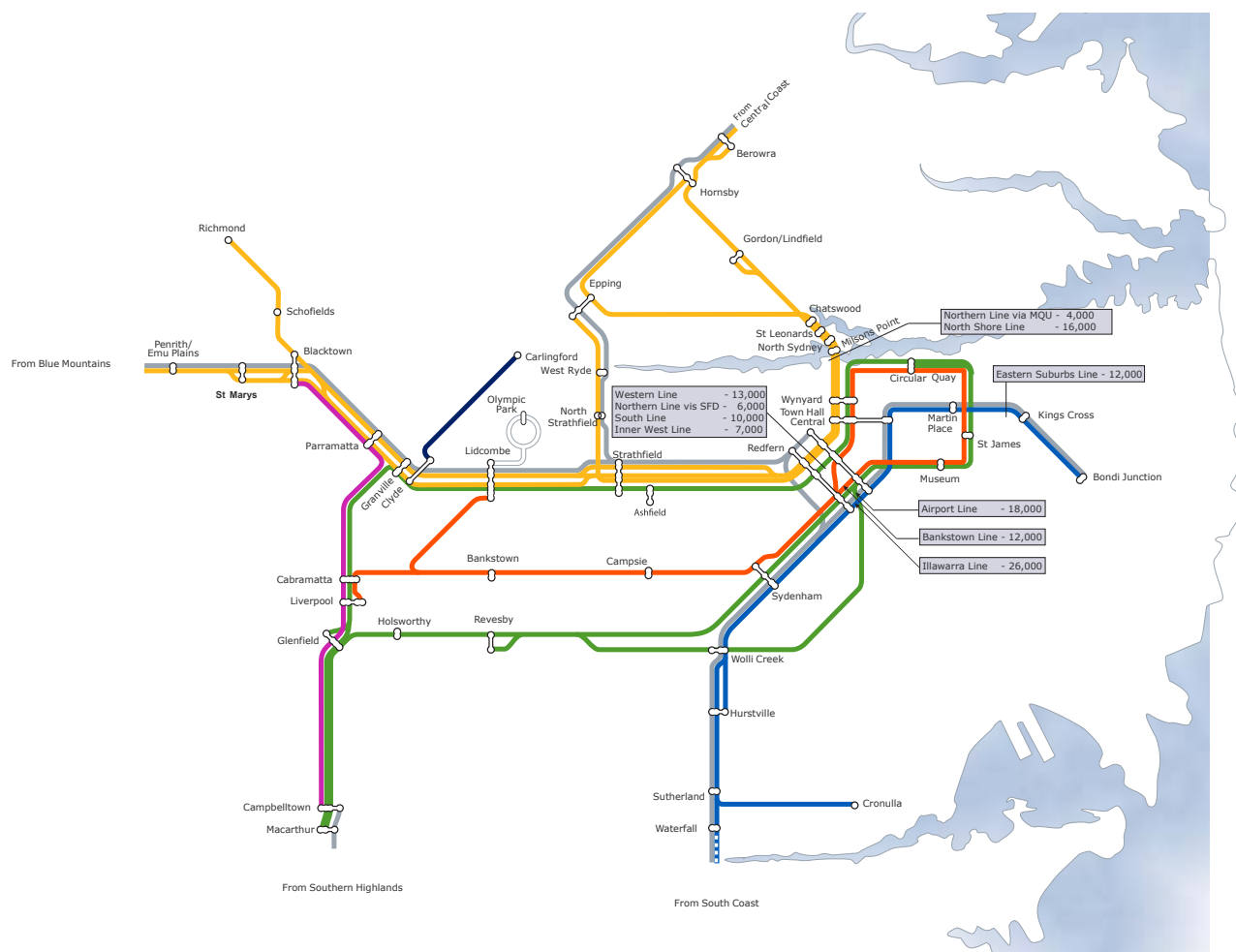


Source: March 2014 Peak Train Load Survey, 2011 Rail OD Matrix, Rail Patronage, BTS, TfNSW.

5.4 Weekend day

Figure 16 shows passenger flows into the city (up direction) at selected points on the train network on a typical Saturday. Down direction flows over the day are similar in size to up direction flows.

Figure 16 – Passenger flows by line on weekends



Source: May-Jul 2013 Off-peak Train Load Survey, Gate Validations (TRS), BTS, TfNSW

6 Patronage

6.1 Issues and journeys by ticket type

Table 18 – Ticket Issues and Journeys (2013 Calendar year)

Ticket	Issues (total network)	Journeys (total network)	Journeys (Sydney Trains)	Journeys (NSW TrainLink Intercity)
MyMulti Day Pass	615,377	836,173	673,314	162,859
MyMulti Monthly	66,577	2,648,099	2,337,213	310,886
MyMulti Quarterly	15,891	2,015,605	1,822,852	192,753
MyMulti Weekly	3,855,619	34,781,985	30,449,418	4,332,567
MyMulti Yearly	5,498	2,686,576	2,391,121	295,455
MyTrain Monthly	365,199	15,520,122	14,200,220	1,319,902
MyTrain Quarterly	67,097	9,063,830	8,289,762	774,068
MyTrain Weekly	5,979,440	70,059,526	63,753,600	6,305,926
MyTrain Yearly	5,130	2,813,158	2,607,267	205,891
Off-Peak Return	20,296,203	40,592,406	36,695,780	3,896,626
Other	172,641	318,732	250,700	68,032
Pensioner Excursion	31,408,211	32,787,303	27,804,402	4,982,901
Return	13,602,885	27,205,770	23,871,687	3,334,083
Single	40,084,271	40,084,271	35,622,821	4,461,450
TravelPass Quarterly	4	352	-	352
TravelPass Weekly	672	7,383	-	7,383
TravelPass Yearly	1	494	-	494
Unpaid	0	28,667,337	25,746,617	2,920,720
Total	116,540,716	310,089,122	276,516,774	33,572,348

Note:

1. Opal was progressively rolled out across all Sydney Train Stations from June 2013 through to March 2014, and then to the rest of the network by April 2014. This impacts how patronage is estimated. The methodology for assigning Opal patronage and ticket issues to station and line is currently under review.
 2. Opal journeys in the 2013 dataset have been allocated to ticket type 'Single' and fare type 'Adult'.
 3. From July 2013, CityRail was split into two entities – Sydney Trains and NSW TrainLink Intercity. Data in this summary represents combined ticket issues for both organisations.
 4. Unpaid travel includes school travel, employee passes, other free passes and fare evasion.
- Source: Journeys – Rail Patronage 2013, Bureau of Transport Statistics, TfNSW. Issues – Summary of Rail Ticket Issues, Bureau of Transport Statistics, TfNSW.

6.2 Fare schedule 2014

Table 19a – Fare schedule

Distance to city selected stations		All fares include GST – Fares effective from 5 January 2014				
Station	Fare distance to City km	My Zone ticket type	Distance band up to km	Full Adult Fares		
				Single	Off-peak return	Weekly
				\$	\$	\$
Kings Cross	3.21	MyTrain1	10	3.80	5.00	28.00
North Sydney	6.31			3.80	5.00	28.00
Bondi Junction	6.61			3.80	5.00	28.00
St Leonards	9.59			3.80	5.00	28.00
Ashfield	11.61	MyTrain2	20	4.60	6.20	35.00
Chatswood	12.85			4.60	6.20	35.00
Kogarah	14.82			4.60	6.20	35.00
Strathfield	14.94			4.60	6.20	35.00
Hurstville	18.02	MyTrain3	35	4.60	6.20	35.00
Gordon	18.30			4.60	6.20	35.00
Lidcombe	19.79			4.60	6.20	35.00
Bankstown	21.92			5.20	7.00	41.00
Padstow	22.54	MyTrain4	65	5.20	7.00	41.00
Parramatta	26.41			5.20	7.00	41.00
Hornsby	26.45			5.20	7.00	41.00
Epping	26.53			5.20	7.00	41.00
Sutherland	27.93	MyTrain5	65+	5.20	7.00	41.00
Cabramatta	31.66			5.20	7.00	41.00
Fairfield	32.18			5.20	7.00	41.00
Liverpool	35.30			6.80	9.20	52.00
Glenfield	36.33	MyTrain5	65+	6.80	9.20	52.00
Blacktown	38.01			6.80	9.20	52.00
Cronulla	38.01			6.80	9.20	52.00
Mount Druitt	47.11			6.80	9.20	52.00
Campbelltown	49.11	MyTrain5	65+	6.80	9.20	52.00
Penrith	58.31			6.80	9.20	52.00
Richmond	63.88			6.80	9.20	52.00
Glenbrook	70.30			8.60	11.80	61.00
Gosford	73.50	MyTrain5	65+	8.60	11.80	61.00
Springwood	82.91			8.60	11.80	61.00
Wollongong	86.13			8.60	11.80	61.00
Wyong	93.64			8.60	11.80	61.00
Dapto	98.28	MyTrain5	65+	8.60	11.80	61.00
Katoomba	113.13			8.60	11.80	61.00
Kiama	122.38			8.60	11.80	61.00
Mount Victoria	129.95			8.60	11.80	61.00
Moss Vale	141.01	MyTrain5	65+	8.60	11.80	61.00
Bomaderry	156.58			8.60	11.80	61.00
Lithgow	158.99			8.60	11.80	61.00
Newcastle	160.71			8.60	11.80	61.00
Maitland	185.04	MyTrain5	65+	8.60	11.80	61.00
Goulburn	220.01			8.60	11.80	61.00
Dungog	237.59			8.60	11.80	61.00
Scone	307.59			8.60	11.80	61.00

MyMulti tickets

MyMulti ticket price relationships are the same as for MyTrain except: Monthly = Weekly x 3.80 and Yearly (365 day) \$ = Quarterly x 3.62

	Weekly	Monthly	Quarterly	Yearly	
MyMulti Zone	\$	\$	\$	\$	
MyMulti1	46.00	175.00	484.00	1,748.00	Unlimited weekly or longer term travel on government and private buses and government ferries, as well as in the relevant CityRail zone.
MyMulti2	54.00	206.00	567.00	2,052.00	
MyMulti3	63.00	246.00	676.00	2,444.00	
Newcastle Green TravelPass	54.00	Ticket N/A	565.00	2,043.00	
MyMulti Day Pass	\$				
Adult	23.00	MyMulti Day Pass gives you unlimited travel on: Sydney Trains, NSW TrainLink Intercity services, all government and private bus services, all Sydney Ferries and Newcastle Ferries services and all light rail services.			
Child	11.50				
Concession	11.50				
Family Funday Sunday	\$				
Per person	2.50	Unlimited travel on all Sydney Trains, NSW TrainLink Intercity services, all regular State Transit and private buses and all regular Sydney Ferries and Newcastle Ferries services.			
Pensioner Excursion Area	\$				
	2.50	All day travel for seniors and pensioners on <ul style="list-style-type: none"> all Sydney Trains and NSW TrainLink Intercity services all regular State Transit bus services all regular Sydney Ferries and Newcastle Ferries services all Metro Light Rail services private bus services in the metropolitan and outer metropolitan regions. 			

Sources

<http://www.transportnsw.info/resources/documents/general/TfNSW-ticketing-customer-handbook.pdf>

http://www.sydneystains.info/tickets/fare_calculator.htm August 2014

MyMulti tickets allow travel on Sydney Trains and NSW TrainLink Intercity services in the following areas:

MyMulti	Sydney Trains and NSW TrainLink Intercity services MyMulti Zone (bounded by)
MyMulti1	Sydney Trains and NSW TrainLink Intercity services in the area bounded by Chatswood, Croydon, Canterbury, Bardwell Park, Rockdale and Bondi Junction stations and unlimited government and private bus and government ferry travel.
MyMulti2	Sydney Trains and NSW TrainLink Intercity services in the area bounded by Hornsby, Carlingford, Seven Hills, Liverpool, Holsworthy, Engadine, Caringbah and Bondi Junction stations and unlimited government and private bus and government ferry travel.
MyMulti3	All Sydney Trains and NSW TrainLink Intercity services and unlimited government and private bus and government ferry travel.
Newcastle Green TravelPass	Services with NSW TrainLink Intercity in the area bounded by Newcastle, Telarah, Awaba and Toronto and unlimited travel on Newcastle Buses services and the Stockton ferry.

Table 19b – OPAL fare schedule

Sample Opal train fares ^{††}	Card type	Opal fare	Maximum per week using Opal* (includes Weekly Travel Reward – see below)	MyTrain weekly fare [†]
(Up to 10km) City Circle (travel between any two City Circle stations: <ul style="list-style-type: none"> Central, Town Hall, Wynyard, Circular Quay, St James or Museum) Bondi Junction to Edgecliff, Kings Cross, Martin Place, Wynyard, Town Hall, Central, Museum, St James or Circular Quay Chatswood and all stations to Wynyard St Leonards and all stations to Central Mascot to Central 	Adult	\$3.30 or off-peak** \$2.31	\$26.40	\$28.00
	Child	\$1.65 or off-peak** \$1.15	\$13.20	\$14.00
(10-20km) <ul style="list-style-type: none"> Chatswood to Town Hall, Central or Bondi Junction Strathfield to North Sydney Homebush to Town Hall Bankstown to Central 	Adult	\$4.10 or off-peak** \$2.87	\$32.80	\$35.00
	Child	\$2.05 or off-peak** \$1.43	\$16.40	\$17.50
(20-35km) <ul style="list-style-type: none"> Hornsby or Epping to Central Berowra to Wynyard Carlingford to Town Hall Sutherland to Wynyard 	Adult	\$4.70 or off-peak** \$3.29	\$37.60	\$41.00
	Child	\$2.35 or off-peak** \$1.64	\$18.80	\$20.50
(35-65 km) <ul style="list-style-type: none"> Woy Woy to Wynyard Richmond to Central Casula to Wynyard Emu Plains to Central Cronulla to Town Hall Waterfall to Bondi Junction 	Adult	\$6.30 or off-peak** \$4.41	\$50.40	\$52.00
	Child	\$3.15 or off-peak** \$2.20	\$25.20	\$26.00
(Over 65km) <ul style="list-style-type: none"> Wyong, Gosford or Woy Woy to Central Bowral to Town Hall Goulburn to Central Bathurst or Katoomba to Central Newcastle to Central 	Adult	\$8.10 or off-peak** \$5.67	\$60.00*	\$61.00
	Child	\$4.05 or off-peak** \$2.83	\$30.00*	\$30.50

Source: https://www.opal.com.au/en/fares-and-benefits/fare_information_train/

* Caps at 4 x Daily Travel Cap of \$15.00 for Adult and \$7.50 for Child/Youth based on 2 paid journeys or more per day to reach the Weekly Travel Reward. Excludes airport station access fee.

* Maximum per week is based on the following assumptions:

- Two journeys a day (one in each direction)
- Peak hour travel only starting between the hours of 7.00am-9.00am and 4.00pm-6.30pm weekdays on the Sydney Trains network and between the hours of 6.00am-8.00am and 4.00pm-6.30pm weekdays on the NSW TrainLink network
- The Weekly Travel Reward applies after 8 paid journeys in a week (from Monday to Sunday) – all subsequent journeys are free to customers
- The Daily Cap of \$15.00 for Adult and \$7.50 for Child/Youth per day applies

** Off-peak discount applies to travel by train only, outside the hours of 7.00am-9.00am and 4.00pm-6.30pm weekdays (Sydney Trains network), or outside the hours of 6.00am-8.00am and 4.00pm-6.30pm weekdays (NSW TrainLink network).

** A further off-peak discount of 30% (on full price Opal full fares) applies to all train journeys taken before or after the weekday morning and afternoon peaks, as well as all day on weekends and public holidays. This is if you tap on outside of 7.00am-9.00am and 4.00pm-6.30pm on weekdays on the Sydney Trains network or outside of 6.00am-8.00am and 4.00pm-6.30pm on weekdays on the NSW TrainLink network i.e. at stations outside the Sydney Trains network.

†† An airport station access fee applies at Sydney Domestic and International Airport stations.

6.3 Ranking of stations

Cumulative ranking

Table 20 shows the cumulative percentage of station ticket issues for the 2013 calendar year. The cumulative percentage of morning peak entries and exits for these stations is also shown.

Table 20 – Station ticket issues and barrier counts

Brackets of stations	Issues (%)	Entries %	Exits %
10	27	18	47
20	41	30	62
30	51	39	72
40	59	47	77
50	66	54	82
75	76	69	87
100	84	79	92
125	90	88	95
150	94	93	97
200	98	98	99
250	100	100	100

Source: Rail Patronage. Excludes non-station sales: STA, private bus, online sales and Sydney Ferries. Remaining stations have negligible ticket issues. Station Barrier Counts – entries and exits.

The remaining stations have negligible station ticket issues.

The top 10 stations' ticket issues are not necessarily the same as for entries and exits.

The top 10 stations sell 27% of all tickets. The top 10 destination stations in the morning peak account for 47% of all trips during that time.

Summary of Top 20 stations

Table 21 – Top 20 station tickets issues

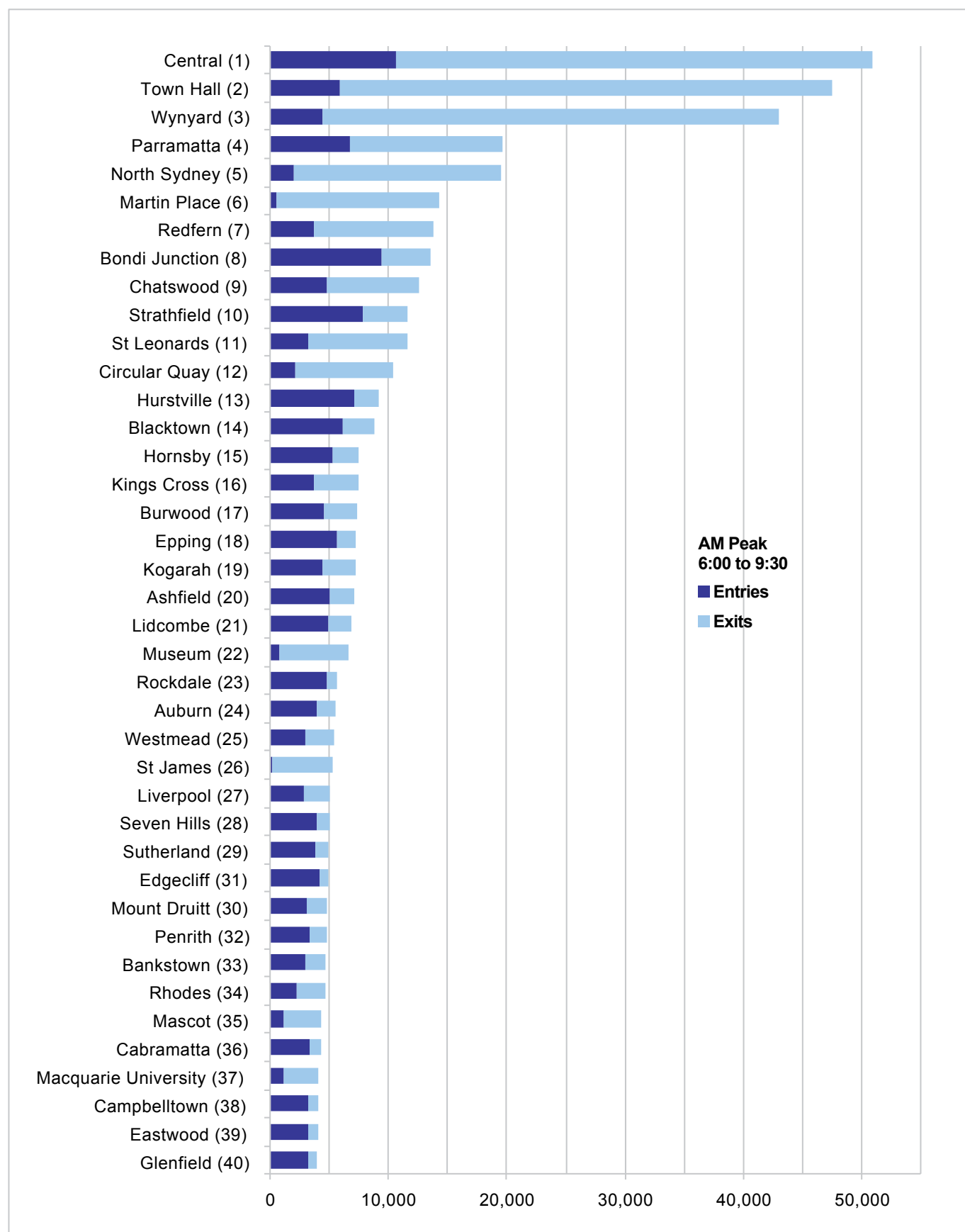
Rank	Issues	
	Station	No. (million)
1	Central*	5.76
2	Town Hall	4.56
3	Bondi Junction	2.44
4	Wynyard	2.21
5	Strathfield	2.15
6	Parramatta	2.03
7	Kings Cross	1.84
8	Chatswood	1.76
9	Hurstville	1.73
10	Domestic Airport	1.65
11	Redfern	1.48
12	Blacktown	1.43
13	Lidcombe	1.36
14	Burwood	1.34
15	Circular Quay	1.32
16	North Sydney	1.28
17	Ashfield	1.23
18	Auburn	1.23
19	Rockdale	1.18
20	Hornsby	1.18

Source: Rail Patronage. Excludes non-station sales: STA, private bus, online sales and Sydney Ferries.

* Includes Central Booking Office.

Top 40 busiest stations

Figure 17 – Top 40 busiest stations (AM Peak 3.5 hours)



Source: Rail Barrier Counts, Bureau of Transport Statistics, TfNSW.

6.4 Line patronage

Change in passenger journeys

In the five years to 2013 there was a 6.2% increase in train passenger journeys as measured by ticket issues (Table 22). This represents an average annual growth of 1.2%.

Table 22 – Change in the number of journeys by line (based on ticket issues)

Line	Change over 5 years 2008 to 2013	Annual average growth rate	Journeys 2013
Airport	104.9%	15.6%	6,131,415
Bankstown	-3.8%	-0.8%	16,246,081
Blue Mountains	-10.6%	-2.2%	2,421,378
Carlingford	-29.0%	-6.5%	237,014
CBD	1.8%	0.4%	35,971,255
Central Coast	-5.5%	-1.1%	5,714,474
East Hills	5.8%	1.2%	18,107,558
Eastern Suburbs	7.7%	1.6%	11,584,870
Hunter	-5.7%	-1.1%	731,854
Illawarra	4.8%	1.0%	31,172,564
Inner West	4.3%	0.9%	21,766,255
Newcastle	4.3%	1.0%	2,025,086
North Shore	9.3%	1.8%	29,723,971
Northern via Macquarie Park	98.6%	15.5%	5,432,338
Northern via Strathfield	25.4%	4.6%	11,023,025
Olympic Park	80.4%	12.7%	363,226
South	1.8%	0.4%	16,765,696
South Coast	-9.7%	-2.0%	3,032,736
Southern Highlands	-5.0%	-1.0%	485,019
Western	-2.4%	-0.5%	35,867,542
Other	9.7%	1.9%	55,285,765
Total	6.2%	1.2%	310,089,122

Note: Passenger journeys are assigned to a line based on their point of purchase. This includes tickets purchased at the destination end of a journey. The 'Other' category refers to tickets purchased at locations other than stations, for example, convenience stores, buses, on-line etc. It also includes unpaid travel which includes free school travel and estimates for fare evasion. See Appendix 3: Definitions for more information on estimation of passenger journeys from ticket issues.

Source: Rail Patronage 2013, Bureau of Transport Statistics, TfNSW.

Station entry and exit by line

Table 23 shows the number of passengers entering and exiting stations by Sydney Trains or NSW TrainLink Intercity line in the morning peak period (06:00 – 09:30) on a typical busy weekday in 2013.

Table 23 – Station entries and exits by line (AM peak 3.5 hours)

Line	No. of stations	Morning peak (06:00 – 09:30)			
		Entries	% Total	Exits	% Total
Airport	4	4,080	1.2%	8,210	2.5%
Bankstown	21	25,180	7.3%	8,510	2.6%
Blue Mountains	22	3,630	1.0%	960	0.3%
Carlingford	6	560	0.2%	280	0.1%
CBD	8	28,390	8.2%	163,330	49.3%
Central Coast	14	7,720	2.2%	1,850	0.6%
East Hills	19	29,630	8.5%	6,640	2.0%
Eastern Suburbs	3	16,070	4.6%	9,810	3.0%
Hunter	27	1,170	0.3%	1,030	0.3%
Illawarra	26	44,990	13.0%	14,130	4.3%
Inner West	11	29,890	8.6%	13,710	4.1%
Newcastle	17	3,040	0.9%	2,050	0.6%
North Shore	21	42,500	12.3%	45,170	13.6%
Northern via Macquarie Park	8	7,960	2.3%	7,870	2.4%
Northern via Strathfield	8	18,380	5.3%	7,100	2.1%
Olympic Park	1	170	0.1%	1,420	0.4%
South	11	22,560	6.5%	8,600	2.6%
South Coast	34	5,310	1.5%	2,100	0.6%
Southern Highlands	18	710	0.2%	170	0.1%
Western	29	54,700	15.8%	28,690	8.7%
Total	308	346,640	100%	331,630	100%

Note: Subtotals by station for each are rounded to the nearest ten. See Bureau of Transport Statistics for more information on methodology. See Appendix 2 Train Station Barrier Counts for entries and exits by station.

Source: Rail Station Barrier Counts 2013, Bureau of Transport Statistics, TfNSW.

6.5 Multipliers

The following multipliers can be used for general analysis of passenger activity. They are applicable at an aggregate level but will vary considerably from station to station.

Period of day

Trips can be grouped by the period of the day they were made. Table 24 shows just under one third of all trips occur in the AM peak period.

Table 24 – Trip proportions by period of day

Period	%
AM peak (before 09:30)	33.0%
Interpeak (09:30 to 15:00)	21.8%
PM peak (15:00 to 18:30)	32.5%
Evening off peak (18:30 to 02:00)	12.7%
Total	100.0%

Source: Rail Station Barrier Counts 2013, Bureau of Transport Statistics, TfNSW.

Day of the week

Trips can also be grouped by the day on which they were made. Table 25 shows that Mondays and Fridays tend to be quieter than Tuesday to Thursday.

Table 25 – Trip proportions by day of the week

Day	%
Monday	16.2%
Tuesday	17.5%
Wednesday	17.5%
Thursday	17.7%
Friday	17.5%
Saturday	7.5%
Sunday	6.2%
Total	100.0%

Source: Ticketing Reporting System, Sydney Trains (AFC – Automatic Fare Collection system)
OPAL data, Transport Services, TfNSW.

AM peak one and two hour multipliers Sydney CBD stations

AM peak one hour (8:00 to 9:00) = 54% of AM peak period (06:00-09:30)

AM peak two hours (7:30 to 9:30) = 84% of AM peak period (06:00-09:30)

These percentages vary between different lines on the network.

Source: Rail Station Barrier Counts 2013, Bureau of Transport Statistics, TfNSW

Annualisation multiplier

The annualisation multiplier is used for converting station entries and exits on a typical busy weekday into an estimate for annual patronage. A typical busy weekday is a Tuesday, Wednesday or Thursday that is not during school holidays, or on or adjacent to a public holiday.

$$\text{Annual} = 286 \times (\text{typical busy weekday})^1$$

Note:

1. Data for weekdays (not on school holidays or public holidays) and weekend days consists of daily totals of station entries and exits from 1 February 2013 to 31 January 2013 for gated stations with electronic barriers, excluding Olympic Park and Glenfield stations which had insufficient data.

The annualisation multiplier is based on the previous method in the train statistics report, i.e. the 'Rail Compendium 2012'. Annual Ticket Report System (TRS) data collected for gated data stations was used to compare typical busy weekdays. Data was trimmed by excluding the lowest and highest 10% of results from each station on each day type and the medians of these day types were calculated. The data was multiplied up to one year by calculating the number of days of that type that occur within the year and multiplying that by the percentage of the typical busy weekday that figure represents. This produces a multiplier for each day type that is totalled to arrive at the annual multiplier.

Ticket journey multipliers

Table 26 sets out the factors that are used to convert ticket issues to journeys as at October 2012.

Table 26 – Journey multipliers by ticket type

Ticket type	Factor
Single	1
Return	2
Weekly	11
Fortnightly	22
Monthly	42.6
Quarterly	137
Yearly	517

Source: Rail Patronage 2013, Bureau of Transport Statistics, TfNSW.

The use of OPAL cards commenced from June 2013. These journeys have been allocated to ticket type 'Single' and fare type 'Adult'.

6.6 Origin Destination Matrix

Table 27 shows trips during the 3.5-hour morning peak by origin-destination station groupings, representing travel patterns in 2011.

The AM peak is the time period of greatest patronage and therefore of critical importance for future infrastructure planning. The data reflects a normal working day during school and university term.

The principle raw information source used in the Origin Destination Matrix is ticketing data balanced to station entry and exit data.

Table 27 - Origin Destination Matrix (AM peak 3.5 hours)

Origin	Destination																			Total	
	Airport	Bankstown	Blue Mountains	Carlingford	CBD	Central Coast	East Hills	Eastern Suburbs	Hunter	Illawarra	Inner West	Newcastle	North Shore	"Northern via Macquarie Park"	"Northern via Strathfield"	Olympic Park	South	South Coast	Southern Highlands		Western
Airport	212	4	3	-	1,547	29	82	85	-	100	36	5	247	22	59	6	25	7	6	149	2,624
Bankstown	215	4,176	3	38	11,405	2	195	686	-	954	996	9	1,658	169	347	208	990	12	1	1,146	23,210
Blue Mountains	28	39	804	-	924	4	6	18	3	12	186	6	92	39	62	4	43	4	1	1,233	3,506
Carlingford	5	25	1	79	323	3	3	12	-	12	28	-	36	-	5	9	36	-	-	39	611
CBD	1,214	741	58	22	6,774	123	515	1,851	3	1,264	1,716	34	6,819	835	554	143	731	49	3	1,700	25,151
Central Coast	114	4	2	-	2,979	987	4	109	36	32	184	268	2,054	340	263	4	36	2	2	136	7,553
East Hills	1,540	359	1	27	16,543	2	4,048	497	-	978	562	12	1,904	158	254	87	1,295	9	30	1,116	29,423
Eastern Suburbs	221	113	3	-	10,046	5	27	1,087	-	267	340	3	1,698	180	98	16	78	2	-	269	14,454
Hunter	-	-	-	-	-	1	-	395	0	1	535	1	3,230	294	298	54	173	375	-	1	935
Illawarra	700	425	5	2	25,599	16	412	1,994	-	7,932	853	7	3,230	294	298	54	173	375	-	660	43,030
Inner West	365	563	9	22	15,735	60	119	900	2	377	2,503	17	2,907	519	945	157	782	12	1	1,677	27,671
Newcastle	50	6	0	-	479	308	4	5	406	11	14	1,118	143	42	19	14	6	4	-	48	2,676
North Shore	366	115	4	6	19,971	177	58	459	1	224	817	43	13,143	2,050	729	45	203	10	1	610	39,033
Northern via Macquarie Park	71	18	1	-	2,800	39	9	64	1	31	228	3	2,209	899	651	25	57	1	-	105	7,211
Northern via Strathfield	212	115	1	5	8,691	30	38	333	12	115	1,219	15	2,722	1,260	1,318	23	161	5	-	526	16,804
Olympic Park	4	3	-	-	23	-	-	-	-	4	4	-	11	-	-	-	-	-	-	4	54
South	274	1,112	3	63	10,371	18	1,044	421	-	271	1,537	6	1,376	327	493	257	2,437	7	6	2,870	22,895
South Coast	31	10	4	1	1,273	4	9	49	-	736	75	13	120	8	16	-	10	1,698	6	28	4,090
Southern Highlands	19	2	-	-	153	-	138	0	-	2	6	2	19	-	16	-	26	15	123	12	536
Western	625	674	123	77	22,034	45	235	778	1	472	2,076	19	4,003	332	1,177	230	1,484	6	1	15,695	50,087
Total	6,267	8,506	1,026	340	157,669	1,850	6,947	9,349	861	13,796	13,382	2,116	44,390	7,475	7,303	1,281	8,571	2,218	181	28,025	321,554

Source: Origin Destination Matrix, 2011. Bureau of Transport Statistics, TfNSW.

6.7 Temporal distribution

Sydney CBD morning peak by hour

The Central Business District (CBD) is Sydney's main employment centre and an important retail centre that generates a significant proportion of train patronage.

Table 28 shows the number of station exits at CBD stations by hour on a weekday morning in 2013. In the one hour from 08:00 to 09:00 around 90,000 passengers exited from the eight CBD stations.

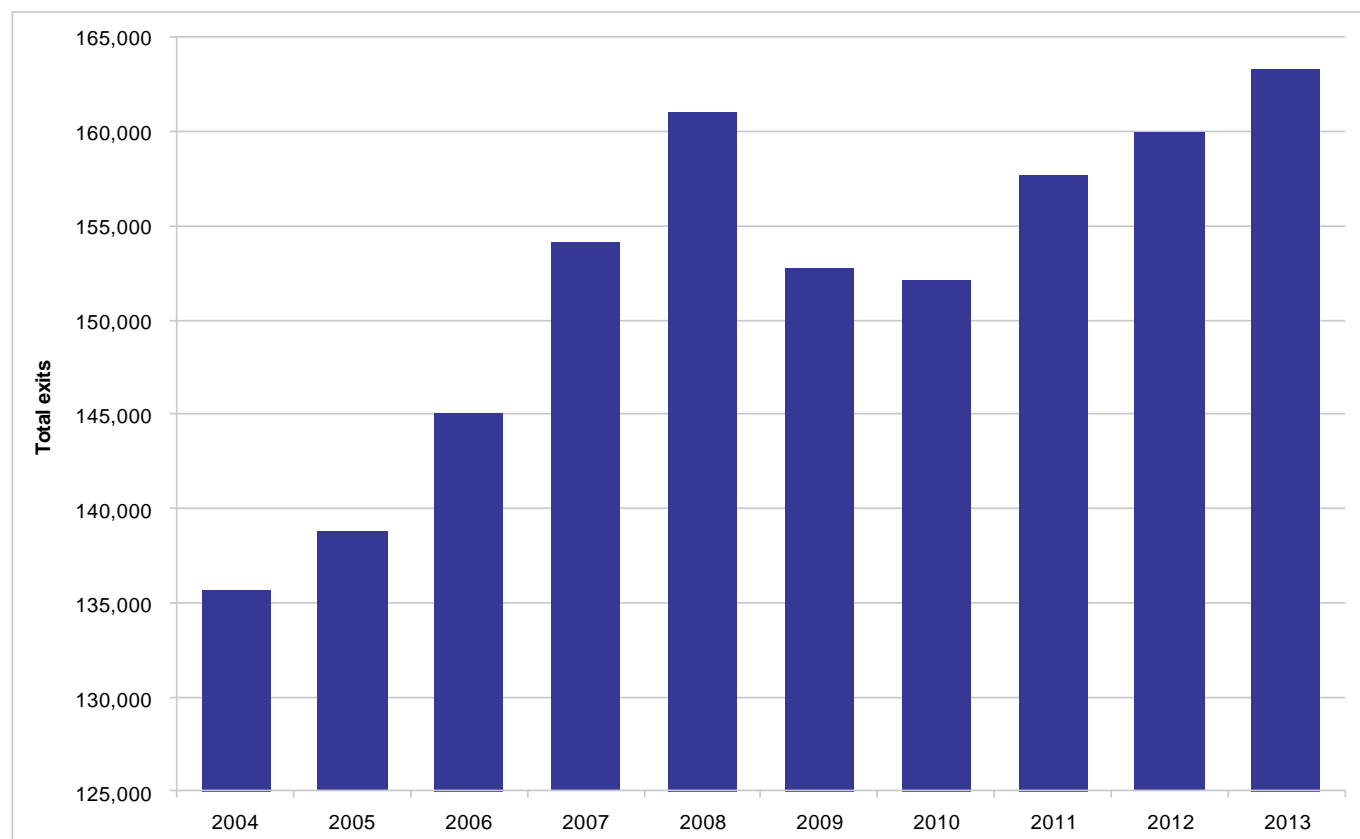
Table 28 – Sydney CBD station exits (AM peak 3.5 hours)

Station	Station exits				
	6:00 to 7:00	7:00 to 8:00	8:00 to 9:00	9:00 to 9:30	6:00 to 9:30 Total
Town Hall	3,029	8,652	23,479	6,428	41,588
Central	3,538	8,777	21,222	6,742	40,279
Wynyard	2,402	8,687	22,389	5,074	38,552
Martin Place	889	3,049	7,989	1,784	13,711
Redfern	790	2,221	5,551	1,486	10,048
Circular Quay	746	1,581	4,334	1,520	8,181
Museum	370	1,334	3,145	979	5,828
St James	420	1,145	2,771	805	5,141
Total CBD	12,184	35,446	90,880	24,818	163,328

Source: Rail Station Barrier Counts 2013, Bureau of Transport Statistics

Figure 18 shows station exits from 2004 to 2013 from Sydney CBD stations. The global financial crisis and its effect on CBD employment was the major contributor to the decline in 2009 and 2010. In the ensuing years, the recovery in CBD employment is reflected by continued growth of CBD barrier exits.

Figure 18 – Sydney CBD station exits 2004-2013 (AM peak 3.5 hours)



Source: Rail Station Barrier Counts 2013, Bureau of Transport Statistics, TfNSW.

Sydney CBD by time and day

Figure 19 shows passenger arrivals and departures at Sydney CBD stations in one hour intervals for a weekday, a Saturday and a Sunday in 2013.

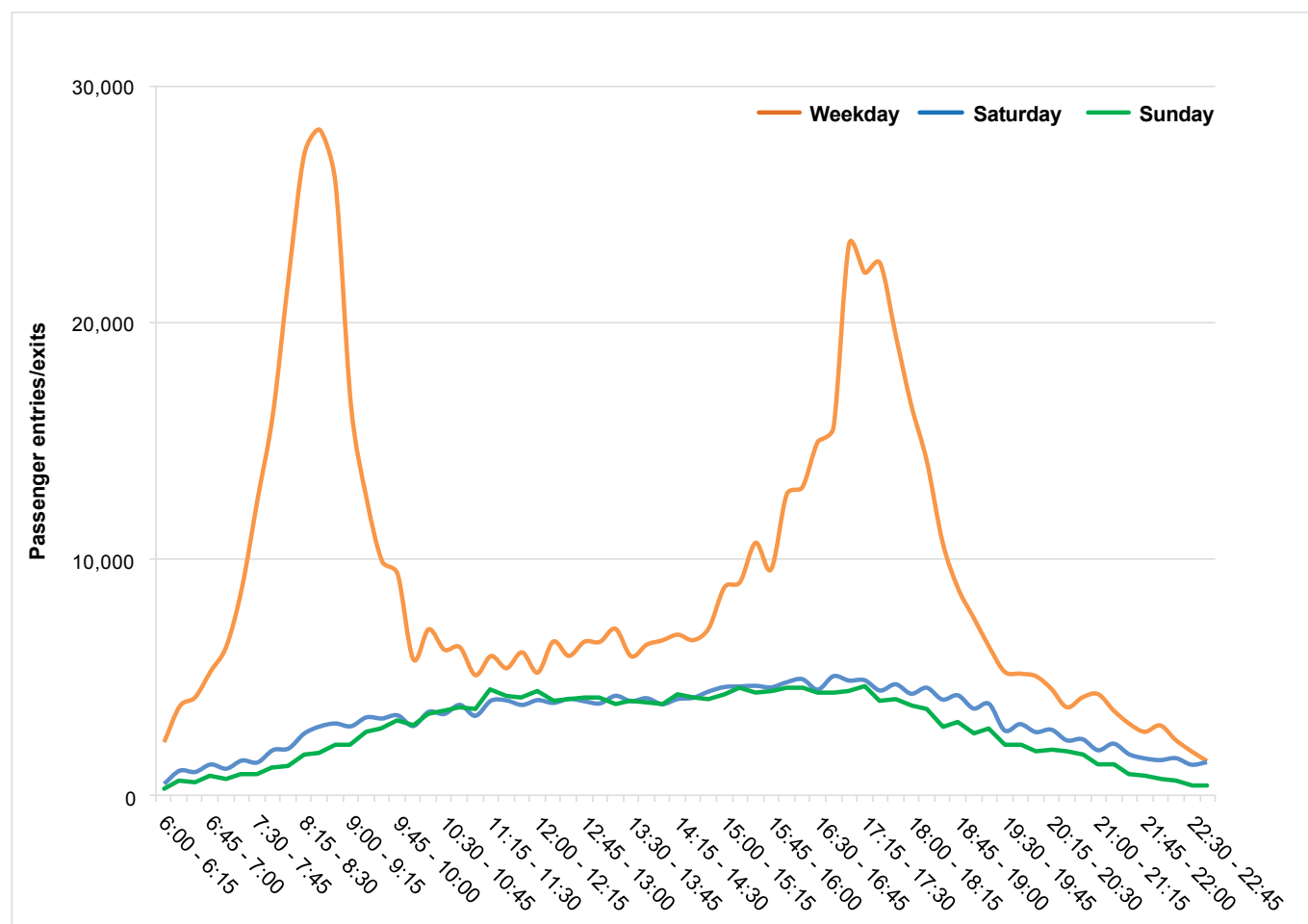
This graph illustrates two distinct peaks in passenger activity in the morning and afternoon respectively on a weekday. The busiest hour at the CBD in the morning on a weekday is from 08:00 to 09:00 while in the afternoon the busiest hour at the CBD is from 17:00 to 18:00. Passenger activity in the afternoon is less peaked than in the morning.

Weekend activity is more evenly distributed over the day than weekday activity.

On a typical busy weekday in the 2013 calendar year there were approximately 321,830 all day passenger arrivals at CBD stations. On a typical Saturday there were approximately 110,000 all day train arrivals at CBD stations and there were approximately 98,000 on a typical Sunday.

The figures for weekends may vary considerably, depending on factors such as weather, track work and the occurrence of special events in the CBD or elsewhere in Sydney. In summer, particularly during school holidays, the Family Funday Sunday ticket boosts Sunday patronage at Circular Quay Station.

Figure 19 – CBD station entries and exits by time of day and day type



Source: Weekday figure – Rail Station Barrier Counts 2013, Bureau of Transport Statistics, TfNSW.

Saturday and Sunday figure – Ticketing Reporting System, TfNSW. Values are the mean for two weekends in March 2013.

Weekend station activity

Table 29 shows weekend gate (electronic barriers) at selected stations as a percentage of weekday exits. Gate exit numbers are lower than barrier counts as some passengers may use wide gates.

Table 29 – Weekend exits as a proportion of weekday exits

Station	% Weekday	
	Saturday	Sunday
Central	51%	40%
Town Hall	49%	35%
Wynyard	22%	15%
Circular Quay	76%	79%
St James	34%	29%
Martin Place	20%	15%
Museum	34%	25%
Redfern	30%	21%
CBD Total	42%	33%

Note:

1. Weekend passenger journeys for the total network are estimates based on median weekend gate exits at stations with electronic gates for week days and weekend days in school term time from February 2013 to January 2014.. Gate exits are lower than station exits as some passengers use wide gates etc.

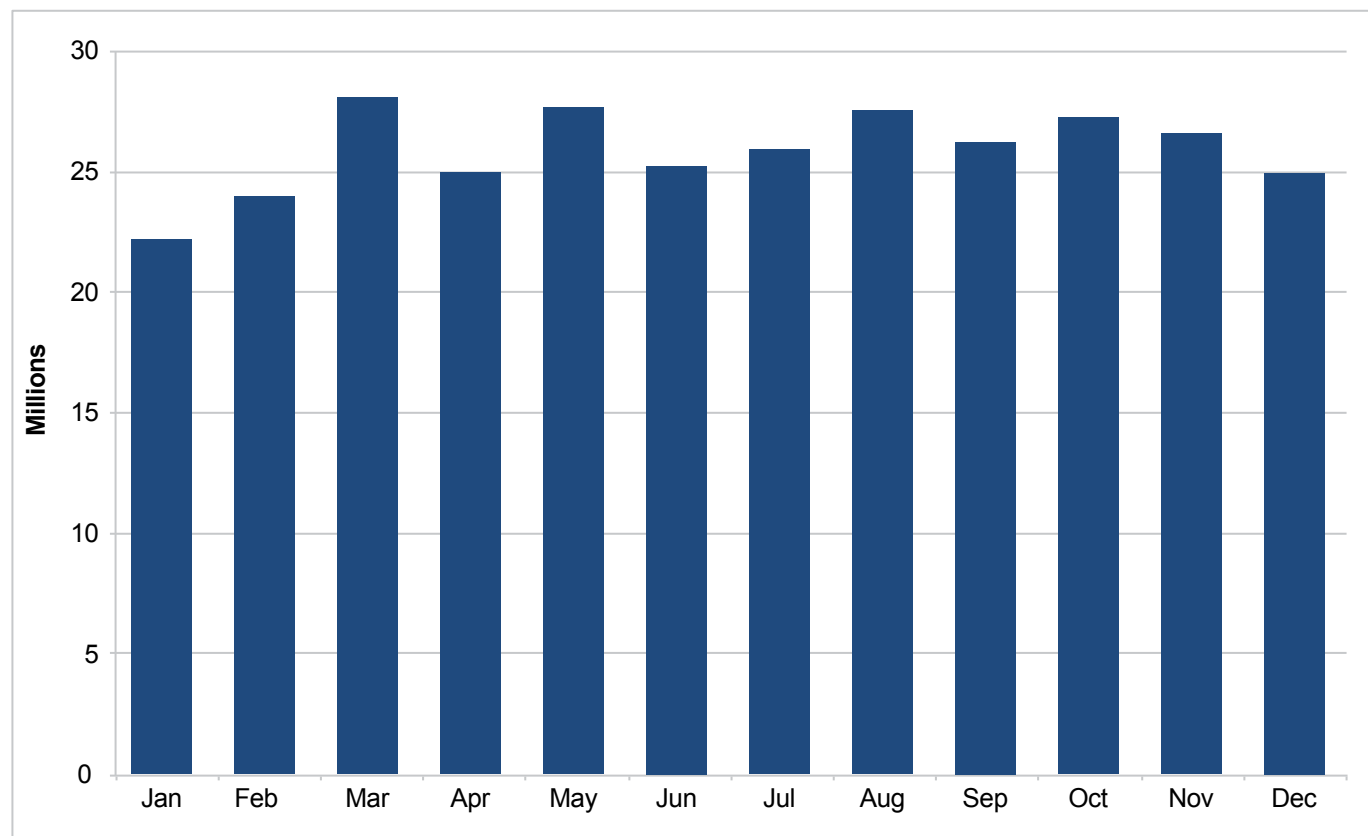
Source: Ticketing Reporting System, TfNSW.

Station	% Weekday	
	Saturday	Sunday
Ashfield	55%	47%
Auburn	56%	49%
Bankstown	51%	40%
Blacktown	36%	29%
Bondi Junction	58%	49%
Burwood	52%	41%
Campbelltown	35%	29%
Campsie	53%	46%
Chatswood	51%	39%
Domestic Airport	59%	73%
Edgecliff	50%	36%
Epping	36%	30%
Gosford	39%	35%
Granville	28%	22%
Green Square	26%	15%
Hornsby	43%	34%
Hurstville	52%	44%
International Airport	75%	66%
Kings Cross	74%	49%
Kogarah	42%	35%
Lidcombe	50%	42%
Liverpool	44%	32%
Macquarie Park	17%	12%
Macquarie University	40%	30%
Mascot	25%	15%
Milsons Point	60%	56%
Mount Druitt	36%	28%
Newtown	77%	51%
North Ryde	19%	16%
North Sydney	16%	10%
Parramatta	40%	29%
Penrith	36%	28%
Rockdale	51%	44%
St Leonards	29%	22%
St Marys	28%	21%
Strathfield	55%	45%
Sydenham	46%	37%
Westmead	33%	27%
Woy Woy	38%	21%
Total non-CBD stations	45%	35%
Grand total incl CBD	44%	34%

Monthly passenger journeys

Figure 20 shows the seasonality of passenger journeys in calendar year 2013, due mainly to school holidays during which the volume of journeys was lower. Conversely, special events such as the Royal Easter Show result in higher journey numbers

Figure 20 – Passenger journeys by month



Source: Rail Patronage Data 2013, Bureau of Transport Statistics, TfNSW

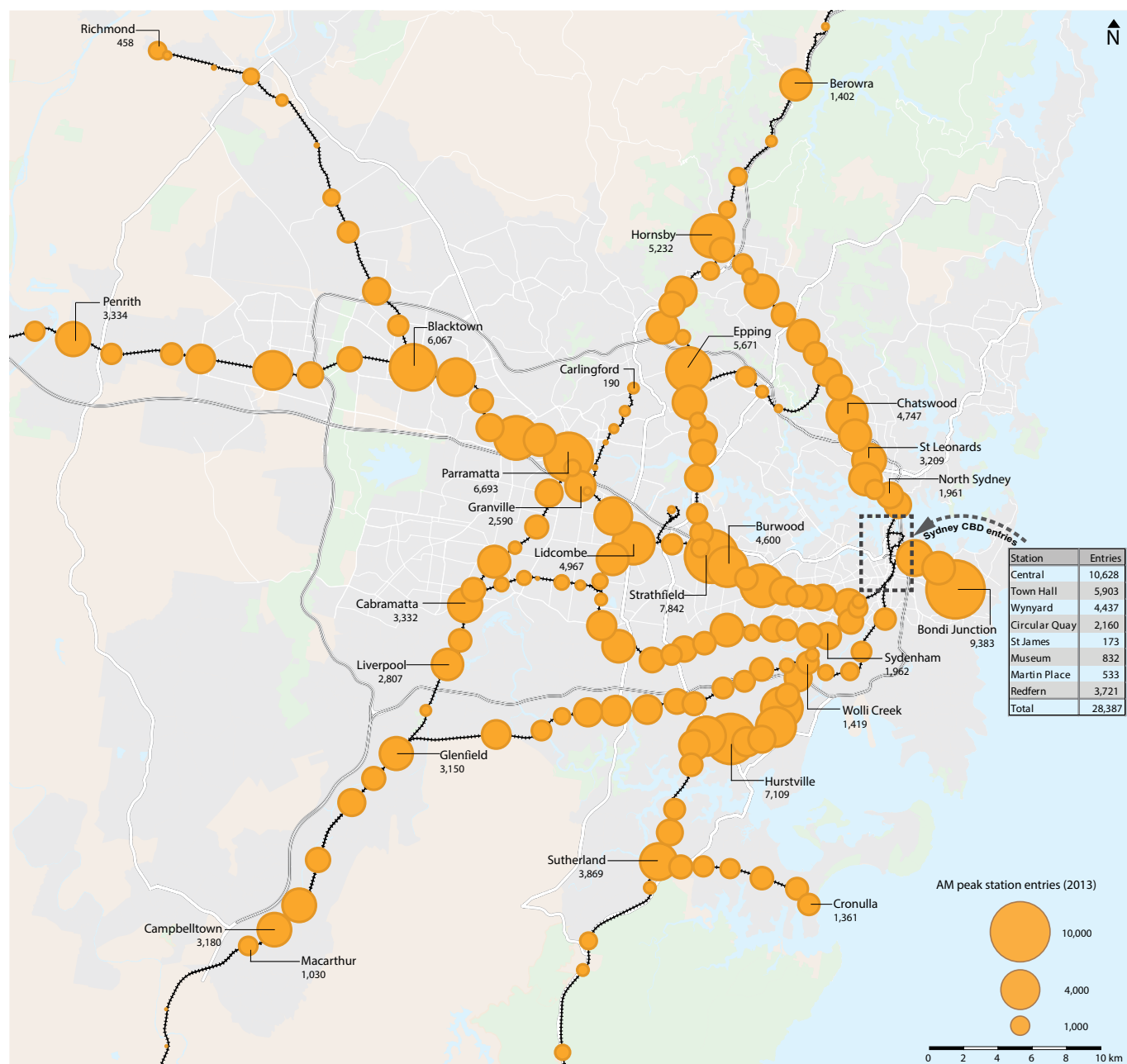
6.8 Boardings and alightings

Figure 21 and Figure 22 show the volumes of passenger entries and exits at CBD and suburban stations in the AM peak period (6:00 to 9:30 AM) on a typical busy weekday, that is a Tuesday, Wednesday or Thursday that was not during school holidays or on, or adjacent to, a public holiday.

The maps illustrate the relative size of passenger movements in and out of stations on the Sydney Trains and NSW TrainLink Intercity network. They demonstrate the importance of the Sydney CBD, lower North Shore and Parramatta as AM peak destinations.

Figure 21 shows entries in the AM peak at CBD and suburban train stations. The Sydney CBD represents combined entries for Central, Town Hall, Wynyard, Circular Quay, St James, Museum, Martin Place and Redfern.

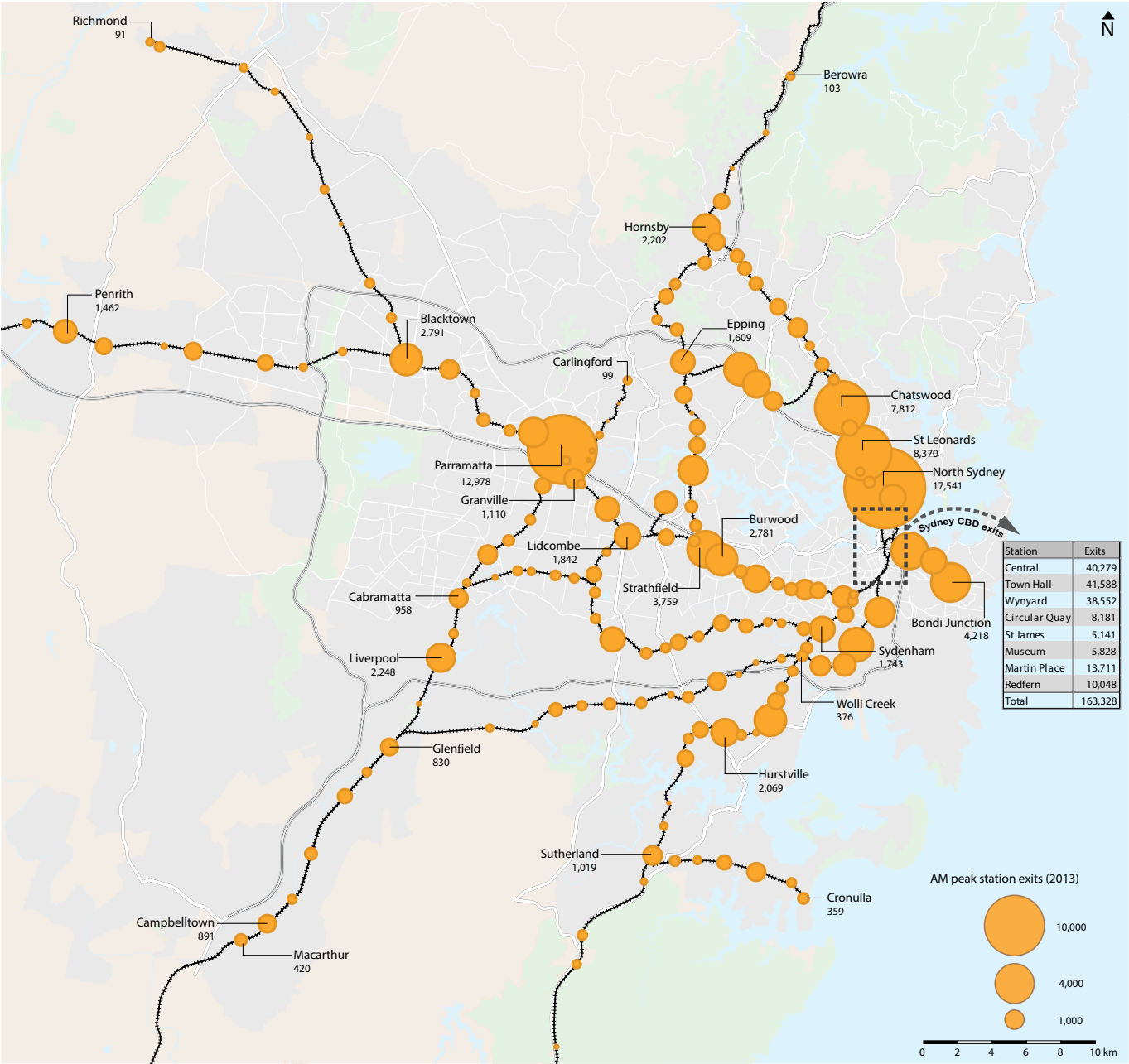
Figure 21 – Station entries on a typical busy weekday (AM peak 3.5 hours)



See Appendix 2 for a full list of station entry counts.

Source: Rail Station Barrier Counts 2013, Bureau of Transport Statistics, TfNSW.

Figure 22 – Station exits on a typical busy weekday (AM peak 3.5 hours)

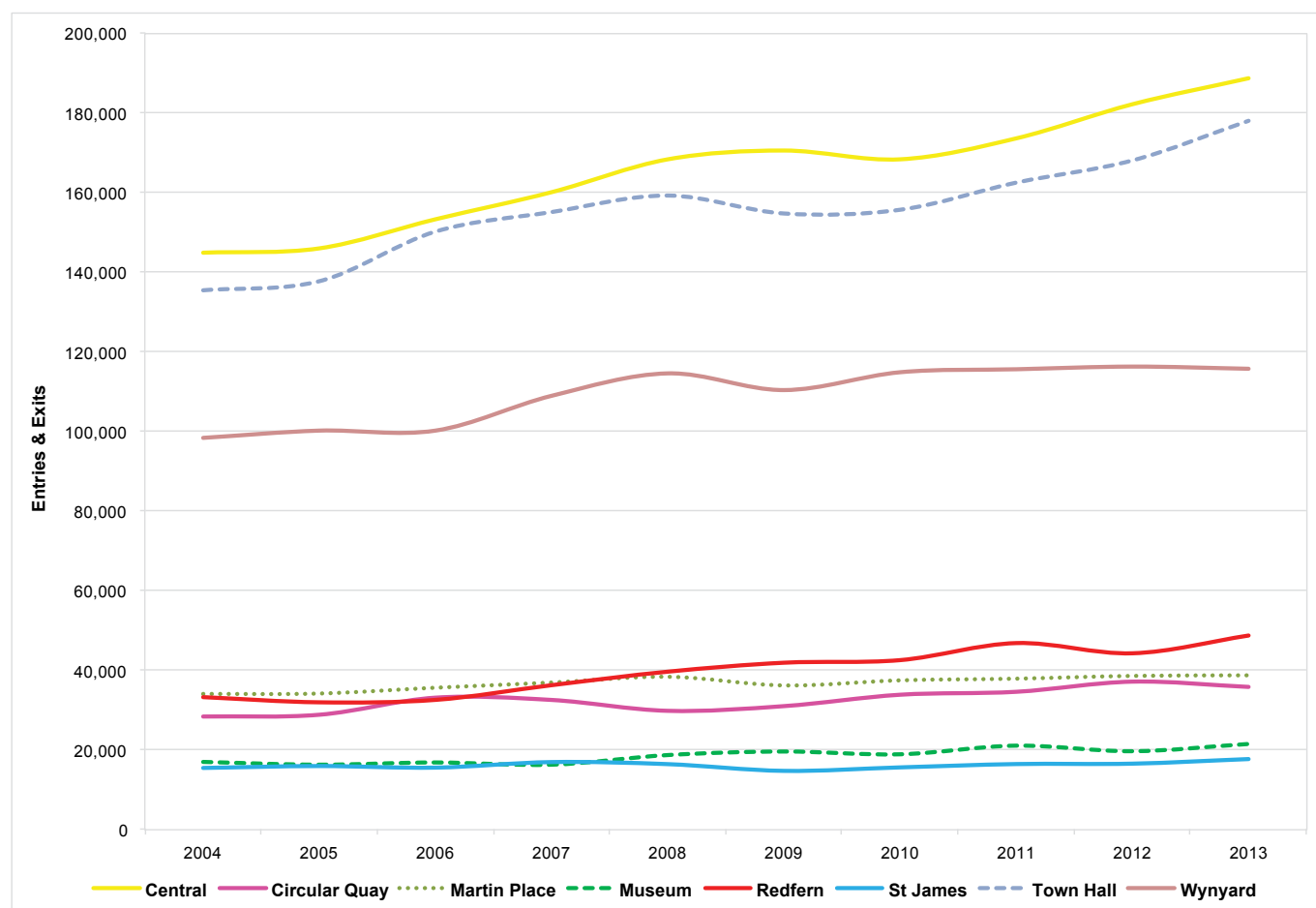


See Appendix 2 for a full list of station entry counts.
Source: Rail Station Barrier Counts 2013, Bureau of Transport Statistics, TfNSW

Sydney CBD weekday growth

Figure 23 shows growth in total passenger movements through CBD barriers on a typical busy weekday by calendar year.

Figure 23 – Sydney CBD station entries and exits 2004 – 2013



Source: Rail Station Barrier Counts 2004 to 2013, Bureau of Transport Statistics, TfNSW.

School children

Based on Rail Barrier Counts in 2013, 76,072 trips were made by children travelling to or from school on train services. School children made 38,036 trips in the morning and 38,036 trips in the afternoon on Sydney Trains or NSW TrainLink Intercity services. Around 7% of all train trips on a typical busy weekday were undertaken by school children in 2013.

Source: Rail Station Barrier Counts 2013, Bureau of Transport Statistics, TfNSW

7 NSW TrainLink Regional

Figure 24 - NSW TrainLink Regional daily boardings

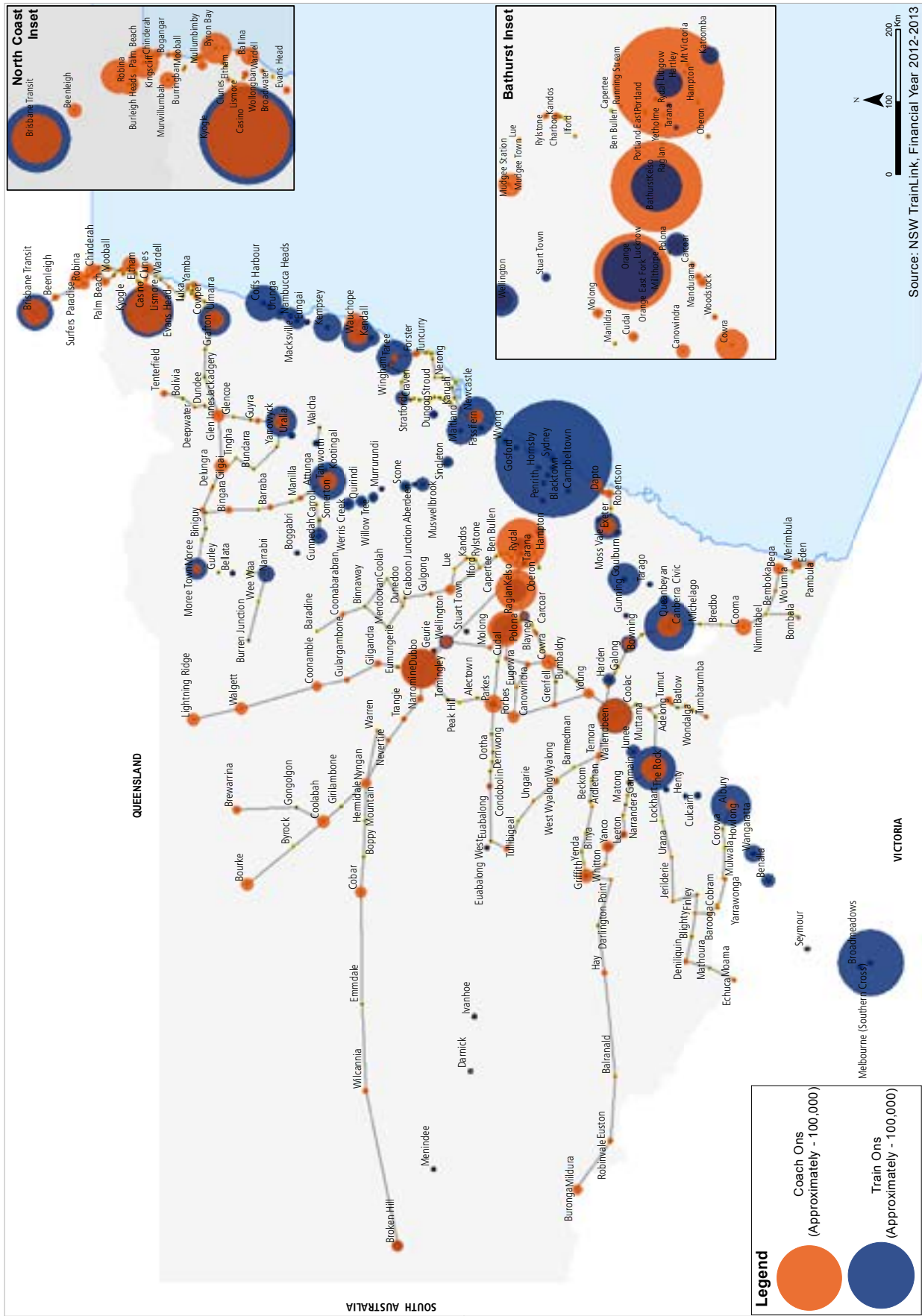


Figure 25 – NSW TrainLink Regional daily alightings



Table 30 – Passenger journeys by month by service type (FY 2012-13)

Month	Train	Coach	Taxi	Total
Jul-12	112,354	47,044	163	159,561
Aug-12	84,194	40,111	94	124,399
Sep-12	100,218	42,395	146	142,759
Oct-12	104,498	44,926	209	149,633
Nov-12	98,005	43,505	233	141,743
Dec-12	120,861	48,413	212	169,486
Jan-13	128,654	50,586	246	179,486
Feb-13	86,750	36,320	176	123,246
Mar-13	105,141	43,390	184	148,715
Apr-13	115,148	47,725	210	163,083
May-13	91,102	39,593	164	130,859
Jun-13	94,804	39,669	182	134,655
Total	1,241,729	523,677	2,219	1,767,625

Source: NSW TrainLink, Financial Year 2012-2013 extracted in August 2014

Note: Totals exclude NSW TrainLink Intercity connecting and coach replacement services.

Table 31 – Train passenger journeys by corridor by service (FY 2012-13)

Corridor	Service	Total
North	Sydney To Casino – XPT (Day)	85,786
	Brisbane to Sydney – XPT (Day)	80,491
	Sydney To Brisbane – XPT (Night)	79,325
	Grafton To Sydney – XPT (Day)	70,695
	Casino To Sydney – XPT (Night)	64,106
	Sydney To Grafton – XPT (Day)	57,790
North Total		438,193
North West	Sydney To Armidale – XPL (Day)	57,213
	Armidale To Sydney – XPL (Day)	56,822
	Sydney To Moree – XPL (Day)	24,842
	Moree To Sydney – XPL (Day)	24,336
North West Total		163,213
South	Sydney To Melbourne – XPT (Day)	111,654
	Melbourne To Sydney – XPT (Day)	98,709
	Melbourne To Sydney – XPT (Night)	66,551
	Sydney To Melbourne – XPT (Night)	59,726
	Sydney To Canberra – XPT (Day)	46,869
	Canberra To Sydney – XPT (Day)	40,025
	Canberra To Sydney – XPT (AM)	29,884
	Sydney To Canberra – XPT (AM)	20,755
	Sydney To Canberra – XPT (PM)	16,726
	Canberra To Sydney – XPT PM	12,817
	Griffith To Sydney – XPL (Day)	2,879
	Sydney To Griffith – XPL (Day)	2,083
South Total		508,678
West	Sydney To Dubbo – XPT (Day)	63,274
	Dubbo To Sydney – XPT (Day)	57,461
	Sydney To Broken Hill – XPL (Day)	5,581
	Broken Hill To Sydney – XPL (Day)	4,561
	Elvis Express Sydney To Parkes – XPT (Day)	384
	Elvis Express Parkes To Sydney – XPT (Day)	384
West Total		131,645
Total		1,241,729

Source: NSW TrainLink, Financial Year 2012-2013 extracted in August 2014

Note: Totals exclude NSW TrainLink Intercity connecting and coach replacement services.

Table 32 – Coach passenger journeys by corridor by service (FY 2012-13)

Corridor	Service	Total
North	Casino To Tweed Heads – CCH (Day)	18,998
	Brisbane Transit To Casino – CCH (Day)	16,296
	Surfers Paradise To Casino – CCH (Day)	15,359
	Casino To Surfers Paradise – CCH (Day)	13,018
	Tweed Heads To Casino – CCH (Day)	12,816
	Casino To Brisbane Transit – CCH (Day)	11,302
	Robina To Casino – CCH (Day)	9,929
	Wauchope To Port Macquarie – CCH (Day)	7,790
	Port Macquarie To Wauchope – CCH (Day)	7,096
	Grafton To Byron Bay – CCH (Day)	6,102
	Casino To Robina – CCH (Day)	6,027
	Byron Bay To Grafton – CCH (Day)	3,707
	NewCastle To Taree – CCH (Day)	3,566
	Taree To NewCastle – CCH (Day)	2,437
	Taree To Broadmeadow – CCH (Day)	1,690
	Broadmeadow To Taree – CCH (Day)	1,213
	Taree To NewCastle-CCH (Day)	498
North Total		137,844
North West	Tamworth To Inverell – CCH (Day)	7,609
	Inverell To Tamworth – CCH (Day)	7,097
	Tenterfield To Armidale – CCH (Day)	4,805
	Armidale To Tenterfield – CCH (Day)	4,674
	Moree To Grafton – CCH (Day)	3,807
	Grafton To Moree – CCH (Day)	3,523
	Inverell To Armidale – CCH (Day)	664
	Armidale To Inverell – CCH (Day)	649
	Narrabri To Burren Junction – CCH (Day)	170
	Burren Junction To Narrabri – CCH (Day)	125
	Wee Waa To Narrabri – CCH (Day)	96
	Narrabri To Wee Waa – CCH (Day)	72
North West Total		33,291
South	Wagga Wagga To Griffith – CCH (Day)	12,448
	Eden To Canberra Civic – CCH (Day)	12,178
	Canberra Hospital to Eden	11,687
	Griffith To Wagga Wagga – CCH (Day)	10,899
	Cootamundra To Queanbeyan – CCH (Day)	10,253
	Queanbeyan To Cootamundra – CCH (Day)	10,007
	Cootamundra To Mildura – CCH (Day)	8,185
	Mildura To Cootamundra – CCH (Day)	7,275
	Bathurst To Cootamundra – CCH (Day)	6,523
	Moss Vale To Wollongong City – CCH (Day)	6,202
	Cootamundra To Bathurst – CCH (Day)	6,099
	Dubbo To Cootamundra – CCH (Day)	4,688
	Cootamundra To Dubbo – CCH (Day)	4,393
	Wollongong City To Moss Vale – CCH (Day)	3,712
	Condobolin To Cootamundra – CCH (Day)	3,228
	Albury To Echuca – CCH (Day)	3,164
	Echuca To Albury – CCH (Day)	3,058
	Cootamundra To Condobolin – CCH (Day)	2,800

Corridor	Service	Total
South (continued)	Wagga Wagga To Echuca - CCH (Day)	2,145
	Echuca To Wagga Wagga - CCH (Day)	1,961
	Canberra Civic To Bombala - CCH (Day)	1,879
	Wollongong City To Bundanoon - CCH (Day)	1,712
	Wagga Wagga To Tumbarumba - CCH (Day)	1,548
	Bombala To Canberra Civic - CCH (Day)	1,480
	Tumbarumba To Wagga Wagga - CCH (Day)	1,397
	Cootamundra To Tumbarumba - CCH (Day)	1,206
	Tumbarumba To Cootamundra - CCH (Day)	1,135
	Bundanoon To Wollongong City - CCH (Day)	85
South Total		141,347
West	Orange To Lithgow - CCH (Day)	21,922
	Lithgow To Orange - CCH (Day)	16,767
	Parkes To Lithgow - CCH (Day)	14,078
	Lithgow To Parkes - CCH (Day)	13,631
	Lithgow To Nyngan - CCH (Day)	12,113
	Dubbo To Lightning Ridge - CCH (Day)	11,878
	Nyngan To Lithgow - CCH (Day)	11,485
	Lightning Ridge To Dubbo - CCH (Day)	11,028
	Dubbo To Broken Hill - CCH (Day)	10,100
	Lithgow To Dubbo - CCH (Day)	8,764
	Lithgow To Grenfell - CCH (Day)	8,646
	Grenfell To Lithgow - CCH (Day)	8,481
	Broken Hill To Dubbo - CCH (Day)	8,309
	Dubbo To Lithgow - CCH (Day)	7,629
	Dubbo To Bourke - CCH (Day)	6,361
	Bourke To Dubbo - CCH (Day)	6,175
	Orange To Parkes - CCH (Day)	5,541
	Parkes To Orange - CCH (Day)	4,998
	Lithgow To Coonabarabran - CCH (Day)	3,507
	Lithgow To Gulgong - CCH (Day)	3,146
	Gulgong To Lithgow - CCH (Day)	2,942
	Coonabarabran To Lithgow - CCH (Day)	2,417
	Grenfell To Bathurst - CCH (Day)	2,107
	Bathurst To Grenfell - CCH (Day)	1,959
	Coolabah To Brewarrina - CCH (Day)	1,741
	Brewarrina To Coolabah - CCH (Day)	1,641
	Baradine To Lithgow - CCH (Day)	864
	Lithgow To Baradine - CCH (Day)	713
	Bathurst To Lithgow - CCH (Day)	704
	Condobolin To Parkes - CCH (Day)	642
	Parkes To Condobolin - CCH (Day)	557
	Mt Victoria To Oberon - CCH (Day)	215
	Oberon To Mt Victoria - CCH (Day)	134
West Total		211,195
Total		523,677

Source: NSW TrainLink, Financial Year 2012-2013 extracted in August 2014

Note: Totals exclude NSW TrainLink Intercity connecting and coach replacement services.

Table 33 – Taxi passenger journeys by corridor by service (FY 2012-13)

Corridor	Service	Total
North	Lennox Head To Lismore NSW – TXI (Day)	728
	Lismore NSW To Alstonville – TXI (Day)	379
North Total		1,107
North West	Walcha Road To Walcha – TXI (Day)	556
	Walcha To Walcha Road – TXI (Day)	523
	Narrabri To Edgeroi – TXI (Day)	12
	Edgeroi To Narrabri – TXI (Day)	11
	Somerton To Gunnedah – TXI (Day)	4
	Gunnedah To Somerton – TXI (Day)	3
	Carroll To Gunnedah – TXI (Day)	2
	Gunnedah To Carroll – TXI (Day)	1
North West Total		1,112
Total		2,219

Source: NSW TrainLink, Financial Year 2012-2013 extracted in August 2014

Appendix 1a – Sydney Trains Network Map



Appendix 1a – Sydney Trains Network Map Order

T1 - North Shore, Northern & Western

Berowra (also serves Intercity services)
Mount Kuring-gai
Mount Colah
Asquith
Hornsby (also serves Intercity and Regional services)
Waitara
Wahroonga
Warrawee
Turramurra
Pymble
Gordon (also serves limited Intercity services)
Killara
Lindfield
Roseville
Normanhurst
Thornleigh
Pennant Hills
Beecroft
Cheltenham
Epping (also serves Intercity services)
Macquarie University
Macquarie Park
North Ryde
Chatswood (also serves limited Intercity services)
Artarmon
St Leonards (also serves limited Intercity Services)
Wollstonecraft
Waverton
North Sydney (also serves limited Intercity services)
Milsons Point (also serves limited Intercity services)
North Strathfield
Concord West
Rhodes
Meadowbank
West Ryde
Denistone
Eastwood (also serves Intercity services)
Lidcombe (also serves T2, T3 and T7)
Auburn
Clyde (also serves T6)
Granville (also serves T2)
Harris Park (also serves T5)
Parramatta (also serves T5, Intercity and Regional services)
Westmead (also serves T5)
Wentworthville (also serves T5)
Pendle Hill (also serves T5)
Toongabbie (also serves T5)
Seven Hills (also serves T5)
Blacktown (also serves T5, Intercity and Regional services)
Doonside
Rooty Hill

Mount Druitt

St Marys
Werrington
Kingswood
Penrith (also serves Intercity and Regional services)
Emu Plains (also serves Intercity services)
Marayong (also serves T5)
Quakers Hill (also serves T5)
Schofields (also serves T5)
Riverstone
Vineyard
Mulgrave
Windsor
Clarendon
East Richmond
Richmond

T2 - Airport, Inner West & South

Museum (also serves T3)
St James (also serves T3)
Circular Quay (Also serves T3)
Wynyard (also serves T1, T3 and limited Intercity services)
Town Hall (also serves T1, T2, T4 and limited Intercity services)
Central (also serves T1, T3, T4, Intercity and Regional services)
Redfern (also serves T1, T3, T4 and limited Intercity services)
Macdonaldtown
Newtown
Stanmore
Petersham
Lewisham
Summer Hill
Ashfield
Croydon
Burwood (also serves T1)
Strathfield (also serves T1, Intercity and Regional services)
Homebush
Flemington
Merrylands (also serves T5)
Guildford (also serves T5)
Yennora (also serves T5)
Fairfield (also serves T5)
Canley Vale (also serves T5)
Cabramatta (also serves T3 and T5)
Warwick Farm (also serves T3 and T5)
Liverpool (also serves T3 and T5)
Casula (also serves T5)
Green Square
Mascot
Domestic Airport
International Airport
Turrella
Bardwell Park
Bexley North
Kingsgrove
Beverly Hills

Narwee
Riverwood
Padstow
Revesby
Panania
East Hills
Holsworthy
Glenfield (also serves T5)
Macquarie Fields (also serves T5)
Ingleburn (also serves T5)
Minto (also serves T5)
Leumeah (also serves T5)
Campbelltown (also serves T5, Intercity and Regional services)
Macarthur (also serves Intercity services)

T3 - Bankstown

Erskineville
St Peters
Sydenham (also serves T4 and limited T2 services)
Marrickville
Dulwich Hill
Hurlstone Park
Canterbury
Campsie
Belmore
Lakemba
Wiley Park
Punchbowl
Bankstown
Yagoona
Birrong
Sefton
Chester Hill
Leightonfield
Villawood
Carramar
Regents Park
Berala

T4 - Eastern Suburbs & Illawarra

Bondi Junction (also serves Intercity services)
Edgecliff (also serves Intercity services)
Kings Cross (also serves Intercity services)
Martin Place (also serves Intercity services)
Tempe
Wolli Creek (also serves T2)
Arncliffe
Banksia
Rockdale
Kogarah
Carlton
Allawah
Hurstville (also serves Intercity services)
Penshurst
Mortdale
Oatley
Como
Jannali
Sutherland (also serves Intercity services)

Loftus
Engadine
Heathcote
Waterfall (also serves Intercity services)
Kirrawee
Gymea
Miranda
Caringbah
Woolooware
Cronulla

T6 - Carlingford

Rosehill
Camellia
Rydalmere
Dundas
Telopea
Carlingford

T7- Olympic Park

Olympic Park

Intercity Trains Network

Legend:

- Blue Mountains Line
- Central Coast & Newcastle Line
- Southern Highlands Line
- South Coast Line
- Hunter Line

Key Stations: Bathurst, Lithgow, Campbelltown, Picton, Bowral, Bundanoon, Goulburn, Wollongong, Port Kembla, Sydney, Newcastle.

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Appendix 1b – NSW TrainLink Intercity Map Order

South Coast Line

Helensburgh
Otford
Stanwell Park
Coalcliff
Scarborough
Wombarra
Coledale
Austinmer
Thirroul
Bulli
Woonona
Bellambi
Corrimal
Towradgi
Fairy Meadow
North Wollongong
Wollongong
Coniston
Lysaghts
Cringila
Port Kembla North
Port Kembla
Unanderra
Kembla Grange Racecourse
Dapto
Albion Park
Oak Flats
Dunmore
Minnamurra
Bombo
Kiama
Gerringong
Berry
Bomaderry

Southern Highlands Line

Menangle Park
Menangle
Douglas Park
Picton
Tahmoor
Bargo
Yerrinbool
Mittagong (also serves Regional services)
Bowral (also serves Regional services)
Burradoo
Moss Vale (also serves Regional services)
Exeter
Bundanoon
Penrose
Wingello
Tallong
Marulan
Goulburn (also serves Regional services)

Blue Mountains Line

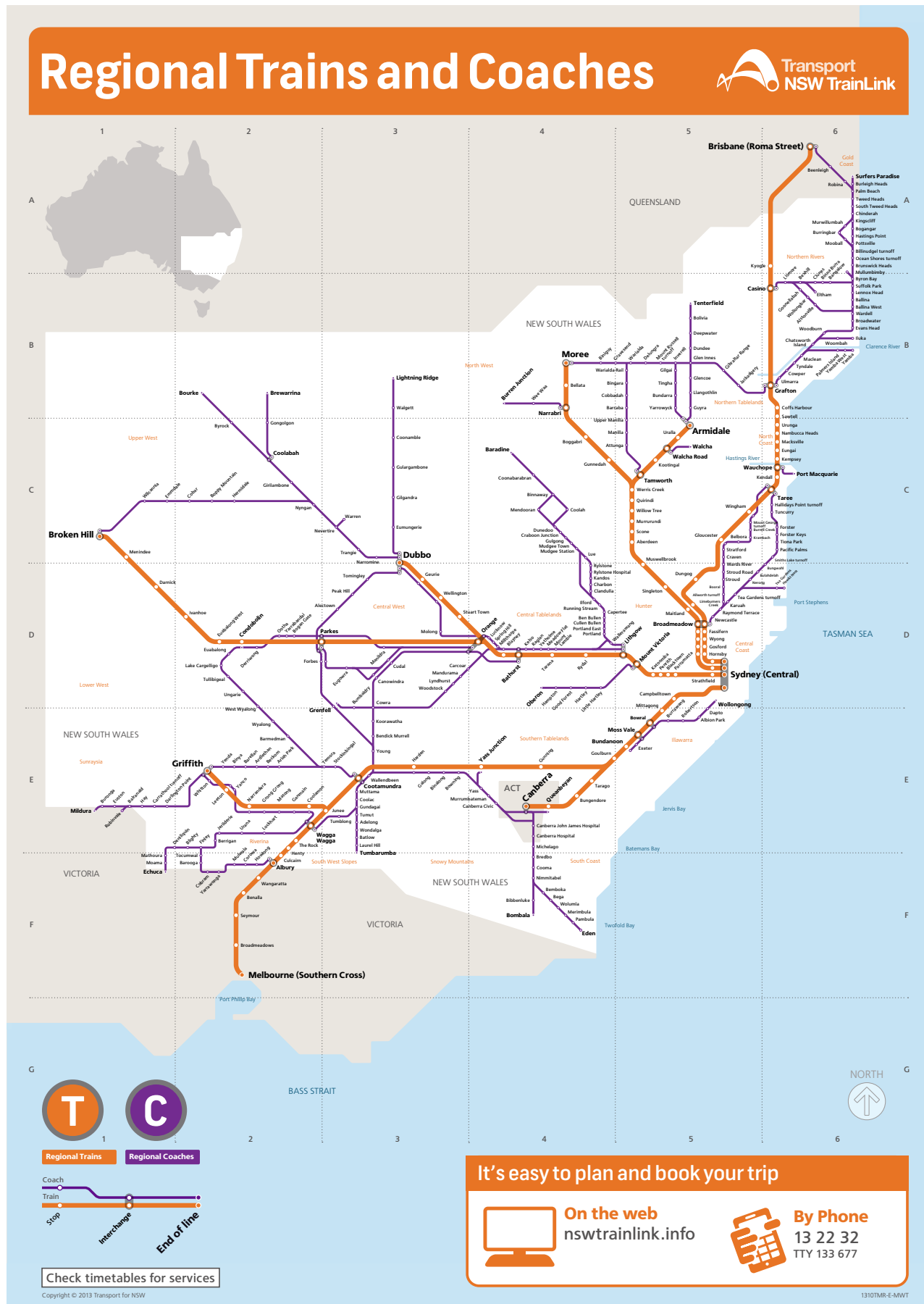
Lapstone
Glenbrook
Blaxland
Warrimoo
Valley Heights
Springwood
Faulconbridge
Linden
Woodford
Hazelbrook
Lawson
Bullaburra
Wentworth Falls
Leura
Katoomba (also serves Regional services)
Medlow Bath
Blackheath
Mount Victoria
Bell
Zig Zag
Lithgow (also serves Regional services)
Bathurst (also serves Regional services)

Central Coast & Newcastle Line

Cowan
Hawkesbury River
Wondabyne
Woy Woy
Koolewong
Tascott
Point Clare
Gosford (also serves Regional services)
Narara
Niagara Park
Lisarow
Ourimbah
Tuggerah
Wyong (also serves Regional services)
Warnervale
Wyee
Morisset
Dora Creek
Awaba
Fassifern (also serves Regional services)
Booragul
Teralba
Cockle Creek
Cardiff
Kotara
Adamstown
Broadmeadow (also serves Regional services)
Hamilton
Wickham
Civic
Newcastle

Hunter Line
Waratah
Warabrook
Sandgate
Hexham
Tarro
Beresfield
Thornton
Metford
Victoria Street
East Maitland
High Street
Maitland (also serves Regional services)
Lochinvar
Greta
Branxton
Singleton (also serves Regional services)
Muswellbrook (also serves Regional services)
Aberdeen (also serves Regional services)
Scone (also serves Regional services)
Telarah
Mindaribba
Paterson
Martins Creek
Hilldale
Wallarobba
Wirragulla
Dungog (also serves Regional services)

Appendix 1c – NSW TrainLink Regional Map



Appendix 1c – NSW TrainLink Regional Map Order

Regional Trains

Southern NSW Line

Gunning
Yass Junction
Harden
Cootamundra
Junee
Wagga Wagga
The Rock
Henty
Culcairn
Albury
Tarago
Bungendore
Queanbeyan
Canberra
Coolamon
Narrandera
Leeton
Griffith

Western NSW Line

Rydal
Tarana
Blayney
Orange
Stuart Town
Wellington
Geurie
Dubbo
Parkes
Condobolin
Euabalong West
Ivanhoe
Darnick
Menindee
Broken Hill

North Western NSW Line

Murrurundi
Willow Tree
Quirindi
Werris Creek
Tamworth
Kootingal
Walcha Road
Uralla
Armidale
Gunnedah
Boggabri
Narrabri
Bellata
Moree

North Coast NSW Line

Gloucester
Wingham
Taree
Kendall
Wauchope
Kempsey
Eungai
Macksville
Nambucca Heads
Urunga
Sawtell
Coffs Harbour
Grafton
Casino
Kyogle

Appendix 2 – Train station barrier counts

Appendix 2 shows the number of passengers entering and exiting each train station by time period on one weekday in 2013. These figures are based on actual counts of passengers entering and exiting the stations. The passenger counts on which the figures are based were conducted on a typical busy weekday in 2013, that is, on a Tuesday, Wednesday or Thursday that was not during school holidays, or on or adjacent to a public holiday.

Table A – Train station barrier counts, 2013 (alphabetical order)

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Airport	Domestic Airport	10	270	910	1,430	2,100	1,950	1,600	1,810	1,230	370	5,850	5,850	45
	Green Square	0	0	1,310	2,450	720	770	2,400	990	380	620	4,810	4,810	51
	International Airport	0	100	700	1,130	1,110	1,010	650	480	470	210	2,930	2,930	84
	Mascot	40	170	1,160	3,200	1,010	1,010	3,230	1,060	680	680	6,120	6,120	42
	Total	50	540	4,080	8,210	4,940	4,740	7,880	4,340	2,760	1,880	19,710	19,710	-
Bankstown	Bankstown	150	80	3,010	1,690	2,460	2,450	2,270	3,140	710	1,260	8,600	8,600	28
	Belmore	40	20	1,480	310	650	690	590	1,580	60	220	2,820	2,820	88
	Berala	20	20	1,440	110	490	430	230	1,270	30	380	2,210	2,210	109
	Birrong	10	10	430	330	270	140	240	380	20	120	970	970	156
	Campsie	60	60	2,990	720	2,080	1,850	1,240	2,920	380	1,210	6,750	6,750	38
	Canterbury	30	10	760	550	560	350	510	750	60	270	1,920	1,920	118
	Carramar	10	10	300	50	230	210	70	270	20	90	630	630	179
	Chester Hill	20	10	650	290	350	340	290	570	50	140	1,360	1,360	143
	Dulwich Hill	20	20	1,270	200	420	290	250	1,110	90	420	2,050	2,050	114
	Erskineville	20	20	1,080	310	320	300	430	970	110	370	1,960	1,960	117
	Hurlstone Park	10	10	910	100	320	270	120	670	20	330	1,380	1,380	141
	Lakemba	70	40	1,840	650	1,550	1,090	990	2,170	150	670	4,600	4,600	54
	Leightonfield	0	0	20	90	40	50	100	50	40	0	200	200	226
	Marrickville	30	40	1,740	500	990	1,010	750	1,550	230	640	3,740	3,740	63
	Punchbowl	40	20	1,780	370	730	660	380	1,650	90	320	3,020	3,020	80
	Regents Park	30	10	690	630	370	250	680	660	70	270	1,840	1,840	121
	Sefton	10	0	310	270	370	170	220	410	20	80	930	930	159
	St Peters	30	30	1,790	770	520	510	840	1,360	200	710	3,380	3,380	69
	Villawood	10	10	300	140	220	240	180	290	50	90	760	760	173
	Wiley Park	20	20	1,180	280	600	500	330	1,040	60	360	2,190	2,190	111
	Yagoona	30	20	1,220	150	520	440	210	1,070	50	350	2,030	2,030	115
	Total	660	460	25,190	8,510	14,060	12,240	10,920	23,880	2,510	8,300	53,340	53,340	-
Blue Mountains	Bathurst	80	0	0	0	0	0	0	0	0	80	80	80	254
	Bell	0	0	0	0	0	0	0	0	0	0	0	0	298
	Blackheath	20	0	110	20	90	80	30	120	10	40	260	260	214
	Blaxland	40	0	460	40	130	110	60	390	20	150	710	710	175
	Bullaburra	10	0	60	10	40	20	20	80	0	20	130	130	239
	Faulconbridge	20	0	130	10	50	40	10	120	0	40	210	210	225
	Glenbrook	40	0	370	40	80	60	70	330	10	130	570	570	182
	Hazelbrook	50	0	220	40	60	80	50	200	20	70	400	400	193
	Katoomba	60	0	330	240	540	670	520	420	110	230	1,560	1,560	130
	Lapstone	10	0	130	0	20	20	0	110	0	40	160	160	232
	Lawson	40	0	140	10	60	70	20	130	0	40	260	260	214
	Leura	30	0	140	50	130	140	70	150	20	50	390	390	195
	Linden	0	0	20	0	10	10	0	20	0	10	30	30	274
	Lithgow	10	0	90	30	120	110	40	90	10	30	270	270	212
	Medlow Bath	0	0	30	0	10	10	0	30	0	10	40	40	269
	Mount Victoria	10	0	50	0	30	20	0	50	0	20	90	90	251
	Springwood	90	0	800	220	260	290	350	770	50	270	1,550	1,550	132

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
	Valley Heights	10	0	70	10	10	20	10	50	0	20	100	100	247
	Warrimoo	10	0	140	10	30	30	10	110	0	40	190	190	228
	Wentworth Falls	60	10	220	230	110	160	270	200	30	90	690	690	177
	Woodford	20	0	110	0	50	50	0	100	0	30	180	180	230
	Zig Zag	0	0	0	0	0	0	0	0	0	0	0	0	298
	Total	610	10	3,620	960	1,830	1,990	1,530	3,470	280	1,410	7,870	7,870	-
Carlingford CBD	Camellia	0	0	0	50	10	10	40	10	20	0	70	70	256
	Carlingford	10	0	190	100	50	40	100	160	20	60	370	370	198
	Dundas	0	0	140	10	40	10	10	140	0	40	190	190	228
	Rosehill	0	0	40	30	10	10	40	40	10	20	100	100	247
	Rydalmere	0	0	30	80	10	40	80	30	30	10	150	150	236
	Telopea	10	0	160	10	50	20	60	200	10	40	290	290	210
	Total	20	0	560	280	170	130	330	580	90	170	1,170	1,170	-
	Central	910	910	10,630	40,280	19,420	30,940	44,660	15,130	18,680	7,050	94,300	94,300	1
	Circular Quay	180	170	2,160	8,180	4,030	5,180	8,490	3,130	2,950	1,140	17,810	17,810	11
	Martin Place	190	170	530	13,710	2,720	3,530	11,960	1,320	3,820	490	19,220	19,220	10
	Museum	100	100	830	5,830	1,880	2,400	6,220	1,390	1,640	950	10,670	10,670	21
	Redfern	240	240	3,720	10,050	5,190	7,980	11,890	3,920	3,280	2,140	24,320	24,320	6
	St James	80	80	170	5,140	1,760	2,340	4,970	860	1,740	300	8,720	8,720	27
	Town Hall	870	870	5,900	41,590	15,620	22,660	42,430	16,200	24,200	7,700	89,020	89,020	2
	Wynyard	570	540	4,440	38,550	8,530	10,410	33,900	6,110	10,330	2,150	57,770	57,770	3
	Total	3,140	3,080	28,380	163,330	59,150	85,440	164,520	48,060	66,640	21,920	321,830	321,830	-
Central Coast	Cowan	0	0	80	0	20	20	0	70	0	10	100	100	247
	Gosford	520	20	2,430	1,000	890	940	1,170	2,080	80	1,060	5,090	5,090	49
	Hawkesbury River	0	0	150	50	110	100	60	160	10	40	330	330	204
	Koolewong	10	0	70	0	20	10	0	70	0	20	100	100	247
	Lisarow	30	0	110	60	90	40	40	130	0	40	270	270	212
	Narara	70	0	290	30	80	80	40	250	0	120	480	480	190
	Niagara Park	20	0	70	10	30	30	20	70	0	30	140	140	238
	Ourimbah	30	10	170	90	80	70	80	160	30	50	390	390	195
	Point Clare	30	10	130	40	30	30	40	130	10	30	240	240	224
	Tascott	0	0	150	10	20	10	0	100	0	60	170	170	231
	Tuggerah	130	10	700	140	300	340	180	640	50	240	1,360	1,360	143
	Wondabyne	0	0	0	0	0	0	0	0	0	0	10	10	286
	Woy Woy	660	0	2,600	210	660	750	300	2,300	100	1,040	4,320	4,320	56
	Wyong	200	10	750	200	310	480	460	800	80	310	1,800	1,800	122
	Total	1,700	60	7,700	1,840	2,640	2,900	2,390	6,960	360	3,050	14,800	14,800	-
East Hills	Bardwell Park	10	10	770	40	200	180	90	600	10	250	1,080	1,080	153
	Beverly Hills	50	10	1,550	360	330	300	380	1,180	40	500	2,350	2,350	104
	Bexley North	10	10	630	50	170	100	90	610	30	160	930	930	159
	Campbelltown	110	50	3,180	890	1,300	1,190	1,170	2,770	300	1,150	6,060	6,060	44
	East Hills	20	10	580	50	140	140	80	490	20	140	840	840	166
	Glenfield	70	40	3,150	830	1,080	510	360	2,410	80	950	4,740	4,740	53
	Holsworthy	30	30	2,320	190	450	270	330	1,820	100	940	3,230	3,230	74
	Ingleburn	120	30	2,050	610	770	790	770	1,830	160	610	3,870	3,870	62
	Kingsgrove	20	20	1,270	880	690	470	780	1,200	160	360	2,920	2,920	86
	Leumeah	50	20	1,580	130	530	320	240	1,490	50	490	2,450	2,450	99
	Macarthur	50	20	1,030	420	610	580	420	970	190	310	2,300	2,300	107
	Macquarie Fields	20	10	770	120	260	190	190	730	50	230	1,290	1,290	147
	Minto	50	20	1,680	420	470	390	540	1,540	110	470	2,850	2,850	87
	Narwee	10	10	880	60	300	270	110	700	20	270	1,320	1,320	146
	Padstow	50	30	2,480	380	530	650	440	1,980	60	540	3,560	3,560	65

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Eastern Suburbs	Panania	30	10	800	510	270	180	480	660	30	260	1,610	1,610	128
	Revesby	30	30	2,220	300	740	700	690	2,060	220	810	3,900	3,900	61
	Riverwood	80	40	2,370	320	930	700	580	2,090	120	930	4,080	4,080	59
	Turrella	0	10	310	90	110	90	80	250	30	100	530	530	183
	Total	810	410	29,620	6,650	9,880	8,020	7,820	25,380	1,780	9,470	49,910	49,910	-
	Bondi Junction	210	210	9,380	4,220	4,370	4,750	5,420	7,400	2,090	4,900	21,470	21,470	8
	Edgecliff	70	70	3,040	1,810	1,590	1,570	1,880	2,390	470	1,210	7,050	7,050	35
	Kings Cross	120	120	3,650	3,780	3,080	2,640	4,350	3,600	1,530	2,580	12,730	12,730	16
	Total	400	400	16,070	9,810	9,040	8,960	11,650	13,390	4,090	8,690	41,250	41,250	-
	Aberdeen	0	0	0	0	0	0	0	0	0	0	10	10	286
Hunter	Beresfield	0	20	140	60	110	100	70	120	20	40	340	340	201
	Branxton	0	0	0	0	0	0	0	0	0	0	10	10	286
	Dungog	0	0	10	0	10	10	10	20	0	10	30	30	274
	East Maitland	0	0	20	50	50	40	30	30	10	10	110	110	244
	Greta	0	0	0	0	0	0	0	10	0	0	10	10	286
	Hexham	0	0	20	20	10	10	20	10	0	10	50	50	264
	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
	Lochinvar	0	0	0	0	0	0	0	0	0	0	0	0	298
	Maitland	10	10	180	120	220	210	180	250	60	60	650	650	178
	Martins Creek	0	0	10	0	0	0	10	10	0	0	20	20	281
	Metford	0	0	60	10	30	50	20	50	10	10	120	120	240
	Mindaribba	0	0	0	0	0	0	0	0	0	0	0	0	298
	Muswellbrook	0	0	10	0	20	20	0	20	10	0	40	40	269
	Paterson	0	0	10	0	0	0	0	10	0	0	10	10	286
	Sandgate	0	0	20	40	10	10	30	10	0	0	60	60	259
	Scone	10	0	0	0	0	0	0	10	10	10	20	20	281
	Singleton	0	0	30	20	10	0	10	30	10	10	60	60	259
	Tarro	0	0	10	0	10	0	0	10	0	0	20	20	281
	Telarah	20	10	100	40	80	80	50	90	10	50	260	260	214
	Thornton	0	0	130	50	50	60	50	120	20	10	250	250	222
	Victoria Street	20	0	190	90	160	140	70	190	30	40	470	470	191
	Wallarobba	0	0	0	0	0	0	0	0	0	0	0	0	298
	Warabrook (University)	10	10	60	440	290	270	450	60	10	30	820	820	169
	Waratah	0	0	120	70	90	110	90	120	50	50	350	350	200
	Wirragulla	0	0	0	0	0	0	0	0	0	0	0	0	298
	Total	70	50	1,150	1,030	1,170	1,140	1,110	1,200	270	350	3,800	3,800	-
Illawarra	Allawah	10	20	1,200	150	320	310	210	870	20	420	1,760	1,760	123
	Arncliffe	10	10	1,060	150	400	380	220	920	50	280	1,740	1,740	125
	Banksia	10	10	770	190	290	240	260	710	70	240	1,400	1,400	140
	Caringbah	40	20	1,450	970	710	680	850	1,000	140	530	3,190	3,190	75
	Carlton	30	10	1,060	60	290	270	140	850	20	340	1,540	1,540	133
	Como	10	10	650	20	120	60	30	560	10	170	820	820	169
	Cronulla	40	20	1,360	360	690	680	440	1,140	100	430	2,630	2,630	93
	Engadine	30	10	860	310	230	210	360	720	40	270	1,520	1,520	134
	GyMEA	30	20	1,220	220	380	440	160	850	60	330	1,850	1,850	120
	Heathcote	20	10	430	230	280	100	80	370	10	130	820	820	169
	Hurstville	150	150	7,110	2,070	4,950	3,970	3,640	6,850	950	3,750	16,800	16,800	12
	Jannali	30	30	1,920	180	490	380	300	1,580	40	620	2,780	2,780	91
	Kirrawee	30	10	790	160	350	260	210	730	60	260	1,440	1,440	139
	Kogarah	100	100	4,420	2,800	3,610	2,270	2,830	4,080	720	2,430	11,680	11,680	17
	Loftus	10	10	430	140	170	150	180	400	40	140	830	830	167
	Miranda	50	30	1,080	600	900	980	930	1,160	140	340	3,100	3,100	79

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
	Mortdale	40	40	2,630	310	920	840	490	2,120	110	890	4,190	4,190	57
	Oatley	20	10	750	370	480	320	300	730	30	160	1,580	1,580	129
	Penshurst	40	30	2,200	340	690	480	400	1,800	40	710	3,370	3,370	70
	Rockdale	90	90	4,790	820	2,690	2,180	1,670	4,140	590	2,600	9,830	9,830	24
	Sutherland	110	60	3,870	1,020	1,220	1,170	1,090	3,170	230	1,100	6,520	6,520	40
	Sydenham	50	50	1,960	1,740	1,400	890	1,740	1,790	470	1,150	5,620	5,620	46
	Tempe	10	10	520	390	140	150	450	470	70	180	1,190	1,190	149
	Waterfall	10	0	340	30	130	80	40	310	10	110	530	530	183
	Wolli Creek	50	30	1,420	380	620	450	580	1,080	130	870	2,800	2,800	90
	Woollooware	20	10	700	130	260	180	130	620	20	190	1,130	1,130	151
	Total	1,040	800	44,990	14,140	22,730	18,120	17,730	39,020	4,170	18,640	90,660	90,660	-
Inner West	Ashfield	100	100	5,050	2,000	2,660	2,190	2,480	4,460	810	2,350	11,100	11,100	20
	Burwood	130	140	4,600	2,780	3,710	3,700	3,760	5,080	2,320	2,820	14,520	14,520	15
	Croydon	20	20	1,440	460	400	510	480	1,000	100	460	2,440	2,440	101
	Homebush	20	20	940	400	460	330	420	860	70	310	1,910	1,910	119
	Lewisham	20	20	1,270	490	450	310	510	1,140	140	410	2,390	2,390	102
	Macdonald-town	10	10	540	230	200	200	280	480	80	190	1,110	1,110	152
	Newtown	70	60	2,480	1,300	1,620	1,430	1,850	2,330	810	1,700	6,830	6,830	37
	Petersham	30	30	1,590	1,110	590	450	1,060	1,360	210	530	3,480	3,480	67
	Stanmore	30	30	1,950	740	520	550	880	1,460	100	690	3,480	3,480	67
	Strathfield	180	180	7,840	3,760	5,200	4,270	5,060	7,350	2,000	4,720	20,280	20,280	9
	Summer Hill	30	30	2,190	450	690	660	530	1,650	130	760	3,570	3,570	64
	Total	640	640	29,890	13,720	16,500	14,600	17,310	27,170	6,770	14,940	71,110	71,110	-
Newcastle	Adamstown	0	0	50	30	30	10	30	50	10	20	120	120	240
	Awaba	0	0	40	0	0	0	0	40	0	10	40	40	269
	Booragul	0	0	20	80	10	10	80	10	0	0	110	110	244
	Broadmeadow	50	20	370	230	240	240	230	300	30	130	920	920	161
	Cardiff	70	20	380	130	160	150	150	420	70	140	830	830	167
	Civic	10	20	130	460	230	230	470	130	50	50	890	890	163
	Cockle Creek	0	0	10	10	0	10	10	10	0	10	20	20	281
	Dora Creek	0	0	40	10	10	10	10	40	0	10	60	60	259
	Fassifern	30	10	310	110	160	120	110	290	10	100	620	620	180
	Hamilton	40	10	320	250	330	360	260	310	110	140	1,060	1,060	155
	Kotara	0	0	20	0	10	10	10	20	0	10	40	40	269
	Morisset	70	10	590	100	200	170	100	550	20	160	980	980	156
	Newcastle	20	10	230	290	460	480	350	270	90	110	1,150	1,150	150
	Teralba	0	10	30	10	10	10	10	30	0	10	50	50	264
	Warnervale	40	0	210	20	40	20	20	200	0	60	310	310	207
	Wickham	10	10	100	300	140	120	290	110	40	60	580	580	181
	Wyee	40	0	190	20	70	70	30	210	10	50	340	340	201
	Total	380	120	3,040	2,050	2,100	2,020	2,160	2,990	440	1,070	8,120	8,120	-
North Shore	Artarmon	80	50	2,870	750	950	860	980	2,390	280	1,110	5,160	5,160	48
	Asquith	30	10	810	690	550	30	40	460	30	250	1,460	1,460	137
	Berowra	40	0	1,400	100	170	350	120	960	20	340	1,750	1,750	124
	Chatswood	200	200	4,750	7,810	4,700	5,140	9,350	5,730	2,850	2,960	21,850	21,850	7
	Gordon	50	50	2,950	990	1,200	1,160	1,080	2,150	290	1,220	5,570	5,570	47
	Hornsby	190	100	5,230	2,200	2,350	2,320	3,120	4,680	670	2,270	11,560	11,560	18
	Killara	10	20	1,570	210	380	400	280	1,300	70	390	2,310	2,310	106
	Lindfield	30	30	2,300	530	810	780	690	2,010	170	650	4,000	4,000	60
	Milsons Point	60	60	2,020	1,910	1,480	1,430	2,070	1,820	630	1,040	6,260	6,260	41
	Mount Colah	10	0	450	20	40	130	10	240	0	130	510	510	186
	Mount Kuring-gai	10	0	190	40	70	60	40	170	10	50	320	320	206
	North Sydney	250	240	1,960	17,540	3,600	4,440	16,660	2,540	3,750	1,470	26,220	26,220	5

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
	Pymble	20	20	1,610	750	570	330	810	1,670	140	370	3,150	3,150	77
	Roseville	20	20	1,860	330	440	440	500	1,460	180	740	3,000	3,000	81
	St Leonards	160	160	3,210	8,370	3,070	3,120	8,130	2,990	1,920	1,850	16,490	16,490	13
	Turramurra	40	40	3,200	520	1,050	600	500	2,870	90	850	4,880	4,880	50
	Wahroonga	30	20	1,160	530	330	370	630	890	50	390	2,200	2,200	110
	Waitara	40	20	1,680	830	430	360	810	1,240	40	550	3,000	3,000	81
	Warrawee	10	10	730	520	100	180	660	550	20	260	1,520	1,520	134
	Waverton	20	20	1,060	400	400	280	540	810	100	610	2,120	2,120	112
	Wollstonecraft	20	20	1,480	120	440	330	230	1,140	90	640	2,260	2,260	108
	Total	1,320	1,090	42,490	45,160	23,130	23,110	47,250	38,070	11,400	18,140	125,590	125,590	-
Northern via Macquarie Park	Beecroft	30	20	1,450	140	290	290	180	1,110	40	420	1,990	1,990	116
	Cheltenham	10	10	660	470	280	180	410	480	10	220	1,370	1,370	142
	Macquarie Park	30	40	430	2,070	380	640	2,150	430	370	190	3,360	3,360	72
	Macquarie University	80	80	1,130	2,990	2,040	3,150	4,250	1,790	1,240	730	8,740	8,740	26
	Normanhurst	20	10	910	480	390	260	280	620	20	260	1,620	1,620	127
	North Ryde	0	0	190	980	230	250	980	220	160	110	1,560	1,560	130
	Pennant Hills	50	30	1,820	580	650	550	770	1,680	80	540	3,370	3,370	70
	Thornleigh	40	20	1,370	160	420	270	230	1,230	60	440	2,120	2,120	112
	Total	260	210	7,960	7,870	4,680	5,590	9,250	7,560	1,980	2,910	24,130	24,130	-
Northern via Strathfield	Concord West	20	20	1,230	440	400	320	560	1,170	140	400	2,350	2,350	104
	Denistone	0	0	370	20	100	50	50	340	10	110	530	530	183
	Eastwood	130	60	3,260	800	1,730	1,300	1,380	3,040	360	1,670	6,860	6,860	36
	Epping	170	90	5,670	1,610	1,870	1,420	2,140	4,870	620	2,490	10,470	10,470	23
	Meadowbank	30	30	1,960	700	710	930	370	1,260	220	360	3,290	3,290	73
	North Strathfield	20	20	1,500	410	390	330	570	1,350	110	480	2,590	2,590	96
	Rhodes	70	70	2,200	2,470	1,850	1,660	2,170	1,600	810	1,290	7,100	7,100	34
	West Ryde	70	40	2,190	660	840	590	800	2,140	290	750	4,190	4,190	57
	Total	510	330	18,380	7,110	7,890	6,600	8,040	15,770	2,560	7,550	37,380	37,380	-
OP	Olympic Park	0	0	170	1,420	320	660	1,840	190	270	340	2,600	2,600	95
	Total	0	0	170	1,420	320	660	1,840	190	270	340	2,600	2,600	-
South	Cabramatta	140	70	3,330	960	2,620	2,660	1,510	3,350	460	1,040	8,060	8,060	29
	Canley Vale	50	20	1,640	190	650	610	230	1,320	50	470	2,620	2,620	94
	Casula	10	0	180	30	60	50	40	160	10	60	300	300	209
	Fairfield	130	60	2,920	1,010	2,310	2,200	1,570	2,870	350	1,130	7,280	7,280	32
	Flemington	20	30	1,200	710	740	630	810	1,150	160	430	2,930	2,930	84
	Guildford	50	30	1,520	300	670	650	450	1,370	130	480	2,820	2,820	88
	Lidcombe	110	110	4,970	1,840	2,870	2,260	2,490	4,200	1,000	3,030	11,440	11,440	19
	Liverpool	160	80	2,810	2,250	2,620	2,250	2,580	2,850	590	1,330	8,760	8,760	25
	Merrylands	80	40	2,050	700	1,330	1,490	1,140	1,890	190	680	4,790	4,790	52
	Warwick Farm	40	20	1,480	250	520	410	330	1,300	80	470	2,450	2,450	99
	Yennora	20	10	460	360	240	210	430	500	120	180	1,270	1,270	148
	Total	810	470	22,560	8,600	14,630	13,420	11,580	20,960	3,140	9,300	52,720	52,720	-
South Coast	Albion Park	20	0	140	10	40	50	40	120	10	60	260	260	214
	Austinmer	0	0	130	0	20	30	10	80	0	50	160	160	232
	Bellambi	20	0	130	100	50	60	100	100	10	50	310	310	207
	Berry	20	0	50	10	20	20	20	60	10	10	120	120	240
	Bomaderry (Nowra)	30	10	130	30	80	90	80	130	10	70	330	330	204
	Bombo	0	0	10	0	10	0	0	20	10	0	30	30	274
	Bulli	20	0	130	150	60	60	140	100	10	40	360	360	199
	Coalcliff	0	0	10	0	0	0	0	10	0	0	10	10	286
	Coledale	0	0	30	0	10	0	0	30	0	10	40	40	269
	Coniston	30	0	190	120	90	80	130	190	30	70	470	470	191

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
South Coast (continued)	Corrimal	10	0	140	50	70	70	60	120	10	50	290	290	210
	Cringila	0	0	0	20	20	10	20	20	10	0	50	50	264
	Dapto	50	0	240	50	120	160	60	180	30	90	500	500	187
	Dunmore (Shellharbour)	0	0	20	0	10	0	0	20	0	10	30	30	274
	Fairy Meadow	20	0	130	40	40	70	60	90	10	50	260	260	214
	Gerrungong	0	0	20	10	20	20	10	20	0	10	50	50	264
	Helensburgh	30	10	720	20	90	190	30	530	10	140	880	880	164
	Kembla Grange Race-course	0	0	0	0	0	0	0	0	0	0	0	0	298
	Kiama	10	0	170	50	170	130	100	190	50	120	500	500	187
	Lysaghts	0	0	0	0	0	0	0	0	0	0	0	0	298
	Minnamurra	10	0	40	10	20	20	20	40	0	10	90	90	251
	North Wollongong	10	0	290	540	570	480	380	280	200	160	1,450	1,450	138
	Oak Flats	40	0	160	80	90	90	90	110	20	120	400	400	193
	Otford	0	0	40	0	20	20	0	40	0	10	60	60	259
	Port Kembla	10	0	50	40	40	50	40	40	10	20	150	150	236
	Port Kembla North	0	0	20	20	10	10	30	30	10	10	70	70	256
	Scarborough	0	0	10	0	0	0	0	10	0	0	10	10	286
	Stanwell Park	0	0	130	0	20	30	10	80	0	50	160	160	232
	Thirroul	50	10	900	60	310	160	80	840	20	290	1,360	1,360	143
	Towradgi	0	0	60	10	40	30	10	60	0	20	110	110	244
	Unanderra	50	20	220	80	110	110	100	220	20	80	500	500	187
	Wollongong	150	10	840	560	720	700	690	680	190	630	2,590	2,590	96
	Wombarra	0	0	20	0	10	10	0	30	0	10	30	30	274
	Woonona	10	0	140	40	50	40	50	130	10	50	260	260	214
	Total	590	60	5,310	2,100	2,930	2,790	2,360	4,600	690	2,290	11,890	11,890	-
Southern Highlands	Bargo	10	0	30	10	30	10	10	40	0	30	80	80	254
	Bowral	10	0	90	40	80	80	80	100	0	50	260	260	214
	Bundanoon	0	0	30	0	0	0	0	20	0	10	30	30	274
	Burradoo	0	0	0	0	0	0	0	0	0	0	10	10	286
	Douglas Park	10	0	40	0	0	10	0	20	0	20	50	50	264
	Exeter	0	0	10	0	0	0	0	10	0	0	10	10	286
	Goulburn	10	0	40	0	10	0	0	0	10	60	70	70	256
	Marulan	0	0	10	0	0	0	0	0	0	10	10	10	286
	Menangle	0	0	10	0	0	0	10	10	0	0	20	20	281
	Menangle Park	0	0	10	0	0	0	0	10	0	0	10	10	286
	Mittagong	10	0	80	30	30	40	30	70	10	30	160	160	232
	Moss Vale	30	10	80	50	90	100	40	60	10	30	250	250	222
	Penrose	0	0	0	0	0	0	0	0	0	0	0	0	298
	Picton	10	0	160	20	60	30	30	140	0	80	260	260	214
	Tahmoor	30	10	80	20	50	40	30	80	10	60	200	200	226
	Tallong	0	0	10	0	0	0	0	0	0	10	10	10	286
	Wingello	0	0	0	0	0	0	0	0	0	0	0	0	298
	Yerrinbool	0	0	20	0	10	10	0	20	0	10	30	30	274
	Total	120	20	700	170	360	320	230	580	40	400	1,460	1,460	-
Western	Auburn	130	60	3,950	1,580	3,160	2,620	2,420	4,080	900	2,230	10,560	10,560	22
	Blacktown	180	220	6,070	2,790	3,810	3,410	4,080	6,680	1,660	2,700	15,800	15,800	14
	Clarendon	0	0	30	0	20	10	10	40	0	10	60	60	259
	Clyde	10	10	230	240	150	160	230	220	90	70	710	710	175
	Doonside	40	20	1,680	170	390	380	220	1,260	40	530	2,370	2,370	103
	East Richmond	10	0	110	140	130	110	90	100	50	40	390	390	195
	Emu Plains	150	20	1,050	230	260	140	210	960	30	370	1,700	1,700	126

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Western (continued)	Granville	110	60	2,590	1,110	1,520	1,270	1,420	2,480	440	1,170	6,080	6,080	43
	Harris Park	10	10	800	230	340	310	250	650	80	280	1,480	1,480	136
	Kingswood	60	30	1,230	740	790	880	900	1,140	210	400	3,190	3,190	75
	Marayong	20	10	590	130	160	170	160	460	40	190	970	970	158
	Mount Druitt	130	60	4,160	690	1,780	1,530	880	3,480	210	1,390	7,160	7,160	33
	Mulgrave	10	0	200	70	50	60	60	140	20	60	340	340	201
	Parramatta	560	280	6,690	12,980	6,050	6,230	13,740	6,900	2,800	3,450	29,840	29,840	4
	Pendle Hill	40	30	2,070	470	510	520	450	1,390	80	740	3,150	3,150	77
	Penrith	240	10	3,330	1,460	1,530	1,560	1,800	3,090	810	1,590	7,710	7,710	31
	Quakers Hill	60	0	2,080	280	410	440	340	1,660	60	570	2,950	2,950	83
	Richmond	30	0	460	90	280	230	110	430	30	150	910	910	162
	Riverstone	30	10	390	110	160	140	130	370	30	120	740	740	174
	Rooty Hill	50	20	1,840	190	550	460	260	1,550	60	540	2,760	2,760	92
	Schofields	40	10	640	20	90	80	40	510	10	210	820	820	169
	Seven Hills	110	60	3,930	1,040	1,310	1,280	1,140	3,270	200	1,030	6,690	6,690	39
	St Marys	60	20	2,370	830	1,070	850	890	2,120	170	740	4,560	4,560	55
	Toongabbie	50	20	1,510	240	480	430	340	1,300	90	470	2,470	2,470	98
	Vineyard	0	0	30	50	30	30	50	40	10	10	120	120	240
	Wentworthville	50	30	2,660	180	510	520	280	1,860	50	960	3,550	3,550	66
	Werrington	20	10	680	60	220	190	140	600	10	220	1,070	1,070	154
	Westmead	130	70	2,940	2,470	2,060	1,610	2,270	2,250	440	1,430	7,840	7,840	30
	Windsor	20	10	380	100	260	220	160	310	30	220	850	850	165
Total		2,350	1,080	54,690	28,690	28,080	25,840	33,070	49,340	8,650	21,890	126,840	126,840	-
Total		15,480	9,830	346,550	331,650	226,230	238,630	358,970	333,510	118,890	152,710	1,066,180	1,066,180	.

Table B: Train station barrier counts, 2013 (network order)

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
CBD	Central	910	910	10,630	40,280	19,420	30,940	44,660	15,130	18,680	7,050	94,300	94,300	1
	Town Hall	870	870	5,900	41,590	15,620	22,660	42,430	16,200	24,200	7,700	89,020	89,020	2
	Wynyard	570	540	4,440	38,550	8,530	10,410	33,900	6,110	10,330	2,150	57,770	57,770	3
	Circular Quay	180	170	2,160	8,180	4,030	5,180	8,490	3,130	2,950	1,140	17,810	17,810	11
	St James	80	80	170	5,140	1,760	2,340	4,970	860	1,740	300	8,720	8,720	27
	Museum	100	100	830	5,830	1,880	2,400	6,220	1,390	1,640	950	10,670	10,670	21
	Martin Place	190	170	530	13,710	2,720	3,530	11,960	1,320	3,820	490	19,220	19,220	10
	Redfern	240	240	3,720	10,050	5,190	7,980	11,890	3,920	3,280	2,140	24,320	24,320	6
Eastern Suburbs	Kings Cross	120	120	3,650	3,780	3,080	2,640	4,350	3,600	1,530	2,580	12,730	12,730	16
	Edgecliff	70	70	3,040	1,810	1,590	1,570	1,880	2,390	470	1,210	7,050	7,050	35
	Bondi Junction	210	210	9,380	4,220	4,370	4,750	5,420	7,400	2,090	4,900	21,470	21,470	8

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Illawarra	Sydenham	50	50	1,960	1,740	1,400	890	1,740	1,790	470	1,150	5,620	5,620	46
	Tempe	10	10	520	390	140	150	450	470	70	180	1,190	1,190	149
	Wolli Creek	50	30	1,420	380	620	450	580	1,080	130	870	2,800	2,800	90
	Arncliffe	10	10	1,060	150	400	380	220	920	50	280	1,740	1,740	125
	Banksia	10	10	770	190	290	240	260	710	70	240	1,400	1,400	140
	Rockdale	90	90	4,790	820	2,690	2,180	1,670	4,140	590	2,600	9,830	9,830	24
	Kogarah	100	100	4,420	2,800	3,610	2,270	2,830	4,080	720	2,430	11,680	11,680	17
	Carlton	30	10	1,060	60	290	270	140	850	20	340	1,540	1,540	133
	Allawah	10	20	1,200	150	320	310	210	870	20	420	1,760	1,760	123
	Hurstville	150	150	7,110	2,070	4,950	3,970	3,640	6,850	950	3,750	16,800	16,800	12
	Penshurst	40	30	2,200	340	690	480	400	1,800	40	710	3,370	3,370	70
	Mortdale	40	40	2,630	310	920	840	490	2,120	110	890	4,190	4,190	57
	Oatley	20	10	750	370	480	320	300	730	30	160	1,580	1,580	129
	Como	10	10	650	20	120	60	30	560	10	170	820	820	169
	Jannali	30	30	1,920	180	490	380	300	1,580	40	620	2,780	2,780	91
	Sutherland	110	60	3,870	1,020	1,220	1,170	1,090	3,170	230	1,100	6,520	6,520	40
	Kirrawee	30	10	790	160	350	260	210	730	60	260	1,440	1,440	139
	GyMEA	30	20	1,220	220	380	440	160	850	60	330	1,850	1,850	120
	Miranda	50	30	1,080	600	900	980	930	1,160	140	340	3,100	3,100	79
	Caringbah	40	20	1,450	970	710	680	850	1,000	140	530	3,190	3,190	75
	Woolooware	20	10	700	130	260	180	130	620	20	190	1,130	1,130	151
	Cronulla	40	20	1,360	360	690	680	440	1,140	100	430	2,630	2,630	93
	Loftus	10	10	430	140	170	150	180	400	40	140	830	830	167
	Engadine	30	10	860	310	230	210	360	720	40	270	1,520	1,520	134
	Heathcote	20	10	430	230	280	100	80	370	10	130	820	820	169
	Waterfall	10	0	340	30	130	80	40	310	10	110	530	530	183
Airport	Green Square	0	0	1,310	2,450	720	770	2,400	990	380	620	4,810	4,810	51
	Mascot	40	170	1,160	3,200	1,010	1,010	3,230	1,060	680	680	6,120	6,120	42
	Domestic Airport	10	270	910	1,430	2,100	1,950	1,600	1,810	1,230	370	5,850	5,850	45
	International Airport	0	100	700	1,130	1,110	1,010	650	480	470	210	2,930	2,930	84
East Hills	Turrella	0	10	310	90	110	90	80	250	30	100	530	530	183
	Bardwell Park	10	10	770	40	200	180	90	600	10	250	1,080	1,080	153
	Bexley North	10	10	630	50	170	100	90	610	30	160	930	930	159
	Kingsgrove	20	20	1,270	880	690	470	780	1,200	160	360	2,920	2,920	86
	Beverly Hills	50	10	1,550	360	330	300	380	1,180	40	500	2,350	2,350	104
	Narwee	10	10	880	60	300	270	110	700	20	270	1,320	1,320	146
	Riverwood	80	40	2,370	320	930	700	580	2,090	120	930	4,080	4,080	59
	Padstow	50	30	2,480	380	530	650	440	1,980	60	540	3,560	3,560	65
	Revesby	30	30	2,220	300	740	700	690	2,060	220	810	3,900	3,900	61
	Panania	30	10	800	510	270	180	480	660	30	260	1,610	1,610	128
	East Hills	20	10	580	50	140	140	80	490	20	140	840	840	166
	Holsworthy	30	30	2,320	190	450	270	330	1,820	100	940	3,230	3,230	74
	Glenfield	70	40	3,150	830	1,080	510	360	2,410	80	950	4,740	4,740	53
	Macquarie Fields	20	10	770	120	260	190	190	730	50	230	1,290	1,290	147
	Ingleburn	120	30	2,050	610	770	790	770	1,830	160	610	3,870	3,870	62
	Minto	50	20	1,680	420	470	390	540	1,540	110	470	2,850	2,850	87
	Leumeah	50	20	1,580	130	530	320	240	1,490	50	490	2,450	2,450	99
	Campbelltown	110	50	3,180	890	1,300	1,190	1,170	2,770	300	1,150	6,060	6,060	44
	Macarthur	50	20	1,030	420	610	580	420	970	190	310	2,300	2,300	107

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Bankstown	Erskineville	20	20	1,080	310	320	300	430	970	110	370	1,960	1,960	117
	St Peters	30	30	1,790	770	520	510	840	1,360	200	710	3,380	3,380	69
	Marrickville	30	40	1,740	500	990	1,010	750	1,550	230	640	3,740	3,740	63
	Dulwich Hill	20	20	1,270	200	420	290	250	1,110	90	420	2,050	2,050	114
	Hurlstone Park	10	10	910	100	320	270	120	670	20	330	1,380	1,380	141
	Canterbury	30	10	760	550	560	350	510	750	60	270	1,920	1,920	118
	Campsie	60	60	2,990	720	2,080	1,850	1,240	2,920	380	1,210	6,750	6,750	38
	Belmore	40	20	1,480	310	650	690	590	1,580	60	220	2,820	2,820	88
	Lakemba	70	40	1,840	650	1,550	1,090	990	2,170	150	670	4,600	4,600	54
	Wiley Park	20	20	1,180	280	600	500	330	1,040	60	360	2,190	2,190	111
	Punchbowl	40	20	1,780	370	730	660	380	1,650	90	320	3,020	3,020	80
	Bankstown	150	80	3,010	1,690	2,460	2,450	2,270	3,140	710	1,260	8,600	8,600	28
	Yagoona	30	20	1,220	150	520	440	210	1,070	50	350	2,030	2,030	115
	Birrong	10	10	430	330	270	140	240	380	20	120	970	970	156
	Berala	20	20	1,440	110	490	430	230	1,270	30	380	2,210	2,210	109
	Regents Park	30	10	690	630	370	250	680	660	70	270	1,840	1,840	121
	Sefton	10	0	310	270	370	170	220	410	20	80	930	930	159
	Chester Hill	20	10	650	290	350	340	290	570	50	140	1,360	1,360	143
	Leightonfield	0	0	20	90	40	50	100	50	40	0	200	200	226
	Villawood	10	10	300	140	220	240	180	290	50	90	760	760	173
	Carramar	10	10	300	50	230	210	70	270	20	90	630	630	179
South	Flemington	20	30	1,200	710	740	630	810	1,150	160	430	2,930	2,930	84
	Lidcombe	110	110	4,970	1,840	2,870	2,260	2,490	4,200	1,000	3,030	11,440	11,440	19
	Merrylands	80	40	2,050	700	1,330	1,490	1,140	1,890	190	680	4,790	4,790	52
	Guildford	50	30	1,520	300	670	650	450	1,370	130	480	2,820	2,820	88
	Yennora	20	10	460	360	240	210	430	500	120	180	1,270	1,270	148
	Fairfield	130	60	2,920	1,010	2,310	2,200	1,570	2,870	350	1,130	7,280	7,280	32
	Canley Vale	50	20	1,640	190	650	610	230	1,320	50	470	2,620	2,620	94
	Cabramatta	140	70	3,330	960	2,620	2,660	1,510	3,350	460	1,040	8,060	8,060	29
	Warwick Farm	40	20	1,480	250	520	410	330	1,300	80	470	2,450	2,450	99
	Liverpool	160	80	2,810	2,250	2,620	2,250	2,580	2,850	590	1,330	8,760	8,760	25
	Casula	10	0	180	30	60	50	40	160	10	60	300	300	209
OP	Olympic Park	0	0	170	1,420	320	660	1,840	190	270	340	2,600	2,600	95
Western	Auburn	130	60	3,950	1,580	3,160	2,620	2,420	4,080	900	2,230	10,560	10,560	22
	Clyde	10	10	230	240	150	160	230	220	90	70	710	710	175
	Granville	110	60	2,590	1,110	1,520	1,270	1,420	2,480	440	1,170	6,080	6,080	43
	Harris Park	10	10	800	230	340	310	250	650	80	280	1,480	1,480	136
	Parramatta	560	280	6,690	12,980	6,050	6,230	13,740	6,900	2,800	3,450	29,840	29,840	4
	Westmead	130	70	2,940	2,470	2,060	1,610	2,270	2,250	440	1,430	7,840	7,840	30
	Wentworthville	50	30	2,660	180	510	520	280	1,860	50	960	3,550	3,550	66
	Pendle Hill	40	30	2,070	470	510	520	450	1,390	80	740	3,150	3,150	77
	Toongabbie	50	20	1,510	240	480	430	340	1,300	90	470	2,470	2,470	98
	Seven Hills	110	60	3,930	1,040	1,310	1,280	1,140	3,270	200	1,030	6,690	6,690	39
	Blacktown	180	220	6,070	2,790	3,810	3,410	4,080	6,680	1,660	2,700	15,800	15,800	14
	Marayong	20	10	590	130	160	170	160	460	40	190	970	970	158
	Quakers Hill	60	0	2,080	280	410	440	340	1,660	60	570	2,950	2,950	83
	Schofields	40	10	640	20	90	80	40	510	10	210	820	820	169
	Riverstone	30	10	390	110	160	140	130	370	30	120	740	740	174
	Vineyard	0	0	30	50	30	30	50	40	10	10	120	120	240
	Mulgrave	10	0	200	70	50	60	60	140	20	60	340	340	201
	Windsor	20	10	380	100	260	220	160	310	30	220	850	850	165
	Clarendon	0	0	30	0	20	10	10	40	0	10	60	60	259
	East Richmond	10	0	110	140	130	110	90	100	50	40	390	390	195
	Richmond	30	0	460	90	280	230	110	430	30	150	910	910	162

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
	Doonside	40	20	1,680	170	390	380	220	1,260	40	530	2,370	2,370	103
	Rooty Hill	50	20	1,840	190	550	460	260	1,550	60	540	2,760	2,760	92
	Mount Druitt	130	60	4,160	690	1,780	1,530	880	3,480	210	1,390	7,160	7,160	33
	St Marys	60	20	2,370	830	1,070	850	890	2,120	170	740	4,560	4,560	55
	Werrington	20	10	680	60	220	190	140	600	10	220	1,070	1,070	154
	Kingswood	60	30	1,230	740	790	880	900	1,140	210	400	3,190	3,190	75
	Penrith	240	10	3,330	1,460	1,530	1,560	1,800	3,090	810	1,590	7,710	7,710	31
	Emu Plains	150	20	1,050	230	260	140	210	960	30	370	1,700	1,700	126
Carlingford	Rosehill	0	0	40	30	10	10	40	40	10	20	100	100	247
	Camellia	0	0	0	50	10	10	40	10	20	0	70	70	256
	Rydalmere	0	0	30	80	10	40	80	30	30	10	150	150	236
	Dundas	0	0	140	10	40	10	10	140	0	40	190	190	228
	Telopea	10	0	160	10	50	20	60	200	10	40	290	290	210
	Carlingford	10	0	190	100	50	40	100	160	20	60	370	370	198
Inner West	Macdonald-town	10	10	540	230	200	200	280	480	80	190	1,110	1,110	152
	Newtown	70	60	2,480	1,300	1,620	1,430	1,850	2,330	810	1,700	6,830	6,830	37
	Stanmore	30	30	1,950	740	520	550	880	1,460	100	690	3,480	3,480	67
	Petersham	30	30	1,590	1,110	590	450	1,060	1,360	210	530	3,480	3,480	67
	Lewisham	20	20	1,270	490	450	310	510	1,140	140	410	2,390	2,390	102
	Summer Hill	30	30	2,190	450	690	660	530	1,650	130	760	3,570	3,570	64
	Ashfield	100	100	5,050	2,000	2,660	2,190	2,480	4,460	810	2,350	11,100	11,100	20
	Croydon	20	20	1,440	460	400	510	480	1,000	100	460	2,440	2,440	101
	Burwood	130	140	4,600	2,780	3,710	3,700	3,760	5,080	2,320	2,820	14,520	14,520	15
	Strathfield	180	180	7,840	3,760	5,200	4,270	5,060	7,350	2,000	4,720	20,280	20,280	9
	Homebush	20	20	940	400	460	330	420	860	70	310	1,910	1,910	119
Northern via Strathfield	North Strath-field	20	20	1,500	410	390	330	570	1,350	110	480	2,590	2,590	96
	Concord West	20	20	1,230	440	400	320	560	1,170	140	400	2,350	2,350	104
	Rhodes	70	70	2,200	2,470	1,850	1,660	2,170	1,600	810	1,290	7,100	7,100	34
	Meadowbank	30	30	1,960	700	710	930	370	1,260	220	360	3,290	3,290	73
	West Ryde	70	40	2,190	660	840	590	800	2,140	290	750	4,190	4,190	57
	Denistone	0	0	370	20	100	50	50	340	10	110	530	530	183
	Eastwood	130	60	3,260	800	1,730	1,300	1,380	3,040	360	1,670	6,860	6,860	36
	Epping	170	90	5,670	1,610	1,870	1,420	2,140	4,870	620	2,490	10,470	10,470	23
Northern via Macquarie Park	North Ryde	0	0	190	980	230	250	980	220	160	110	1,560	1,560	130
	Macquarie Park	30	40	430	2,070	380	640	2,150	430	370	190	3,360	3,360	72
	Macquarie University	80	80	1,130	2,990	2,040	3,150	4,250	1,790	1,240	730	8,740	8,740	26
	Cheltenham	10	10	660	470	280	180	410	480	10	220	1,370	1,370	142
	Beecroft	30	20	1,450	140	290	290	180	1,110	40	420	1,990	1,990	116
	Pennant Hills	50	30	1,820	580	650	550	770	1,680	80	540	3,370	3,370	70
	Thornleigh	40	20	1,370	160	420	270	230	1,230	60	440	2,120	2,120	112
	Normanhurst	20	10	910	480	390	260	280	620	20	260	1,620	1,620	127
North Shore	Milsons Point	60	60	2,020	1,910	1,480	1,430	2,070	1,820	630	1,040	6,260	6,260	41
	North Sydney	250	240	1,960	17,540	3,600	4,440	16,660	2,540	3,750	1,470	26,220	26,220	5
	Waverton	20	20	1,060	400	400	280	540	810	100	610	2,120	2,120	112
	Wollstonecraft	20	20	1,480	120	440	330	230	1,140	90	640	2,260	2,260	108
	St Leonards	160	160	3,210	8,370	3,070	3,120	8,130	2,990	1,920	1,850	16,490	16,490	13
	Artarmon	80	50	2,870	750	950	860	980	2,390	280	1,110	5,160	5,160	48
	Chatswood	200	200	4,750	7,810	4,700	5,140	9,350	5,730	2,850	2,960	21,850	21,850	7
	Roseville	20	20	1,860	330	440	440	500	1,460	180	740	3,000	3,000	81
	Lindfield	30	30	2,300	530	810	780	690	2,010	170	650	4,000	4,000	60
	Killara	10	20	1,570	210	380	400	280	1,300	70	390	2,310	2,310	106
	Gordon	50	50	2,950	990	1,200	1,160	1,080	2,150	290	1,220	5,570	5,570	47

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
South Coast	Pymble	20	20	1,610	750	570	330	810	1,670	140	370	3,150	3,150	77
	Turramurra	40	40	3,200	520	1,050	600	500	2,870	90	850	4,880	4,880	50
	Warrawee	10	10	730	520	100	180	660	550	20	260	1,520	1,520	134
	Wahroonga	30	20	1,160	530	330	370	630	890	50	390	2,200	2,200	110
	Waitara	40	20	1,680	830	430	360	810	1,240	40	550	3,000	3,000	81
	Hornsby	190	100	5,230	2,200	2,350	2,320	3,120	4,680	670	2,270	11,560	11,560	18
	Asquith	30	10	810	690	550	30	40	460	30	250	1,460	1,460	137
	Mount Colah	10	0	450	20	40	130	10	240	0	130	510	510	186
	Mount Kur- ing-gai	10	0	190	40	70	60	40	170	10	50	320	320	206
	Berowra	40	0	1,400	100	170	350	120	960	20	340	1,750	1,750	124
	Helensburgh	30	10	720	20	90	190	30	530	10	140	880	880	164
	Otford	0	0	40	0	20	20	0	40	0	10	60	60	259
	Stanwell Park	0	0	130	0	20	30	10	80	0	50	160	160	232
	Coalcliff	0	0	10	0	0	0	0	10	0	0	10	10	286
	Scarborough	0	0	10	0	0	0	0	10	0	0	10	10	286
	Wombarra	0	0	20	0	10	10	0	30	0	10	30	30	274
	Coledale	0	0	30	0	10	0	0	30	0	10	40	40	269
	Austinmer	0	0	130	0	20	30	10	80	0	50	160	160	232
	Thirroul	50	10	900	60	310	160	80	840	20	290	1,360	1,360	143
	Bulli	20	0	130	150	60	60	140	100	10	40	360	360	199
	Woonona	10	0	140	40	50	40	50	130	10	50	260	260	214
	Bellambi	20	0	130	100	50	60	100	100	10	50	310	310	207
	Corrimal	10	0	140	50	70	70	60	120	10	50	290	290	210
	Towradgi	0	0	60	10	40	30	10	60	0	20	110	110	244
	Fairy Meadow	20	0	130	40	40	70	60	90	10	50	260	260	214
	North Wollon- gong	10	0	290	540	570	480	380	280	200	160	1,450	1,450	138
	Wollongong	150	10	840	560	720	700	690	680	190	630	2,590	2,590	96
	Coniston	30	0	190	120	90	80	130	190	30	70	470	470	191
	Lysaghts	0	0	0	0	0	0	0	0	0	0	0	0	298
	Cringila	0	0	0	20	20	10	20	20	10	0	50	50	264
	Port Kembla North	0	0	20	20	10	10	30	30	10	10	70	70	256
	Port Kembla	10	0	50	40	40	50	40	40	10	20	150	150	236
	Unanderra	50	20	220	80	110	110	100	220	20	80	500	500	187
	Kembla Grange Racecourse	0	0	0	0	0	0	0	0	0	0	0	0	298
	Dapto	50	0	240	50	120	160	60	180	30	90	500	500	187
	Albion Park	20	0	140	10	40	50	40	120	10	60	260	260	214
	Oak Flats	40	0	160	80	90	90	90	110	20	120	400	400	193
	Dunmore (Shellharbour)	0	0	20	0	10	0	0	20	0	10	30	30	274
	Minnamurra	10	0	40	10	20	20	20	40	0	10	90	90	251
	Bombo	0	0	10	0	10	0	0	20	10	0	30	30	274
	Kiama	10	0	170	50	170	130	100	190	50	120	500	500	187
	Gerringong	0	0	20	10	20	20	10	20	0	10	50	50	264
	Berry	20	0	50	10	20	20	20	60	10	10	120	120	240
	Bomaderry (Nowra)	30	10	130	30	80	90	80	130	10	70	330	330	204

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Southern Highlands	Menangle Park	0	0	10	0	0	0	0	10	0	0	10	10	286
	Menangle	0	0	10	0	0	0	10	10	0	0	20	20	281
	Douglas Park	10	0	40	0	0	10	0	20	0	20	50	50	264
	Picton	10	0	160	20	60	30	30	140	0	80	260	260	214
	Tahmoor	30	10	80	20	50	40	30	80	10	60	200	200	226
	Bargo	10	0	30	10	30	10	10	40	0	30	80	80	254
	Yerrinbool	0	0	20	0	10	10	0	20	0	10	30	30	274
	Mittagong	10	0	80	30	30	40	30	70	10	30	160	160	232
	Bowral	10	0	90	40	80	80	80	100	0	50	260	260	214
	Burradoo	0	0	0	0	0	0	0	0	0	0	10	10	286
	Moss Vale	30	10	80	50	90	100	40	60	10	30	250	250	222
	Exeter	0	0	10	0	0	0	0	10	0	0	10	10	286
	Bundanoon	0	0	30	0	0	0	0	20	0	10	30	30	274
	Penrose	0	0	0	0	0	0	0	0	0	0	0	0	298
	Wingello	0	0	0	0	0	0	0	0	0	0	0	0	298
	Tallong	0	0	10	0	0	0	0	0	0	10	10	10	286
	Marulan	0	0	10	0	0	0	0	0	0	10	10	10	286
	Goulburn	10	0	40	0	10	0	0	0	10	60	70	70	256
Blue Mountains	Lapstone	10	0	130	0	20	20	0	110	0	40	160	160	232
	Glenbrook	40	0	370	40	80	60	70	330	10	130	570	570	182
	Blaxland	40	0	460	40	130	110	60	390	20	150	710	710	175
	Warrimoo	10	0	140	10	30	30	10	110	0	40	190	190	228
	Valley Heights	10	0	70	10	10	20	10	50	0	20	100	100	247
	Springwood	90	0	800	220	260	290	350	770	50	270	1,550	1,550	132
	Faulconbridge	20	0	130	10	50	40	10	120	0	40	210	210	225
	Linden	0	0	20	0	10	10	0	20	0	10	30	30	274
	Woodford	20	0	110	0	50	50	0	100	0	30	180	180	230
	Hazelbrook	50	0	220	40	60	80	50	200	20	70	400	400	193
	Lawson	40	0	140	10	60	70	20	130	0	40	260	260	214
	Bullaburra	10	0	60	10	40	20	20	80	0	20	130	130	239
	Wentworth Falls	60	10	220	230	110	160	270	200	30	90	690	690	177
	Leura	30	0	140	50	130	140	70	150	20	50	390	390	195
	Katoomba	60	0	330	240	540	670	520	420	110	230	1,560	1,560	130
	Medlow Bath	0	0	30	0	10	10	0	30	0	10	40	40	269
	Blackheath	20	0	110	20	90	80	30	120	10	40	260	260	214
	Mount Victoria	10	0	50	0	30	20	0	50	0	20	90	90	251
	Bell	0	0	0	0	0	0	0	0	0	0	0	0	298
	Zig Zag	0	0	0	0	0	0	0	0	0	0	0	0	298
Central Coast	Lithgow	10	0	90	30	120	110	40	90	10	30	270	270	212
	Bathurst	80	0	0	0	0	0	0	0	0	80	80	80	254
	Cowan	0	0	80	0	20	20	0	70	0	10	100	100	247
	Hawkesbury River	0	0	150	50	110	100	60	160	10	40	330	330	204
	Wondabyne	0	0	0	0	0	0	0	0	0	0	10	10	286
	Woy Woy	660	0	2,600	210	660	750	300	2,300	100	1,040	4,320	4,320	56
	Koolewong	10	0	70	0	20	10	0	70	0	20	100	100	247
	Tascott	0	0	150	10	20	10	0	100	0	60	170	170	231
	Point Clare	30	10	130	40	30	30	40	130	10	30	240	240	224
	Gosford	520	20	2,430	1,000	890	940	1,170	2,080	80	1,060	5,090	5,090	49
	Narara	70	0	290	30	80	80	40	250	0	120	480	480	190
	Niagara Park	20	0	70	10	30	30	20	70	0	30	140	140	238
	Lisarow	30	0	110	60	90	40	40	130	0	40	270	270	212
	Ourimbah	30	10	170	90	80	70	80	160	30	50	390	390	195
	Tuggerah	130	10	700	140	300	340	180	640	50	240	1,360	1,360	143
	Wyong	200	10	750	200	310	480	460	800	80	310	1,800	1,800	122

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		Rank
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Newcastle	Warnervale	40	0	210	20	40	20	20	200	0	60	310	310	207
	Wyee	40	0	190	20	70	70	30	210	10	50	340	340	201
	Morisset	70	10	590	100	200	170	100	550	20	160	980	980	156
	Dora Creek	0	0	40	10	10	10	10	40	0	10	60	60	259
	Awaba	0	0	40	0	0	0	0	40	0	10	40	40	269
	Fassifern	30	10	310	110	160	120	110	290	10	100	620	620	180
	Booragul	0	0	20	80	10	10	80	10	0	0	110	110	244
	Teralba	0	10	30	10	10	10	10	30	0	10	50	50	264
	Cockle Creek	0	0	10	10	0	10	10	10	0	10	20	20	281
	Cardiff	70	20	380	130	160	150	150	420	70	140	830	830	167
	Kotara	0	0	20	0	10	10	10	20	0	10	40	40	269
	Adamstown	0	0	50	30	30	10	30	50	10	20	120	120	240
	Broadmeadow	50	20	370	230	240	240	230	300	30	130	920	920	161
	Hamilton	40	10	320	250	330	360	260	310	110	140	1,060	1,060	155
	Wickham	10	10	100	300	140	120	290	110	40	60	580	580	181
	Civic	10	20	130	460	230	230	470	130	50	50	890	890	163
	Newcastle	20	10	230	290	460	480	350	270	90	110	1,150	1,150	150
Hunter	Waratah	0	0	120	70	90	110	90	120	50	50	350	350	200
	Warabrook (University)	10	10	60	440	290	270	450	60	10	30	820	820	169
	Sandgate	0	0	20	40	10	10	30	10	0	0	60	60	259
	Hexham	0	0	20	20	10	10	20	10	0	10	50	50	264
	Tarro	0	0	10	0	10	0	0	10	0	0	20	20	281
	Beresfield	0	20	140	60	110	100	70	120	20	40	340	340	201
	Thornton	0	0	130	50	50	60	50	120	20	10	250	250	222
	Metford	0	0	60	10	30	50	20	50	10	10	120	120	240
	Victoria Street	20	0	190	90	160	140	70	190	30	40	470	470	191
	East Maitland	0	0	20	50	50	40	30	30	10	10	110	110	244
	High Street	0	0	30	20	20	30	20	30	20	10	90	90	251
	Maitland	10	10	180	120	220	210	180	250	60	60	650	650	178
	Telarah	20	10	100	40	80	80	50	90	10	50	260	260	214
	Mindaribba	0	0	0	0	0	0	0	0	0	0	0	0	298
	Paterson	0	0	10	0	0	0	0	10	0	0	10	10	286
	Martins Creek	0	0	10	0	0	0	10	10	0	0	20	20	281
	Hilldale	0	0	0	0	0	0	0	0	0	0	0	0	298
	Wallarobba	0	0	0	0	0	0	0	0	0	0	0	0	298
	Wirragulla	0	0	0	0	0	0	0	0	0	0	0	0	298
	Dungog	0	0	10	0	10	10	10	20	0	10	30	30	274
	Lochinvar	0	0	0	0	0	0	0	0	0	0	0	0	298
	Greta	0	0	0	0	0	0	0	10	0	0	10	10	286
	Branxton	0	0	0	0	0	0	0	0	0	0	10	10	286
	Singleton	0	0	30	20	10	0	10	30	10	10	60	60	259
	Muswellbrook	0	0	10	0	20	20	0	20	10	0	40	40	269
	Aberdeen	0	0	0	0	0	0	0	0	0	0	10	10	286
	Scone	10	0	0	0	0	0	0	10	10	10	20	20	281
Total		15,480	9,830	346,550	331,650	226,230	238,630	358,970	333,510	118,890	152,710	1,066,180	1,066,180	.

Note:

- Counts by station are rounded to the nearest ten. See Station Barrier Counts Database Documentation for more information on methodology. Counts less than five have been rounded to zero.
- Row station totals and column time period totals are the same between both versions of this dataset.
- Effective Sunday 21 October 2012, Bathurst is serviced by four Sydney Trains train services each day, two in each direction.
- Because many stations share an equal ranking based on their total 24_HOURS barrier counts, the same RANK number may appear more than once in the RANK variable followed by a gap to the next RANK number. The result is that the maximum RANK number may be less than the number of stations, e.g. in 2013 there are ten stations ranked equal so the last RANK number is 299 and not the maximum 308.

Appendix 3 – Figure 6 - Annual Sydney Trains and NSW TrainLink Intercity (or equivalent) passenger journeys since 1855/56

Financial Year	Passenger Journeys (millions)	Financial Year	Passenger Journeys (millions)	Financial Year	Passenger Journeys (millions)	Financial Year	Passenger Journeys (millions)
1855/1856	0.0	1901/1902	19.9	1947/1948	235.3	1993/1994	234.8
1856/1857	0.0	1902/1903	22.1	1948/1949	238.5	1994/1995	249.6
1857/1858	0.0	1903/1904	24.5	1949/1950	241.7	1995/1996	256.4
1858/1859	0.0	1904/1905	27.1	1950/1951	245.0	1996/1997	264.7
1859/1860	0.0	1905/1906	30.0	1951/1952	249.1	1997/1998	266.5
1860/1861	0.0	1906/1907	32.2	1952/1953	253.2	1998/1999	270.5
1861/1862	0.0	1907/1908	34.6	1953/1954	257.4	1999/2000	278.7
1862/1863	0.0	1908/1909	37.2	1954/1955	261.7	2000/2001	293.1
1863/1864	0.0	1909/1910	40.0	1955/1956	266.0	2001/2002	267.1
1864/1865	0.0	1910/1911	43.0	1956/1957	263.5	2002/2003	263.7
1865/1866	0.0	1911/1912	48.3	1957/1958	260.9	2003/2004	263.6
1866/1867	0.0	1912/1913	54.3	1958/1959	258.4	2004/2005	259.9
1867/1868	0.0	1913/1914	61.0	1959/1960	256.0	2005/2006	261.9
1868/1869	0.0	1914/1915	68.5	1960/1961	253.5	2006/2007	269.0
1869/1870	0.0	1915/1916	77.0	1961/1962	252.7	2007/2008	283.3
1870/1871	0.0	1916/1917	81.6	1962/1963	257.8	2008/2009	292.2
1871/1872	1.0	1917/1918	86.5	1963/1964	263.8	2009/2010	289.1
1872/1873	1.0	1918/1919	91.7	1964/1965	261.7	2010/2011	294.5
1873/1874	2.0	1919/1920	97.2	1965/1966	257.6	2011/2012	303.5
1874/1875	2.0	1920/1921	103.0	1966/1967	255.3	2012/2013	306.2
1875/1876	3.0	1921/1922	105.8	1967/1968	253.3		
1876/1877	3.3	1922/1923	108.8	1968/1969	248.5		
1877/1878	3.7	1923/1924	111.8	1969/1970	251.6		
1878/1879	4.1	1924/1925	114.8	1970/1971	254.8		
1879/1880	4.5	1925/1926	118.0	1971/1972	230.7		
1880/1881	5.0	1926/1927	121.4	1972/1973	201.2		
1881/1882	5.3	1927/1928	124.9	1973/1974	198.5		
1882/1883	5.7	1928/1929	128.5	1974/1975	190.9		
1883/1884	6.1	1929/1930	132.2	1975/1976	179.5		
1884/1885	6.5	1930/1931	136.0	1976/1977	181.1		
1885/1886	7.0	1931/1932	138.7	1977/1978	180.0		
1886/1887	7.4	1932/1933	141.4	1978/1979	179.0		
1887/1888	7.7	1933/1934	144.2	1979/1980	204.9		
1888/1889	8.1	1934/1935	147.1	1980/1981	207.8		
1889/1890	8.6	1935/1936	150.0	1981/1982	216.0		
1890/1891	9.0	1936/1937	153.8	1982/1983	202.9		
1891/1892	9.5	1937/1938	157.7	1983/1984	198.9		
1892/1893	10.1	1938/1939	161.7	1984/1985	197.0		
1893/1894	10.7	1939/1940	165.8	1985/1986	214.9		
1894/1895	11.3	1940/1941	170.0	1986/1987	220.6		
1895/1896	12.0	1941/1942	180.4	1987/1988	242.6		
1896/1897	13.0	1942/1943	191.5	1988/1989	246.1		
1897/1898	14.1	1943/1944	203.3	1989/1990	248.4		
1898/1899	15.3	1944/1945	215.8	1990/1991	251.6		
1899/1900	16.6	1945/1946	229.0	1991/1992	243.8		
1900/1901	18.0	1946/1947	232.1	1992/1993	229.8		

Appendix 4 - Figure 7 - Annual train passenger journeys since 1988/89 (Sydney Trains/NSW TrainLink Intercity since 2013)

Financial year	Passengers (m)
1988/1989	214.9
1989/1990	227.1
1990/1991	236.8
1991/1992	226.7
1992/1993	212.3
1993/1994	218.4
1994/1995	232.7
1995/1996	239.0
1996/1997	251.4
1997/1998	248.2
1998/1999	250.7
1999/2000	272.0
2000/2001	293.1
2001/2002	267.1
2002/2003	263.7
2003/2004	263.6
2004/2005	259.9
2005/2006	261.9
2006/2007	269.0
2007/2008	283.3
2008/2009	292.2
2009/2010	289.1
2010/2011	294.5
2011/2012	303.5
2012/2013	306.2

Appendix 5 - Figure 8 - Mode share of trips by Sydney residents on an average weekday

Mode	Trips	Distance	Time
Vehicle driver	47%	59%	51%
Vehicle passenger	22%	22%	20%
Train	5%	11%	8%
Bus	6%	5%	7%
Walk only	17%	2%	10%
Other	2%	2%	4%

Appendix 6 - Figure 9 - Train mode share of trips by distance travelled on an average weekday

Distance Band	Percent
<= 10km	2.5%
10.01 to 20km	10.4%
20.01 to 30km	16.1%
30.01 to 40km	14.9%
>40km	16.3%

Appendix 7 - Figure 10 - Access trips to station by distance

Distance to station (km)	Number of Trips
0	273806
0.5	264684
1	101162
1.5	50084
2	31490
2.5	18876
3	16286
3.5	10958
4	23119
5	11107
6	10066
7	4924
8	5246
9	4700
10	14002

Appendix 8 - Figure 11 - Mode split (excluding walk/bicycle) for GMA residents travelling to Sydney CBD by time of day on an average weekday

	Car	Train	Bus	Other
500	448	NIL	NIL	NIL
530	1134	486	187	0
600	2319	856	0	0
630	1887	1331	185	0
700	4415	3937	1539	496
730	4763	4056	4085	476
800	7552	11656	8532	1254
830	10286	30778	14530	2581
900	7295	33274	12402	3420
930	8140	14962	8002	2055
1000	7942	6640	5226	2057
1030	2649	3912	3310	336
1100	3885	3686	2398	2004
1130	6049	4218	2830	2117
1200	2811	2965	2937	875
1230	4305	2104	1381	2517
1300	2360	3901	1422	739
1330	2408	2596	2606	1305
1400	2893	661	2050	667
1430	2031	770	1639	1466
1500	2327	1195	1697	1462
1530	1201	1363	1022	652
1600	2051	926	1997	157
1630	1823	1049	891	1045
1700	2790	1112	1413	398
1730	3575	1331	1237	932
1800	2914	1609	1340	57
1830	2804	2706	1179	468
1900	1943	1357	679	412
1930	5143	1276	786	1000
2000	3251	619	383	1412
2030	611	482	248	395
2100	2987	286	456	880
2130	1033	457	187	0
2200	1082	760	657	0
2230	1417	0	0	0
2300	303	106	322	0
2330	172	0	189	0
2400	0	127	0	849

Appendix 9 - Figure 12 - Average trip length by origin line (AM peak 3.5 hours)

Line	Avg km
CBD	11
Eastern Suburbs	8
Illawarra	19
East Hills	27
Airport	13
Bankstown	14
South	21
Olympic Park	19
Carlingford	22
Western	28
Inner West	12
Northern via Strathfield	18
North Shore	14
Northern via Macquarie Park	19
South Coast	46
Southern Highlands	77
Blue Mountains	56
Newcastle	64
Central Coast	60
Hunter	23

Appendix 10 - Figure 13 - Distribution of trips by trip length (AM peak 3.5 hours)

Distance band	Number of Trips
0 to 5	40132
5 to 10	57319
10 to 15	52207
15 to 20	42309
20 to 25	37624
25 to 30	27847
30 to 35	19104
35 to 40	11274
40 to 45	8157
45 to 50	7290
50 to 55	2986
55 to 60	3604
60 to 65	2518
65 to 70	1755
70 to 75	2369
75 to 80	860
80 to 85	1029
85 to 90	690
90 to 95	565
100+	1914

**Appendix 11 - Figure 17 - Top 40
busiest stations (AM Peak 3.5 hours)**

Station	Entries	Exits
Central (1)	10628	40279
Town Hall (2)	5903	41588
Wynyard (3)	4437	38552
Parramatta (4)	6693	12978
North Sydney (5)	1961	17541
Martin Place (6)	533	13711
Redfern (7)	3721	10048
Bondi Junction (8)	9383	4218
Chatswood (9)	4747	7812
Strathfield (10)	7842	3759
St Leonards (11)	3209	8370
Circular Quay (12)	2160	8181
Hurstville (13)	7109	2069
Blacktown (14)	6067	2791
Hornsby (15)	5232	2202
Kings Cross (16)	3649	3779
Burwood (17)	4600	2781
Epping (18)	5671	1609
Kogarah (19)	4423	2799
Ashfield (20)	5047	1999
Lidcombe (21)	4967	1842
Museum (22)	832	5828
Rockdale (23)	4788	820
Auburn (24)	3952	1577
Westmead (25)	2939	2470
St James (26)	173	5141
Liverpool (27)	2807	2248
Seven Hills (28)	3929	1042
Sutherland (29)	3869	1019
Edgecliff (31)	4161	689
Mount Druitt (30)	3037	1809
Penrith (32)	3334	1462
Bankstown (33)	3011	1690
Rhodes (34)	2198	2467
Mascot (35)	1160	3200
Cabramatta (36)	3332	958
Macquarie University (37)	1127	2989
Campbelltown (38)	3180	891
Eastwood (39)	3260	799
Glenfield (40)	3150	830

**Appendix 12 - Figure 18 - Sydney
CBD station exits 2004-2013 (AM
peak 3.5 hours)**

Year	CBD
2004	135640
2005	138800
2006	145080
2007	154110
2008	161080
2009	152780
2010	152100
2011	157680
2012	159990
2013	163328

Appendix 13 - Figure 19 - CBD station entries and exits by time of day and day type

Time	Weekday	Saturday	Sunday
6:00 - 6:15	2295	524	297
6:15 - 6:30	3808	1083	631
6:30 - 6:45	4196	1029	595
6:45 - 7:00	5301	1347	835
7:00 - 7:15	6345	1168	722
7:15 - 7:30	8816	1515	929
7:30 - 7:45	12538	1433	894
7:45 - 8:00	16191	1956	1225
8:00 - 8:15	21937	2025	1273
8:15 - 8:30	27095	2654	1720
8:30 - 8:45	28135	2955	1837
8:45 - 9:00	25929	3082	2158
9:00 - 9:15	16530	2964	2135
9:15 - 9:30	12599	3343	2722
9:30 - 9:45	9934	3294	2877
9:45 - 10:00	9388	3426	3189
10:00 - 10:15	5804	2973	2964
10:15 - 10:30	7060	3577	3456
10:30 - 10:45	6200	3484	3620
10:45 - 11:00	6303	3869	3759
11:00 - 11:15	5124	3407	3689
11:15 - 11:30	5933	4047	4514
11:30 - 11:45	5418	4057	4249
11:45 - 12:00	6089	3867	4138
12:00 - 12:15	5235	4071	4428
12:15 - 12:30	6541	3952	4039
12:30 - 12:45	5937	4125	4068
12:45 - 13:00	6535	4022	4170
13:00 - 13:15	6529	3932	4163
13:15 - 13:30	7078	4254	3877
13:30 - 13:45	5921	4023	4033
13:45 - 14:00	6409	4152	3948
14:00 - 14:15	6591	3902	3913
14:15 - 14:30	6832	4119	4276
14:30 - 14:45	6604	4171	4159
14:45 - 15:00	7115	4439	4065
15:00 - 15:15	8831	4626	4329
15:15 - 15:30	9053	4651	4543
15:30 - 15:45	10707	4678	4340
15:45 - 16:00	9596	4611	4452
16:00 - 16:15	12757	4829	4583
16:15 - 16:30	13045	4958	4541
16:30 - 16:45	14979	4516	4399
16:45 - 17:00	15562	5084	4386
17:00 - 17:15	23298	4900	4455
17:15 - 17:30	22113	4915	4662
17:30 - 17:45	22500	4478	4002

Time	Weekday	Saturday	Sunday
17:45 - 18:00	19474	4741	4083
18:00 - 18:15	16515	4342	3833
18:15 - 18:30	14151	4594	3697
18:30 - 18:45	10768	4096	2924
18:45 - 19:00	8796	4273	3144
19:00 - 19:15	7560	3717	2654
19:15 - 19:30	6326	3909	2843
19:30 - 19:45	5267	2786	2189
19:45 - 20:00	5187	3056	2158
20:00 - 20:15	5082	2719	1912
20:15 - 20:30	4549	2821	1945
20:30 - 20:45	3768	2366	1881
20:45 - 21:00	4188	2417	1782
21:00 - 21:15	4326	1949	1356
21:15 - 21:30	3632	2227	1361
21:30 - 21:45	3080	1779	941
21:45 - 22:00	2733	1604	845
22:00 - 22:15	3001	1531	748
22:15 - 22:30	2382	1613	660
22:30 - 22:45	1913	1338	468
22:45 - 23:00	1499	1443	449

Appendix 14 - Figure 20 - Passenger journeys by month

Month	Passenger journeys (million)
January	22
February	24
March	28
April	25
May	28
June	25
July	26
August	28
September	26
October	27
November	27
December	25

Appendix 15 - Figure 23 - Sydney CBD station entries and exits 2004 - 2013

Stations	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Central	144960	146040	153320	160100	168320	170520	168320	173560	182100	188600
Circular Quay	28340	28780	32980	32420	29740	30900	33700	34420	36920	35620
Martin Place	33760	33860	35320	36620	38080	35900	37180	37600	38300	38440
Museum	16680	15960	16540	15960	18460	19380	18660	20900	19460	21340
Redfern	32960	31640	32260	36000	39440	41720	42380	46720	44120	48640
St James	15200	15680	15280	16680	16160	14460	15340	16180	16280	17440
Town Hall	135360	137640	150140	155060	159220	154700	155640	162480	168060	178040
Wynyard	98420	100220	100220	108840	114400	110260	114680	115420	116080	115540

Appendix 3 – Definitions

Term	Definition
AM peak	Travel between 6.00am and 9.30am. Generally, measurement of travel in the AM peak is restricted to up services (services travelling towards the CBD).
Journeys	For patronage reporting, assumes linked trips and reflects one station barrier entry and one exit.
Land use	Refers to both population (where people live) and employment (where they work, or study). Although travel is undertaken for reasons other than employment and study, these are the key drivers of AM peak demand.
Linked trip	A journey from one activity to another, ignoring changes of mode. A linked trip may comprise one or more unlinked trip legs.
Multiplier	A factor that is applied to a number to convert it from one measure to another measure. For example, a ticket issued as a return journey has a multiplier or factor of 2 to convert it to a passenger journey.
Patronage	Journeys are estimated using ticket sales data multiplied by a journey rate that represents the number of trips typically made using each ticket type. For example a return ticket is typically used twice and a weekly, 11 times. Estimates of unpaid journeys are also included. The use of OPAL cards commenced from June 2013. These journeys have been allocated to ticket type 'Single' and fare type 'Adult'.
Ons/offs	Refers to passengers getting on (boarding) and off (alighting) trains.
Passenger flow	The total number of estimated passengers on services that pass through selected stations in the network on a typical day. In the morning peak, for example, estimated passenger numbers increase on services at major centres such as Parramatta and Strathfield.
PM peak	Travel between 3.00pm and 6.30pm. Generally, measurement of travel in the PM peak is restricted to down services (services travelling away from the CBD).
Rolling stock	Electric and diesel-powered locomotives and railroad cars that run on the network.
Unlinked trip	A single trip leg. Linked trips are made up of unlinked trips where there has been a change of mode.

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