

An Electronic Extraordinary Meeting of Cumberland Local Planning Panel will be held via Zoom on Wednesday, 5 May 2021.

Business as below:

Yours faithfully

Peter Fitzgerald
Acting General Manager

ORDER OF BUSINESS

1. Receipt of Apologies
2. Declaration of Interest
3. Address by invited speakers
4. Reports
 - Development Applications
 - Planning Proposals
5. Closed Session Reports

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Item No: ELPP014/21

PLANNING PROPOSAL FOR WOODVILLE ROAD CORRIDOR

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: CS-213

SUMMARY:

This report provides an overview of the planning proposal for the Woodville Road Corridor. The planning proposal seeks to implement targeted changes to planning controls along the Woodville Road Corridor as part of a new planning framework for development that capitalises on land use opportunities for housing diversity and jobs growth supported by transport and local amenity.

Early consultation (pre-Gateway) on proposed planning controls for Woodville Road has been sought and a range of submissions received. Subject to the advice of the Cumberland Local Planning Panel and a favourable decision by Council, the planning proposal will be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Following receipt of a Gateway Determination, further consultation will be undertaken with the community and the planning proposal will then be considered again by Council prior to finalisation.

It is recommended that the Cumberland Local Planning Panel support the planning proposal for the Woodville Road Corridor.

REPORT:

Background

As outlined in Cumberland 2030: Our Local Strategic Planning Statement, a high level strategic planning work program was identified to progress more detailed planning for Cumberland City's key centres and strategic corridors. Since the preparation of this high level program, Council officers have further considered the scope and implementation approach for this planning work.

In July 2020, Council endorsed the strategic planning work program for Cumberland City's key centres and strategic corridors (Figure 1). The focus of this work is to review the existing planning framework and consider future requirements to ensure that planning controls are appropriate to support development in the area. Site specific requests received as part of the Cumberland LEP process may be further considered as part of this program.

The Woodville Road Corridor was identified as part of Stage 1 of Council's strategic planning work program. To date, background analysis, early consultation, Councillor briefings and the preparation of draft planning controls have been undertaken on the proposal. This report provides the outcomes of this work, and is seeking advice from the Cumberland Local Planning Panel before being considered by Council.

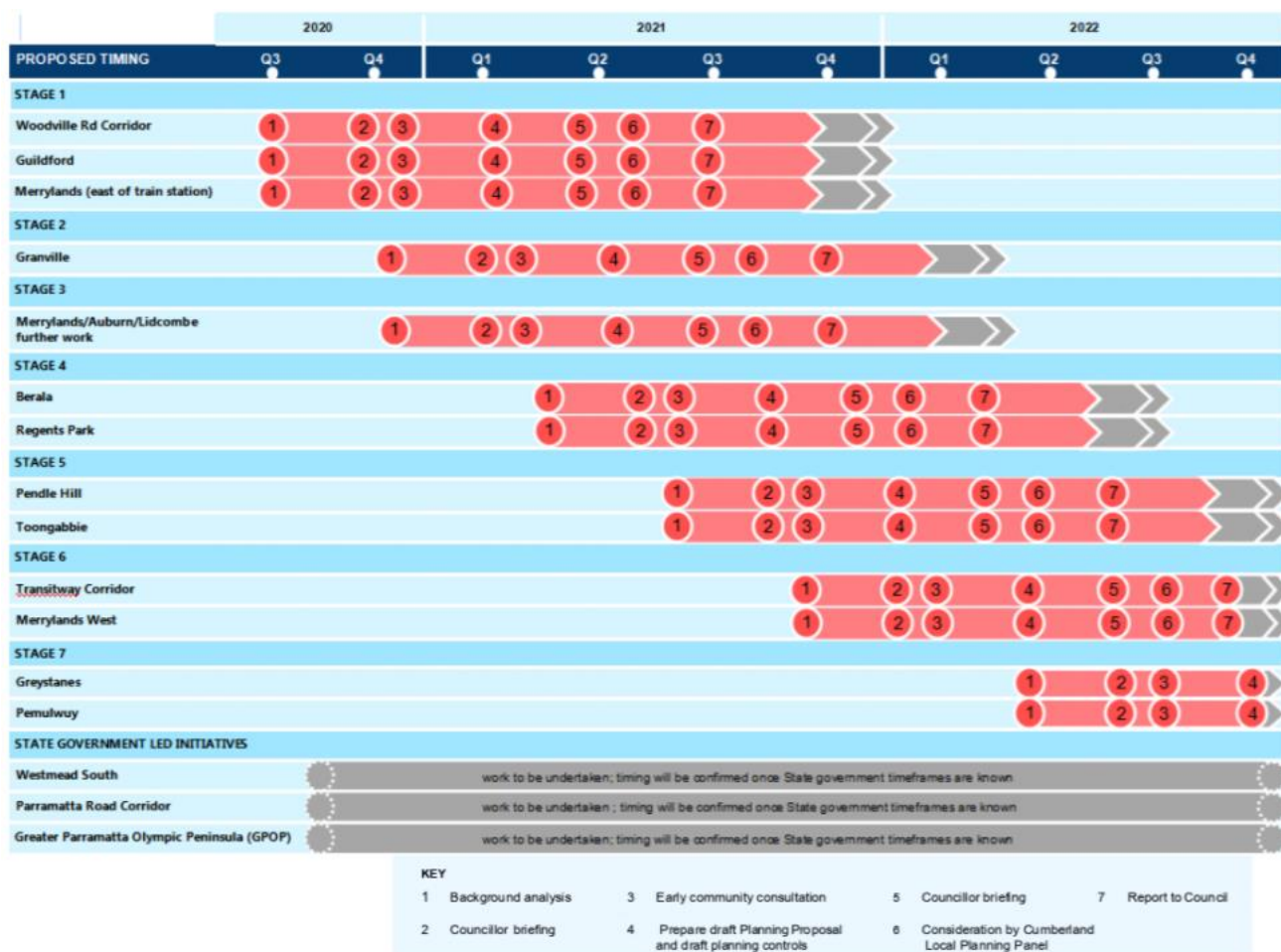


Figure 1 – Council's strategic planning work program

Planning Context

Different approaches to planning along Woodville Road over past years have resulted in a disjointed streetscape which ranges from established commercial uses, aging single detached dwellings and newly constructed mixed-use developments and residential flat buildings. Mixed use developments are in various locations along the road corridor. Their bulk and scale are more than other existing development and appear as visually obtrusive infill development.

The implementation of a suite of targeted changes to land use and planning controls along the Woodville Road corridor, aligned with growth forecasts, market demand and infrastructure requirements, will ensure a suitable land use and density pattern is introduced that delivers a built form and development outcome that is successful in revitalising the area steadily over time.

The current planning controls for the Woodville Road Corridor, as identified for the new Cumberland Local Environmental Plan, is outlined in Figures 2 to 4.

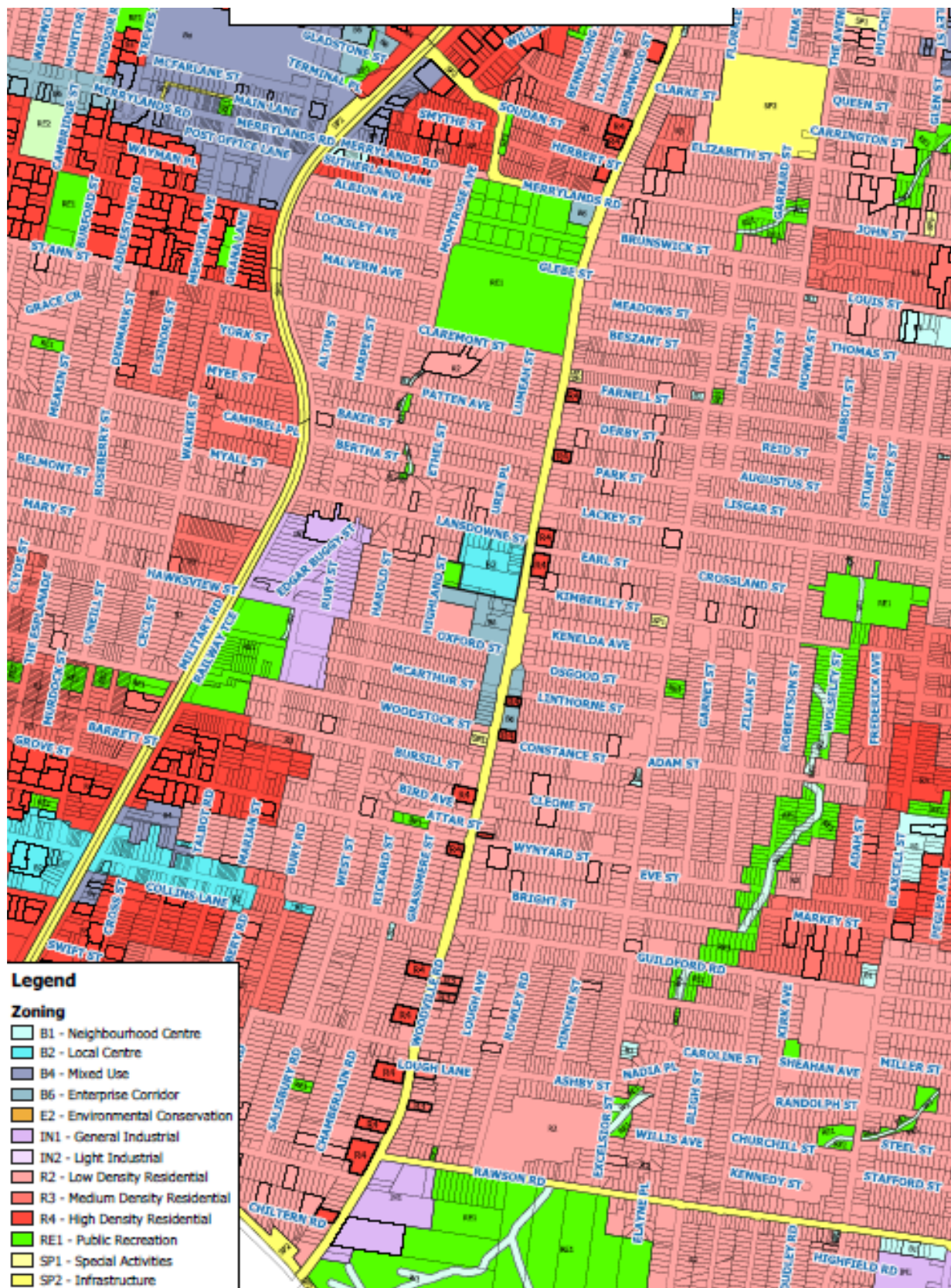


Figure 2 – Woodville Road Corridor: Current Land Zoning

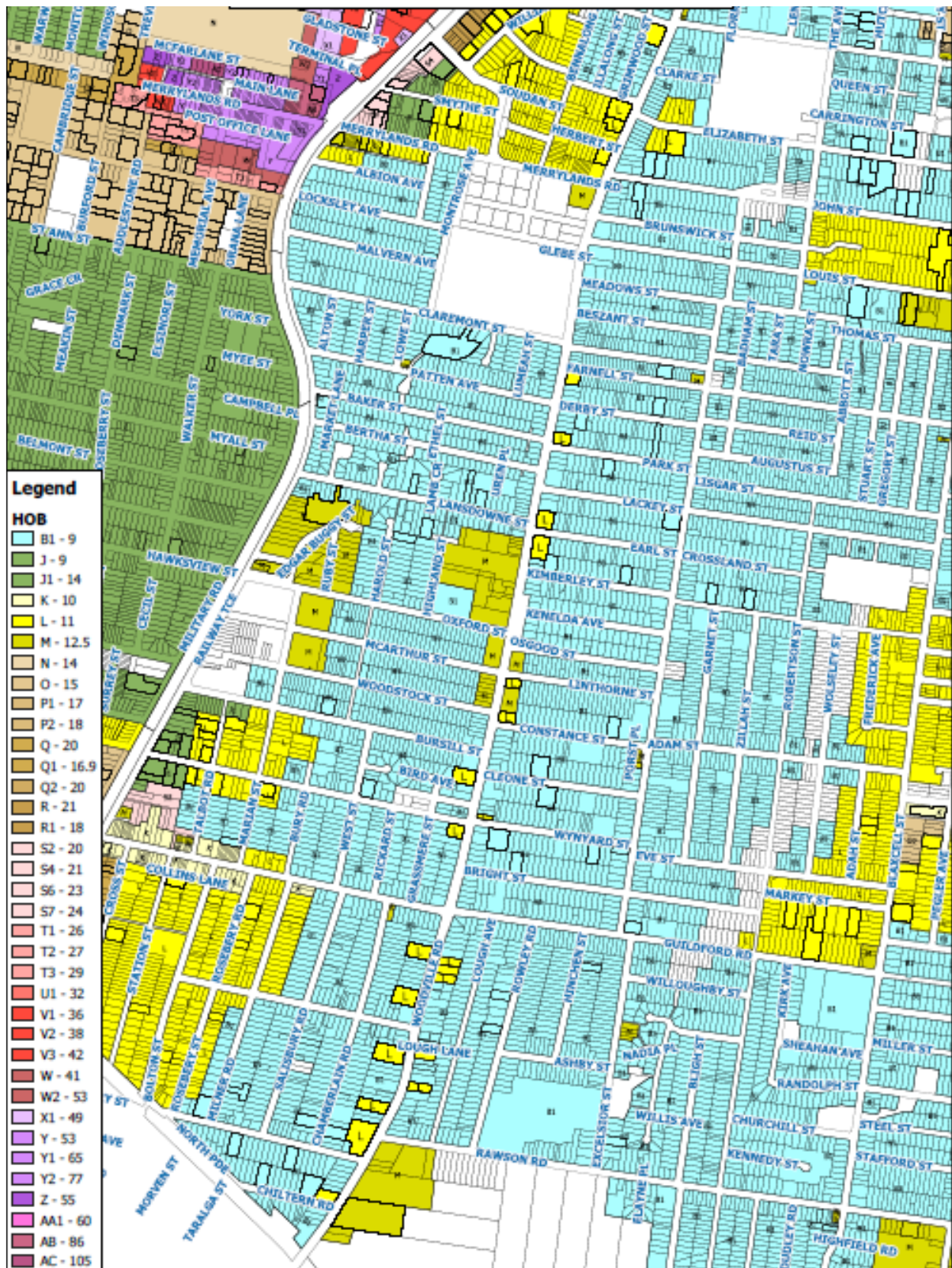


Figure 3 – Woodville Road Corridor: Current Height of Building

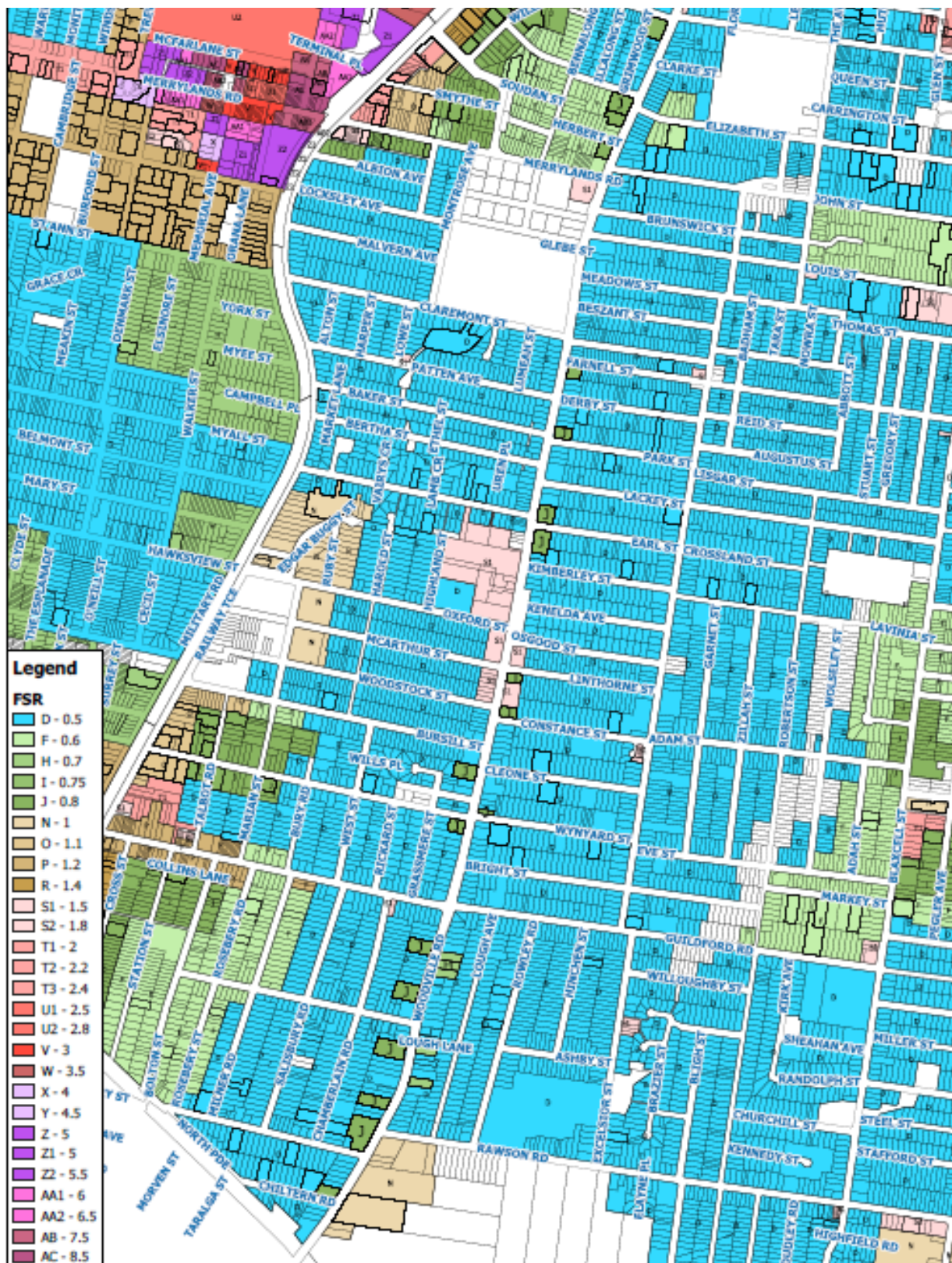


Figure 4 – Woodville Road Corridor: Current Floor Space Ratio

The planning approach for the proposal (Figure 5) is to implement targeted changes to planning controls along the Woodville Road Corridor as part of a new planning framework for development. It focusses growth at three precincts along the Woodville Road Corridor to take advantage of existing and planned infrastructure and facilities. Where no changes are proposed, the existing planning controls will continue to apply.

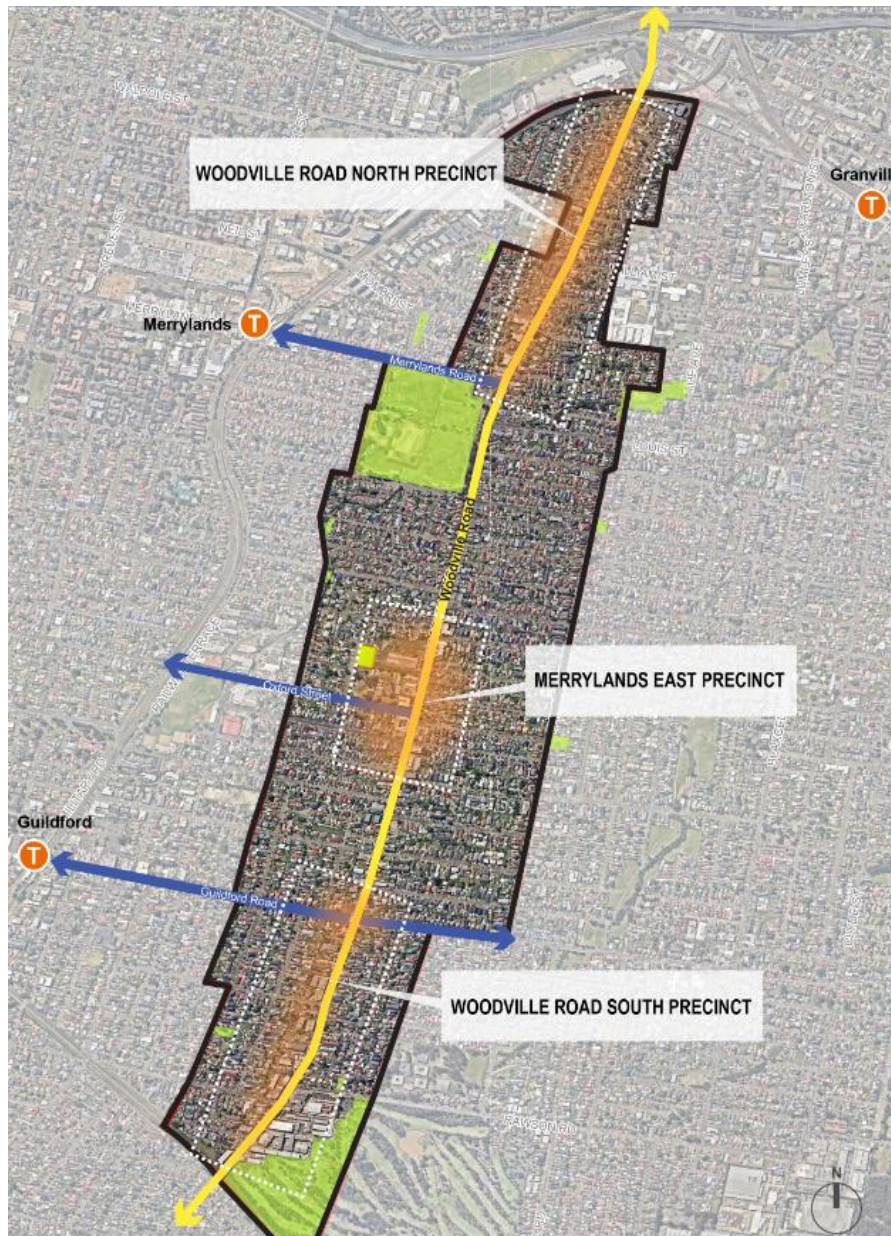


Figure 5 – Planning Approach for Woodville Road Corridor

In the Woodville North Precinct, the planning framework responds to opportunities for increased housing diversity for an area supported by good access to public transport and local amenity.

In the Merrylands East Precinct, the planning framework seeks to revitalise the corridor through mixed-use activities supported by new open space and additional connections to and through the precinct.

In the Woodville South Precinct, the planning framework identifies opportunities for housing diversity and seeks to establish a Neighbourhood Centre with improvements to built form and the public domain.

Proposed Planning Controls

Planning Proposal

The planning proposal seeks to amend the Cumberland LEP as follows:

- Rezone targeted sites along the Woodville Road Corridor to facilitate housing diversity.
- Rezone targeted sites at the intersection of Guildford Road to support the development of a new neighbourhood centre.
- Realign building heights and density with proposed zones and surrounding development.
- Remove Council's acquisition responsibility over existing private residences at Mountford Avenue and Grasmere Street, Guildford, and making corresponding changes to zoning and related planning controls for these properties.

Further details of the planning proposal for Woodville Road Corridor are provided in Table 1. These are also shown graphically in Figures 6 to 17.

Precinct	Proposed Amendments
Woodville North Precinct	<ul style="list-style-type: none"> • Amend the Land Zoning Map to rezone targeted sites along the Woodville Road Corridor to facilitate a mix of medium density (Zone R3) and higher density (Zone R4) residential development. • Amend the Height of Buildings Map to better align building heights with proposed zones and surrounding development. • Amend the Floor Space Ratio Map to better align density with proposed zones and surrounding development.
Merrylands East Precinct	<ul style="list-style-type: none"> • Amend the Land Zoning Map to rezone targeted sites along the Woodville Road Corridor to facilitate higher density (Zone R4) residential development, and rezone land at 3-7 Mountford Avenue and 13-15 Grasmere Street, Guildford, to permit low density (Zone R2) residential uses. • Amend the Height of Buildings Map to better align building heights with proposed zones and surrounding development and apply a 9 m height limit for land at 3-7 Mountford Avenue and 13-15 Grasmere Street, Guildford, consistent with the adjoining low-density residential zone. • Amend the Floor Space Ratio Map to better align density with proposed zones and surrounding development. • Amend the Lot Size Map to apply a 550 sqm. minimum lot size control for land proposed to be zoned R2 Low Density Residential. • Amend the Land Reservation Acquisition Map to remove Council's acquisition responsibility over land at 3-7 Mountford Avenue and 13-15 Grasmere Street, Guildford, as it is no longer needed for a public purpose (local open space).
Woodville South Precinct	<ul style="list-style-type: none"> • Amend the Land Zoning Map to rezone targeted sites along the Woodville Road Corridor to facilitate a mix of medium density (Zone R3) and higher density (Zone R4) residential development, and rezone sites at the intersection of Guildford Road to support the development of a new neighbourhood centre (Zone B1).

	<ul style="list-style-type: none">• Amend the Height of Buildings Map to better align building heights with proposed zones and surrounding development.• Amend the Floor Space Ratio Map to better align density with proposed zones and surrounding development.• Amend the Lot Size Map to remove the minimum lot size control from land proposed to be zoned B1 Neighbourhood Centre.
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Table 1 – Details of Planning Proposal

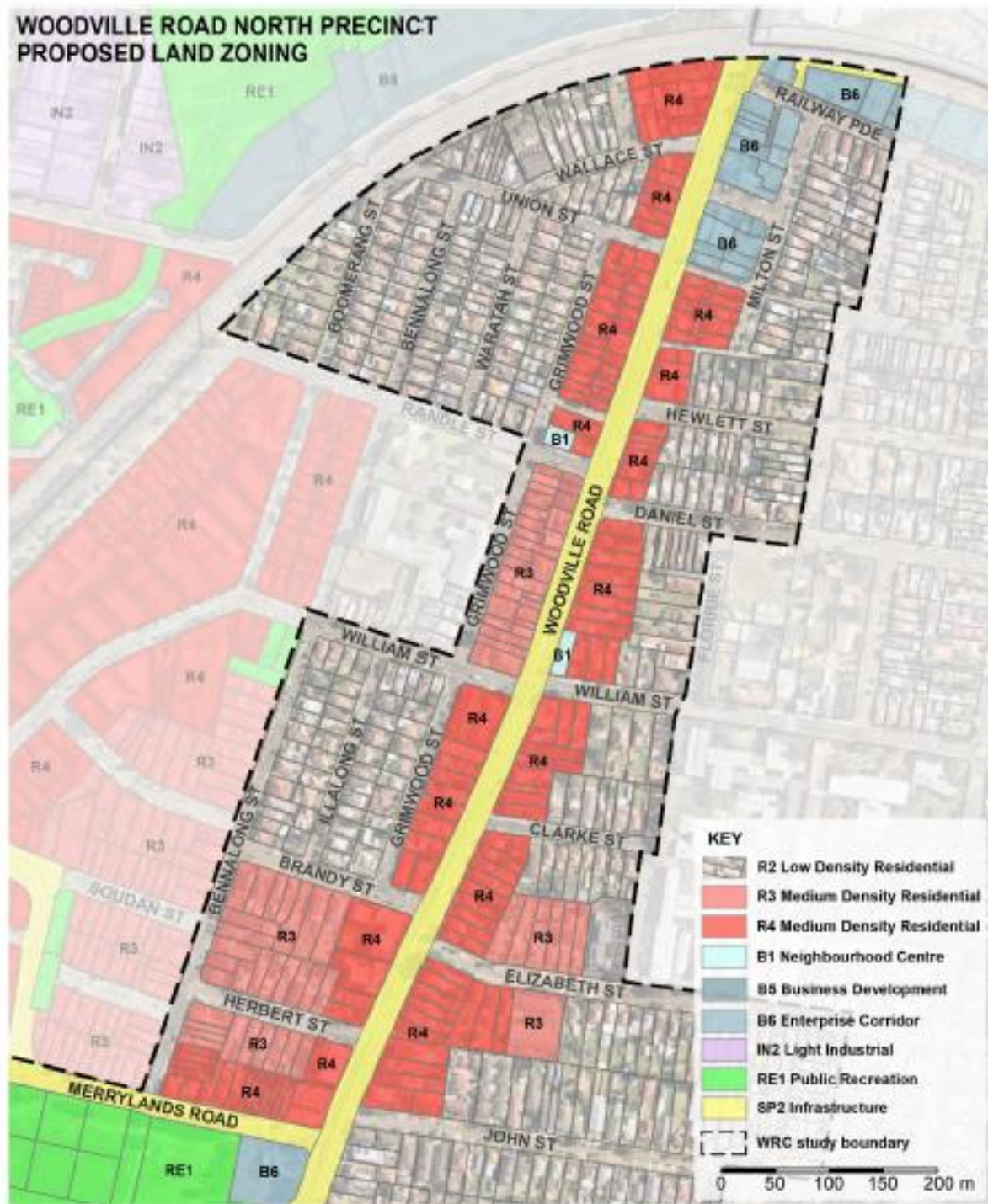


Figure 6 – Woodville North Precinct: Proposed Land Zoning



Figure 7 – Woodville North Precinct: Proposed Height of Building

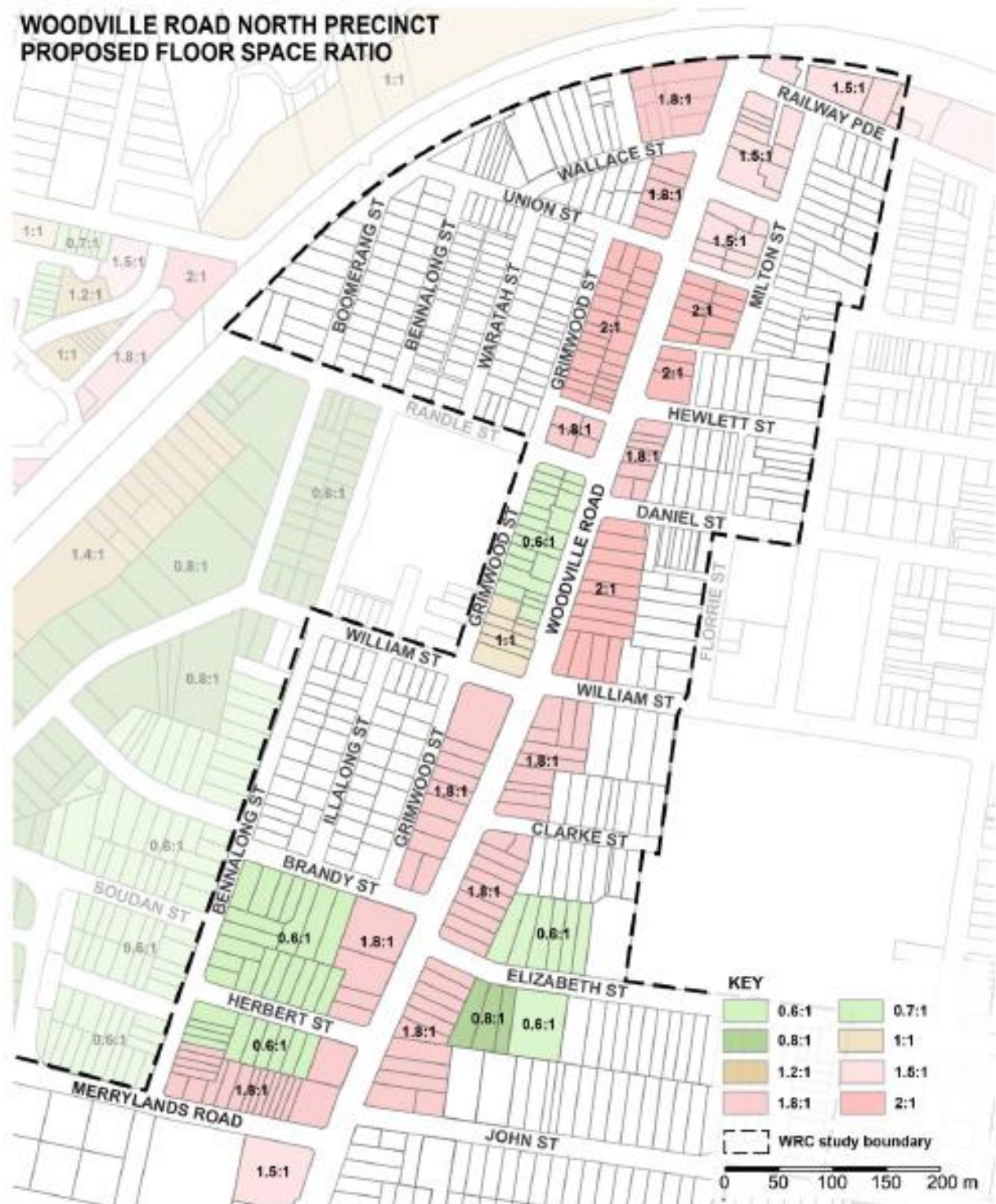


Figure 8 – Woodville North Precinct: Proposed Floor Space Ratio



Figure 9 – Merrylands East Precinct: Proposed Land Zoning



Figure 10 – Merrylands East Precinct: Proposed Height of Building

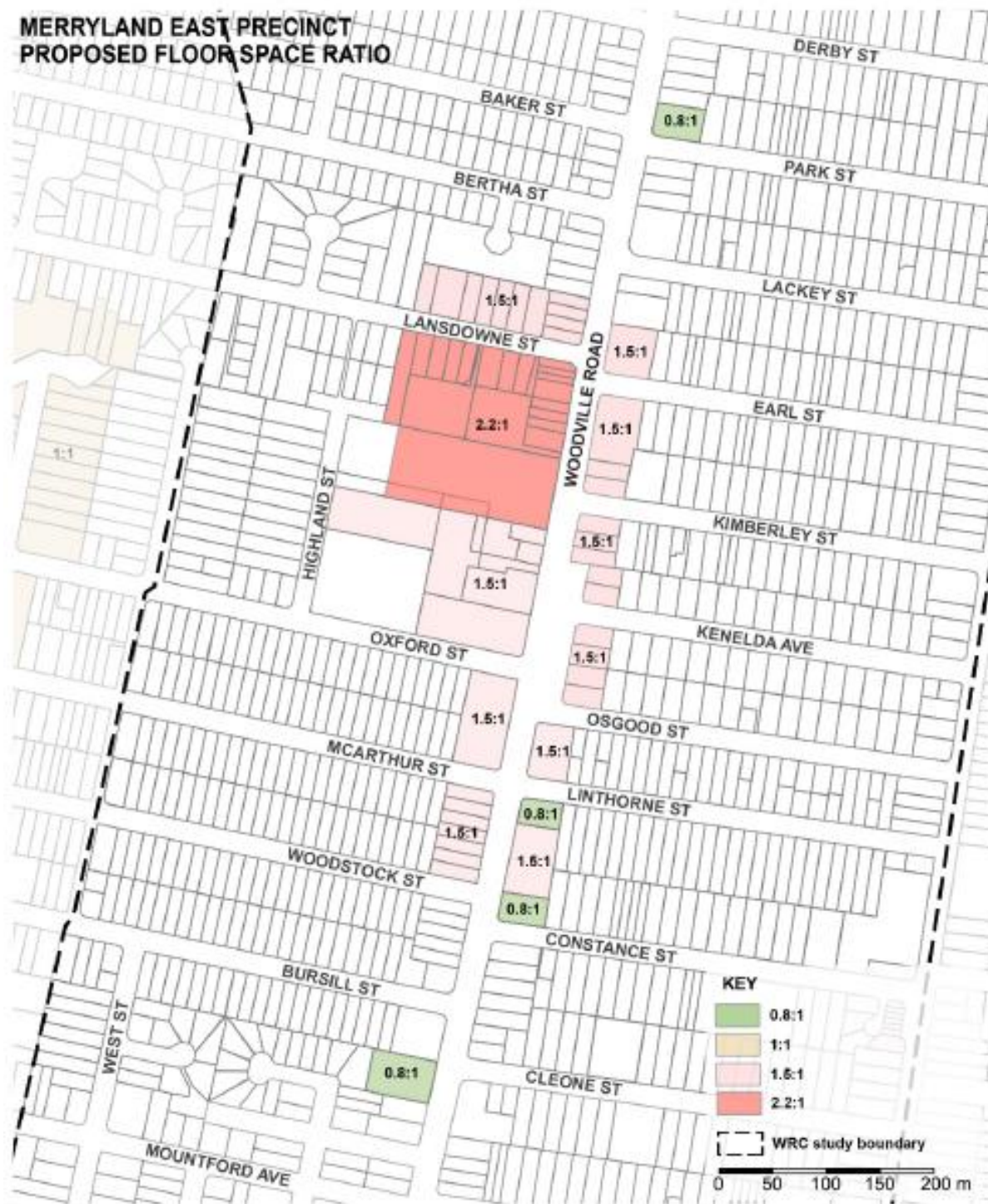


Figure 11 – Merrylands East Precinct: Proposed Floor Space Ratio



Figure 12 – Merrylands East Precinct: Proposed Lot Size



Figure 13 – Merrylands East Precinct: Proposed Removal of Land Reservation Acquisition on 3-7 Mountford Avenue and 13-15 Grassmere Street, Guildford



Figure 14 – Woodville South Precinct: Proposed Land Zoning



Figure 15 – Woodville South Precinct: Proposed Height of Building



Figure 16 – Woodville South Precinct: Proposed Floor Space Ratio



Figure 17 – Woodville South Precinct: Proposed Lot Size

The planning proposal is supported by analysis undertaken on land use planning, traffic and transport. Further information is attached to this report.

It is estimated that the planning proposal will provide for over 2,160 additional dwellings, which will contribute to Cumberland's housing target of 28,000 to 28,500 additional dwellings between 2016-2036.

It should be noted that the planning proposal does not include changes to the planning controls for the Merrylands East Centre (former John Cootes site), as planning controls for mixed use development at this location are already in place. A Development Application for the development, including commercial, residential, retail and a new 2000sqm park has been assessed by Council and is awaiting determination by the Sydney City Central Planning Panel.

Development Control Plan

A Development Control Plan has been prepared for the Woodville Road Corridor, with detailed built form controls by precinct. In addition, minor changes have also been identified for the Merrylands East Centre Development Control Plan to ensure consistency with planning work undertaken for the Woodville Road Corridor and the Development Application lodged for the site.

The draft Development Control Plans are attached to this report for information.

Public Domain Plan

A Public Domain Plan has also been prepared to guide the delivery of an enhanced public realm for the Woodville Road Corridor, with a focus of the precincts identified as part of this planning work. The Plan will support future work by Council, landowners and developers in achieving the desired public domain outcomes for this area.

The draft Public Domain Plan is attached to this report for information.

Strategic Merit Assessment

Consistency with the Greater Sydney Region Plan and Central City District Plan

The planning proposal is consistent with the directions of the Greater Sydney Region Plan: A Metropolis of Three Cities, namely:

- A city supported by infrastructure – The planning proposal will provide development opportunities for housing and jobs within 30-minute access to a metropolitan centre (i.e. Parramatta CBD).
- Housing the city – The planning proposal will provide greater housing supply and choice.
- A well-connected city – The Planning proposal will increase the percentage of dwellings located within 30 minutes by public transport of a (potential) strategic centre (i.e. Merrylands).

The proposal is also consistent with the priorities and actions in the Central City District Plan, namely:

- C5 Housing the city – The planning proposal will provide housing supply, choice, and affordability with access to jobs, services, and public transport.
- C9 Jobs and skills for the city – The planning proposal will deliver integrated land use and transport planning and a 30-minute city.

Consistency with Cumberland 2030: Our Local Strategic Planning Statement

The proposal delivers on a key strategic corridor for housing identified in the structure plan for Cumberland City. The proposal is also consistent with the priorities and actions in Cumberland 2030: Our Local Strategic Planning Statement, namely:

- Local Planning Priority 5 – Deliver housing diversity to suit changing needs.
- Local Planning Priority 7 – Design vibrant and attractive centres and encourage healthy living.
- Local Planning Priority 11 – Promote access to local jobs, education opportunities and care services.

Consistency with Cumberland Local Housing Strategy

The planning proposal is consistent with the Cumberland Local Housing Strategy, which has been adopted by Council. The Woodville Road Corridor is a strategic corridor identified as a location for housing in Strategy, which will contribute to Cumberland's housing target of 28,000 to 28,500 additional dwellings between 2016-2036.

Status and Next Steps

Early consultation (pre-Gateway) on proposed planning controls for Woodville Road has been sought and a range of submissions received. Subject to the advice of the Cumberland Local Planning Panel and a favourable decision by Council, the planning proposal will be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Following receipt of a Gateway Determination, further consultation will be undertaken with the community and the planning proposal will then be considered again by Council prior to finalisation.

CONCLUSION:

The planning proposal for the Woodville Road Corridor will facilitate the implementation of a suite of targeted changes to land use and planning controls along the Woodville Road corridor, aligned with growth forecasts, market demand and infrastructure requirements. It will ensure a suitable land use and density pattern is introduced that delivers a built form and development outcome that is successful in revitalising the area steadily over time. It is recommended that the Panel support the planning proposal for the Woodville Road Corridor.

CONSULTATION:

Submissions were received on the Woodville Road Corridor during the post-Gateway exhibition of the planning proposal for the new Cumberland Local Environmental Plan between March and May 2020. At the time, it was recommended that these submissions be considered as part of planning work for the Woodville Road Corridor.

As part of work for the Woodville Road Corridor, early consultation on proposed planning controls occurred throughout November and December 2020, representing pre-Gateway consultation in accordance with Council's Planning Proposal Notification Policy. This consultation enabled feedback from a broad range of stakeholders and the community which has informed the preparation of the detailed planning controls.

A total of 58 submissions were received across a range of themes, including the following site-specific requests which are considered to have merit and are included in the planning proposal.

- 112-116 Elizabeth Street, Granville – rezone from R2 to R4 with corresponding height and FSR controls.
- 3-7 Mountford Avenue and 13-15 Grassmere Street, Guildford – Rezone from RE1 to R2, with corresponding height and lot size, and remove from Land Reservation Acquisition Map.
- 457-461 Woodville Road, Guildford – rezone from R2 to B1 with corresponding height and FSR controls.

Public exhibition of the draft planning proposal for the Woodville Road Corridor will be undertaken, subject to support by Council and the receipt of a Gateway Determination by the Department of Planning, Industry and Environment. This consultation will be statutory consultation, undertaken in accordance with any relevant conditions of the Gateway Determination.

FINANCIAL IMPLICATIONS:

Work undertaken on planning for the Woodville Road Corridor will be undertaken using existing resources.

POLICY IMPLICATIONS:

Policy implications are outlined in the main body of the report.

COMMUNICATION / PUBLICATIONS:

The final outcome of this matter will be notified. The objectors will also be notified in writing of the outcome.

REPORT RECOMMENDATION:

That the Cumberland Local Planning Panel (CLPP) provide its support for the planning proposal for the Woodville Road Corridor.

ATTACHMENTS

1. Draft Planning Proposal for the Woodville Road Corridor [↓](#)
2. Draft Cumberland DCP Amendment - Woodville Road Corridor [↓](#)
3. Draft Cumberland DCP Amendment - Merrylands East Local Centre (tracked changes) [↓](#)
4. Draft Woodville Road Corridor Public Domain Plan [↓](#)
5. Woodville Road Corridor - Land Use Planning Analysis [↓](#)
6. Woodville Road Corridor - Traffic and Transport Analysis [↓](#)
7. Woodville Road Corridor - Summary of Submissions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT ELPP014/21

Attachment 1

Draft Planning Proposal for the
Woodville Road Corridor



CUMBERLAND
CITY COUNCIL

Woodville Road Corridor Planning Proposal

Draft for Gateway April 2021

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INTRODUCTION

This planning proposal seeks to implement targeted changes to planning controls along the Woodville Road Corridor as part of a new planning framework for development that capitalises on land use opportunities for housing diversity and jobs growth supported by transport and local amenity.

It has been prepared by Cumberland City Council in accordance with section 3.33 of the *Environmental Planning and Assessment Act 1979* and the relevant the Department of Planning, Industry and Environment's guidelines, including:

- A Guide to Preparing Local Environmental Plans
- A Guide to Preparing Planning Proposals

Background

Cumberland's portion of Woodville Road extends for 4 kms from Parramatta Road in the north to the water supply pipeline at Guildford in the south. It is a 6 lane, 25 metre wide arterial road managed by the NSW Roads and Maritime Services. Woodville Road functions as a major north-south connection, serving over 40,000 vehicles per day.

The low amenity generated by the high volume of traffic is a significant challenge in determining the most suitable land uses alongside a busy movement corridor. This challenge has prompted the zoning pattern to be revised within previous planning frameworks over the past two decades by the former City of Parramatta Council, as attempts were made to determine the most suitable type of development for the corridor and redefine the future strategic direction of Woodville Road.

In 2016 planning for Woodville Road was transferred to Cumberland City Council as part of the local government amalgamation process.

The different approaches to planning along Woodville Road have resulted in a disjointed streetscape which ranges from established commercial uses, aging single detached dwellings and newly constructed mixed-use developments and residential flat buildings. Mixed use developments are in various locations along the road corridor. Their bulk and scale are more than other existing development and appear as visually obtrusive infill development.

The implementation of a suite of targeted changes to land use and planning controls along the Woodville Road corridor, aligned with growth forecasts, market demand and infrastructure requirements, will ensure a suitable land use and density pattern is introduced that delivers a built form and development outcome that is successful in revitalising the area steadily over time.

Council resolution

The Planning Proposal has been prepared in accordance with **Council's resolution on #2021.**

Supporting documentation

The Planning Proposal is supported by the following documentation:

Attachment 1 – **C04/21-# Early consultation and proposed planning controls for Woodville Road**

Attachment 2 – Proposed planning controls for Woodville North Precinct

Attachment 3 – Proposed planning controls for Merrylands East Precinct

Attachment 4 – Proposed planning controls for Woodville South Precinct

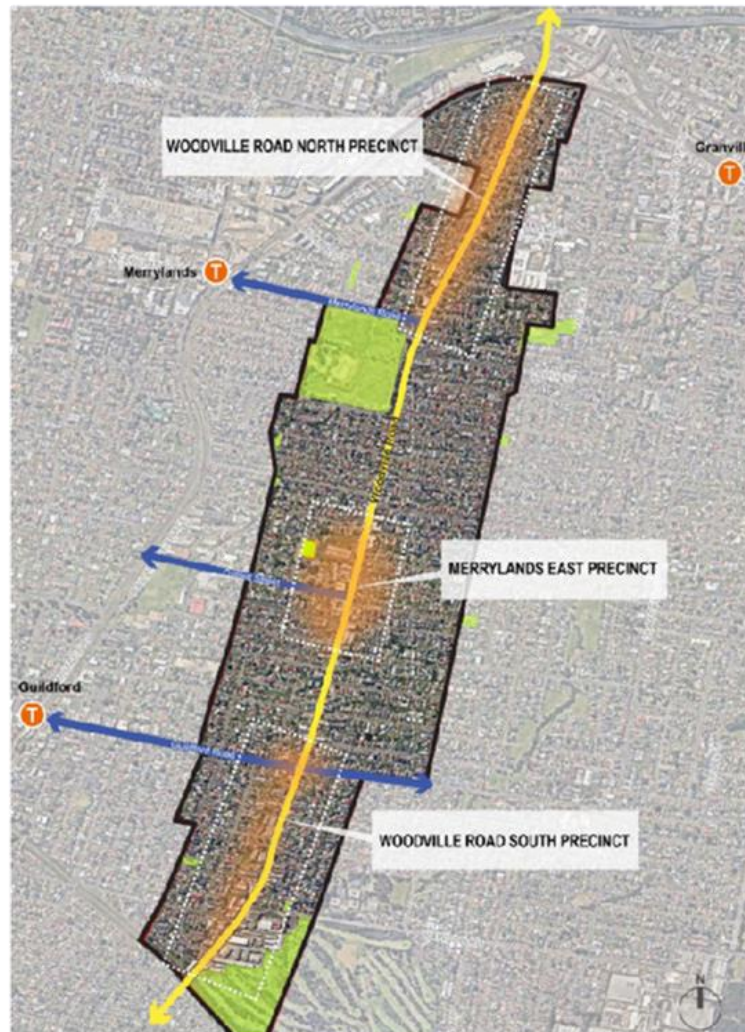


Figure 1: Woodville Road Corridor study area

PART 1: OBJECTIVE

This planning proposal seeks to implement targeted changes to planning controls along the Woodville Road Corridor as part of a new planning framework for development that capitalises on land use opportunities for housing diversity and jobs growth supported by transport and local amenity.

The Woodville Road Corridor planning framework focusses growth at three precincts along the corridor to take advantage of existing and planned infrastructure and facilities. Where no changes are proposed, the existing planning controls will continue to apply.



In the **Woodville North Precinct**, the planning framework responds to opportunities for increased housing diversity for an area supported by good access to public transport and local amenity.

In the **Merrylands East Precinct**, the planning framework seeks to revitalise the corridor through mixed-use activities supported by new open space and additional connections to and through the precinct.

In the **Woodville South Precinct**, the planning framework identifies opportunities for housing diversity and seeks to establish a Neighbourhood Centre with improvements to built form and the public domain.

PART 2: EXPLANATION OF PROVISIONS

***Note:** This planning proposal has been prepared on the assumption that the Cumberland Local Environmental Plan is finalised and in effect as the statutory planning instrument establishing development standards such as land use zones, building heights and floor space ratios for development in the City of Cumberland, replacing the Parramatta LEP 2011 in so far as it applied to properties within the Woodville Road Corridor study area.*

To achieve the stated objective, the planning proposal seeks to amend the Cumberland Local Environmental Plan as follows:

Woodville North Precinct

- Amend the Land Zoning Map – Sheet LZN_009 to rezone targeted sites along the Woodville Road Corridor to facilitate a mix of medium density (Zone R3) and higher density (Zone R4) residential development.
- Amend the Height of Buildings Map – Sheet LZN_009 to better align building heights with proposed zones and surrounding development.
- Amend the Floor Space Ratio Map – Sheet FSR_009 to better align density with proposed zones and surrounding development.

Merrylands East Precinct

- Amend the Land Zoning Map – Sheet LZN_009 and Sheet LZN_010 to rezone targeted sites along the Woodville Road Corridor to facilitate higher density (Zone R4) residential development, and rezone land at 3-7 Mountford Avenue and 13-15 Grassmere Street, Guildford, to permit low density (Zone R2) residential uses.
- Amend the Height of Buildings Map – Sheet LZN_009 and Sheet LZN_010 to better align building heights with proposed zones and surrounding development, and apply a 9 m height limit for land at 3-7 Mountford Avenue and 13-15 Grassmere Street, Guildford, consistent with the adjoining low-density residential zone.
- Amend the Floor Space Ratio Map – Sheet LZN_009 and Sheet LZN_010 to better align density with proposed zones and surrounding development.
- Amend the Lot Size Map – Sheet LSZ_010 to apply a 550 sqm. minimum lot size control for land proposed to be zoned R2 Low Density Residential.
- Amend the Land Reservation Acquisition Map – Sheet LRA_010 to remove Council's acquisition responsibility over land at 3-7 Mountford Avenue and 13-15 Grassmere Street, Guildford, as it is no longer needed for a public purpose (local open space).

Woodville South Precinct

- Amend the Land Zoning Map – Sheet LZN_010 to rezone targeted sites along the Woodville Road Corridor to facilitate a mix of medium density (Zone R3) and higher density (Zone R4) residential development, and rezone sites at the intersection of Guildford Road to support the development of a new neighbourhood centre (Zone B1).
- Amend the Height of Buildings Map – Sheet LZN_010 to better align building heights with proposed zones and surrounding development.
- Amend the Floor Space Ratio Map – Sheet FSR_010 to better align density with proposed zones and surrounding development.
- Amend the Lot Size Map – Sheet LSZ_010 to remove the minimum lot size control from land proposed to be zoned B1 Neighbourhood Centre.

The detail of these map amendments is shown at Attachments 2,3 and 4.

PART 3: JUSTIFICATION

Section A – Need for the proposal

1. Is the planning proposal a result of any strategic study or report?

The former City of Parramatta Council prepared and publicly exhibited a draft Woodville Road Planning Strategy in 2015/16 in response to ongoing community requests to up-zone land along the road corridor. Planning for the corridor, including the draft Strategy, was transferred to Cumberland City Council in 2016 as part of the local government amalgamation process.

In 2019, Council identified a staged approach to progress land use planning for the Woodville Road corridor, aligned with growth forecasts, market demand and infrastructure requirements, focussing initially on targeted changes to planning controls to reflect existing approved development that could be progressed within the timeframe of the new Cumberland Local Environmental Plan.

This planning proposal progresses the next stage of land use planning for Woodville Road, being an holistic review of planning controls aligned with the strategic outcomes identified in Council's strategic planning and policy documents including:

- *Cumberland 2030: Our Local Strategic Planning Statement*
- Cumberland Local Housing Strategy
- Technical analysis of built form, urban design, and traffic/transport.

2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes or is there a better way?

The planning proposal is the appropriate and most effective means of amending the Cumberland Local Environmental Plan to achieve the stated objective. The planning proposal process will provide Council and the community with certainty as to the development outcomes envisioned for the Woodville Road Corridor.

Section B – Relationship to strategic planning framework

3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?

The planning proposal is consistent with the directions of the Greater Sydney Region Plan: *A Metropolis of Three Cities*, namely:

- A city supported by infrastructure – The planning proposal will provide development opportunities for housing and jobs within 30-minute access to a metropolitan centre (ie. Parramatta CBD).
- Housing the city – The planning proposal will provide greater housing supply and choice.
- A well-connected city – The Planning proposal will increase the percentage of dwellings located within 30 minutes by public transport of a (potential) strategic centre (ie. Merrylands).

The proposal is also consistent with the priorities and actions in the Central City District Plan, namely:

- C5 Housing the city – The planning proposal will provide housing supply, choice, and affordability with access to jobs, services, and public transport.
- C9 Jobs and skills for the city – The planning proposal will deliver integrated land use and transport planning and a 30-minute city.

4. Is the Planning Proposal consistent with a local strategy or other local strategic plan?

The planning proposal is consistent with *Cumberland 2030: Our Local Strategic Planning Statement* which identifies renewal opportunities along the Woodville Road Corridor to improve amenity and provide development that is complementary to the growth of the existing network of centres. It also advocates for improvements in accessibility within town centres, and delivery of housing choice to suit changing needs. Key actions under these priority areas include:

- Supporting investment in infrastructure and services where it will create the greatest impact – especially where it will provide 30-minute access for more people to major centres.
- Working collaboratively with government and other stakeholders to implement the 'movement and place' framework when undertaking planning for local centres and key road corridors.
- Reviewing planning controls to ensure housing meets current and future needs.

5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The planning proposal does not propose any provisions that would contradict or hinder the application of applicable State Environmental Planning Policies (SEPPs).

State Environmental Planning Policy	Consistency
SEPP 1 Development Standards	The planning proposal is consistent with the SEPP.
SEPP 64 Advertising and Signage	The planning proposal is consistent with the SEPP.
SEPP 65 Design Quality of Residential Flat Development	The planning proposal is consistent with the SEPP as it takes into consideration the design principles and Apartment Design Guide in developing the proposed planning controls.
SEPP (Affordable Rental Housing) 2009	The planning proposal is consistent with the SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	The planning proposal is consistent with the SEPP.
SEPP (Educational Establishments and Child Care Facilities) 2017	The planning proposal is consistent with the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	The planning proposal is consistent with the SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	The planning proposal is consistent with the SEPP.
SEPP (Infrastructure) 2007	The planning proposal is consistent with the SEPP as it takes into consideration the relevant acoustic guidelines for development along an arterial road corridor.

Table 1 – Consistency with applicable SEPPs

6. Is the Planning Proposal consistent with applicable Ministerial Directions?

The following table outlines the consistency of the planning proposal to various Ministerial Direction.

Clause 9.1 Ministerial Direction	Consistency
Employment and Resources	
1.1 Business and Industrial Zones	The planning proposal is consistent with this Direction.
1.2 Rural Zones	Not applicable.
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.
Environment and Heritage	
2.1 Environment Protection Zones	Not applicable.
2.2 Coastal Protection	Not applicable.
2.3 Heritage Conservation	The planning proposal is consistent with this Direction.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
Housing, Infrastructure and Urban Development	
3.1 Residential zones	The planning proposal is consistent with this Direction.
3.2 Caravan Parks and Manufactured Home Estates	Not applicable.
3.3 Home Occupations	The planning proposal is consistent with this Direction.
3.4 Integrating land use and transport	The planning proposal is consistent with this Direction.
3.5 Development Near Licensed Aerodromes	Not applicable.
3.6 Shooting Ranges	Not applicable.
3.7 Reduction in non-hosted short-term rental accommodation period	The planning proposal is consistent with this Direction.
Hazard and Risk	
4.1 Acid sulphate soils	The planning proposal is consistent with this Direction.
4.2 Mine Subsidence and Unstable Land	Not applicable.
4.3 Flood Prone Land	The planning proposal is consistent with this Direction.
4.4 Planning for Bushfire Protection	The planning proposal is consistent with this Direction.
Regional Planning	
5.1 Implementation of Regional Strategies	The planning proposal is consistent with this Direction.
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
5.5 - Revoked	
5.6 - Revoked	
5.7 - Revoked	

5.8 Second Sydney Airport: Badgerys Creek	Not applicable.
5.9 North West Rail Link Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans	The planning proposal is consistent with this Direction.
5.11 Development of Aboriginal Land Council land	Not applicable.
Local Plan Making	
6.1 Approval and Referral Requirements	The planning proposal is consistent with this Direction.
6.2 Reserving Land for Public Purposes	The planning proposal is consistent with this Direction. The planning proposal seeks to remove Council's responsibility to acquire land for local open space. Any inconsistency is minor as the affected land is excess to the need in this location.
6.3 Site Specific Provisions	The planning proposal is consistent with this Direction.
Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan for Sydney 2036	The planning proposal is consistent with this Direction. The Proposal complies with the aims, objectives, and provisions of the metropolitan plan for Sydney.
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation	The planning proposal is consistent with this Direction.
Plan 7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation	Not applicable.
Plan 7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable.
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.

Table 2 – Consistency with Clause 9.1 Ministerial Directions

Section C – Environmental, social, and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities or their habitats will be adversely affected?

The planning proposal will not adversely affect critical habitat, threatened species, populations or ecological communities or their habitats. The proposed changes to planning controls along the Woodville Road Corridor apply to sites that are already heavily urbanised and developed and are not known to support any environmental values.

8. Are there any environmental impacts and how will they be mitigated?

There are no significant adverse environment impacts expected because of this planning proposal. Site-specific amenity impacts will be taken into consideration and addressed as part of a future Development Application.

In relation to road noise and the impact on residential amenity, the planning proposal takes into consideration the relevant guidelines under SEPP (Infrastructure) 2007, together with appropriate setback controls to be included in the Cumberland Development Control Plan and will apply to development along the Woodville Road Corridor.

9. Has the Planning Proposal adequately addressed any social and economic impact?

The Planning Proposal is not expected to result in any significant negative economic or social impacts. The proposal will enable additional residential yield and a range of dwelling types to provide for existing and future housing needs. It will also deliver a new neighbourhood centre providing local jobs for the Cumberland community. In addition, the proposed changes to planning controls will:

- Better align zoning with building heights and FSRs to improve development feasibility and encourage redevelopment and revitalisation of the corridor, as well as to improve built form outcomes.
- Provide local shops, services, and employment opportunities through the introduction of a new neighbourhood centre to compliment and support existing business activities in the area.
- Match the zoning of properties at Mountford Street and Grassmere Avenue, Guildford, to their existing use as private residences.

Socially, the planning proposal is anticipated to achieve the following community benefits:

- Increased opportunities for residents to live and work within proximity to local centres and Parramatta resulting in the potential for reduced travel times and reduced traffic congestion through the use of public transport
- An increase in public transport usage and access to a variety of services resulting from the colocation of residential apartments and other mixed-use activities.
- Provide certainty for residents whose homes were previously identified for potential open space. Alternative local open space is available and accessible in the immediate locality. Guildford Park is within a 400 m catchment of the sites, providing a mix of active and passive recreation opportunities. A new high-quality local park is also planned as part of the Merrylands East Precinct redevelopment within 600 m of the site.

Section D – State and Commonwealth interests

10. Is there adequate public infrastructure for the Planning Proposal?

Woodville Road is located in an established urban area with adequate public infrastructure available including water, electricity, gas, telecommunications, sewerage, and transport. The targeted precincts along the Woodville Road Corridor are well serviced by transport and are proximate to transport, services, and local open space.

The Planning Proposal will be provided to public agencies and placed on public exhibition, and infrastructure providers will be able to make a submission to Council.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

Consultation with relevant State and Commonwealth public authorities will be undertaken as directed by the Gateway Determination.

PART 4: MAPPING

The planning proposal is accompanied by the following relevant draft LEP maps pertaining to the various strategic precincts identified along the Woodville Road Corridor:

- Draft Land Zoning Map (Woodville North, Merrylands East and Woodville South)
- Draft Height of Buildings Map (Woodville North, Merrylands East and Woodville South)
- Draft Residential Density Map (Woodville North, Merrylands East and Woodville South)
- Draft Land Reservation Acquisition Map (Merrylands East)
- Draft Lot Size Map (Merrylands East and Woodville South)

These maps are found at Attachments 2, 3 and 4.

PART 5: COMMUNITY CONSULTATION

Public consultation will be undertaken in accordance with the requirements of the Gateway Determination. As a minimum, all documentation will be publicly exhibited for a period of 28 days. The material will contain a copy of the Planning Proposal and relevant maps supported by a written notice describing the objectives and intended outcomes of the proposal, the land to which the proposal applies and an indicative time frame for finalisation of the planning proposal.

The planning proposal is considered to be 'low impact' for the following reasons:

- It is consistent with the pattern of surrounding land use zones and/or land uses.
- It is consistent with the strategic planning framework.
- It does not present and issues with regard to infrastructure servicing.
- It is not a principal LEP.
- It does not reclassify public land.

PART 6: PROJECT TIMELINE

The following project timeline is intended to be a guide only and may be subject to changes in response to the public consultation process and/or community submissions.

Milestone	Timeframe
Early consultation on new planning framework and proposed planning controls	November/December 2020
Prepare proposed planning controls	Q1 2021
Report to Cumberland Local Planning Panel	May 2021
Report to Council on draft Planning Proposal	June 2021
Gateway Determination	Mid 2021
Public Exhibition of Planning Proposal	Late 2021
Review of submissions and report to Council	Early-mid 2022
Submit to Department for finalisation	Mid 2022

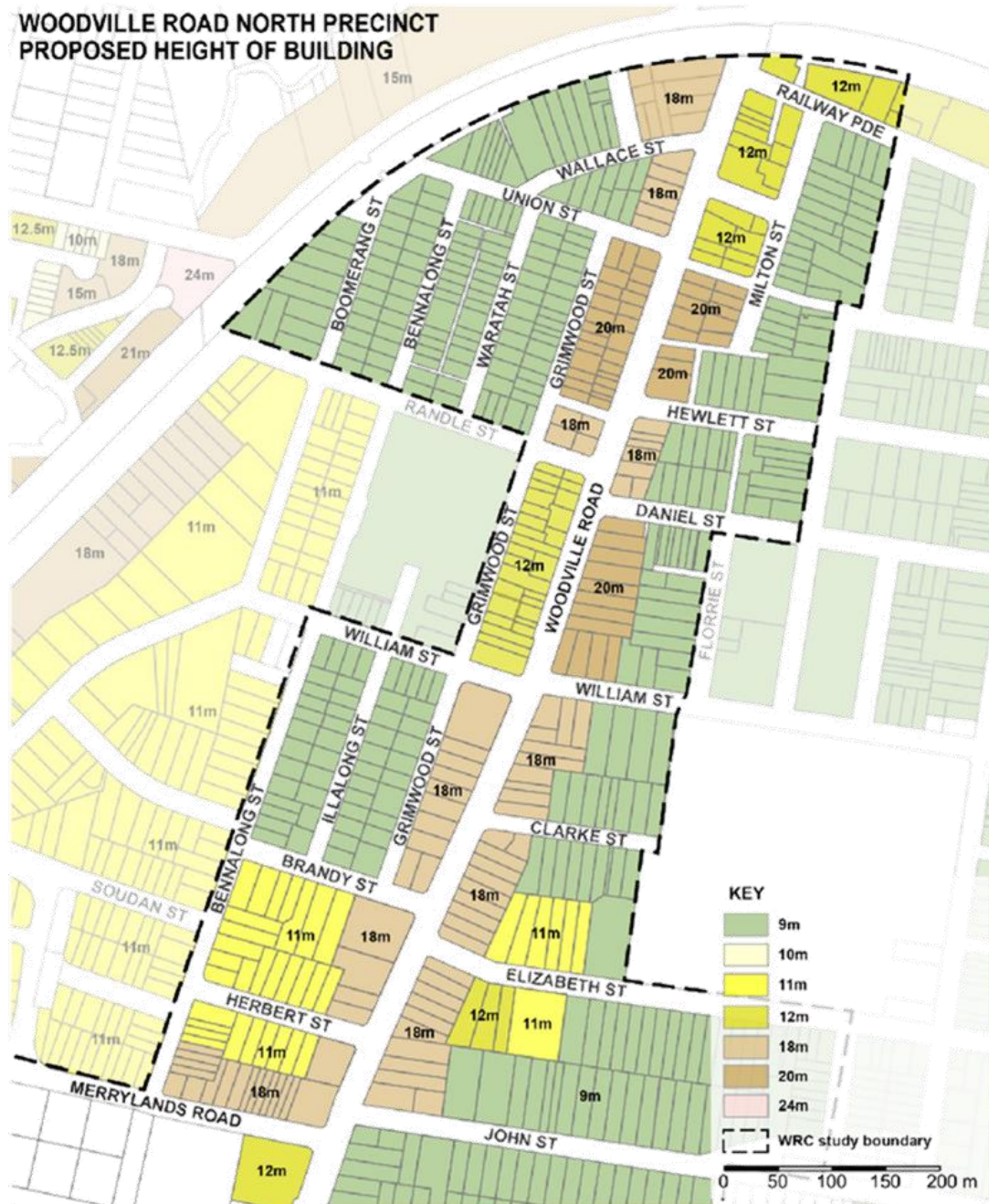
ATTACHMENT 1

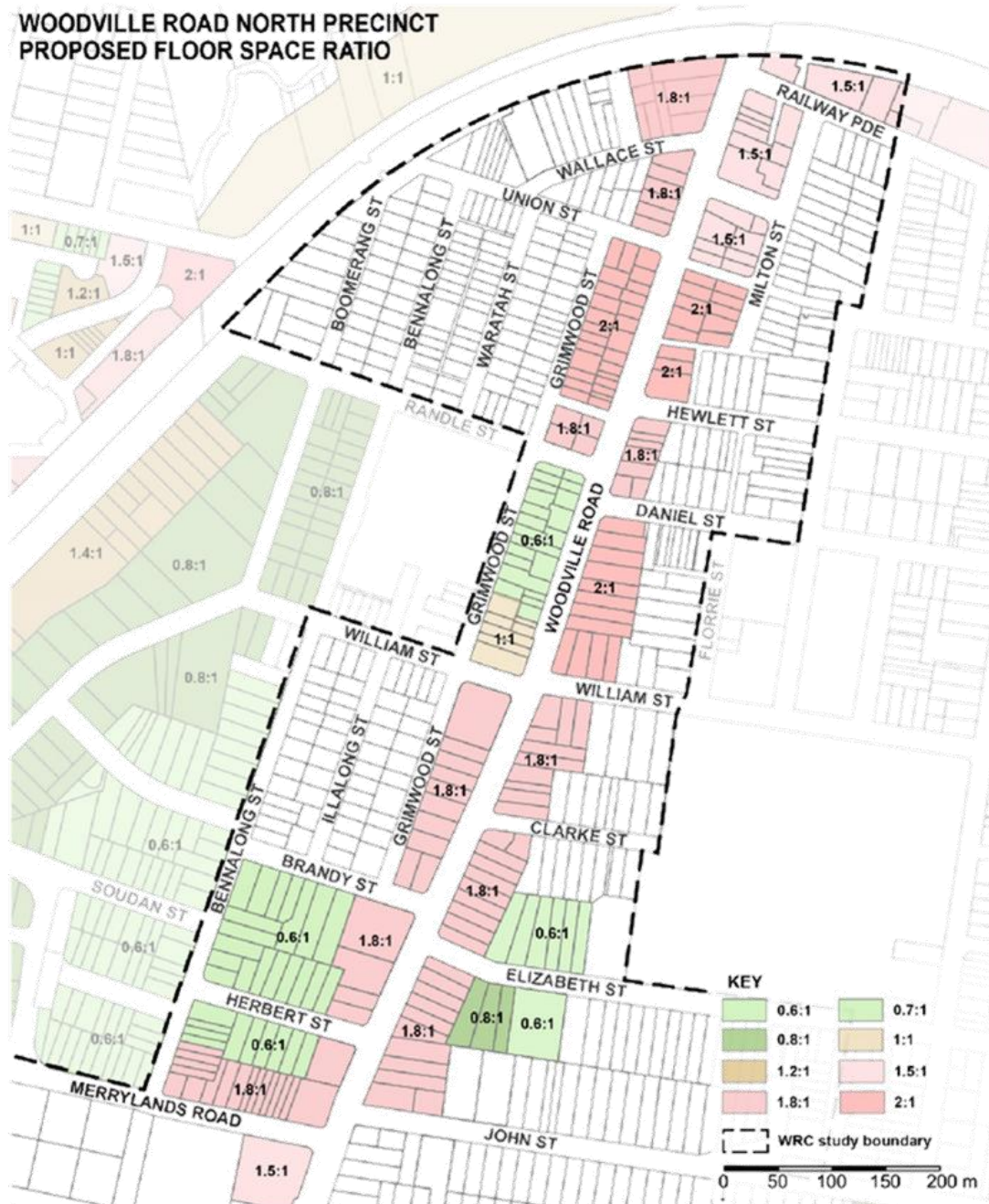
C04/21-### Early Consultation and Proposed Planning Controls for Woodville Road

ATTACHMENT 2

Proposed Planning Controls for Woodville North Precinct

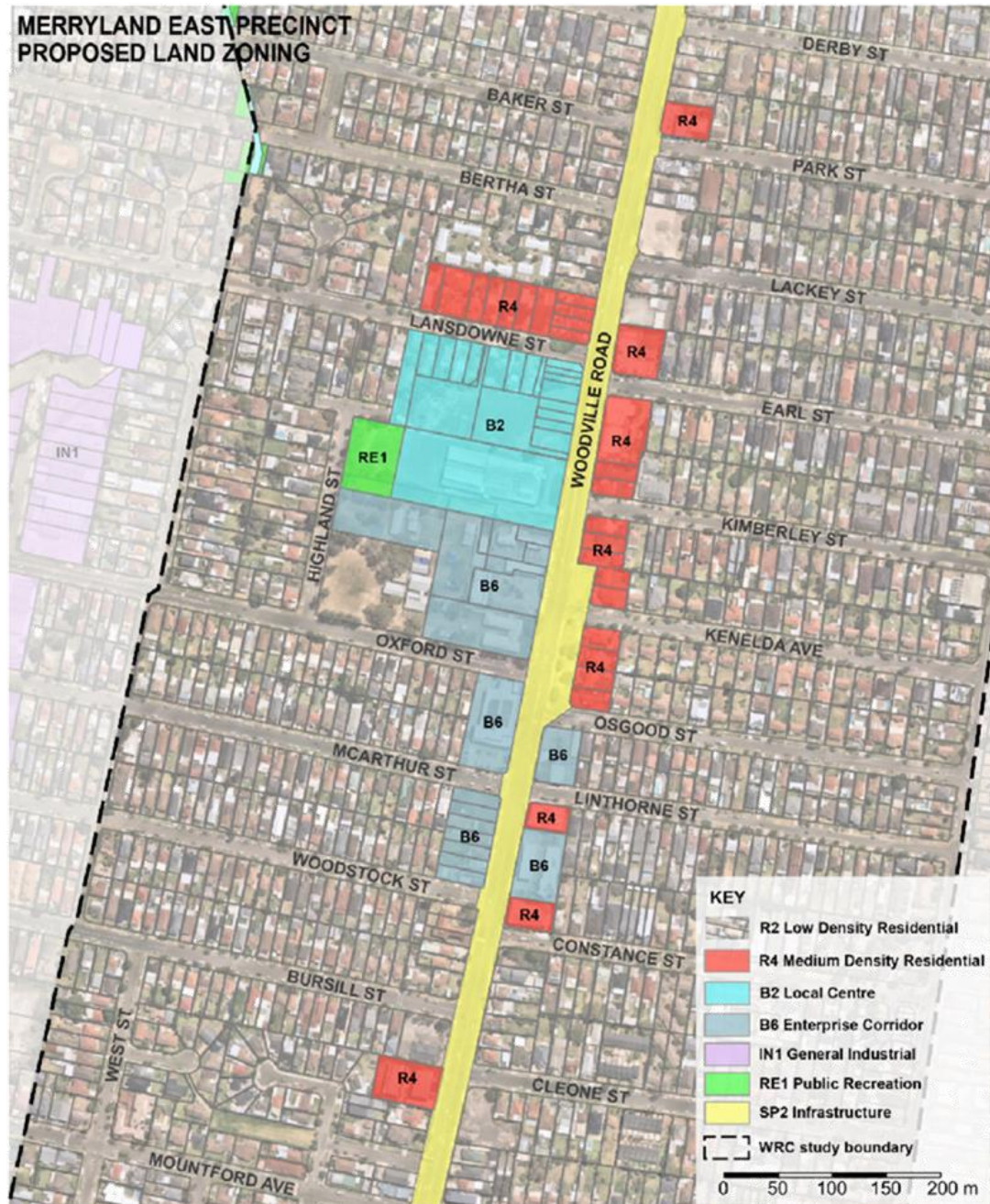




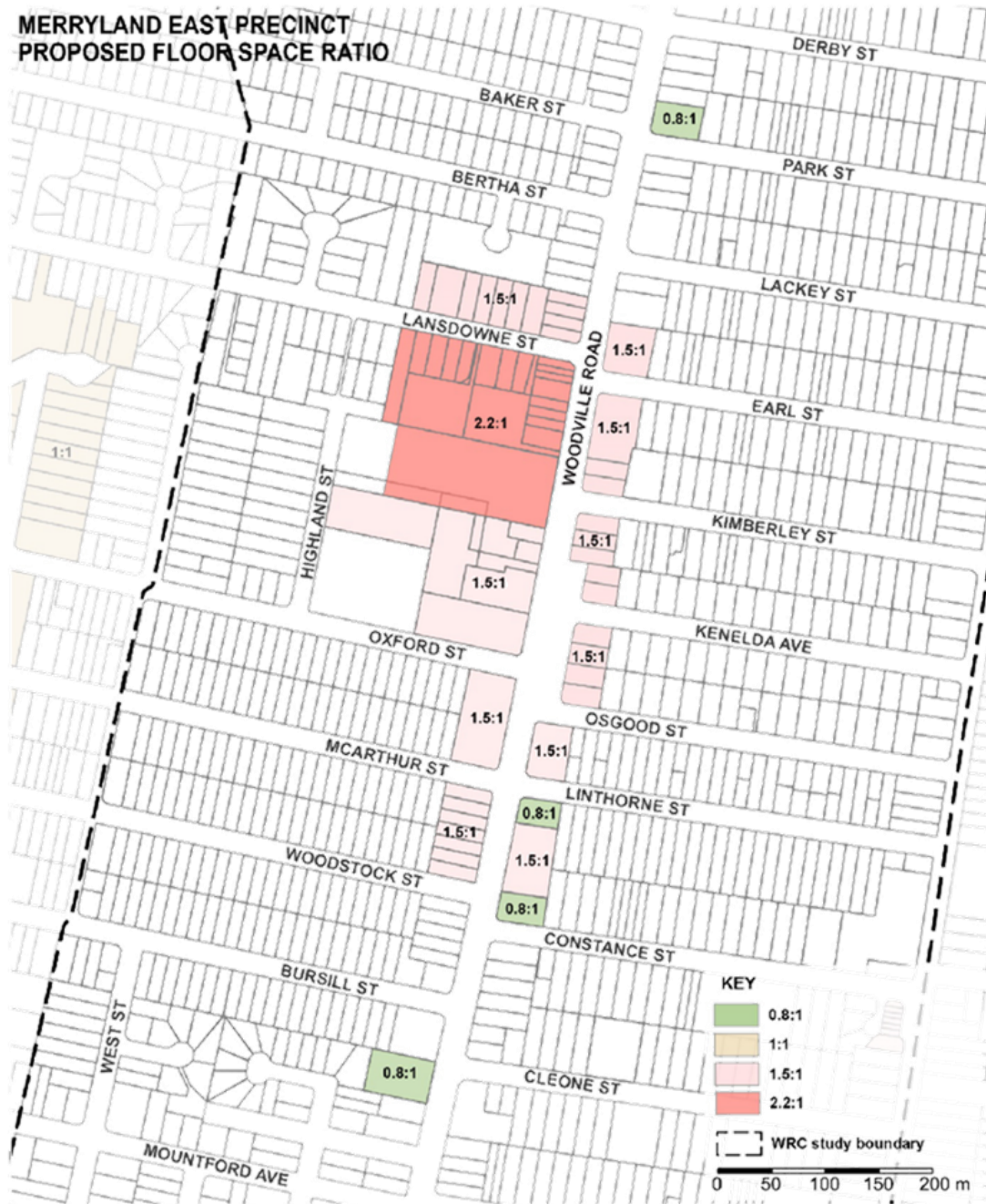


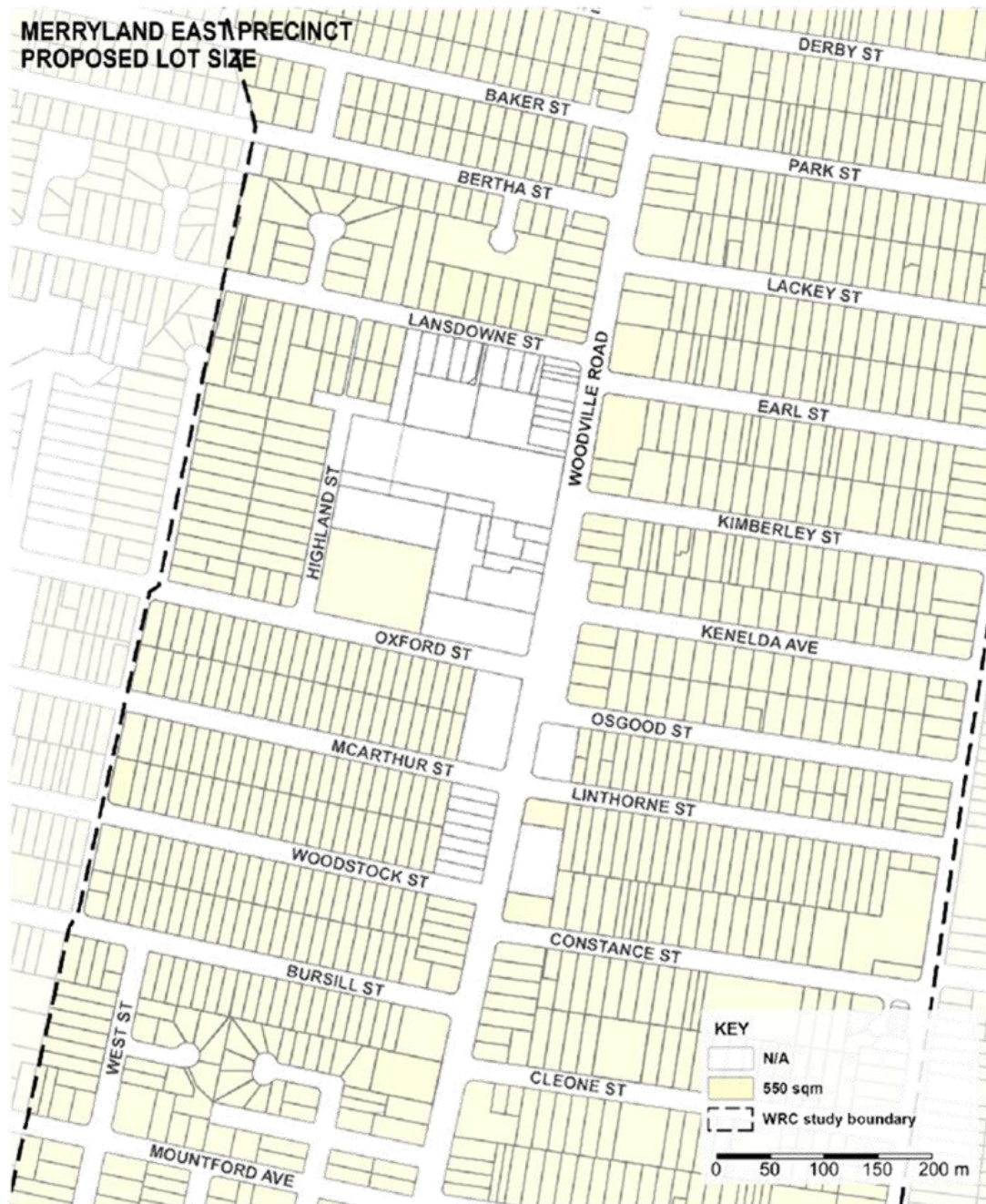
ATTACHMENT 3

Proposed Planning Controls for Merrylands East Precinct





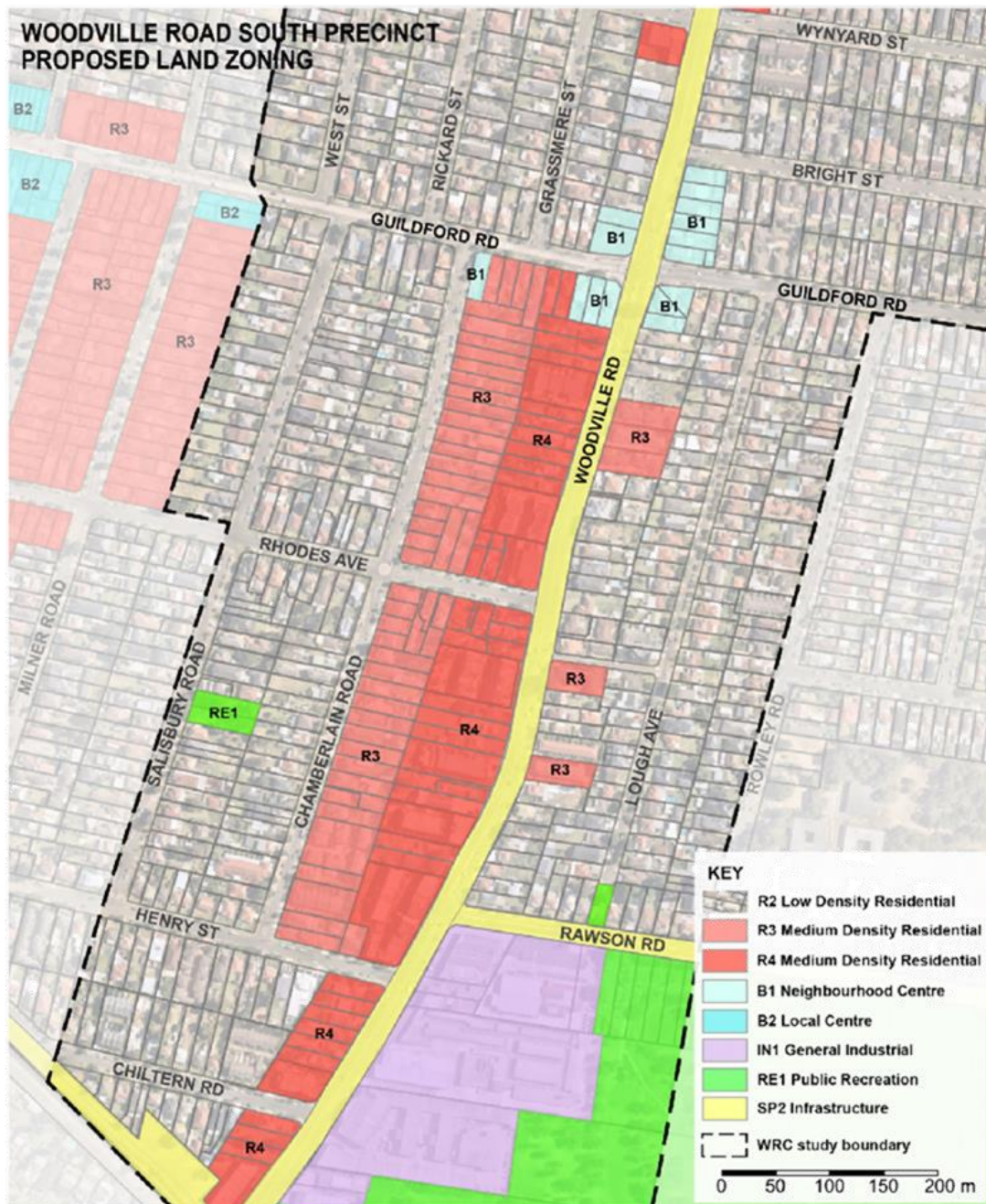






ATTACHMENT 4

Proposed Planning Controls for Woodville South Precinct









DOCUMENTS
ASSOCIATED WITH
REPORT ELPP014/21

Attachment 2
Draft Cumberland DCP
Amendment - Woodville Road
Corridor



CUMBERLAND
CITY COUNCIL

PART F4-4

WOODVILLE ROAD CORRIDOR

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1. Introduction

1.1 Land to which this Part applies

This Part applies to all development on land identified within the Woodville Road Corridor (WRC) Boundary as shown in Figure 1, with the exception of Merrylands East Key Site, which is the subject of separate site specific planning controls (refer to Part F2-10).

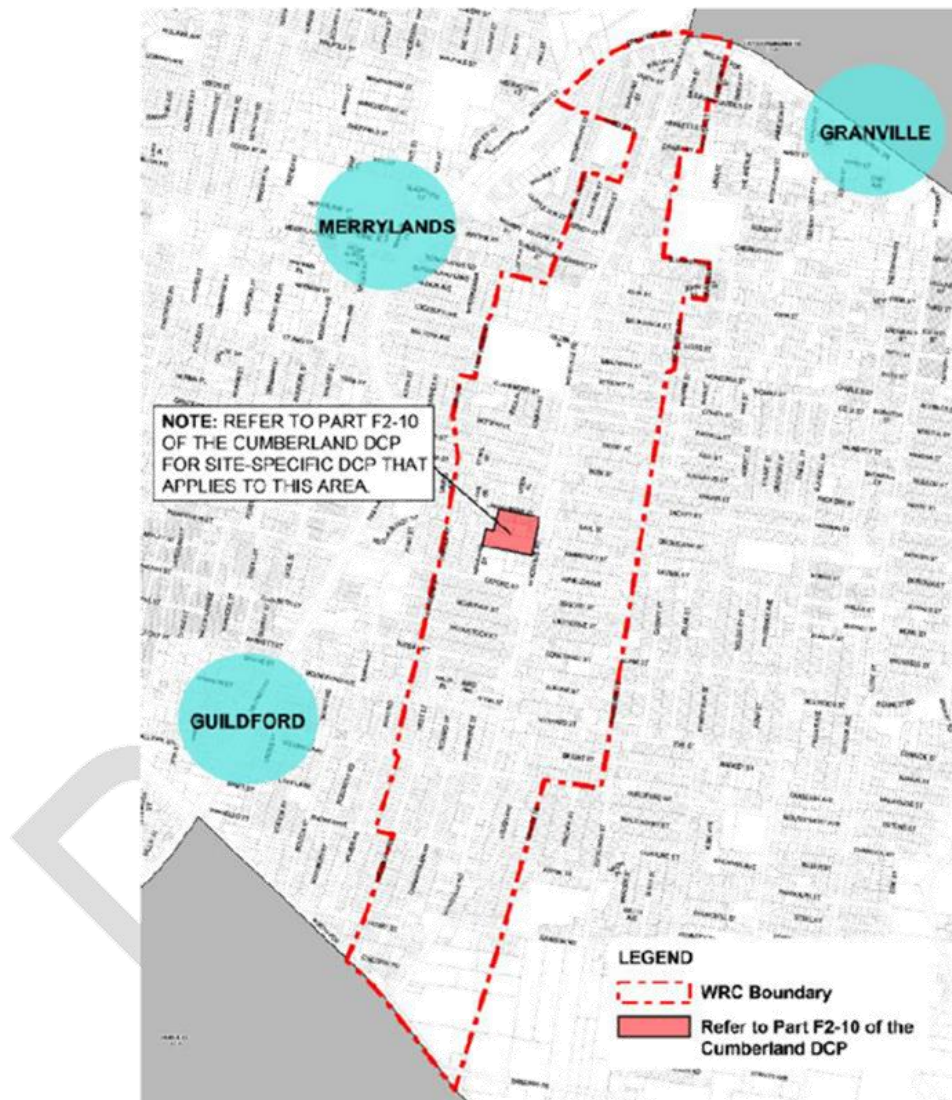


Figure 1: Land to which this Part applies

1.2 Relationship to other parts of Cumberland DCP 20XX

This Part shall be read in conjunction with the following parts of Cumberland DCP 20XX, which contain objectives and controls that relate to development in this Part: -

Part A – Introduction and General Controls

Part B – Development in Residential Zones

Part C – Development in Business Zones

Part E – Other Land Use Development Controls

Part F2 – Business Site Specific

Part G – Miscellaneous Development Controls

In addition to this Part, SEPP (Housing for Seniors or People with Disability) 2004, SEPP 65 and the NSW Apartment Design Guide (ADG) must be taken into account when preparing a development application.

Where there is an inconsistency between this Part and provisions contained elsewhere in Cumberland DCP 20XX, the provisions of this Part shall prevail to the extent of the inconsistency.

1.3 Purpose of this Part

The purpose of this Part is to articulate the detailed built form controls and the desired future character to guide the revitalised Woodville Road Corridor.

2. Vision and Desired future character

2.1 Vision

Woodville Road Corridor is one of three identified strategic corridors of Cumberland City that provides a key cross-regional north and south connection. *Cumberland 2030: Our Local Strategic Planning Statement* identifies the potential of this corridor that will facilitate sustainable growth and improve the amenity of the road corridor. The vision for the Woodville Road Corridor also builds on the housing vision for the Cumberland City as identified from the *Cumberland Local Housing Strategy*.

Revitalising the Woodville Road Corridor provides urban renewal opportunities that will improve the amenity of the corridor and focus growth at three targeted precincts as shown in Figure 2, to provide housing diversity that can take advantage of existing and planned infrastructure and facilities.

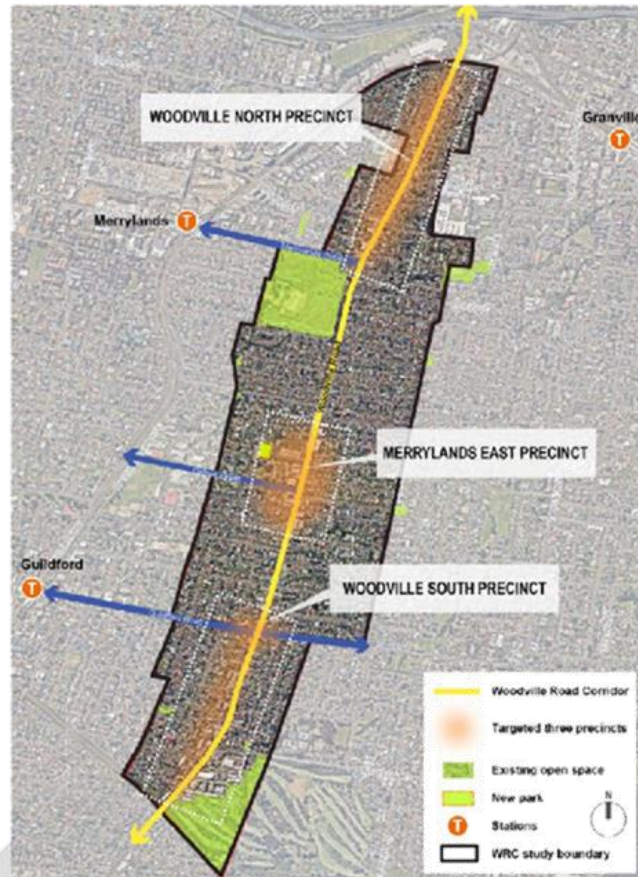


Figure 2: Three targeted precincts

2.2 Desired future character

2.2.1 Woodville North Precinct

The Woodville North Precinct is situated at a gateway location providing a key access corridor to Parramatta CBD, M4 Motorway and Parramatta Road. This north precinct has a good access advantage to two train stations (Granville and Merrylands) in both east and west directions. There are a range of educational facilities in vicinity that provides good walkability to Granville TAFE, Granville Public School and Holy Trinity Primary School.

The future of the Woodville North Precinct will provide an opportunity for increase in housing diversity for an area supported by good access to public transport and local amenity.

2.2.2 Merrylands East Precinct

The Merrylands East Precinct is transforming to a new local centre to provide a place of mixed-use activity and services to local residents supported by retail and business services with access to a new 2,000m² local park.

The opportunity for the Merrylands East Precinct is to revitalise the corridor to bring a vibrancy of the area by providing mixed-use activities supported by new open space and additional connections to and through the precinct.

2.2.3 Woodville South Precinct

The Woodville South Precinct is an area where various development types dispersed along the corridor due to historic changes to zoning.

There is an opportunity to introduce a potential neighbourhood centre and improve urban built form, pedestrian amenity and provide housing diversity in the area to the west of the Woodville Road corridor with having easy access to Guildford town centre and station.

3. Objectives and Controls

3.1 Site Amalgamation

Objectives

- O1. Deliver the preferred built form for the Woodville Road Corridor that provides desirable building footprints to encourage the corridor's revitalisation.
- O2. Prevent sites from becoming isolated and unable to be reasonably developed in accordance with the objectives of the applicable LEP and DCP.
- O3. Facilitate the efficient delivery of service lane, or through-site links in specific locations.

Controls

- C1. Amalgamation of lots in accordance with Figure 3, 4 and 5 is desired for redevelopment.
- C2. In instances where amalgamation cannot be achieved, the following information must be submitted with any development application:
 - two written valuations indicating the value of the remaining sites that were to be developed in conjunction with the applicant's properties. These are to be undertaken by two independent valuers registered with the Australian Institute of Valuers; and
 - evidence that a reasonable offer has been made to the owner(s) of the affected sites to purchase and valuation reports.
- C3. Where amalgamation (as required) is not achieved, the applicants must show that the remaining sites, which are not included in the consolidation, and the proposed development site, will still be able to achieve the development outcome prescribed in this DCP, including achieving the required vehicular access, basement parking, built form, solar access and connectivity outcomes.

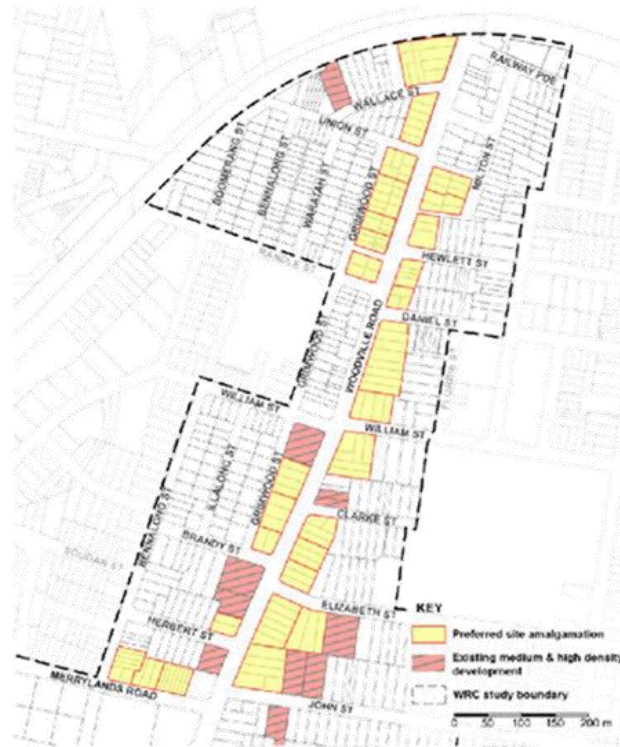


Figure 3: Woodville North Precinct – Preferred site amalgamation



Figure 4: Merrylands East Precinct – Preferred site amalgamation



Figure 5: Woodville South Precinct – Preferred site amalgamation

3.2 Minimum Lot Frontage

Objectives

- O1. Deliver the preferred built form for the Woodville Road Corridor that provides desirable building footprints to encourage the corridor's revitalisation.
- O2. Prevent sites from becoming isolated and unable to be reasonably developed in accordance with the objectives of the applicable LEP and DCP.

Controls

- C1. A minimum site frontage for each development site for a purpose of Multi Dwelling Housing and/or Residential Flat Building along Woodville Road corridor shall be provided in accordance with the Part B of the Cumberland DCP.
- C2. A minimum site frontage of for each development site for a purpose of Shop top housing with 4 storeys or greater development within Zone R4 High Density Residential, B1 Neighbourhood Centre, B2 Local Centre and Zone B4 Mixed Use, along Woodville Road corridor, shall be provided in accordance with the Part C of the Cumberland DCP.

3.3 Building Height

Objectives

- O1. Deliver desirable building footprints that response to a scale transition to surrounding residential areas.
- O2. Ensure that development responds to the desired future scale and character of the Woodville Road corridor and local area.
- O3. Ensure adequate daylight and solar access is provided to development, common open space, adjoining properties and the public domain.

Controls

- C1. The maximum building height for development along the Woodville Road corridor is shown on the Cumberland LEP ##### Height of Buildings Map.
- C2. For development of Multi Dwelling Housing that comprises of one or two storey development, the minimum floor to ceiling height is 2.7m.
- C3. For development of Multi Dwelling Housing that comprises of three or more storeys or/ Residential Flat Building, each storey shall comprise a minimum floor to ceiling height as defined in the NSW Apartment Design Guide.

3.4 Building Setbacks

Objectives

- O1. Ensure that development does not limit the provision of public transport options or improvements on Woodville Road.
- O2. Ensure that development relates to the street hierarchy and contributes to a suitable scale and street character.

Controls

- C1. All developments are to provide and maintain building setbacks in accordance with Figure 6, 7 and 8.
- C2. Unless otherwise identified, local street setbacks are to be in alignment with the predominant existing street setbacks for each street and provide the minimum required setbacks as identified in Part B of the Cumberland DCP #####.
- C3. Unless otherwise identified, setbacks for Residential flat building shall be provided in accordance with Table 7 of Part B of the Cumberland DCP #####.
- C4. The potential service lanes as identified in the Figure 11 can be delivered to facilitate within the required building setbacks.

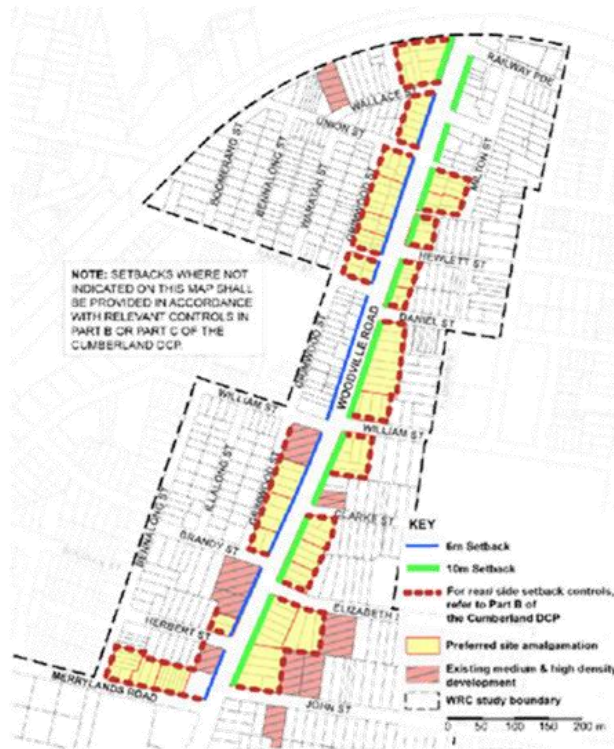


Figure 6: Woodville North Precinct – Building setbacks



Figure 7: Merrylands East Precinct – Building setbacks



Figure 8: Woodville South Precinct – Building setbacks

3.5 Upper Level Setbacks

Objectives

- O1. Reduce the visual impact of upper storeys along the Woodville Road corridor.
- O2. Maximise solar access and to minimise overshadowing adjoining properties.
- O3. Ensure that development relates to the street hierarchy and contributes to a suitable scale and street character.

Controls

- C1. A minimum 3m upper level setback shall be provided for levels above the street wall height for the podium.
- C2. A minimum 6m upper level setback shall be provided for levels above 4 storey development that faces a frontage to the Woodville Road corridor.

3.6 Landscape Area

Objectives

- O1. Promote enhanced streetscapes with increased urban tree canopy cover along the Woodville Road Corridor.

- Q2. Incorporate Water Sensitive Urban Design including raingardens, tree pits and other WSUD design measures to enhance flood protection and stormwater management.

Controls

- C1. A deep soil setback of 6m and/or 10m must be provided in accordance with building setback controls as shown in Figure 6, 7 and 8.

3.7 Access and movement**Objectives**

- O1. Ensure that future development does not prejudice the efficient delivery of future public transport solutions along Woodville Road.
- O2. Ensure development is setback to allow future road and carriageway widening.
- O3. Manage traffic impacts and ensure that development does not unreasonably impact on the traffic conditions on Woodville Road and local roads.
- O4. Ensure suitable parking and traffic management arrangements are identified prior to development of the land and are used to inform the preparation of Development Applications.
- O5. Ensure vehicle entries and loading bay entries do not compromise pedestrian safety.
- O6. Increase the use of active transport and reduce vehicle use.
- O7. Encourage the installation of appropriate electrical infrastructure in all new development to facilitate future electric vehicle charging points.

Controls

- C1. No driveway vehicle access from Woodville Road is permitted for new developments to mitigate traffic movement along Woodville Road. Vehicle and parking access and/or loading are to be provided from secondary streets, rather than directly off Woodville Road. Refer to Figure 9, 10, 11 for the preferred vehicle entry.
- C2. The traffic study is required and to comply with the Roads and Maritime Services Traffic Modelling Guidelines (2013).
- C3. Vehicle parking is to be provided underground where possible and is to be provided in accordance with the parking rates outlined in Part G3 of the Cumberland DCP #####.
- C4. Bicycle parking is to be provided in accordance with Part G3 of the Cumberland DCP #####.
- C5. Electric vehicle charging point(s) shall be provided in an accessible location on site for all new residential and non-residential development (other than for dwelling houses, semi-detached dwellings, or dual occupancies) in accordance with the Part G3 of the Cumberland DCP #####.
- C6. Land shall be provided for road widening on the intersection of Woodville Road and Guildford Road, to facilitate public transport improvement and effective traffic management as per relevant road authority, as shown in Figure 11.

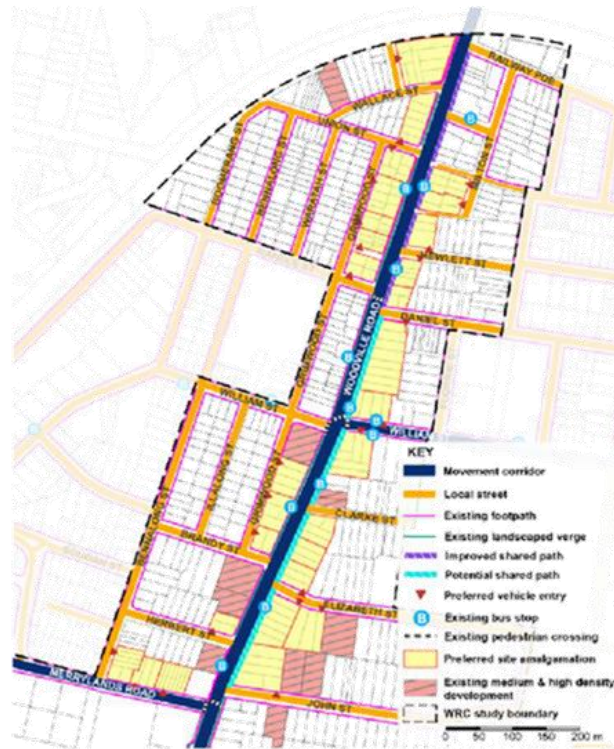


Figure 9: Woodville North Precinct – Access and movement

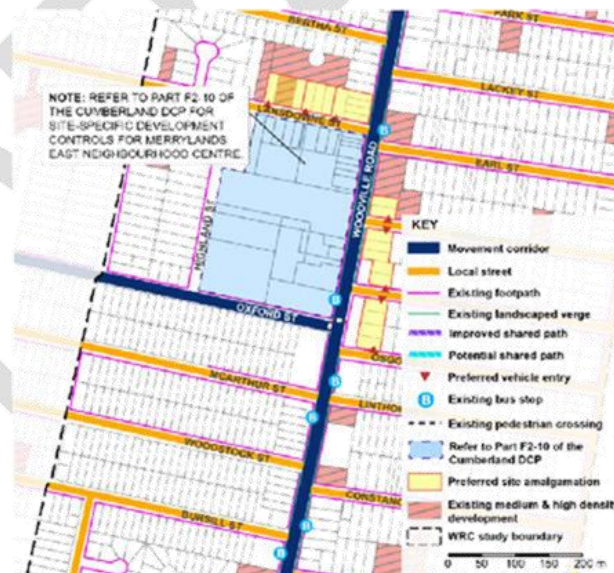


Figure 10: Merrylands East Precinct – Access and movement



Figure 11: Woodville South Precinct – Access and movement

3.8 Building elements, architectural diversity, and articulation

Objectives

- O1. Reduce the appearance of building bulk, scale and provide visual interest with varied building elements.
- O2. Ensure that development enhances and contributes to the streetscape and desired future character of the neighbourhood.
- O3. Ensure that new development is sympathetic to the identified heritage items and values.
- O4. Ensure appropriate building separation on large development sites to facilitate the provision of open space areas, create visual connections between the public domain and courtyard spaces, and achieve appropriate residential privacy and amenity.
- O5. Ensure new development incorporates effective design and ongoing operation to reduce and remove urban heating from the environment and protects community health and wellbeing.
- O6. Building facades are to meet the aims and objectives of the NSW Apartment Design Guide (ADG).

Controls

- C1. Building facades should be well resolved with an appropriate scale and proportion to the streetscape and human scale. Design solutions may include:
- well composed horizontal and vertical elements;
 - elements that are proportional and arranged in patterns;
 - public artwork or treatments to exterior blank walls; and
 - grouping of floors or elements such as balconies and windows on taller buildings.
- C2. The maximum linear length of any building is to be 65m.
- C3. Buildings in excess of 45m long must be designed as at least two distinct 'building components' which are to:
- not exceed 25m in length with a preferred length of 20m;
 - have a building separation of minimum 6m for the full height of the building; and
 - have their own distinctive architectural character.
- C4. Full height gaps are to be provided between buildings consistent with the building separation provisions of the NSW Apartment Design Guide (ADG) for solar access and visual connections.
- C5. Where possible, building breaks are to be aligned with streets and lanes in the surrounding area or proposed streets and lanes.
- C6. Corner buildings are given visual prominence through a change in articulation, materials or colour, roof expression or changes in height and are to comply with Part C of Cumberland DCP #####.
- C7. Buildings are to be articulated and respond sensitively to adjacent heritage buildings. New developments on sites adjoining or in the vicinity of an item of environmental heritage shall be designed and constructed in a manner that does not detract from the historic significance of that item. All development involving heritage items are to be in accordance with requirements for heritage in Part G of Cumberland DCP #####.

3.9 Active street frontage

Objectives

- O1. Promote a range of small-scale retail, business and community uses that attract pedestrian traffic along street frontage on ground floor in Zone B1 Neighbourhood Centre, B2 Local Centre and B6 Enterprise Corridor.
- O2. Improve wayfinding and the amenity of the public domain through activating the new neighbourhood centre in the Woodville Road south precinct.

Controls

- C1. Provide active street frontage at ground floor level fronting Woodville Road in Zone B1 Neighbourhood Centre, B2 Local Centre and B6 Enterprise Corridor.
- C2. A minimum of 80% of the building facades with active street frontage and street address at ground level are to be transparent.

- C3. Blank walls, roller shutters and the use of dark or obscured glass are not permitted.
- C4. Refer to Part F2-10 of Cumberland DCP #### for active street frontage controls for certain sites identified in the Merrylands East precinct.
- C5. Corner buildings are given visual prominence through a change in articulation, materials or colour, roof expression or changes in height and are to comply with Part C of Cumberland DCP ####.

3.10 Awnings

Objectives

- O1. Ensure the amenity of pedestrians through weather protection.
- O2. Maintain a consistent streetscape and provide visual interest through a continuous awning theme.

Controls

- C1. Awnings are to be provided for development in B1 Neighbourhood Centre, B2 Local Centre and B6 Enterprise Corridor to the full extent along the Woodville Road corridor.
- C2. For shop top housings, design of awnings is to comply with Part C of Cumberland DCP ####.

3.11 Air quality

Objectives

- O1. Ensure that development fronting Woodville Road provides an acceptable level of air quality for the users and occupants.
- O2. Ensure that demolition and construction in the Woodville Road corridor does not adversely impact the air quality for users of the adjoining school and surrounding residential development.
- O3. Reduce the formation of urban canyons to avoid motor vehicle air transmissions and other pollutants from becoming trapped and ensure dispersion. Appropriate setbacks on the upper stories of multi-level buildings can help to avoid urban canyons.
- O4. Consider building siting and orientation to incorporate an appropriate separation between sensitive land uses and the road. The location of living areas, outdoor space and bedrooms, and other sensitive uses (such as childcare centres) must be as far as predictable from the major source of air pollution.
- O5. Ventilation design and open-able windows should be considered in the design of development located adjacent to roadway emission sources. When the use of mechanical ventilation is proposed, the air intakes must be sited as far as practicable from the major source of air pollution.

- O6. Use vegetative screens, barriers or earth mounds where appropriate to assist in maintaining local ambient air amenity. Landscaping has the added benefit of improving aesthetics and minimising visual intrusion from an adjacent roadway.

Controls

- C1. Air quality must be considered early in the design process for development fronting Woodville Road.
- C2. Air quality design considerations must be based on the above design principles and as per the NSW Department of Planning Development *Near Rail Corridors and Busy Roads – Interim Guidelines (2008)*.

3.12 Noise and vibration**Objectives**

- O1. Ensure appropriate measures are taken to ensure noise and vibration is managed for development facing Woodville Road.
- O2. Ensure noise emissions from the development including but not limited to proposed mechanical plant, air conditioners, automatic roller doors, ventilation plant from the underground car park are minimised.
- O3. Ensure noise emissions during the demolition, remediation of land and construction of the development is managed to minimise impact on the adjoining school and nearby residential development.
- O4. Ensure the following LAeq levels are not exceeded for residential development:
- in any bedroom in the building: 35dB(A) at any time 10pm – 7am; and
 - anywhere else in the building (other than a garage, kitchen, bathroom or hallways): 40dB(A) at any time.
- O5. Ensure acoustic privacy is protected for developments along the Woodville Road Corridor through design of buildings including orientation, building separation, architectural treatments.

Controls

- C1. An acoustic report is to be prepared by an appropriately qualified acoustic consultant having the technical eligibility criteria required for membership of the Association of Australian Acoustical Consultants (AAAC) and/or grade membership of the Australian Acoustical Society (AAS). The report is to consider noise intrusion from the road and measures to ensure compliance with the SEPP (Infrastructure) 2007.
- C2. The report must also consider noise emissions from the development including but not limited to proposed mechanical plant (air conditioners, automatic roller doors, ventilation plant for the underground car park), and access and egress to loading and car parking areas.
- C3. Incorporate noise reduction design approaches and architectural treatments to minimise noise and air quality impacts from Woodville Road and other noise-generating land uses.

- C4. Consideration is required for the demolition/remediation/construction noise and vibration intrusion of the proposed development on the neighbourhood school and properties.
- C5. The acoustic report must be prepared in accordance with the *Noise Policy of Industry (2017)*, *NSW Government Department of Planning Development Near Rail Corridors and Busy Roads – Interim Guidelines (2008)*, and the *NSW Environment Protection Authority Interim Construction Noise Guideline (2009)*.
- C6. Construction management plans are to be prepared prior to the commencement of any construction on site.

3.13 Public Domain

The following controls are to be read in conjunction with the *Woodville Road Public Domain Plan*. The Woodville Road Public Domain Plan seeks to provide urban renewal opportunities that improve the amenity of the Woodville Road corridor and focus growth at three precincts to provide housing diversity that can take advantage of existing and planned infrastructure and facilities.

Objectives

- O1. Ensure a high quality public realm provided in new destination precincts for promoting social interaction and a variety of activity.
- O2. Create a safe, pedestrian friendly environment through the activation of streets and public place.
- O3. Maximise the accessibility of public open space, and contribute to the pedestrian and cycle network.
- O4. Improve paving treatment to footpath and shared path to highlight key nodes and precincts.
- O5. Enable equitable and safe access for people of all ages and abilities in accordance with the Building Code of Australia (BCA) and the Disability (Access to Premises – buildings) Standards (the Premises Standards) – AS 1428.

Controls

- C1. Provide a pleasant and enhanced streetscape character and amenity through the retention and/ or planting of trees. Refer to Cumberland City's *Urban Tree Strategy* for delivery of urban tree canopy.
- C2. Incorporate Water Sensitive Urban Design (WSUD) including raingardens, tree pits and other WSUD design measures to enhance flood protection and stormwater management.
- C3. Provide a visual interest for a paving pattern in a public domain area in Zone B1 Neighbourhood Centre and B2 Local Centre.
- C4. Locate street and park furniture in accessible and convenient places that supports safety and amenity.

DOCUMENTS
ASSOCIATED WITH
REPORT ELPP014/21

Attachment 3

Draft Cumberland DCP
Amendment - Merrylands East
Local Centre (tracked changes)



CUMBERLAND
CITY COUNCIL

PART F2-10

MERRYLANDS EAST

NEIGHBOURHOOD

LOCAL CENTRE

ADOPTED - NOT IN FORCE

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1. Desired Future Character

In recognition of existing development patterns and the opportunity to provide local services and facilities within walking distances of established neighbourhoods with access to Woodville Road, this part of the DCP provides guidelines and development controls for the development of a future [neighbourhood-centrelocal centre](#) precinct (Figure 1).

This section is to be read in conjunction with other relevant parts of the *Cumberland DCP 20XX*, *Cumberland LEP 20XX*, *State Environmental Planning Policy (SEPP) No 65—Design Quality of Residential Apartment Development*, and the *NSW Apartment Design Guide: Tools for improving the design of residential apartment development*.

Where there is an inconsistency between this document and provisions contained elsewhere in the *Cumberland DCP 20XX*, the site specific controls contained in this section shall apply to the extent of the inconsistency. Where there is an inconsistency with SEPP 65, the SEPP prevails.

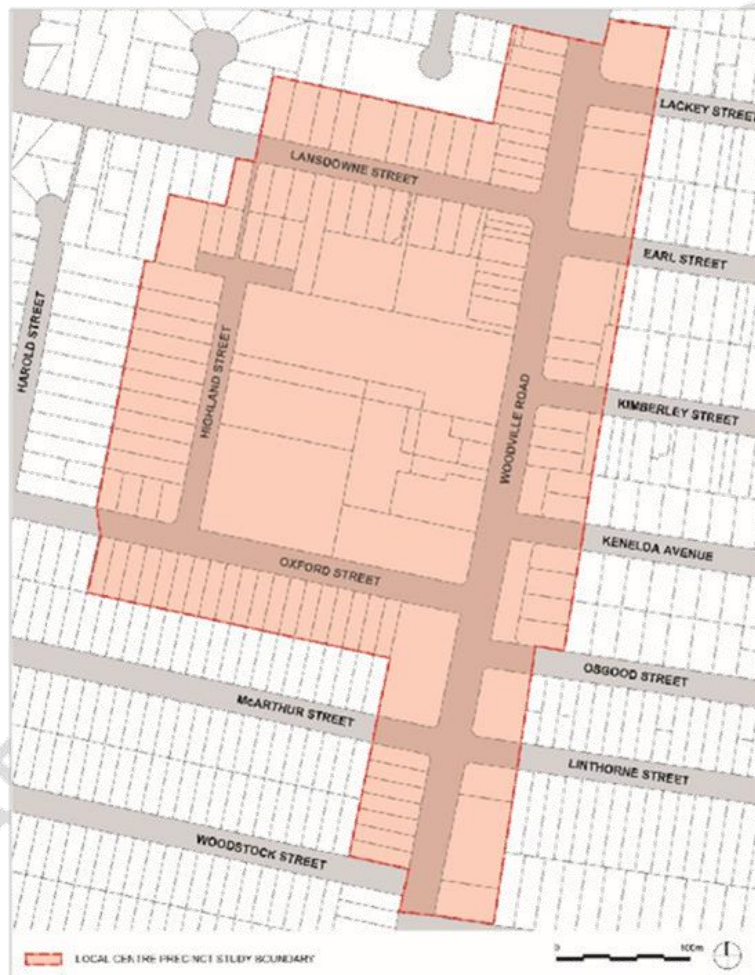


Figure 1: Merrylands East [Neighbourhood-Local](#) Centre Precinct Map

The [neighbourhood-local](#) centre precinct is to be developed taking into account the scale of adjoining residential development and the capacity of local road networks. Woodville Road and its capacity to accommodate future public transport options is a key development parameter for the neighbourhood precinct. The precinct is to be developed as a walkable neighbourhood centre around a new neighbourhood park and having good urban design that encourages the development of quality open spaces and buildings with a high level of amenity and design quality.

This section of the DCP defines the [neighbourhood-local](#) centre precinct, its urban structure and key relationships.

Key Site

Description and Location

For the purposes of this DCP, the Woodville Road Planning Proposal key site (which includes the former John Cootes Warehouse Site) is defined as 244 and 264 Woodville Road, Merrylands and 2, 4, 6, 8-8a, 10, 12 and 14-16 Lansdowne Street and 19 Highland Street, Merrylands as shown in Figure 2 Merrylands East Key Site (Woodville Road Planning Proposal).

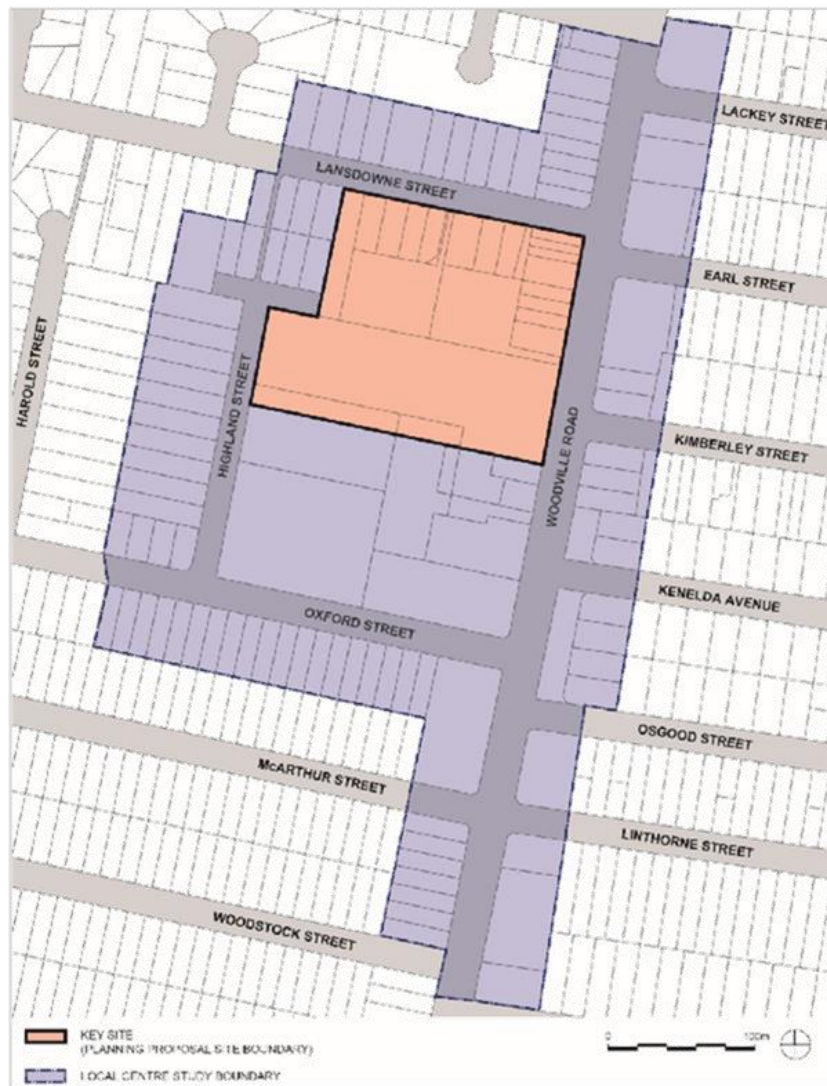


Figure 2: Merrylands East Key Site (Woodville Road Planning Proposal)

Desired Character

The development of the land is to facilitate the establishment of a mixed-use centre with retail and commercial uses anchored by a full line supermarket, and residential development that complements the surrounding residential areas at a density appropriate for the site, its location and development context. Development of the land is to contribute to the character and sustainability of the Merrylands East [Neighbourhood Local Centre Precinct](#).

Development of the land is to provide a mixture of retail, commercial and residential floor space, and public open space for a neighbourhood centre. Development is to have a layout which provides quality open spaces, reduced car dependency and a walkable neighbourhood environment. The development of the site is to provide a variety of building heights to allow a transition to adjoining residential development and to minimise overlooking and overshadowing of the Granville South Public School.

2. Objectives and Controls

Objectives

- O1. Ensure that future development does not prejudice the efficient delivery of future public transport solutions along Woodville Road.
- O2. Ensure development is setback to allow future road and carriageway widening.
- O3. Ensure transition in scale between the main road frontage of key development sites within the precinct, and surrounding lower scale residential development and the school.
- O4. Ensure that the development provides for the greening of Woodville Road.
- O5. Development within the neighbourhood precinct is to be generally in accordance with Figure 3 Precinct Principles.



Figure 3: Precinct principles

2.1 Development Application requirements

In addition to these standard requirements, all development applications are to provide a detailed traffic study.

2.2 Structure, form and density

Objectives

- O1. Define the desired structure, general form and density of development on the land.
- O2. Ensure the density of development on the land is suitable to its location, context and development capacity.
- O3. Facilitate the integration of the development of this key site with adjoining development and the [neighbourhood-local](#) centre precinct.
- O4. Establish a mixed-use centre, which will include a neighbourhood park and enhanced connectivity (pedestrian and visual) within and with adjoining development.
- O5. Allow for appropriate transition to the surrounding residential land uses and the Granville South Public School, and to provide a reasonable separation between future development and the Granville South Public School.
- O6. Allow for a diversity of dwelling types and apartment sizes.

Controls

- C1. Development is to be in accordance with Figure 4 Site Structure and Land Use Plan.



Figure 4: Site Structure and Land Use Plan

- C2. New Street 1 and New Street 2 (Refer Figure 4) must be constructed and delivered by the proponent as part of the development of the key site, in accordance with Council's engineering requirements, and at no cost to Council.
- C3. New Street 1 and New Street 2 are to provide separation between future development and Granville South Public School to the south and neighbouring residential to the west.
- C4. The ground floor and first floor of the proposed development on the key site must be non-residential.

2.3 Lot consolidation and minimum street frontage

Objectives

- O1. Avoid isolating an adjoining site or sites, and facilitate the efficient delivery of infrastructure.
- O2. Assist in the delivery of well-designed built forms and streetscapes.
- O3. Development must be delivered in suitably sized and configured development parcels that facilitate the delivery of infrastructure.
- O4. Buildings must have appropriate horizontal to vertical proportions that relate to the size of street frontages and be designed to minimise the impact of carpark entrances.

Controls

- C1. Lots shall have a minimum street frontage as shown in the table below.

Street	Minimum Street Frontage	Intention
Woodville Road	30m	To encourage the consolidation of land and development of suitable building forms.
Lansdowne Road	20m	
Highland Road	20m	

- C2. Development must be designed and planned in relation to the development parcels as shown in Figure 5 Preferred Lot Consolidation unless it can be demonstrated that lot amalgamation cannot be achieved.

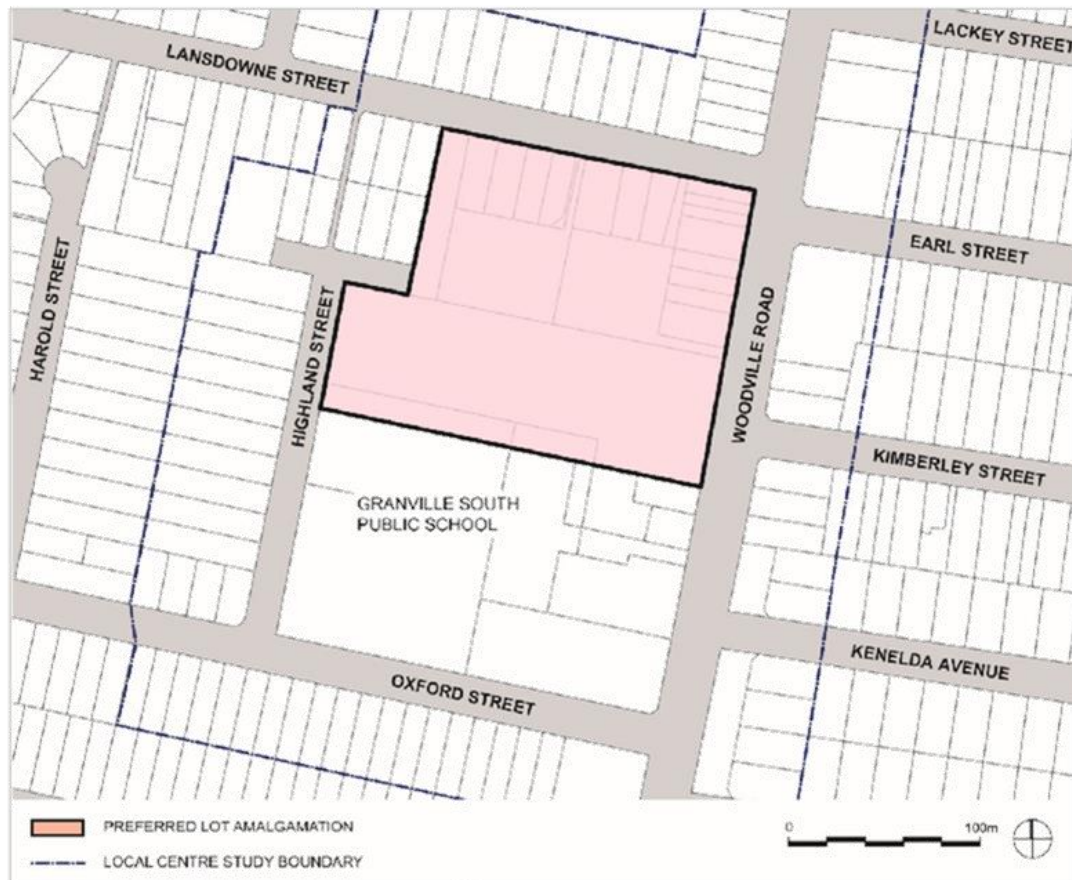


Figure 5: Preferred Lot Consolidation

Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value. At least one recent independent valuation is to be submitted as part of that evidence and is to account for reasonable expenses likely to be incurred by the owner of the isolated site in the sale of the property.

C3. Where a development proposal results in an isolated site, applicants will be required to demonstrate that the development of the separate sites can be feasibly achieved, which will require:

- provision of a feasible building envelope for the isolated site, indicating height, setbacks and site coverage (building and basement);
- identification and assessment of the likely impacts the two developments will have on each other including solar access and visual and acoustic privacy; and
- identification, assessment and mitigation of the impacts of the separate development of the isolated site or sites on the streetscape. This will require an applicant/s to document how the development of both sites respond to the character of the streetscape and achieve a suitable built form and satisfactory level of amenity including solar access and visual and acoustic privacy.

2.4 Building heights

Objectives

- O1. Distribute building heights within the key site to reinforce the site structure and achieve a height transition to adjoining development.
- O2. Reduce the bulk of development by providing variations in individual building heights, massing and scale and visual permeability within the site through the distribution of different building heights.

Controls

- C1. Development shall not impact on solar access or create overshadowing of the playground or sporting fields of the Granville South Public School.
- C2. The height of buildings is to be in accordance with Figure 6 Building Heights and all requirements of the ADG, particularly building separation.

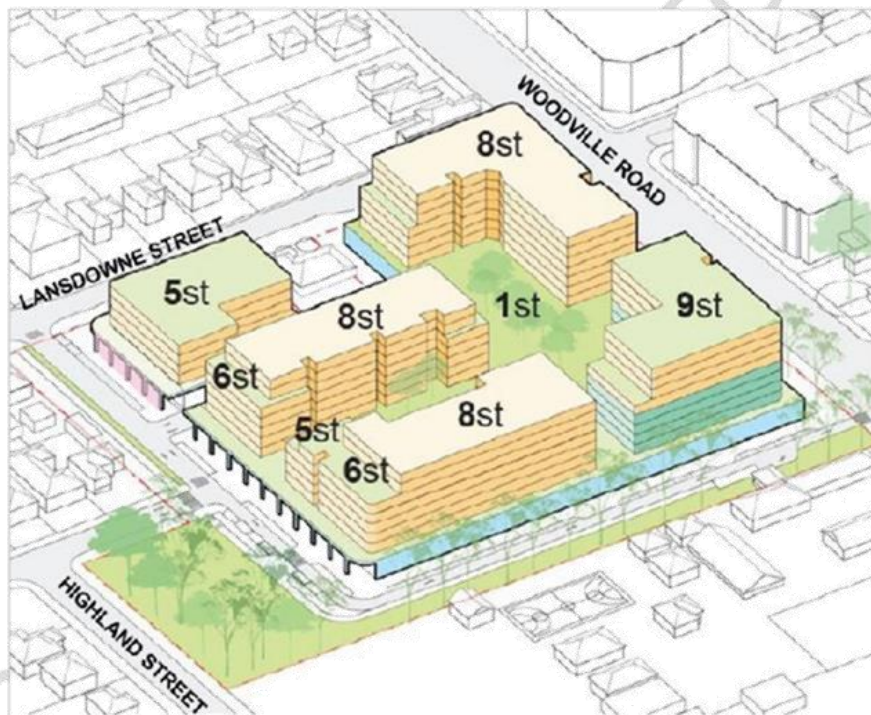


Figure 6: Building Heights (to be read in conjunction with Figure 7 Setbacks)

2.5 Setbacks

Objectives

- O1. Ensure that development does not limit the provision of public transport options or improvements on Woodville Road.
- O2. Ensure that development relates to the street hierarchy, and contributes to a suitable scale and street character.

- O3. Establish the new roads identified in the Site Structure Plan and Land Use Plan (Figure 4).
- O4. Maintain the amenity of Granville South Public School by minimising overshadowing and overlooking of the school grounds.
- O5. Sufficient land is to be provided for an additional road lane on the western side of Woodville Road to facilitate public transport improvements, traffic management and to allow provision of substantial landscaping along Woodville Road (refer to Figure 10).
- O6. The tower or upper storey elements of multi storey mixed used buildings are to be set back to reduce the mass and bulk of buildings.
- O7. Provide landscaping along boundaries, with deep soil planting with mature plants particularly along the southern boundary between the development and the adjoining School, to obscure sight lines for optimum visual privacy.

Controls

- C1. Minimum setbacks are to be in accordance with Figure 7 Setbacks (Please refer to Figure 9 to Figure 15 for details).
- C2. Unless otherwise identified, street setbacks are to be in alignment with the predominant existing street setbacks for each street within the neighbourhood precinct.
- C3. If the key site is not developed as a single, consolidated lot, the development must be setback a minimum of 6m from the property boundary of any undeveloped lot with frontage to Lansdowne Street and New Street 2 as per Figure 15.
- C4. A deep soil setback of 10m must be provided on the eastern boundary of the site along Woodville Road as per Figure 4 Site Structure and Land Use Plan and Figure 10 Woodville Road Setbacks (Section B-B).
- C5. A deep soil setback of 6.5m must be provided on the southern boundary of the site along New Street 1 as per Figure 4 Site Structure and Land Use Plan and Figure 11 New Street 1 Setbacks (Section C-C).
- C6. A deep soil setback of 6.5m on the western side and a deep soil setback of 7m on the eastern side of the northern end of New Street 2 (north of the street connecting to Highland Street) must be provided as per Figure 4 Site Structure and Land Use Plan and Figure 12 New Street 2 Setbacks – Northern End (Section E-E).

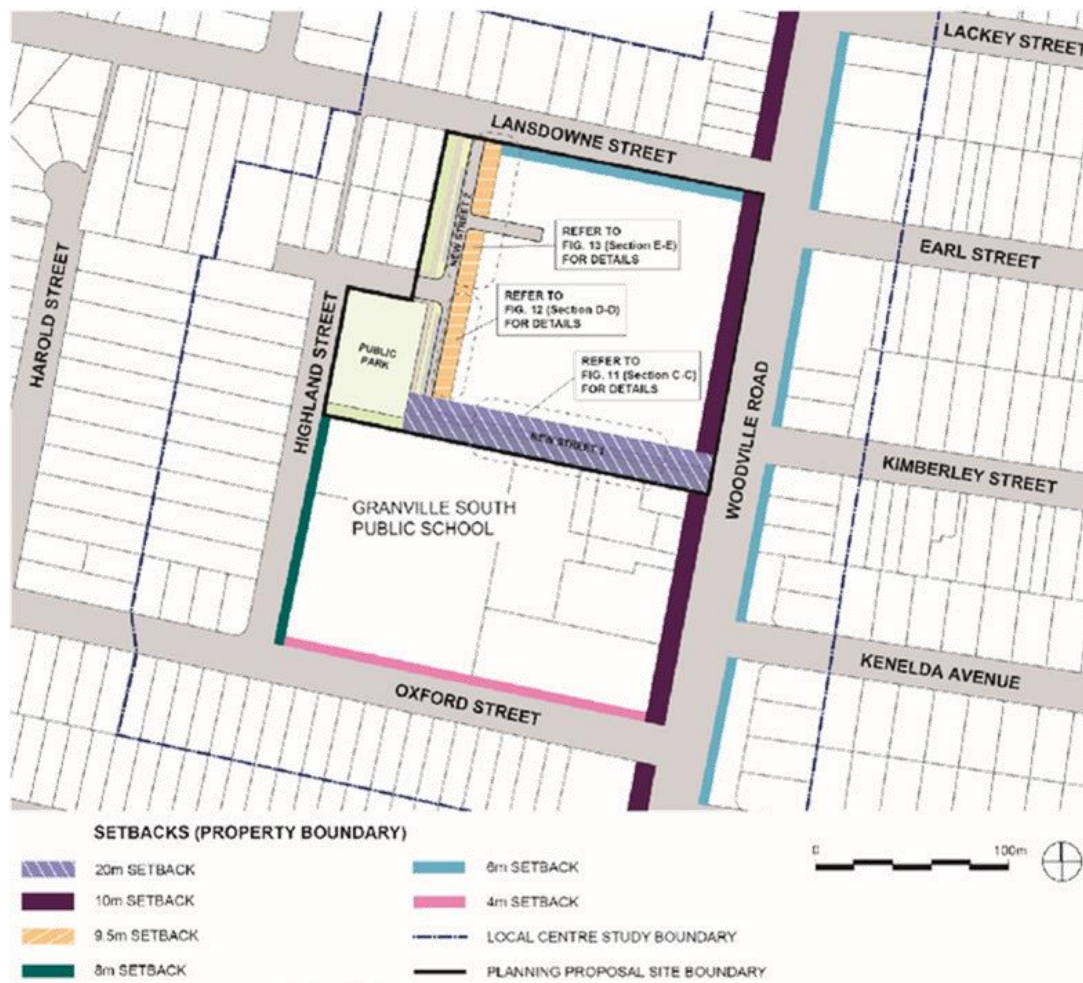


Figure 7: Setbacks



Figure 8: Sections

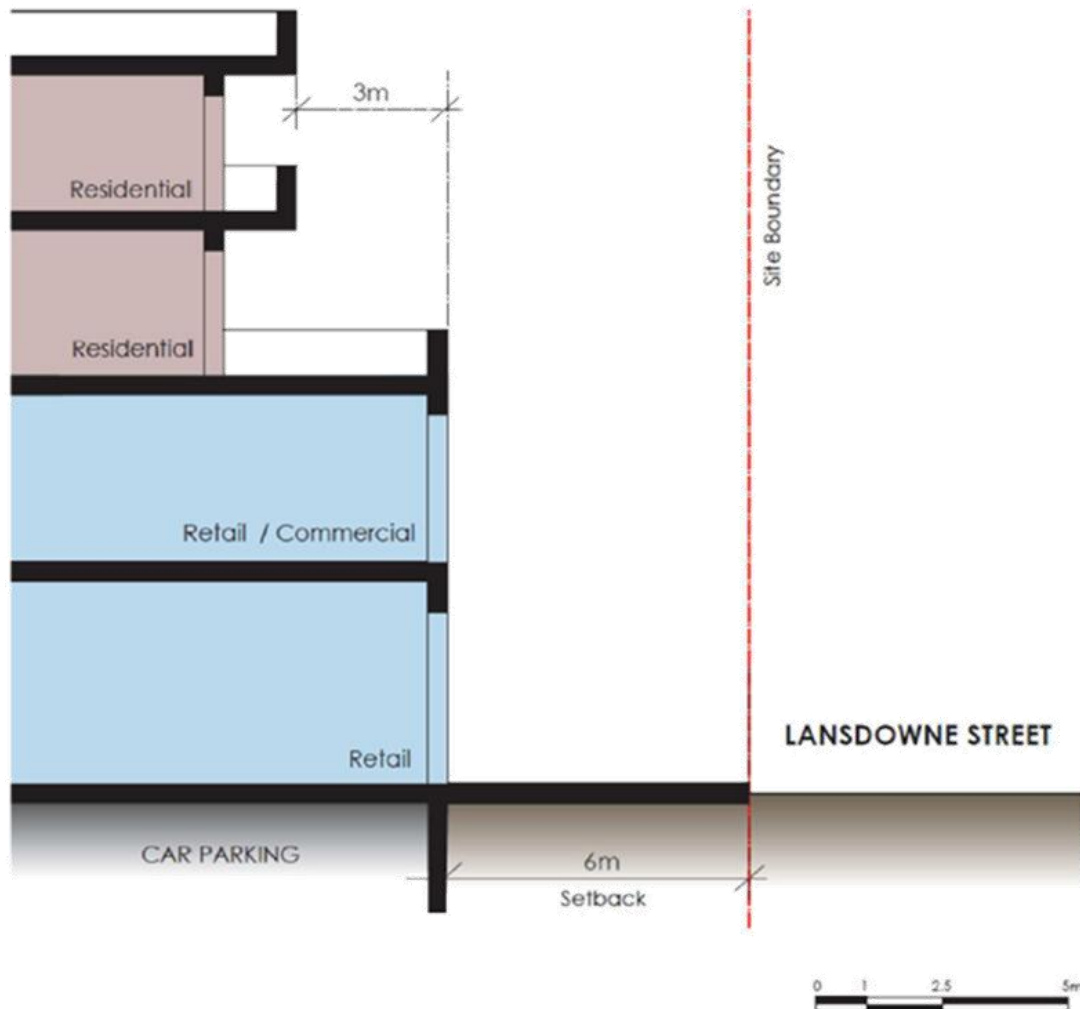


Figure 9: Lansdowne Street Setback - Section A-A

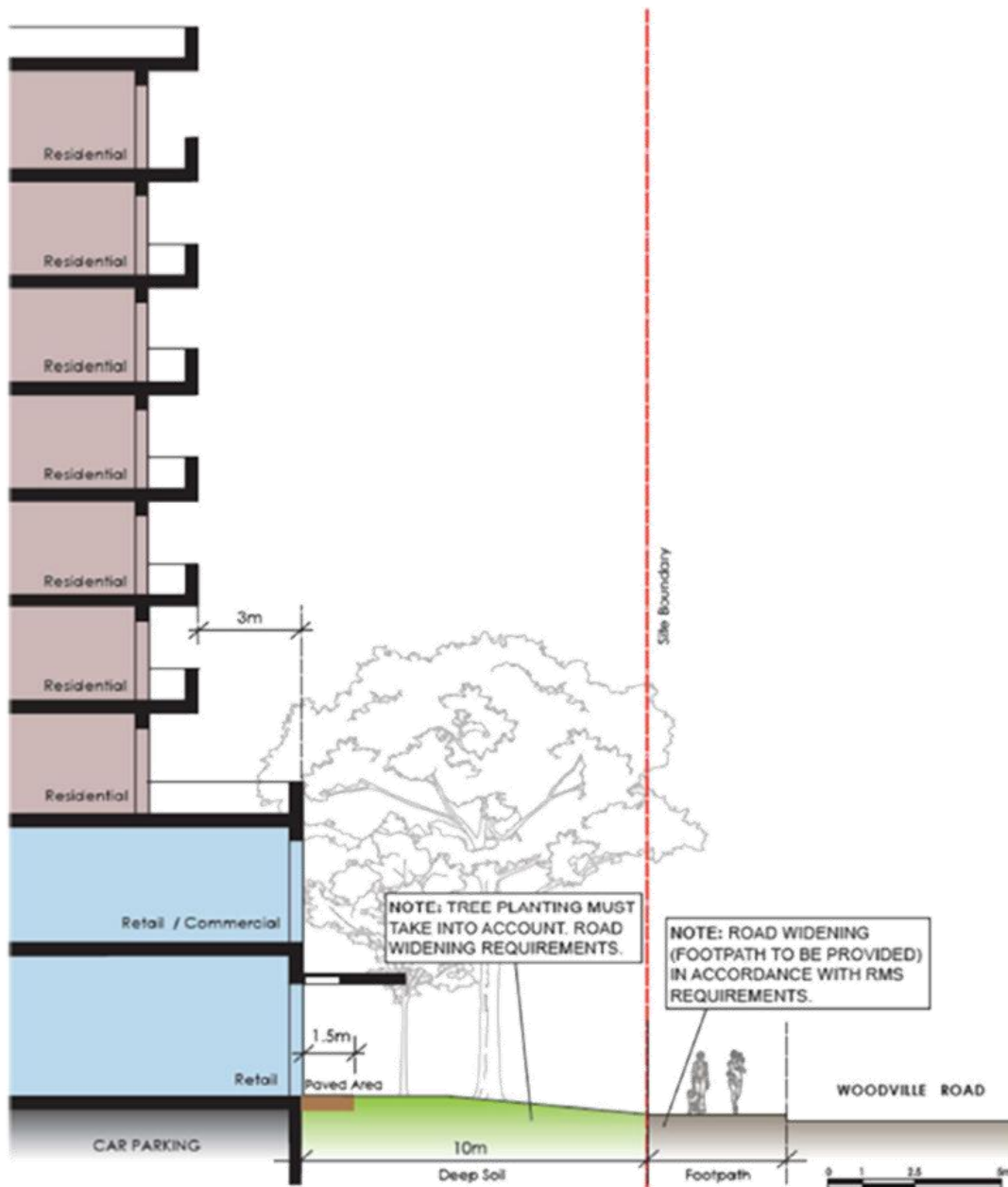


Figure 10: Woodville Road Setbacks - Section B-B

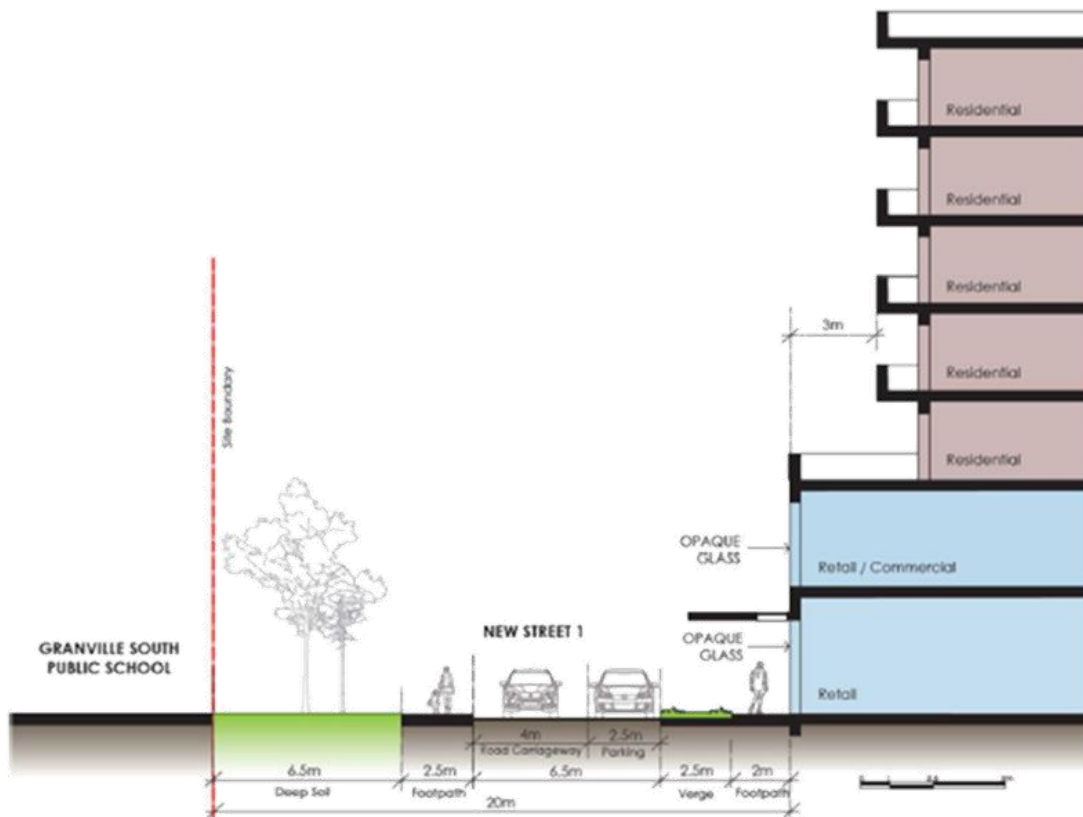


Figure 11: New Street 1 Setbacks - Section C-C

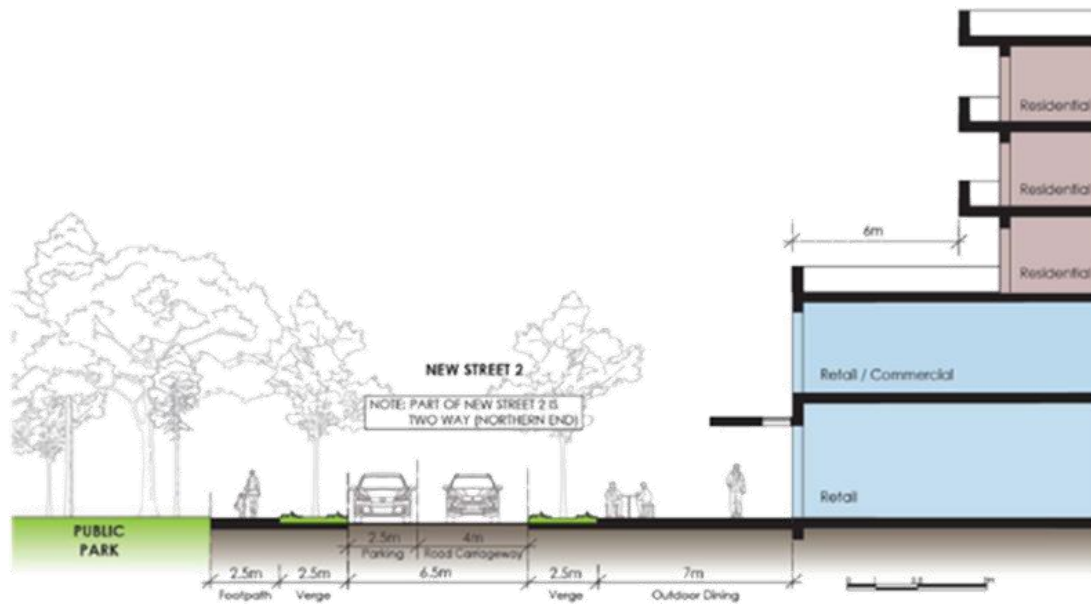


Figure 12: New Street 2 Setbacks - Southern End - Section D-D

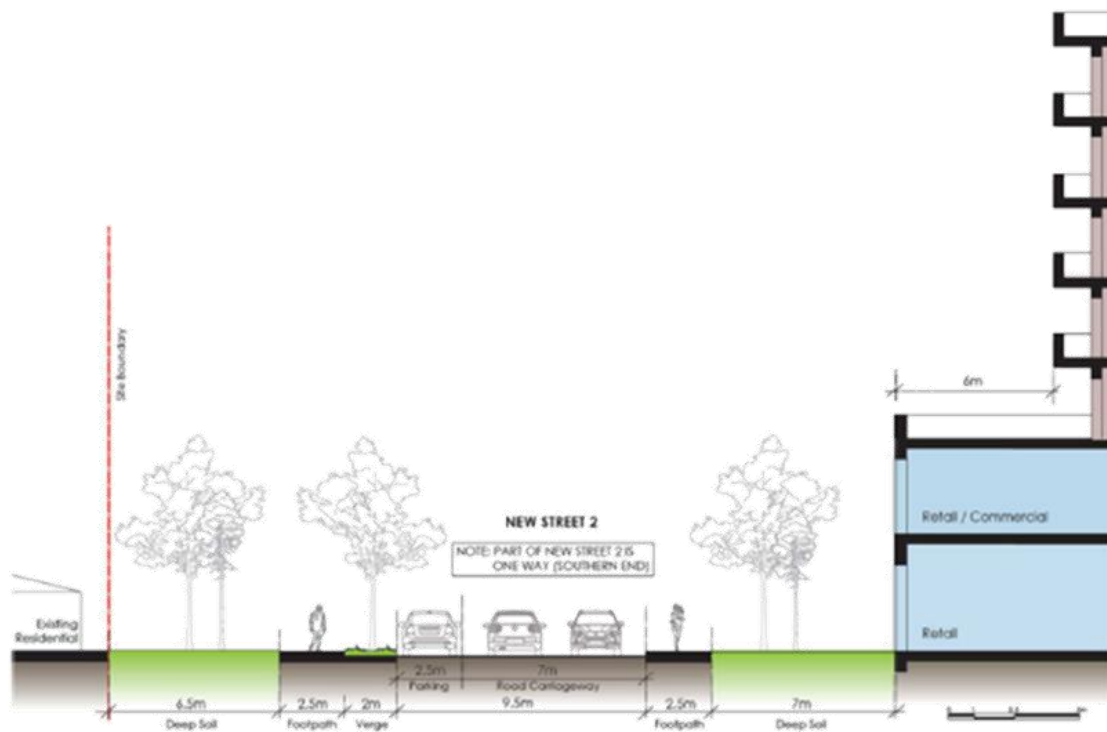


Figure 13: New Street 2 - Northern End - Section E-E

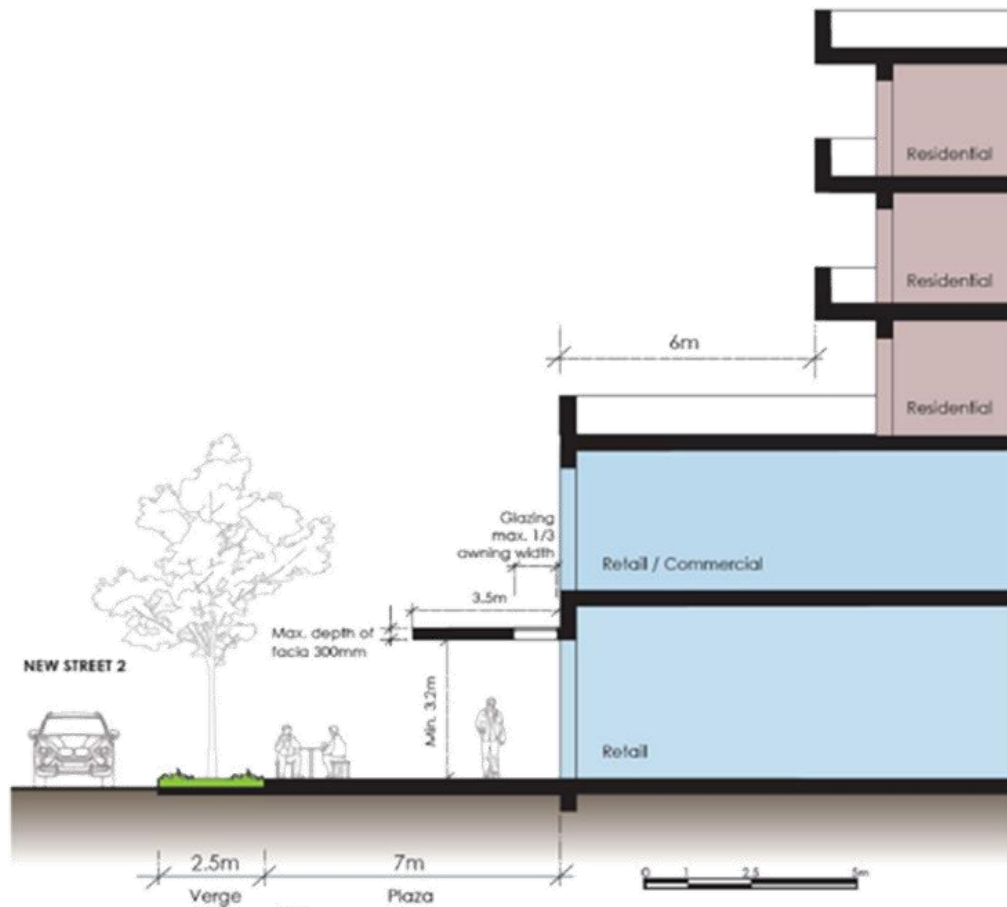


Figure 14: New Street 2 Southern End Detail

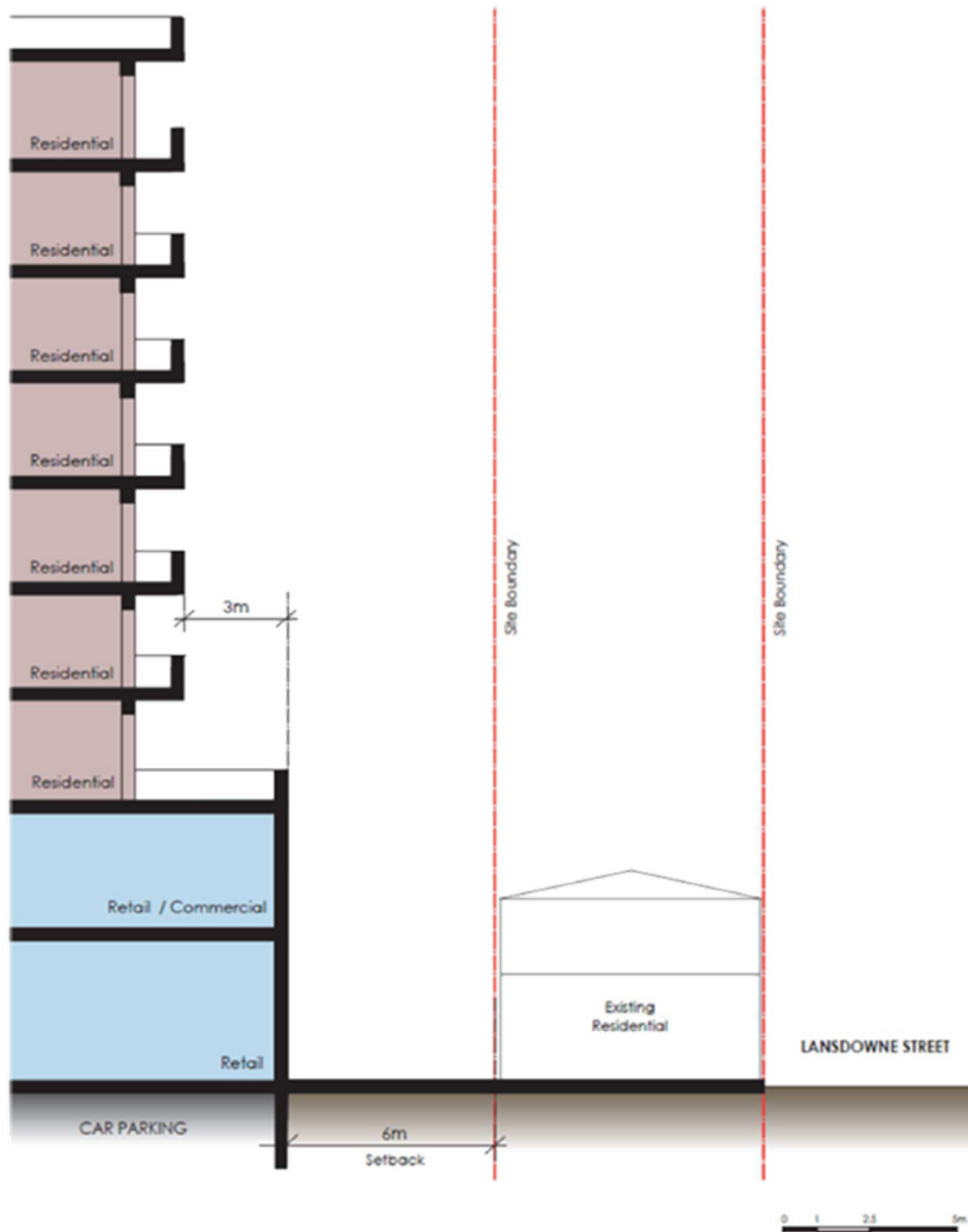


Figure 15: Setback if key site not developed as a single, consolidated lot

2.6 New roads

Controls

- C1. A 4m wide one-way road carriageway must be provided on New Street 1 with a 2.5m wide pedestrian footpath on the southern side. On the northern side, a 2.5m wide parking bay, a 2.5m wide verge, and a 2m wide pedestrian footpath should be provided as per Figure 11 New Street 1 Setbacks (Section C-C).
- C2. A 4m wide one-way road carriageway must be provided on the southern end of New Street 2 (south of the street connecting to Highland Street) with a 2.5m wide pedestrian footpath, a 2.5m verge, and a 2.5m wide parking bay on the western side. On the eastern side, a 2.5m wide verge and a 7m wide outdoor dining area should be provided as per Figure 12 New Street 2 Setbacks – Southern End (Section D-D).
- C3. A 7m wide two-way road carriageway must be provided on the northern end of New Street 2 (north of the street connecting to Highland Street) with a 2.5m wide pedestrian footpath, a 2m verge and a 2.5m wide parking bay on the western side. On the eastern side, a 2.5m wide pedestrian footpath should be provided as per Figure 13 New Street 2 Setbacks – Northern End (Section E-E).

2.7 Landscape and open space

Objectives

- O1. Ensure that a high quality public neighbourhood park is provided.
- O2. Ensure that the public domain is integrated with existing and potential future public domain and open spaces within the [neighbourhood-local](#) centre precinct.
- O3. Ensure the neighbourhood park has a sense of place and to establish it as the focal point of the [neighbourhood-local centre](#) precinct.
- O4. Achieve a variety of spaces that are inclusive of particular needs and desires of key community groups such as children, young people, older people, people on low incomes and people with a disability.
- O5. Integrate the management of stormwater into the design of public open spaces.
- O6. Integrate public art to create a more visually interesting and culturally diverse public domain.
- O7. Public open space to be designed to include clear, accessible, safe and convenient linkages to the surrounding streets and community, inside and outside the [neighbourhood-local centre](#) precinct.
- O8. Landscaping and choice of materials is to respond to the character of each space and is to unite and relate to other spaces throughout the [neighbourhood-local centre](#) precinct.
- O9. The design of open space is to be of the highest quality with suitable landscaping, well integrated public art and appropriately varied soft and hard surface design.
- O10. Vehicular movements through the neighbourhood park are to be generally restricted except for emergency vehicles, servicing and special events.

- O11. Useable and sustainable green space at ground level, podium level, and roof top gardens are to be provided and integrated with building design.
- O12. Vertical gardens are encouraged, where possible.

Controls

- C1. A public domain concept plan for the development of the site or any part thereof is to be provided with the first Development Application for the land. The plan must:
- provide for deep soil planting zones (Refer Figure 4);
 - show how a high amenity public domain will be achieved on the site and on Woodville Road;
 - provide an indicative landscape design, including details and indicative costs for street furniture, street trees, landscaping works, materials and utilities; and
 - indicate how street trees and other planting arrangements are to be provided on all new streets to Council's specifications.
- C2. Development proposing outdoor dining must comply with Council's Outdoor Dining Policy and Guidelines.
- C3. A fully embellished neighbourhood park not less than 2,000 square metres is to be provided, to a design approved by Council and located as shown in Figure 4 Site Structure and Land Use Plan. A concept plan is to be provided with the lodgement of the first DA for the Site.
- C4. A minimum of 85% of the neighbourhood park is to be deep soil zone, and the total area of the neighbourhood park is to be excluded from all deep soil calculations associated with private development.
- C5. The neighbourhood park is to:
- provide the primary green public open space to act as the heart of the neighbourhood precinct;
 - provide for primarily soft landscaping and deep soil planting including mature plants;
 - avoid basement parking beneath the neighbourhood park;
 - provide both passive and active recreation spaces;
 - be landscaped to include native trees;
 - provide a safe play area for children which is to be visually and physically connected to the main park area;
 - include play elements integrated into the landscape design and enable informal play; and
 - be dedicated to Council and Council engineers are to be consulted prior to the design of all internal roads within the precinct.
- C6. Medium sized tree planting (a minimum 6-8 metres mature height at 7 – 10 m centre-to-centre) with an understorey of shrubs (1.5m – 3m) and ground cover must be provided along the boundary on the southern side (adjacent the school). The medium sized tree planting within a deep soil zone is to be incorporated at the southern end of the park.
- C7. All elements are to be vandal and graffiti resistant.
- C8. Design of the public domain is to be integrated with stormwater management.
- C9. All internal roads not in Council's ownership must be maintained at all times. Note: Council will not accept dedication of roads with basement parking underneath.

- C10. Wintergardens are to be provided fronting Woodville Road. The area of the wintergardens is to be excluded from the GFA for FSR calculations.

2.8 Building elements, architectural diversity and articulation

Objectives

Ensure the building design contributes to street, public domain and residential amenity.

- O1. Reduce visual bulk and scale, add visual interest and avoid "boxlike" designs.
- O2. Achieve architectural diversity and add visual interest.
- O3. Ensure that development enhances and contributes to the streetscape and desired future character of the neighbourhood.
- O4. Buildings are to be designed to deliver high quality architecture through the use of faced articulation, materials selection and use of vertical gardens where appropriate.
- O5. Building design is to include horizontal and vertical architectural elements to articulate the facades and minimize building bulk and mass, which frame public spaces and contribute to or define the public domain.

Controls

- C1. Minimise perceived building bulk and monotony, the building façade should have unique architectural expressions while still maintaining cohesion.
- C2. The maximum linear length of any building is to be 65m.
- C3. Buildings in excess of 45m long must be designed as at least two distinct 'building components' which are to:
 - not exceed 25m in length with a preferred length of 20m (Refer Figure 16);
 - have a building separation of minimum 6m for the full height of the building; and
 - have their own distinctive architectural character.
- C4. Full height gaps are to be provided between buildings consistent with the building separation provisions of the *Apartment Design Guide* (ADG) for solar access and visual connections.
- C5. Where possible, building breaks are to be aligned with streets and lanes in the surrounding area or proposed streets and lanes.
- C6. The southern façade of the proposed development adjoining the school must be designed to maintain the visual privacy of the school.

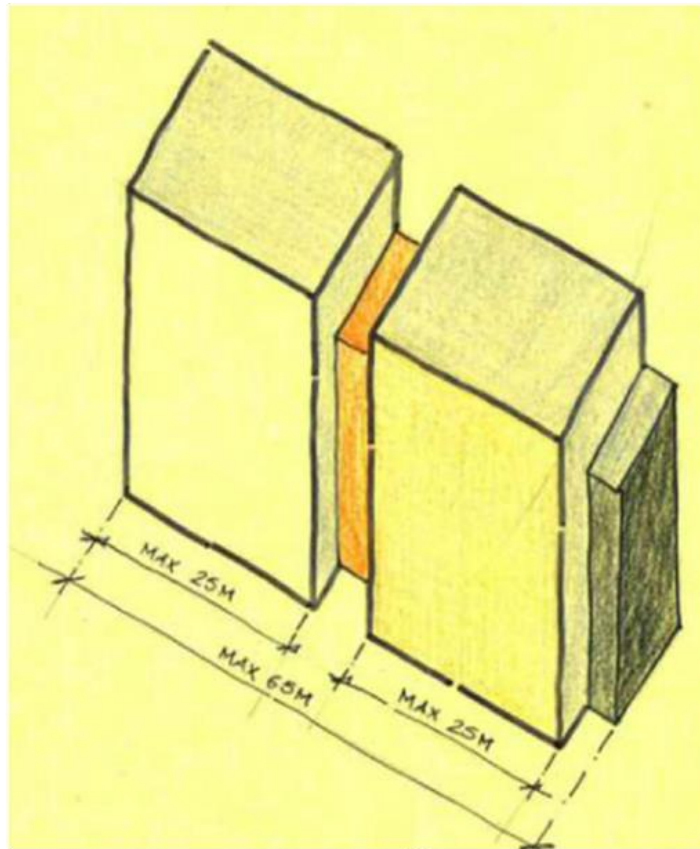


Figure 16: Building Articulation / Maximum Building Length

2.9 Active street frontage

Objectives

- O1. Enhance pedestrian safety, security and amenity around and within the commercial premises.
- O2. Improve the amenity of the public domain by encouraging pedestrian activity.
- O3. Support the economic viability of the street.

Controls

- C1. Provide active street frontage at ground floor level as per Figure 17.
- C2. Except for the southern façade, clear glazing is to be provided, and reflective, tinted or obscured window coverings should be avoided.
- C3. A minimum of 80% of the building facades with active street frontage and street address at ground level are to be transparent.
- C4. Opaque glass should be provided along the southern building façade.

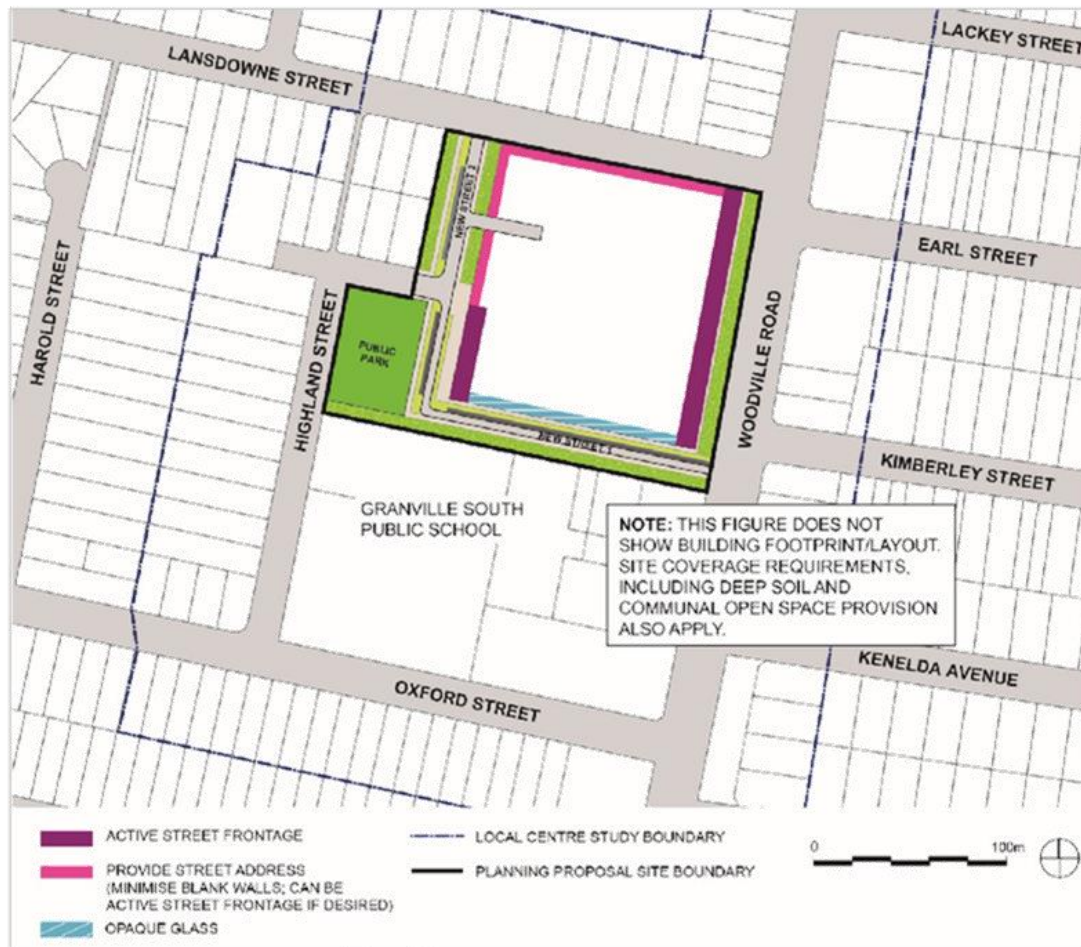


Figure 17: Street Activation

2.10 Awnings and canopies

Objectives

- O1. Increase pedestrian amenity by the provision of weather protection.
- O2. Visually unify the mixed-use development.

Controls

- C1. Awnings are to be provided to the full extent along Woodville Road, the southern boundary and the outdoor dining area.
- C2. All awnings should be a minimum width of 3.5m (Refer Figure 14).
- C3. Incorporate glazing/transparent material in the awning to allow solar access.

2.11 Street wall height

Objectives

- O1. Provide street edge that reinforces the proposed uses and is consistent with the existing character of the area.
- O2. Ensure the building height at street level is of human scale.
- O3. Establish a clear presence of the retail and commercial uses, and increase visibility of these uses at ground floor level.

Control

- C1. Street wall height for the mixed-use development should be two storeys (minimum 8.2m and maximum 10m) with an upper level setback.

2.12 Upper level setback

Objectives

- O1. Minimise adverse wind impact on the pedestrian environment.
- O2. Maximise the solar access onto the public domain.
- O3. Ensure that the podium and buildings above create a human scale and pedestrian friendly environment.

Controls

- C1. The buildings above the podium are to be setback in accordance with Figure 9 to Figure 15.

2.13 Traffic management and parking

Objectives

- O1. Manage traffic impacts and ensure that development does not unreasonably impact on the traffic conditions on Woodville Road and local roads.
- O2. Ensure suitable parking and traffic management arrangements are identified prior to development of the land, and are used to inform the preparation of Development Applications.
- O3. Ensure vehicle entries and loading bay entries do not compromise pedestrian safety.
- O4. Increase the use of active transport and reduce vehicle use.

Controls

- C1. A detailed traffic study will be submitted with any Development Application for the site or part thereof. It will:
 - identify and address traffic generation issues associated with the overall development of the site;
 - include modelling of the Lansdowne Street/Woodville Road and Oxford Street/Woodville Road intersections as a network and not as individual intersections; and

- include modelling of the priority control for the intersection of Lansdowne Street and the internal street and determine whether a roundabout is required at that intersection.
- C2. The traffic study is to comply with the Roads and Maritime Services Traffic Modelling Guidelines (2013).
- C3. Ensure any site vehicle access points are located to avoid conflict with pedestrians and vehicles accessing the school.
- C4. The loading bay entry should be located on Lansdowne Street and separated from vehicular entry into the mixed-use development.
- C5. No driveway vehicle access from Woodville Road is permitted.
- C6. Left-out exit from New Street 1 only permitted onto Woodville Road.
- C7. A travel plan will be submitted with any Development Application for the site or part thereof to reduce car trips and encourage the use of sustainable transport.

2.14 Contamination

Objectives

- O1. Ensure that the changes of land use will not increase the risk to public health or the environment.
- O2. Ensure that any remediation to the land will not increase the risk to the users of the adjoining school and surrounding residential development.
- O3. Link decisions about the development of land within the information available about contamination.
- O4. A remedial action plan for the development of the site or any part thereof is to be provided with the first Development Application for the land. The plan must be prepared in accordance with the NSW Environment Protection Authority Guidelines *Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites (1997a)* and the *National Environment Protection (Assessment of Site Contamination) Measure (2013 Amendment)*.

Controls

- C1. All contamination arrangements are to be in accordance with Part C and Part G of this DCP.

2.15 Air quality

Objectives

- O1. Ensure that development fronting Woodville Road provides an acceptable level of air quality for the users and occupants.
- O2. Encourage the inclusion of wintergardens along development fronting Woodville Road.
- O3. Ensure that demolition and construction in the [neighbourhood-local](#) centre does not adversely impact the air quality for users of the adjoining school and surrounding residential development.

- O4. Reduce the formation of urban canyons to avoid motor vehicle air transmissions and other pollutants from becoming trapped and ensure dispersion. Appropriate setbacks on the upper stories of multi-level buildings can help to avoid urban canyons.
- O5. Consider building siting and orientation to incorporate an appropriate separation between sensitive land uses and the road. The location of living areas, outdoor space and bedrooms, and other sensitive uses (such as childcare centres) must be as far as practicable from the major source of air pollution.
- O6. Ventilation design and open-able windows should be considered in the design of development located adjacent to roadway emission sources. When the use of mechanical ventilation is proposed, the air intakes must be sited as far as practicable from the major source of air pollution.
- O7. Use vegetative screens, barriers or earth mounds where appropriate to assist in maintaining local ambient air amenity. Landscaping has the added benefit of improving aesthetics and minimising visual intrusion from an adjacent roadway.

Controls

- C1. Air quality must be considered early in the design process for development fronting Woodville Road.
- C2. Air quality design considerations must be based on the above design principles and as per the NSW Department of Planning *Development Near Rail Corridors and Busy Roads – Interim Guideline (2008)*.

2.16 Noise and vibration**Objectives**

- O1. Ensure appropriate measures are taken to ensure noise and vibration is managed for development facing Woodville Road.
- O2. Ensure noise emissions from the development including but not limited to proposed mechanical plant, air conditioners, automatic roller doors, ventilation plant for the underground car park) are minimised.
- O3. Ensure noise emissions during the demolition, remediation of land and construction of the development is managed to minimise impact on the adjoining school and nearby residential development.
- O4. Ensure the following LAeq levels are not exceeded for residential development:
 - in any bedroom in the building: 35dB(A) at any time 10pm – 7am; and
 - anywhere else in the building (other than a garage, kitchen, bathroom or hallways): 40dB(A) at any time.

Controls

- C1. An acoustic report is to be prepared by an appropriately qualified acoustic consultant having the technical eligibility criteria required for membership of the Association of Australian Acoustical Consultants (AAAC) and/or grade membership of the Australian Acoustical Society (AAS). The report is to consider noise intrusion from the road and measures to ensure compliance with the SEPP (Infrastructure) 2007.
- C2. The report must also consider noise emissions from the development including but not limited to proposed mechanical plant (air conditioners, automatic roller doors, ventilation

plant for the underground car park), and access and egress to loading and car parking areas.

- C3. Consideration is required for the demolition/remediation/construction noise and vibration intrusion of the proposed development on the neighbourhood school and properties.
- C4. The acoustic report must be prepared in accordance with the *Noise Policy of Industry (2017)*, *NSW Government Department of Planning Development Near Rail Corridors and Busy Roads – Interim Guidelines (2008)*, and the *NSW Environment Protection Authority Interim Construction Noise Guideline (2009)*.
- C5. Construction management plans are to be prepared prior to the commencement of any construction on site.

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ADOPTED - NOT IN FORCE

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DOCUMENTS
ASSOCIATED WITH
REPORT ELPP014/21

Attachment 4
Draft Woodville Road Corridor
Public Domain Plan

PUBLIC DOMAIN PLAN 2021 Woodville Road Corridor DRAFT



Welcome to Country

“ Jumna ya wogal wal ya pemel jumna mingan jumna tamu.
Ngalaringi wyanga pemal.
Ngalaringi babuna wal gnja ya pemal da lo-loley dice wara
mooting jumna banga nolla ya.
Pemal jumna wal gnja koi mund wal tati pemal jumna
annagar dice.
Eorah wal mullana wal mingan jumna gai gnja bou gu-nu-gal
nglaringi go-roong dyaralang.
Nglaringi go-roong dyaralang.
Ngalaringi bou ngalaringi jam ya tiati nglaringi bubuna jumna.
Mittigar gurrung burruk gneene da daruga pemal.
Didjeree Goor. ”

“ We were the first carers of the land, we took only what we needed
from our Mother Earth.
Our ancestors knew how to take care of the land, so as to continue
their survival.
We do not own the land, but we are charged with the care of
it. As custodians of this land we ask that all people join us and
preserve what we have left for future generations.
We must protect the few sites we have to ensure our culture
continues.
In the language of our ancestors we welcome you to Darug Lands.
Thank you. ”

Welcome to Country by Darug Elder Aunty Edna

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1. Introduction

1.1 Purpose

The Woodville Road Corridor Public Domain Plan (The Plan) has been prepared by Cumberland City Council to guide the delivery of consistently high-quality public realm to promote the revitalisation of Woodville Road Corridor.

This document sets out a corridor wide palette of streetscape treatments, including material palettes for surface treatments, street furniture, landscaping and finishes. It also provides guidelines and relevant information to assist developers and Council in undertaking public domain works within the Woodville Road Corridor.

1.2 What is the Public Domain

Within the context of this document, the public domain represents all urban and natural elements, structures, and spaces that exist within the publicly-owned areas of the Woodville Road Corridor and the relationship between them. The public domain also includes privately-owned arcades, plazas, building forecourts, internal walkways, and other semi-public spaces as they also influence the overall character of the public domain.



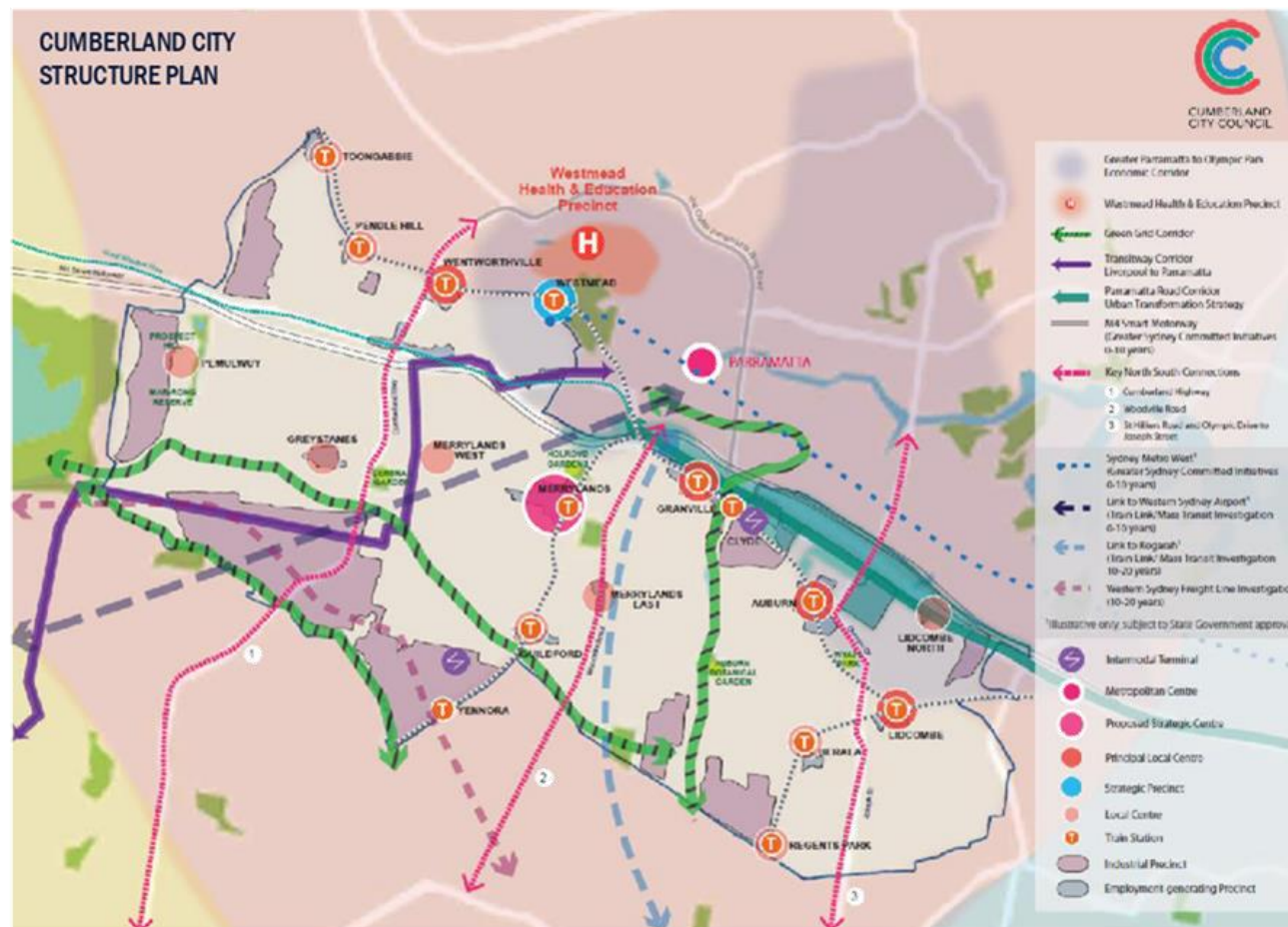
2. Planning Context

The Plan builds on the community feedback and the identified planning approach from a range of legislation, strategies and plans. These include:

1. Cumberland 2030: Our Local Strategic Planning Statement,
2. Cumberland Local Housing Strategy,
3. Cumberland Local Environmental Plan,
4. Cumberland Development Control Plan, with reference to site specific controls for the Woodville Road Corridor and the Merrylands East Neighbourhood Centre

The Woodville Road Corridor has been identified in the *Cumberland 2030: Our Local Strategic Planning Statement* as a strategic corridor to provide land use opportunities for housing and jobs, supported by government investment.

Cumberland City's portion of four-kilometre corridor provides a major north south connection through Guildford, Merrylands and Granville. This long stretch of the corridor extends further approximately 7.5 kilometres to play a key cross-regional connection through Cumberland City between Parramatta and Bankstown. Given its role as a major arterial road, traffic on this corridor runs with freight movement.



2.1 Woodville North Precinct

The Woodville North Precinct is situated at a gateway location providing a key access corridor to Parramatta, M4 Motorway and Parramatta Road. This north precinct has a good access advantage to two train stations (Granville and Merrylands) in both east and west directions. There are a range of educational facilities in vicinity that provides good walkability to Granville TAFE, Granville Public School and Holy Trinity Primary School.

The future of the Woodville North Precinct will provide an opportunity for increase in housing diversity for an area supported by good access to public transport and local amenity.

2.2 Merrylands East Precinct

The Merrylands East Precinct is transforming to a new local centre to provide a place of mixed-use activity and services to local residents supported by retail and business services with access to a new 2,000m² local park.

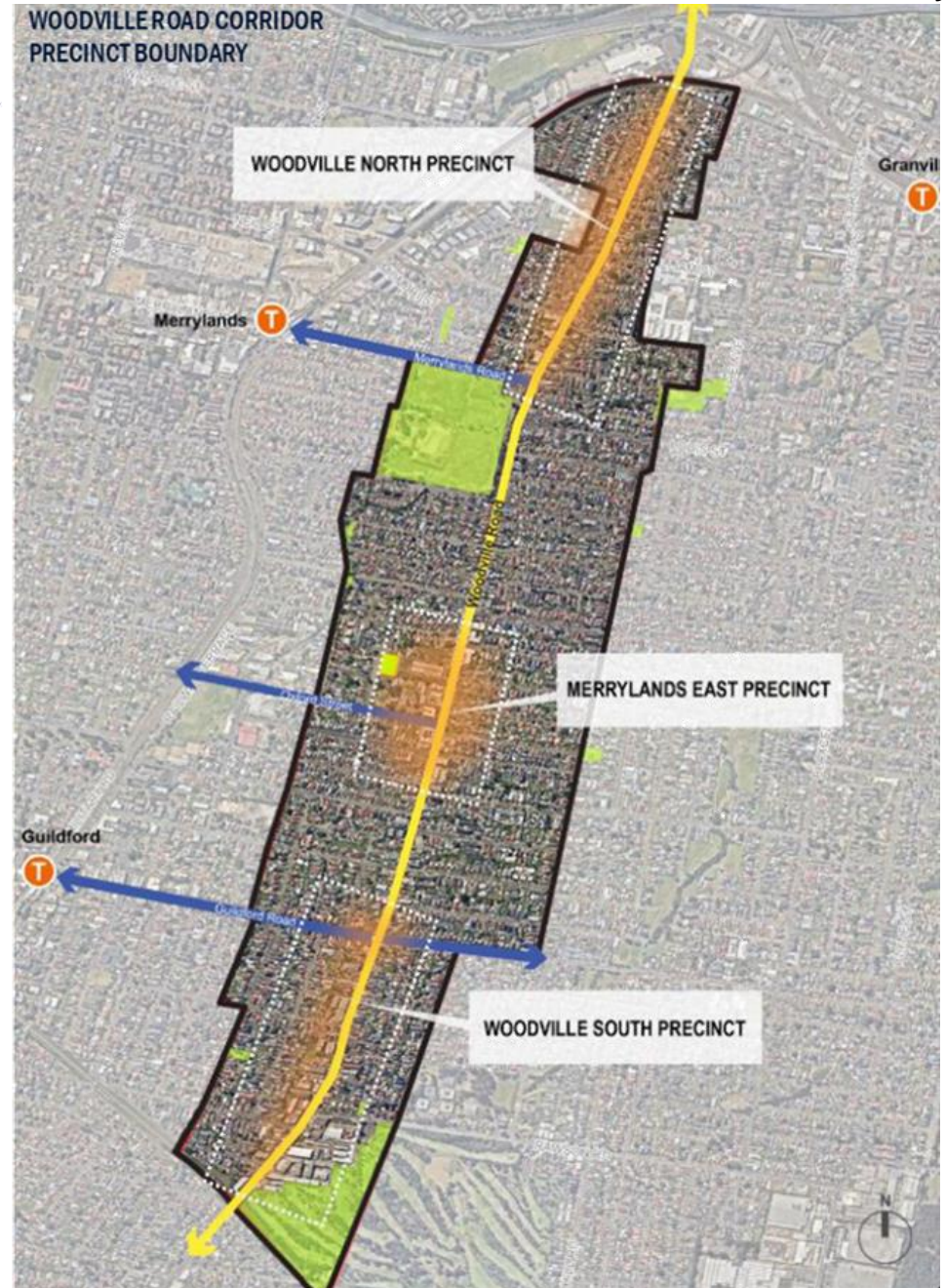
The opportunity for the Merrylands East Precinct is to revitalise the corridor to bring a vibrancy of the area by providing mixed-use activities supported by new open space and additional connections to and through the precinct.

2.3 Woodville South Precinct

The Woodville South Precinct is an area where various development types dispersed along the corridor due to historic changes to zoning.

There is an opportunity to improve urban built form, pedestrian amenity and provide housing diversity in the area to the west of the Woodville Road corridor with having easy access to Guildford town centre and station.

The intersection of Guildford Road and Woodville Road has also been identified for a potential neighbourhood centre to provide additional amenity to local residents.



3. Vision and Design Principles

3.1 Vision

"Promote enhanced streetscapes and public domain works that will revitalise the Woodville Road Corridor with a creation of new vibrant centres in targeted locations to promote safe and walkable connections."

Woodville Road Corridor is one of three identified strategic corridors of Cumberland City that provides a key cross-regional north and south connection. *Cumberland 2030: Our Local Strategic Planning Statement* identifies the potential of this corridor that will facilitate sustainable growth and improve the amenity of the road corridor. The vision for the Woodville Road Corridor also builds on the housing vision for the Cumberland City as identified from the *Cumberland Local Housing Strategy 2020*.

The housing vision for Cumberland City is to promote the sustainable growth of Cumberland with a key focus on providing housing diversity and affordability, a vibrant and safe place for the community to live and work which supports the 30-minute city.

The Woodville Road Corridor Public Domain Plan seeks to provide urban renewal opportunities that improve the amenity of the Woodville Road corridor and focus growth at three precincts to provide housing diversity that can take advantage of existing and planned infrastructure and facilities.

3.2 Design Principles

Liveability

- Ensure a high quality public realm provided in new destination precincts for promoting social interaction and a variety of activity.
- Promote healthy living by enhancing pedestrian and cycle connectivity and increased active transport amenity.
- Improve the amenity and safety of the public realm including placement of street furniture and wayfinding design.

Improved urban tree canopy

- Ensure street trees and planting contribute to enhance local identity and context.
- Increase urban tree canopy cover and deliver Green Grid connections.
- Incorporate Water Sensitive Urban Design (WSUD) including raingardens, tree pits and other WSUD design measures to enhance flood protection and stormwater management.

Pedestrian friendly public realm

- Provide an enhanced streetscape and pedestrian amenity that contribute to the vitality of the new precinct.
- Provide rear or side lane vehicle access to lots to ensure pedestrian movement is uninterrupted by vehicle crossovers.
- Improve paving treatments to footpath and shared path to highlight key nodes and precincts.

Equitable access and use

- Enable equitable and safe access for people of all ages and abilities in accordance with the Building Code of Australia (BCA) and the Disability (Access to Premises – buildings) Standards (the Premises Standards) – AS 1428.
- Ensure continuous accessible paths of travel and circulation spaces and appropriate facilities for people with disabilities.

4. Public Domain Plan

4.1 Typical Public Domain Works

Public domain palette

Paving

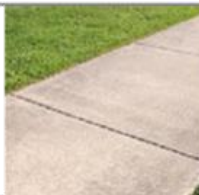
(Neighbourhood
Centre/ Local
Centre)



Mix of sizes, colours,
and pattern
Exfoliated finish
- Dark grey bluestone,
- Brick (warm/dark)

Paving

(Movement Corridor,
Local Streets)
In-situ concrete
(Natural grey colour
with no added oxide)



WSUD

To be incorporated
in landscaped
areas and in the
tree pit



Streetscape

(Movement Corridor,
Local Streets)



Syzygium smithii (Lilly
Pilly),
Calodendron capense
(Cape Chestnut),
Turf verge

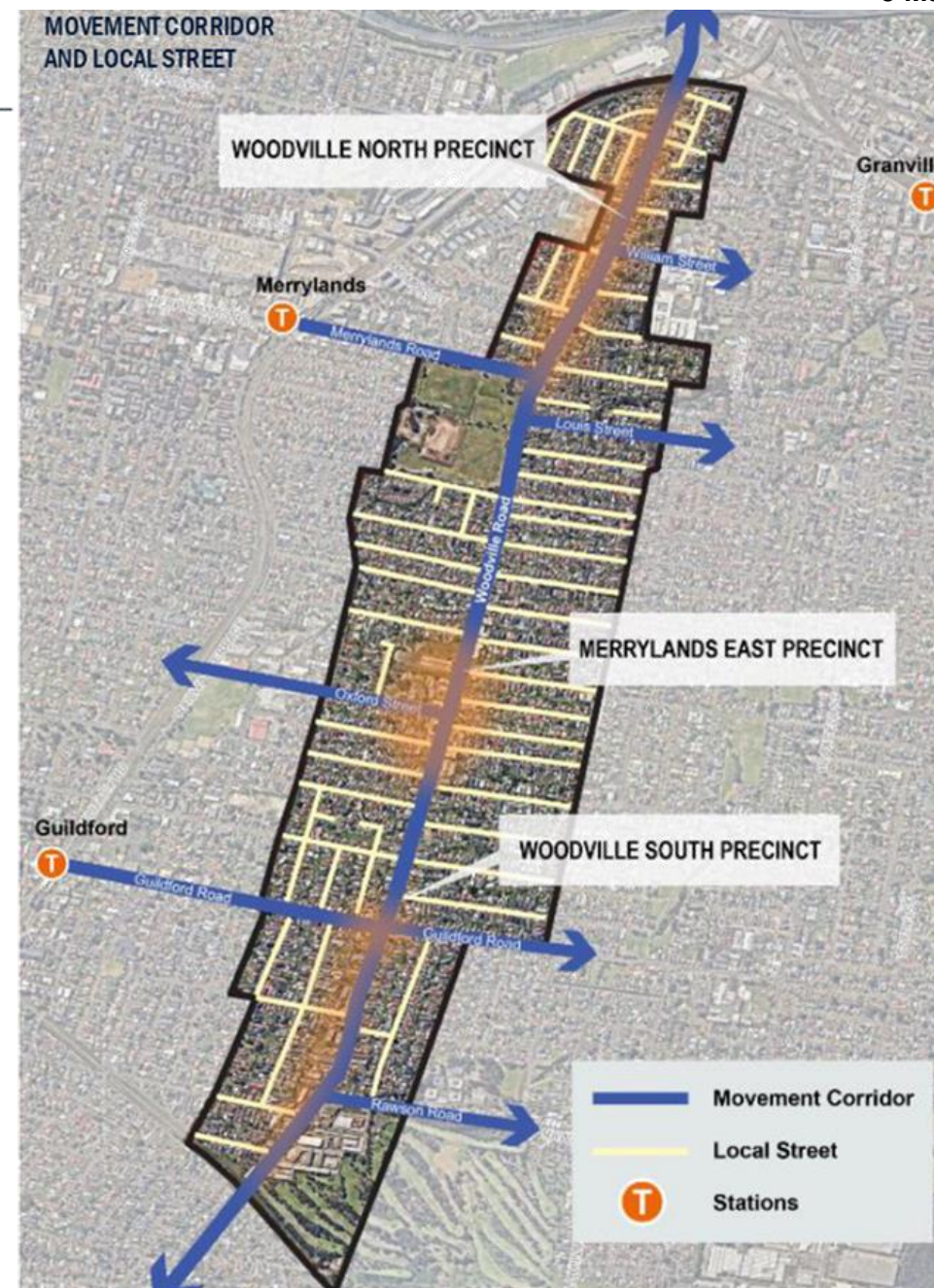
Street furniture

Bicycle racks
Street seats &
benches
Street bins



Bus stops

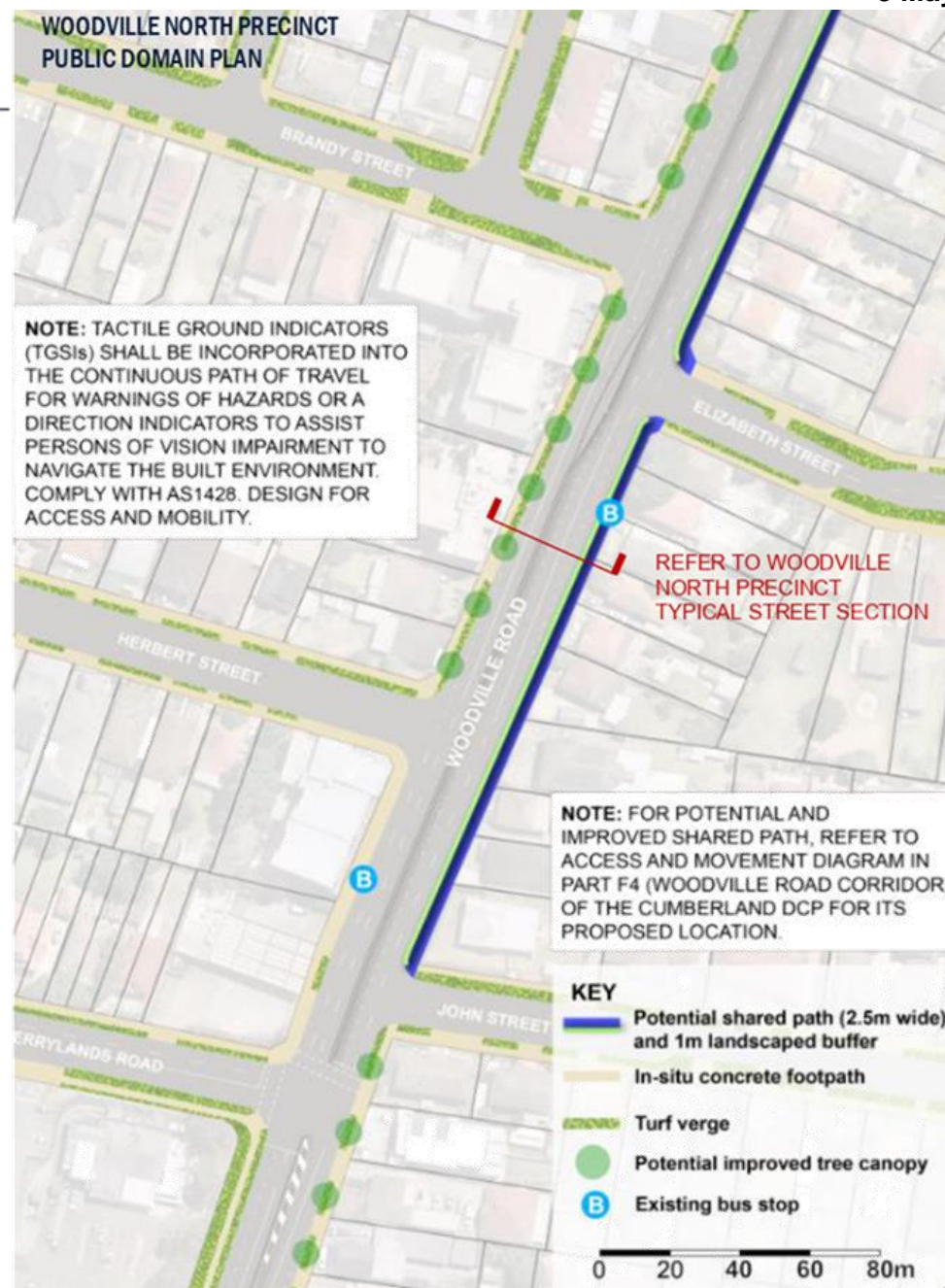
Street seats
Standard bus shelter



4.2 Woodville North Precinct

Public domain palette

<p>Paving (Movement Corridor, Local Streets) In-situ concrete (Natural grey colour with no added oxide)</p>		<p>WSUD To be incorporated in landscaped areas and in the tree pit</p>	
<p>Shared path In-situ concrete (2.5m wide) Landscaped buffer (~1m wide)</p>			<p>Shared path marking painted on in-situ concrete shared path, Landscaped with <i>Westringia Mundi</i> or similar low height planting</p>
<p>Streetscape (Movement Corridor, Local Streets)</p>			<p><i>Syzygium smithii</i> (Lilly Pilly), <i>Calodendron capense</i> (Cape Chestnut), Turf verge</p>
<p>Street furniture Bicycle racks Street seats & benches Street bins</p>			
<p>Tactile Ground Surface Indicators (TGSIs) Warning tactile Directional tactile</p>		<p>Grade 316 Stainless Steel Slip resistance AS/NZ4586-2013 Appendix A class P5 (very low) Installation shall comply with AS 1428.1-2009.</p>	









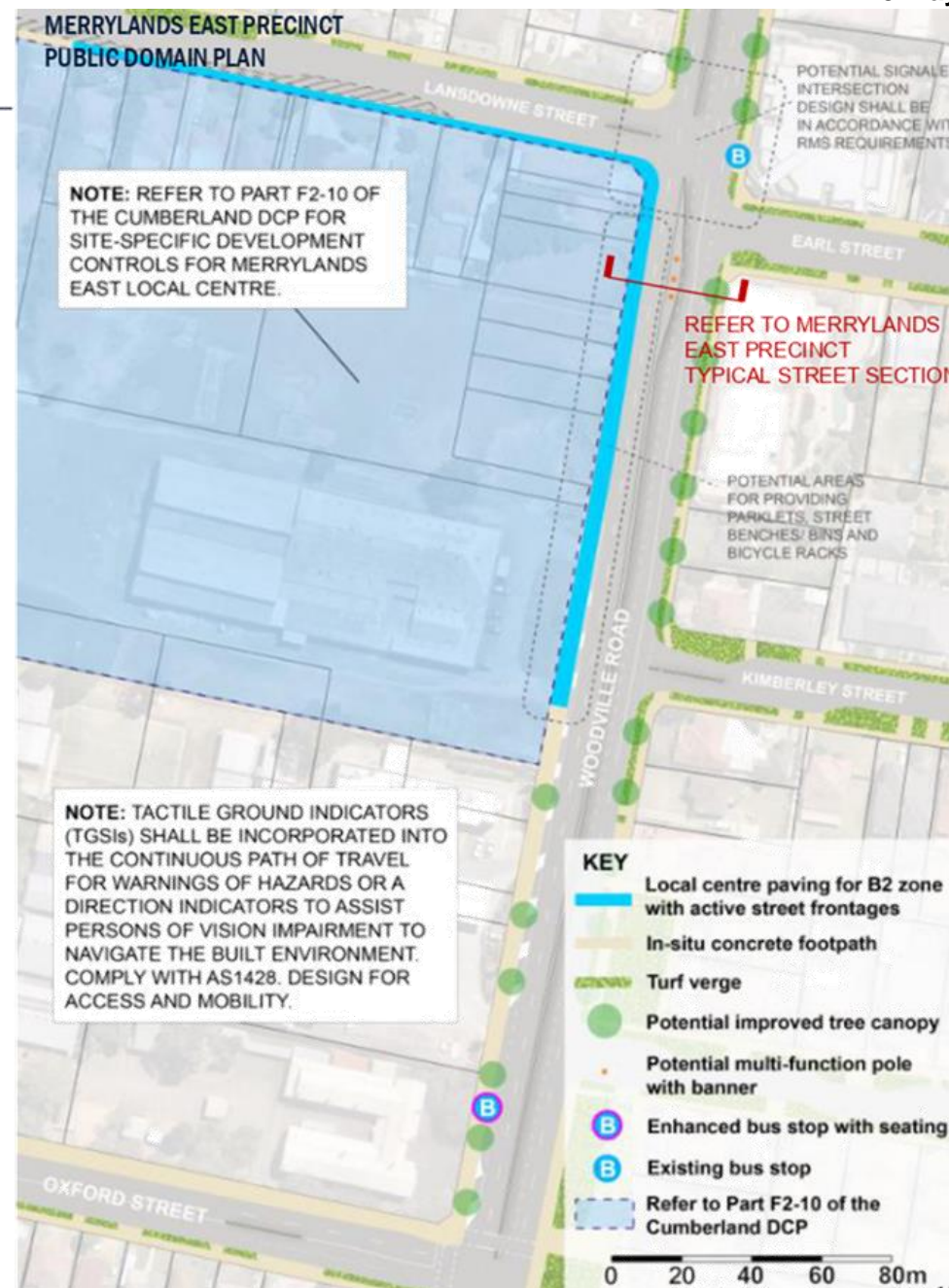
Typical street section



4.3 Merrylands East Precinct

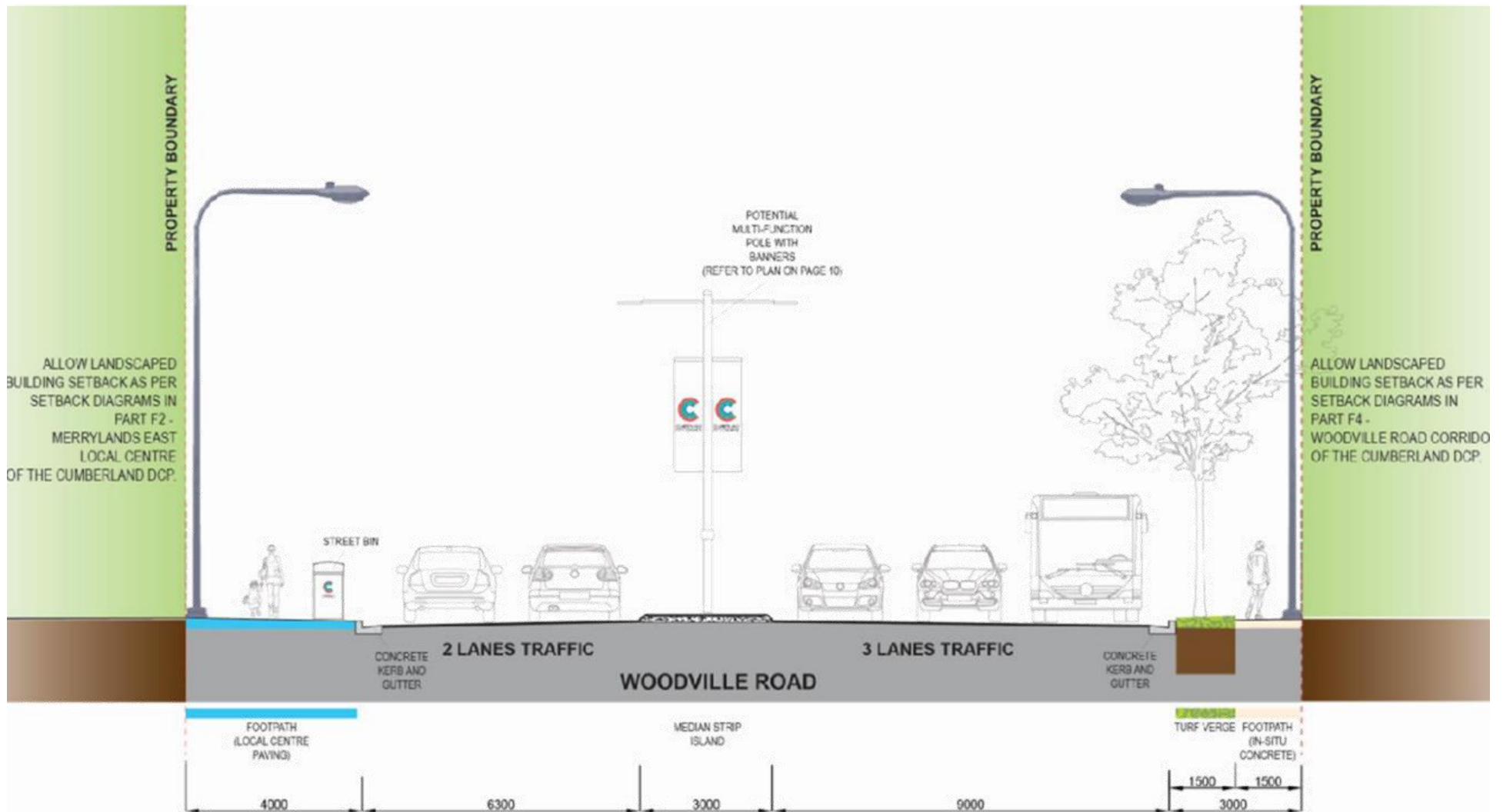
Public domain palette

Paving (Local Centre)		Mix of sizes, colours, and pattern Exfoliated finish - Dark grey bluestone, - Brick (warm/dark)
Paving (Movement Corridor, Local Streets) In-situ concrete (Natural grey colour with no added oxide)		WSUD To be incorporated in landscaped areas and in the tree pit 
Streetscape (Movement Corridor, Local Streets)		<i>Syzygium smithii</i> (Lilly Pilly), <i>Calodendron capense</i> (Cape Chestnut), Turf verge
Street furniture Bicycle racks Street seats & benches Street bins		
Tactile Ground Surface Indicators (TGSIs) Warning tactile Directional tactile		Grade 316 Stainless Steel Slip resistance AS/NZ4586-2013 Appendix A class P5 (very low) Installation shall comply with AS 1428.1-2009.



4.3 Merrylands East Precinct

Typical street section



4.3 Merrylands East Precinct

Proposed concept plan for new local park

The Merrylands East Precinct is transforming to a new local centre to provide a place of mixed-use activity and services to local residents supported by retail and business services with access to a new 2,000m² local park. This new 2,000m² local park is to bring vibrancy and a sense of place which will be accessible to all local residents and visitors.

The proposed local park is to:

- provide the primary green public open space to act as the heart of the neighbourhood precinct;
- provide for primarily soft landscaping and deep soil planting including mature plants;
- avoid basement parking beneath the neighbourhood park;
- provide both passive and active recreation spaces;
- be landscaped to include native trees;
- provide a safe play area for children which is to be visually and physically connected to the main park area;
- include play elements integrated into the landscape design and enable informal play; and
- be dedicated to Council and Council engineers are to be consulted prior to the design of all internal roads within the precinct.

Part F2 of the Cumberland DCP provides a site-specific development controls for Merrylands East Neighbourhood Centre. The new 2,000m² local park shall be provided in accordance with its objectives and controls as set out in this DCP – 2.7 Landscape and open space.



4.4 Woodville South Precinct

Public domain palette

Paving

(Neighbourhood
Centre)



Mix of sizes, colours,
and pattern
Exfoliated finish
- Dark grey bluestone,
- Brick (warm/dark)

Paving

(Local Streets)

In-situ concrete
(Natural grey colour
with no added oxide)



WSUD

To be incorporated
in landscaped
areas and in the
tree pit



Streetscape

(Movement Corridor,
Local Streets)



Syzygium smithii (Lilly
Pilly),
Calodendron capense
(Cape Chestnut),
Turf verge

Streetscape

Low-height
planting bed
(for B1 zones)



Murraya Paniculate,
Westringia Mundi

Tactile Ground

Surface Indicators
(TGSIs)

Warning tactile
Directional tactile



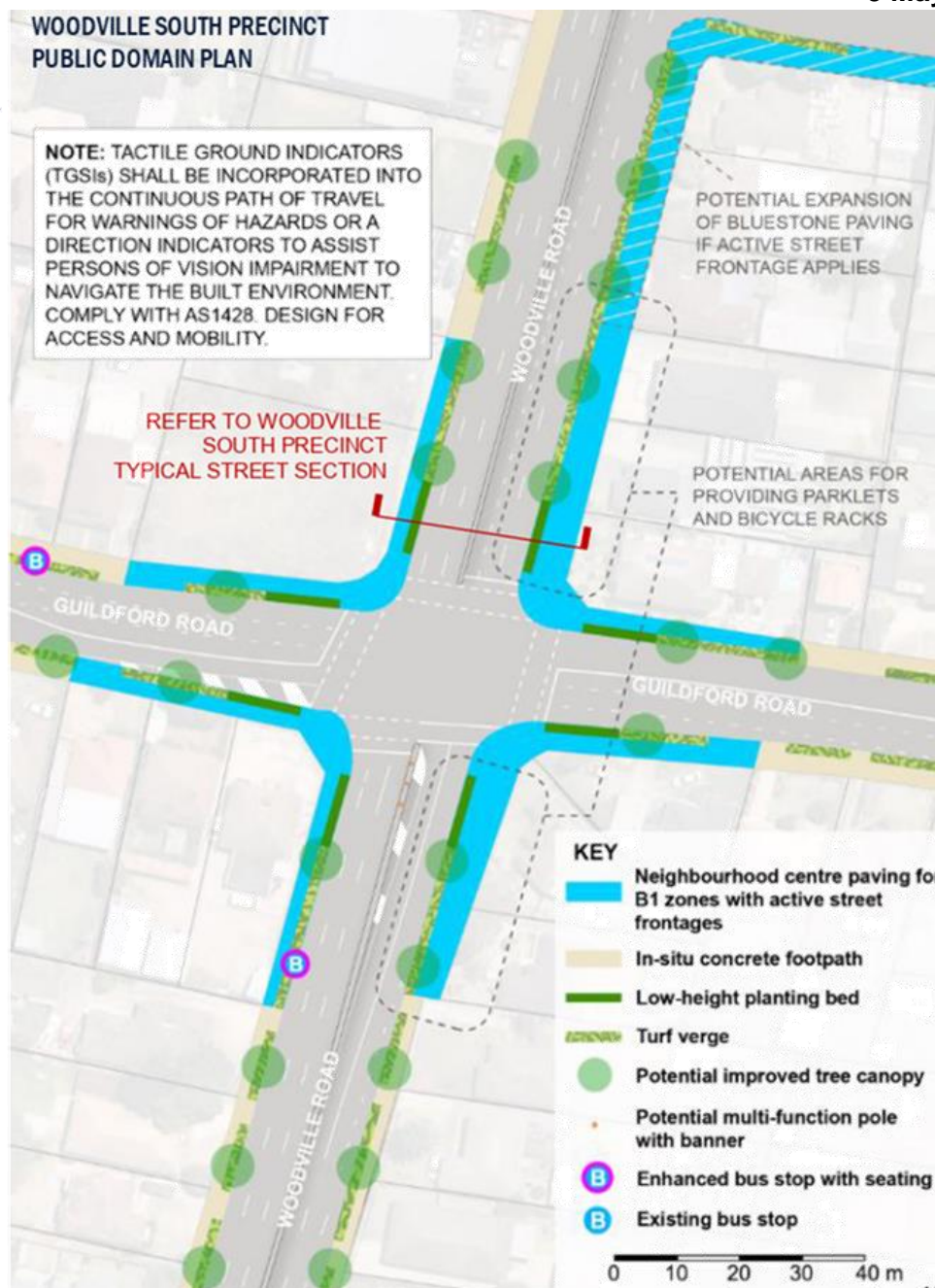
WOODVILLE SOUTH PRECINCT PUBLIC DOMAIN PLAN

NOTE: TACTILE GROUND INDICATORS (TGSIs) SHALL BE INCORPORATED INTO THE CONTINUOUS PATH OF TRAVEL FOR WARNINGS OF HAZARDS OR A DIRECTION INDICATORS TO ASSIST PERSONS OF VISION IMPAIRMENT TO NAVIGATE THE BUILT ENVIRONMENT. COMPLY WITH AS1428. DESIGN FOR ACCESS AND MOBILITY.

REFER TO WOODVILLE
SOUTH PRECINCT
TYPICAL STREET SECTION

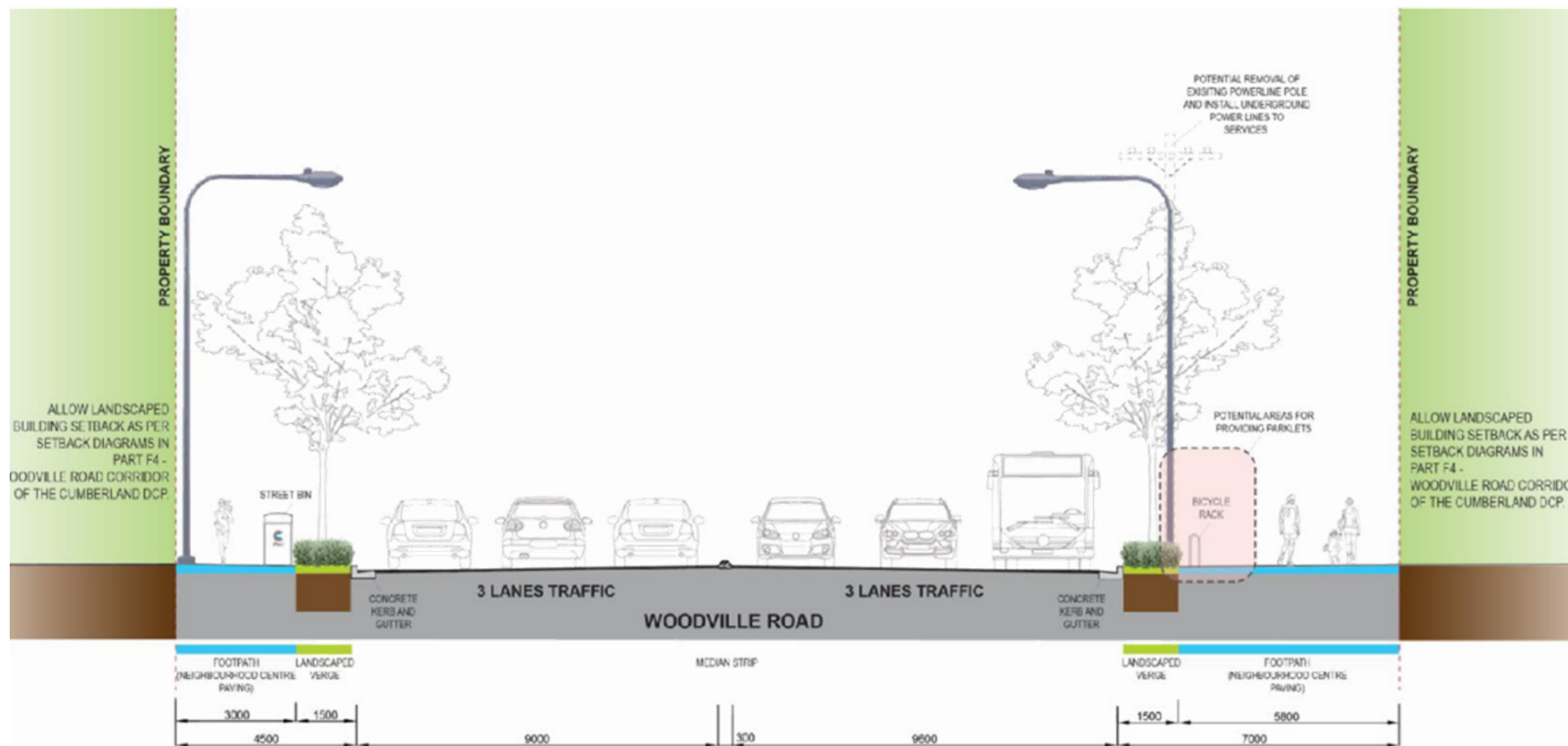
POTENTIAL EXPANSION
OF BLUESTONE PAVING
IF ACTIVE STREET
FRONTAGE APPLIES

POTENTIAL AREAS FOR
PROVIDING PARKLETS
AND BICYCLE RACKS



4.4 Woodville South Precinct

Typical street section



5. Implementation of works

The works outlined in the Public Domain Plan will be delivered by Council as part of its Capital Works Program or by the private sector through areas of future development activity.

The Public Domain Plan for the Woodville Road Corridor will be progressively implemented in stages. The timing of works will be determined by development activity along the Corridor, available funding for Council to use, or the delivery of works in accordance to local infrastructure contributions or planning agreements.

The areas where the Public Domain Plan are implemented by a developer, the following guidelines shall apply:

- The Developer will be responsible for the upgrade works that interface with the street frontage to the standard and in accordance with this Public Domain Plan.
- Public domain works to be in accordance with the Works Schedule prepared by Council.
- Construction works for the public domain to be approved by Council's representative prior to final sign off.



DOCUMENTS
ASSOCIATED WITH
REPORT ELPP014/21

Attachment 5

Woodville Road Corridor - Land
Use Planning Analysis



CUMBERLAND
CITY COUNCIL

Woodville Road Corridor Land Use Planning Analysis

April 2021



CUMBERLAND
CITY COUNCIL

Local snapshot Woodville Road Corridor



Study area

Woodville Road
Corridor





Urban Context

Existing urban structure

- Major north-south road corridor
- Limited east-west connectivity

Local character

- Typically low density housing along the length of the corridor
- Isolated retail and residential flat buildings (mixed use development)



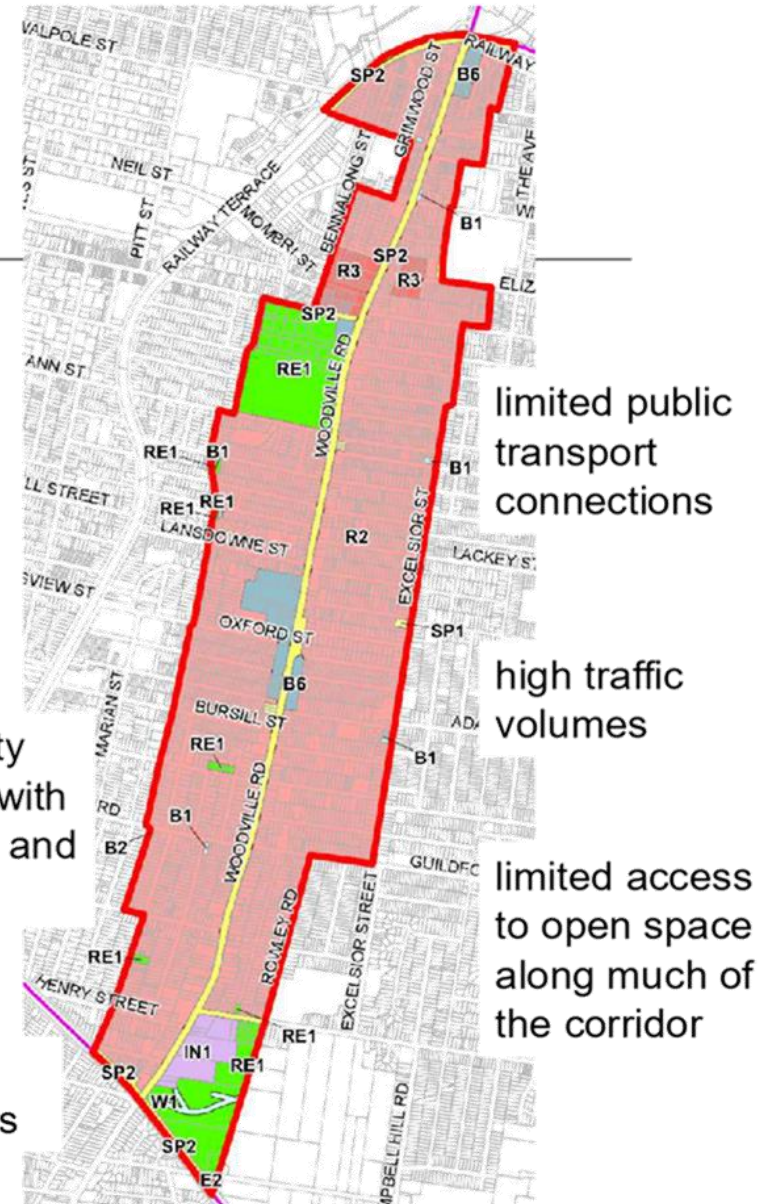


Constraints



poor amenity
associated with
traffic noise and
air pollution

few shops
and services





Opportunities

potential to deliver
housing diversity to
support 30 minute
city

older style existing
dwellings ready for
redevelopment



transport intervention
can unlock
opportunity

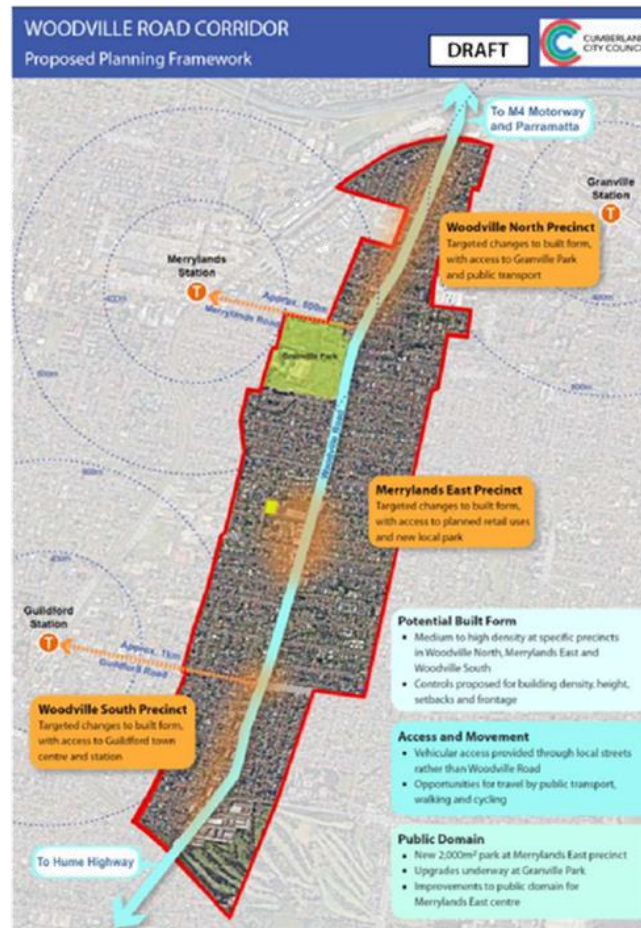
potential to create
retail/service nodes at key
sites and precincts along the
corridor – support higher
density dwellings in targeted
locations

CUMBERLAND
CITY COUNCIL

Early consultation planning framework Woodville Road Corridor

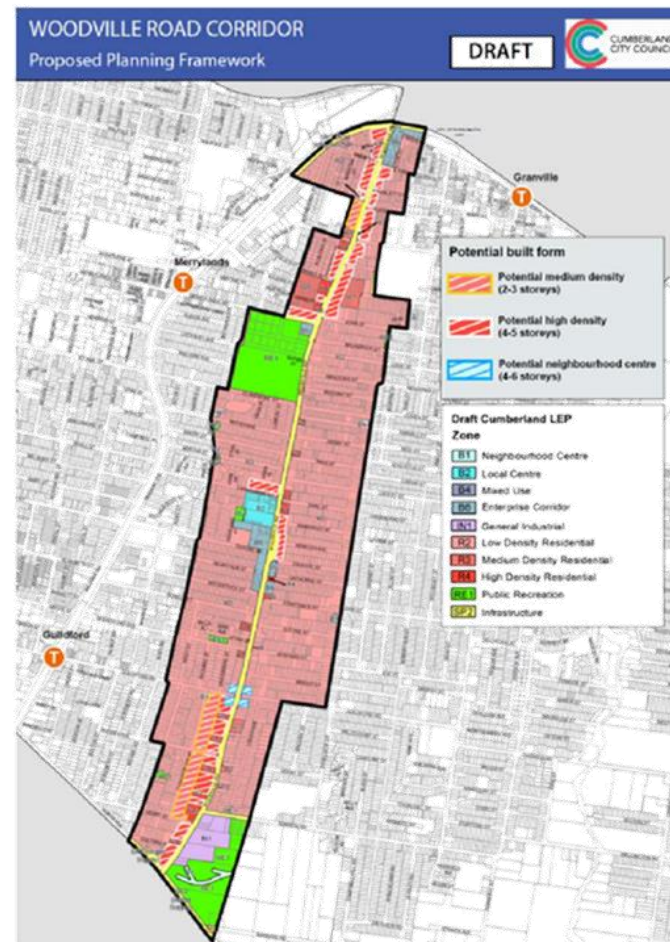


Proposed planning framework Woodville Road Corridor



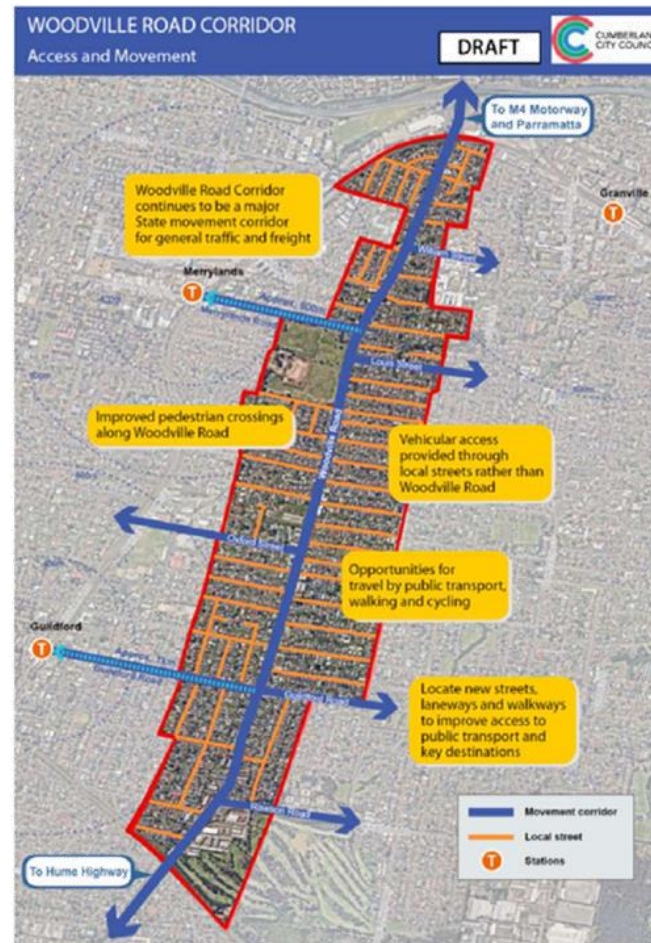


Proposed built form framework Woodville Road Corridor





Proposed access and movement framework Woodville Road Corridor





Proposed public domain framework Woodville Road Corridor



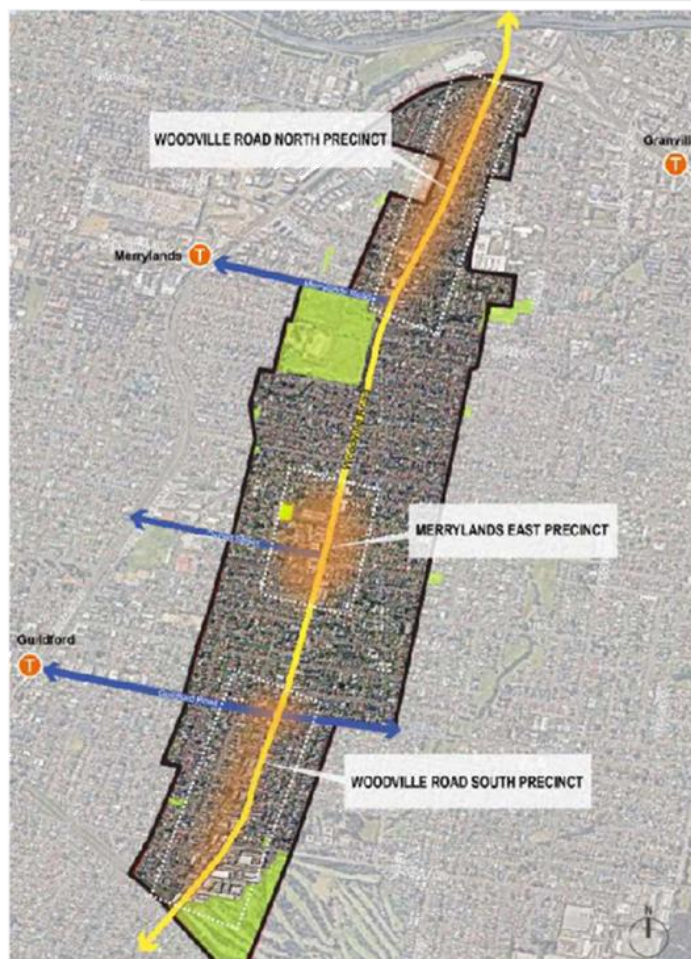


CUMBERLAND
CITY COUNCIL

Proposed planning approach Post-early consultation phase Woodville Road Corridor



Precinct based approach



Woodville North Precinct

Opportunity for increased housing diversity for an area supported by good access to public transport and local amenity.

Merrylands East Precinct

Opportunity to revitalise the corridor to bring vibrancy to the area by providing mixed-use activities supported by new open space and additional connections to and through the precinct.

Woodville South Precinct

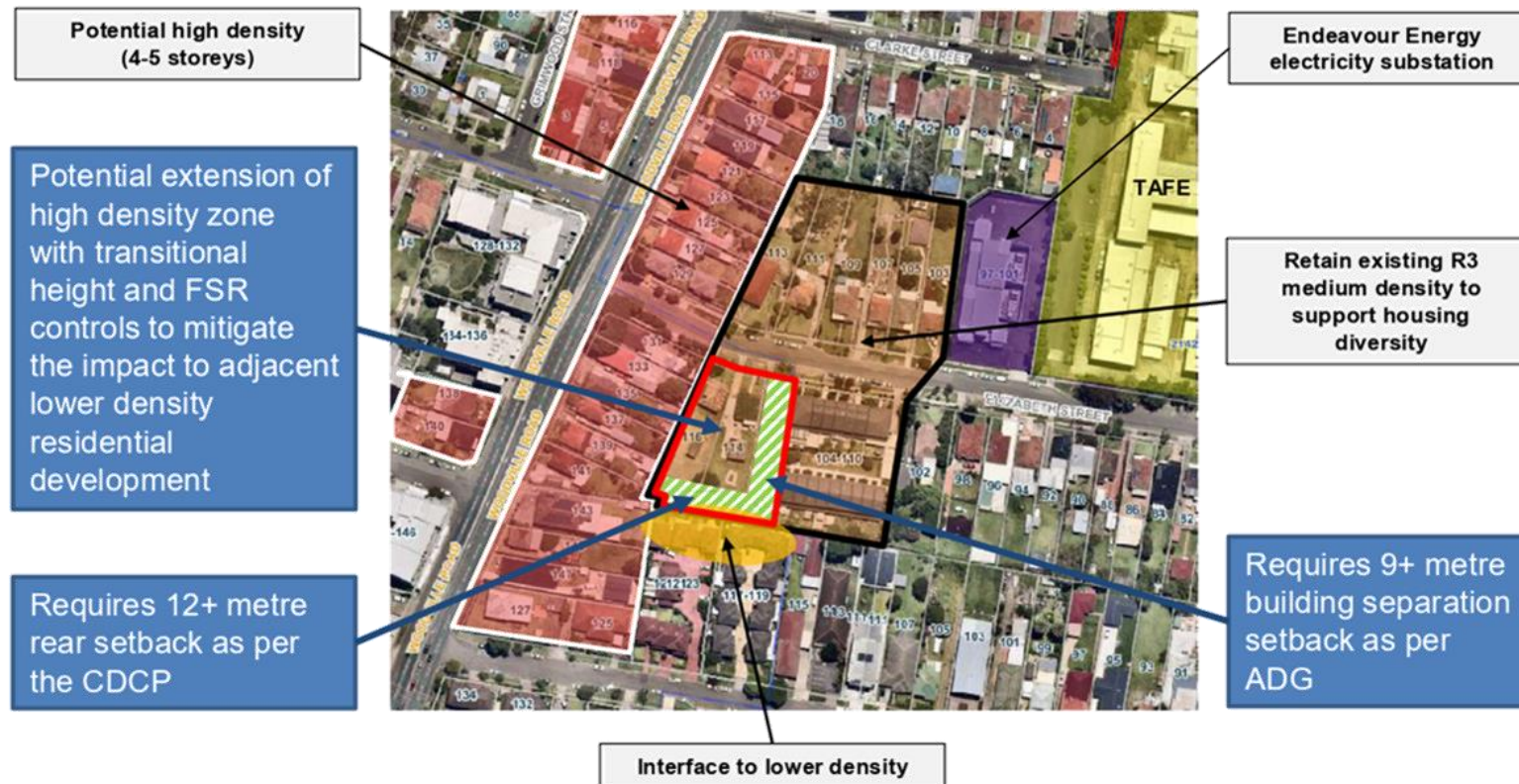
Opportunity to introduce a potential neighbourhood centre and improve urban built form, as well as provide housing diversity in the area.



Woodville North Precinct

Site analysis: 112-116 Elizabeth St, Granville

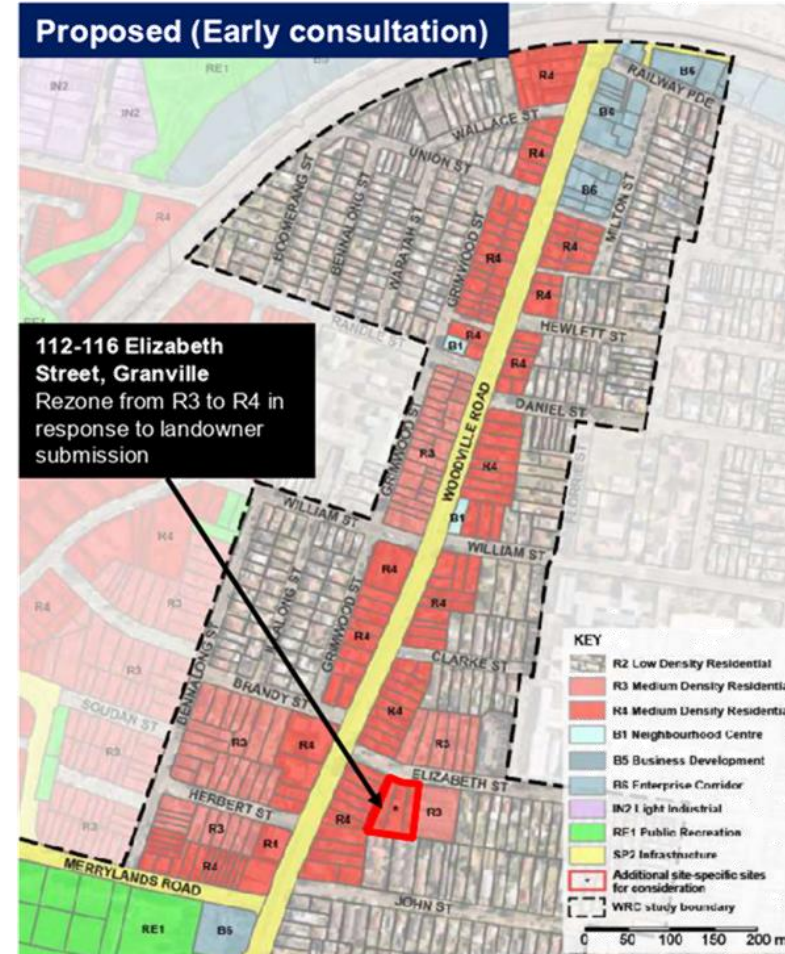
Land owner submission – Proposed rezoning – R3 to R4





Woodville North Precinct

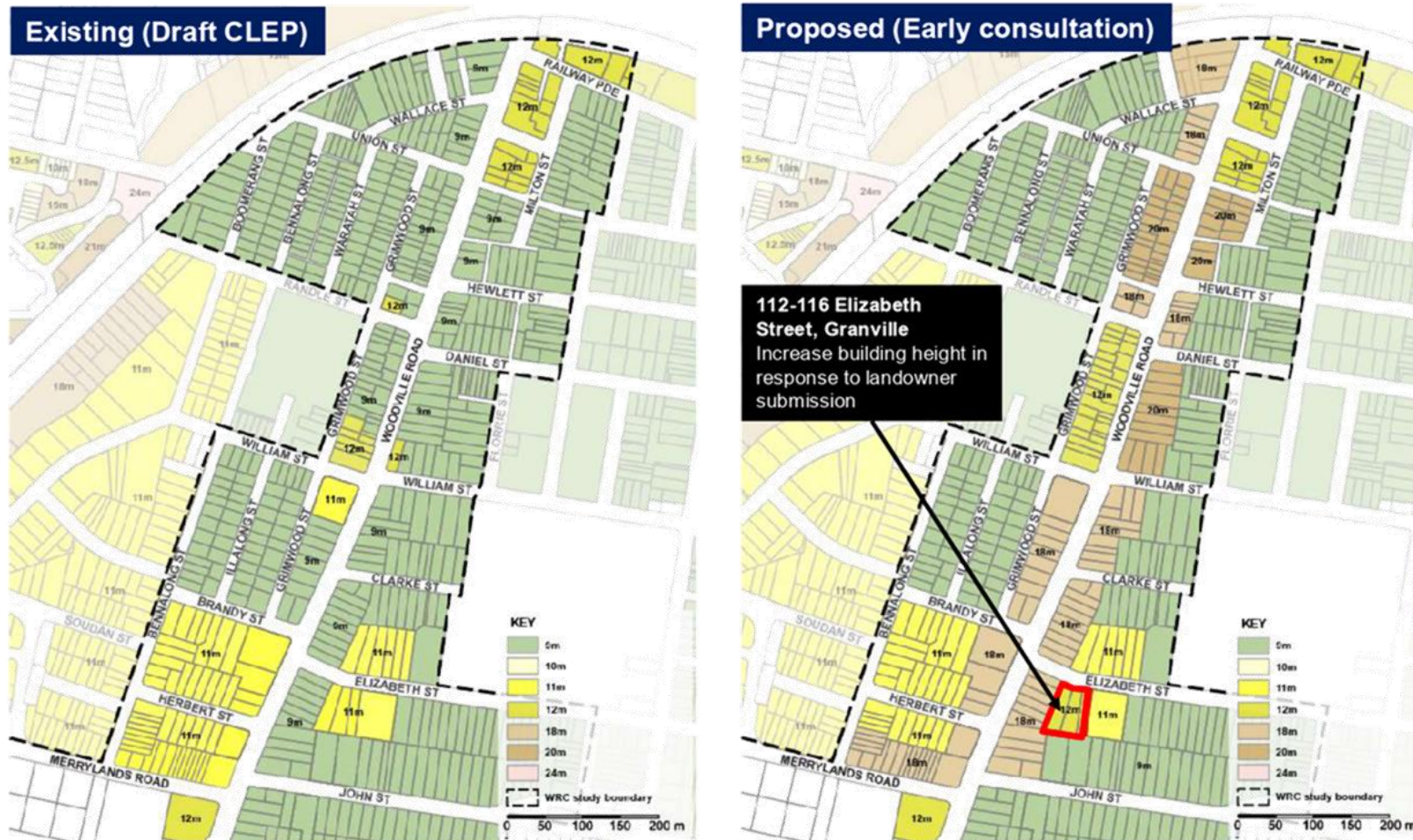
Proposed zoning





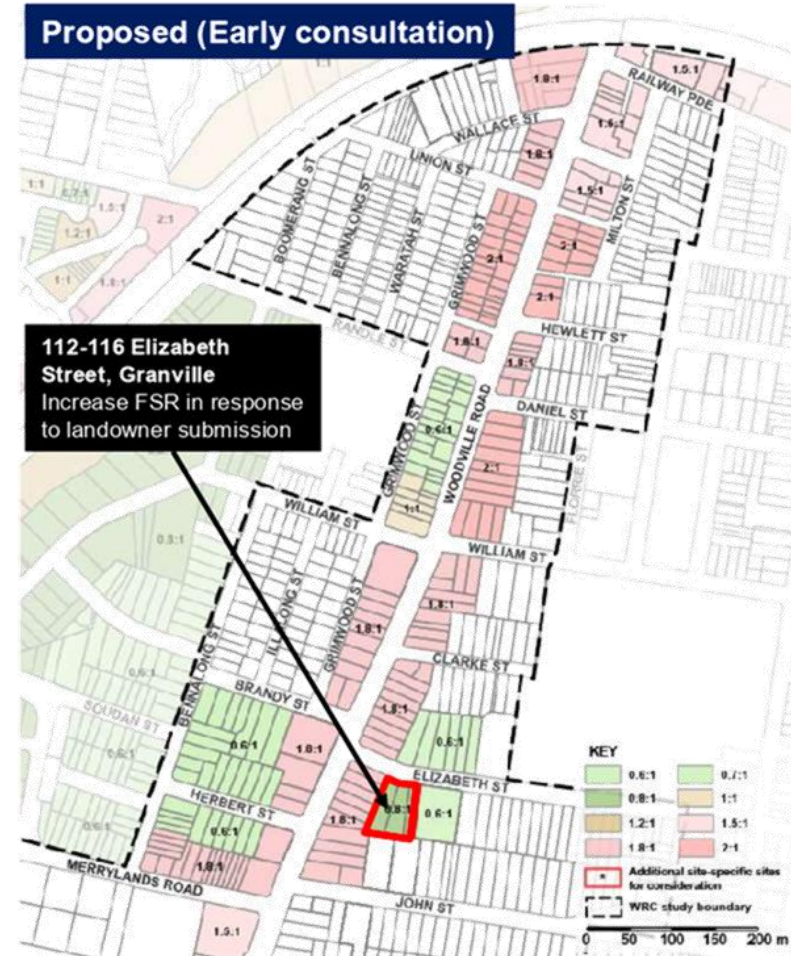
Woodville North Precinct

Proposed height of buildings





Woodville North Precinct Proposed FSR





Woodville North Precinct

Potential additional dwellings

Block	Zoning	Site area	FSR	Total GFA	Employment GFA	Residential GFA	No. of dwellings (existing)
1 R3		6779	0.6	4067		4067	10
2 R3		1226	0.6	736		736	2
3 R2		5653	0.5	2827		2827	13
4 R2		8083	0.5	4042		4042	12
5 R2		5639	0.5	2820		2820	11
6 R2		6010	0.5	3005		3005	10
7 R2		7761	0.5	3881		3881	11
8 R2		2521	0.5	1261		1261	7
9 R2		1887	0.5	944		944	3
10 R2		3862	0.5	1931		1931	12
11 R2		5199	0.5	2600		2600	10
12 R2		2819	0.5	1410		1410	6
13 R2		7588	0.5	3794		3794	24
14 R2		1225	0.5	613		613	3
15 R2		6631	0.5	3316		3316	20
TOTAL				37242	0	87242	154

Block	Zoning	Site area	FSR	Total GFA (LR of 0.6 and 0.75)	Employment GFA*	Residential GFA**	No. of dwellings***
1 R4		6779	1.8	9152	915	8236	118
2 R4		1226	1.8	1655	166	1490	21
3 R4		5653	1.8	7632	763	6868	98
4 R4		8083	1.8	10912	1091	9821	140
5 R4		5639	1.8	7613	761	6851	98
6 R4		6010	1.8	8114	811	7302	104
7 R4		7761	1.8	10477	1048	9430	135
8 R4		2521	1.8	3403	340	3063	44
9 R4		1887	1.8	2547	255	2293	33
10 R4		3862	1.8	5214	521	4692	67
11 R4		5199	1.8	7019	702	6317	90
12 R4		2819	1.8	3806	381	3425	49
13 R4		7588	1.8	10244	1024	9219	132
14 R4		1225	1.8	1654	165	1488	21
15 R3		6631	0.75	3730		3730	53
TOTAL				98170	8944	84226	1203

Additional dwellings
1049
% Increase 681.3%

* Employment GFA = 10% of the GFA of site (being 1 to 2 storey)

** Efficiency ratio of 0.75 applied to R3 and R4 zones

*** Average dwelling size is 70m²



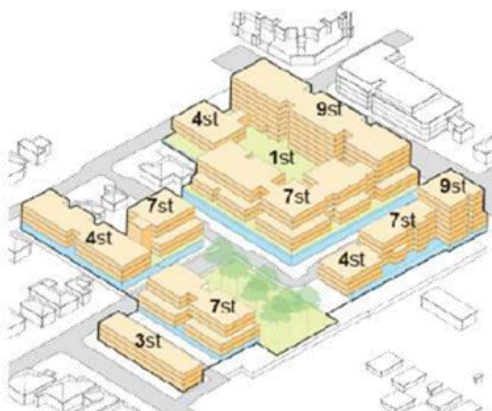


Merrylands East Precinct

Site analysis: 246-260 Woodville Road, Merrylands

Landowner submission – Amend site-specific DCP to reflect building heights

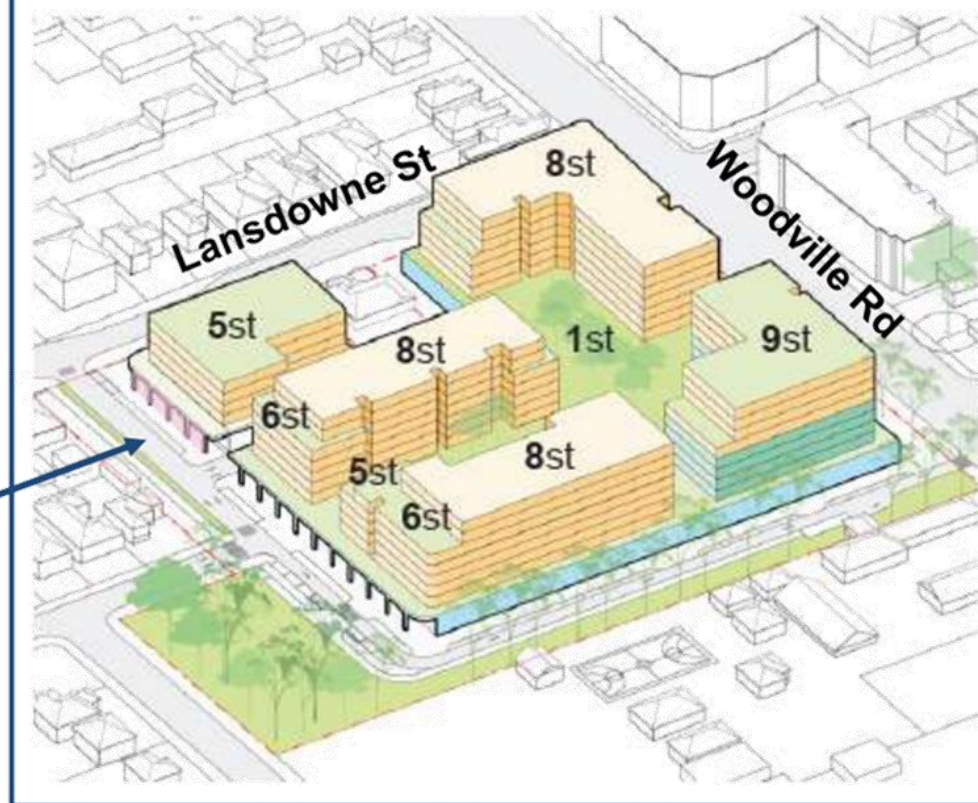
PLANNING PROPOSAL SCHEME



DCP SCHEME



PROPOSED ENVELOPE





Merrylands East Precinct

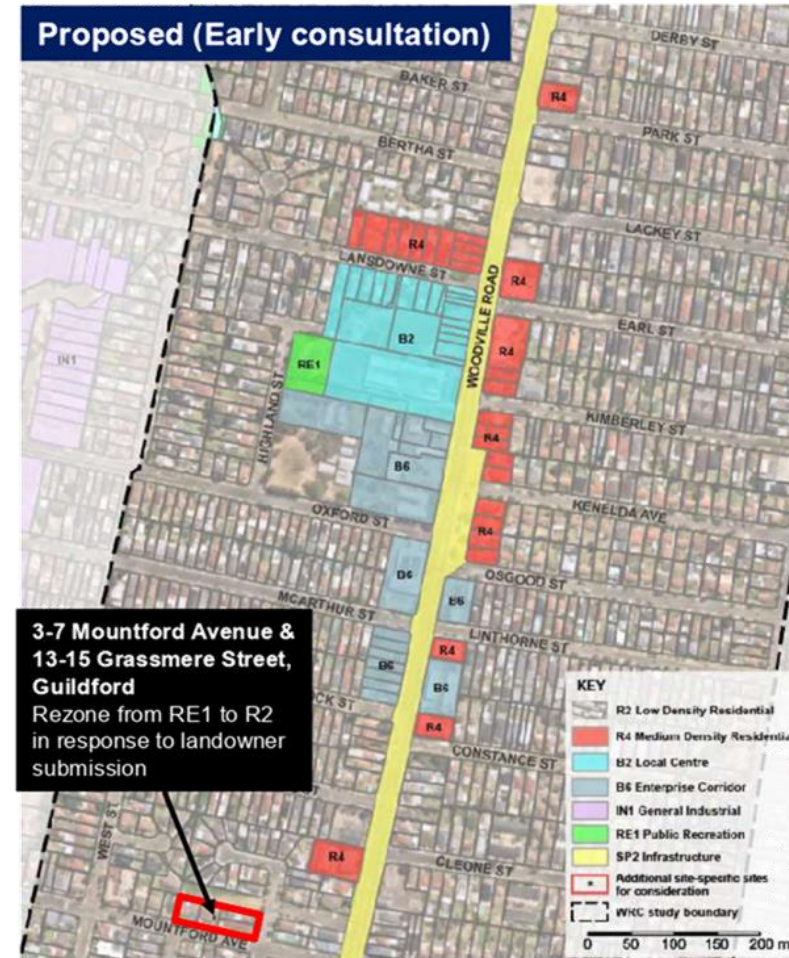
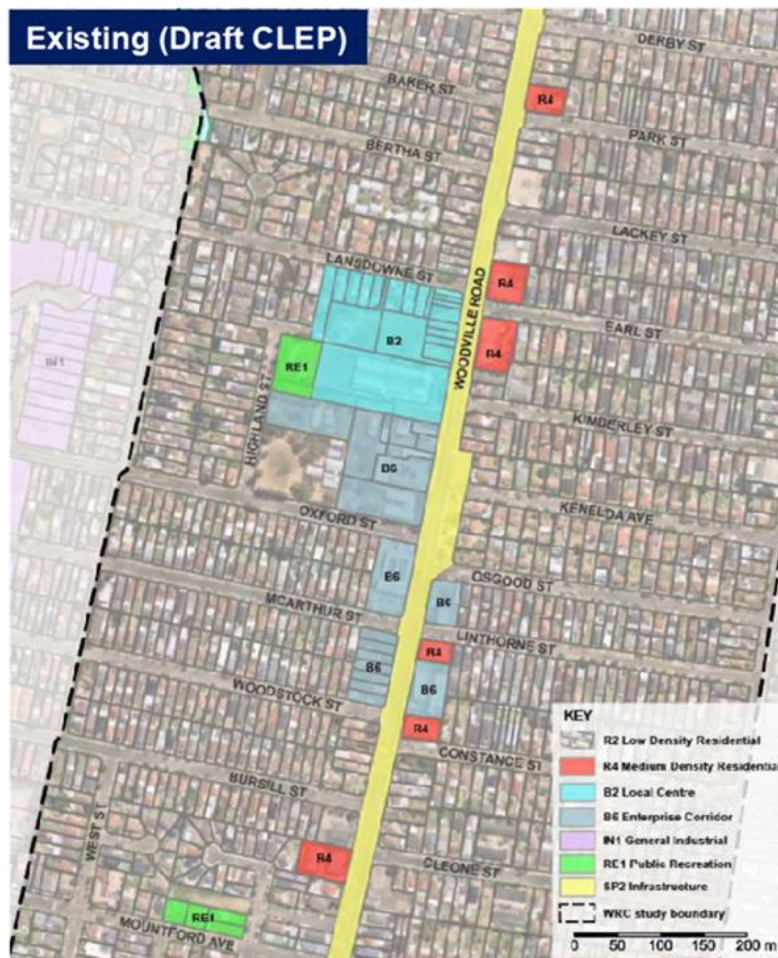
Site analysis: 3-7 Mountford Avenue & 13-15 Grassmere Street, Guildford

Land owner submission – Proposed rezoning from RE1 to residential





Merrylands East Precinct Proposed zoning





Merrylands East Precinct

Proposed height of buildings





Merrylands East Precinct Proposed FSR





Merrylands East Precinct

Proposed change to Land Reservation Acquisition Map





Merrylands East Precinct

Potential additional dwellings

Merrylands East Precinct - Existing controls							
Block	Zoning	Site area	FSR	Total GFA	Employment GFA	Residential GFA	No. of dwellings (existing)
1 R2		7266	0.5	3633		3633	12
2 R2		1245	0.5	623		623	3
3 R2		3055	0.5	1528		1528	7
4 R2		2794	0.5	1397		1397	4
TOTAL				7180	0	7180	26

Merrylands East Precinct - Potential							
Block	Zoning	Site area	FSR	Total GFA (ER of 0.6 and 0.75)	Employment GFA*	Residential GFA**	No. of dwellings***
1 R4		7266	1.8	9609	961	8628	126
2 R4		1245	1.8	1681	168	1513	22
3 R4		3055	1.8	4124	412	3712	53
4 R4		2794	1.8	3772	377	3395	48
TOTAL				19186	1919	17467	249

Additional dwellings: 223
% Increase: 858.6%

* Employment GFA = 10% of the GFA of site (being 1 to 2 storey)

** Efficiency ratio of 0.75 applied to R3 and R4 zones

*** Based on 40sqm per dwelling





Woodville South Precinct

Site analysis: 457-461 Woodville Road, Guildford

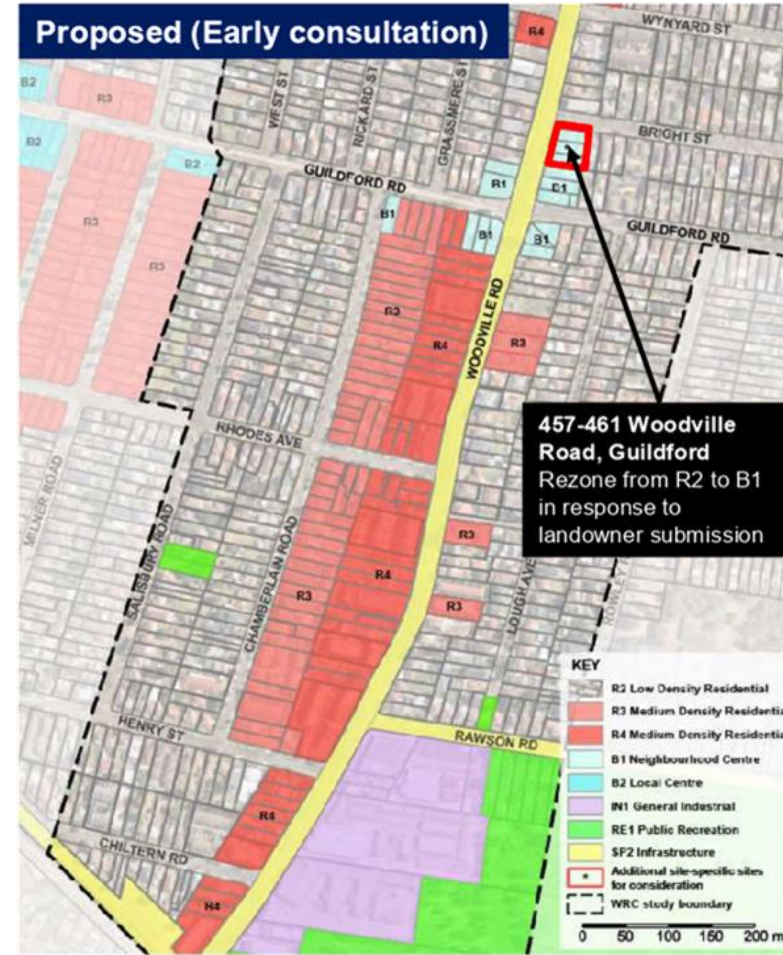
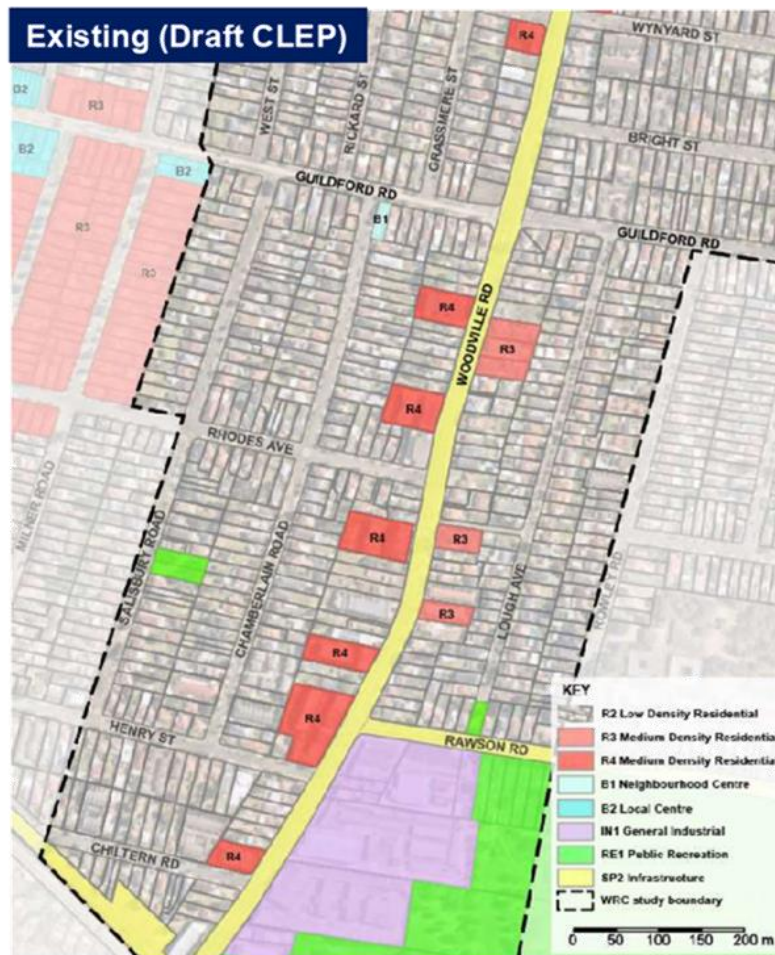
Land owner submission – Proposed rezoning from R2 to B1

Landholdings adjacent to proposed neighbourhood centre, with access on Bright Street





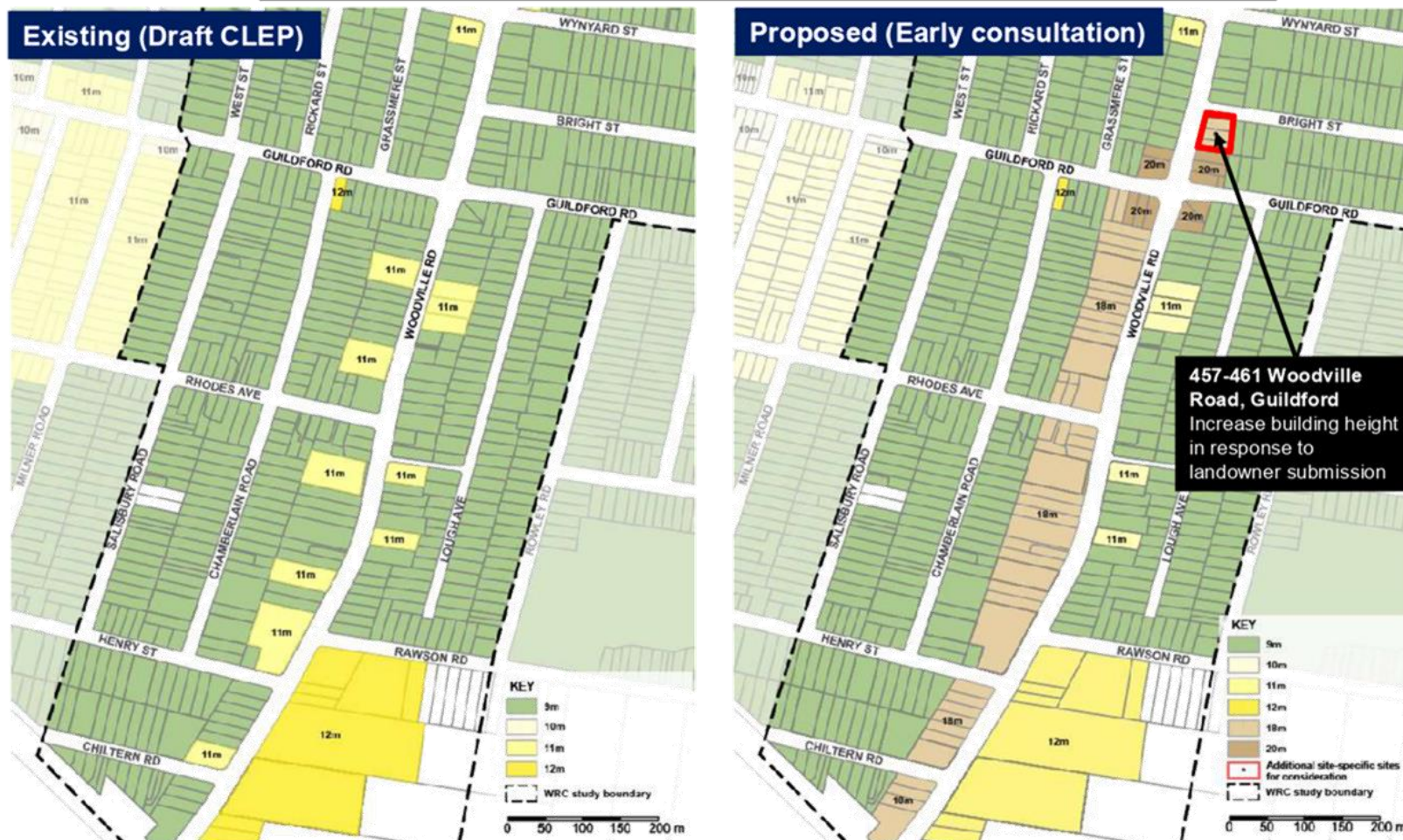
Woodville South Precinct Proposed zoning





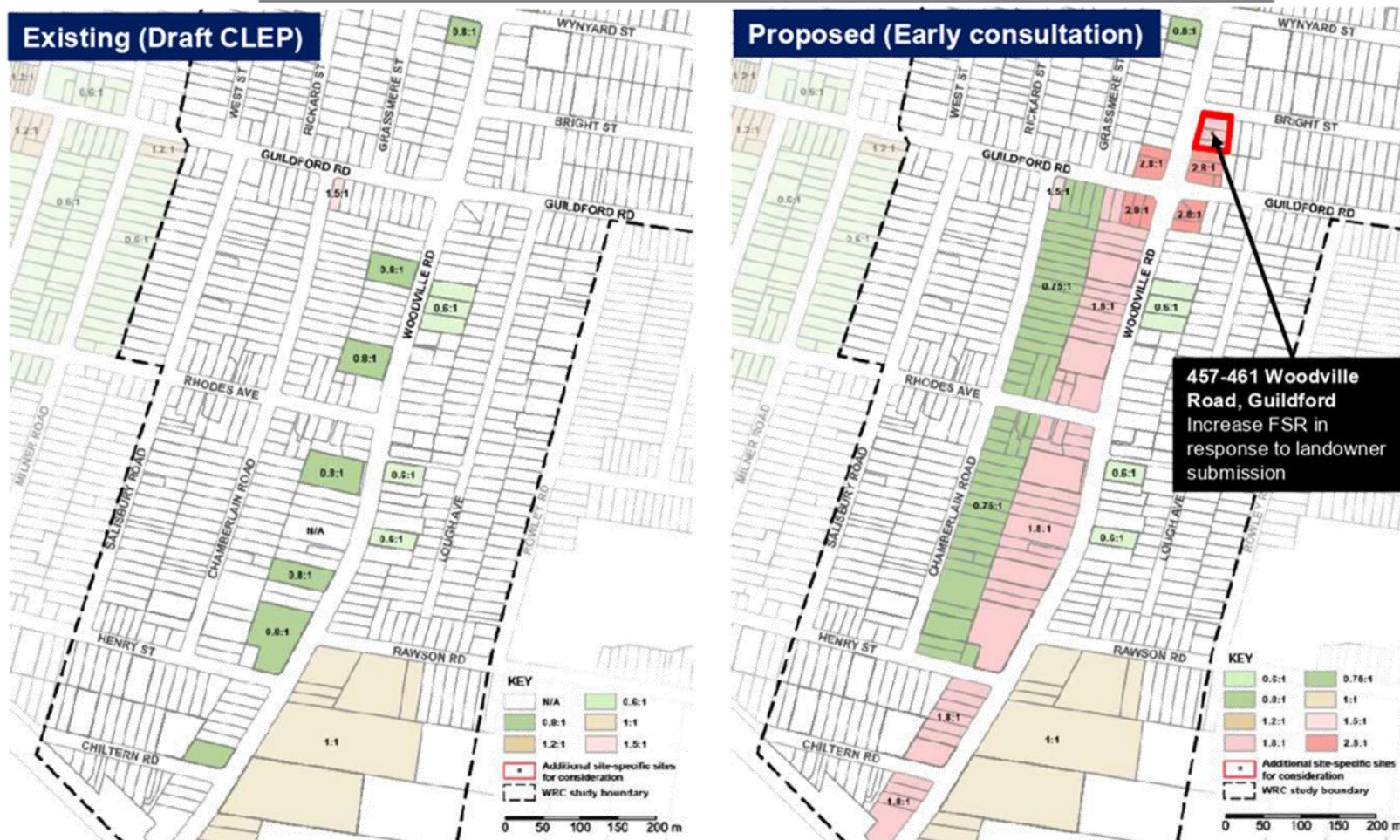
Woodville South Precinct

Proposed height of buildings





Woodville South Precinct Proposed FSR





Woodville South Precinct

Potential additional dwellings

Block	Zoning	Site area	FSR	Total GFA	Employment GFA	Residential GFA	No. of dwellings (existing)
1 R2		1864	0.5	932		932	3
2 R2		1716	0.5	858		858	2
3 R2		2079	0.5	1040		1040	3
4 R2		1609	0.5	805		805	3
5 R2		1873	0.5	937		937	3
6 R2		4117	0.5	2059		2059	5
7 R2		5132	0.5	2566		2566	6
8 R2		1348	0.5	674		674	4
9 R2		3499	0.5	1750		1750	7
10 R2		8982	0.5	1991		1991	3
11 R2		2650	0.5	1325		1325	4
12 R2		2323	0.5	1162		1162	2
13 R2		5024	0.5	2512		2512	6
14 R2		2455	0.5	1228		1228	3
15 R2		17213	0.5	8607		8607	30
16 R2		19216	0.5	9608		9608	32
TOTAL				38050	0	38050	116

Block	Zoning	Site area	FSR	Total GFA (ER of 0.6 and 0.75)	Employment GFA*	Residential GFA**	No. of dwellings***
1 R1		1864	2.8	5132	813	2818	40
2 R1		1716	2.8	2882	288	2594	37
3 R1		2079	2.8	3493	349	3143	45
4 R1		1609	2.8	2708	270	2438	35
5 R1		1873	1.8	2023	202	1821	26
6 R4		4117	1.8	5558	556	5002	71
7 R4		5132	1.8	6928	693	6235	89
8 R4		1348	1.8	1820	182	1638	23
9 R4		3499	1.8	4724	472	4251	61
10 R4		8982	1.8	5376	538	4838	69
11 R4		2650	1.8	3578	358	3220	46
12 R4		2323	1.8	3136	314	2822	40
13 R4		5024	1.8	6782	678	6104	87
14 R4		2455	1.8	3314	331	2983	43
15 R3		17213	0.75	9682		9682	138
16 R3		19216	0.75	10809		10809	154
TOTAL				75939	5545	70394	1006
						Additional dwellings	890
						% Increase	766.9%

* Employment GFA = 10% of the GFA of site (being 1 to 2 storey)

** Efficiency ratio of 0.75 applied to R3 and R4 zones

*** Average dwelling size is 70m²





Proposed Planning Controls



Planning Proposal

Amend principal planning controls in targeted precincts.

Development Control Plan

Amend Cumberland DCP Part F2 – Business Site Specific Development Controls to include controls for the Woodville Road Corridor that support the proposed planning framework.

Public Domain Plan

Prepare a new Public Domain Plan to guide the delivery of a consistently high-quality public realm to promote revitalisation of the Woodville Road Corridor.

DOCUMENTS
ASSOCIATED WITH
REPORT ELPP014/21

Attachment 6
Woodville Road Corridor - Traffic
and Transport Analysis



Woodville Road Corridor Traffic and Transport Study

23 April 2021

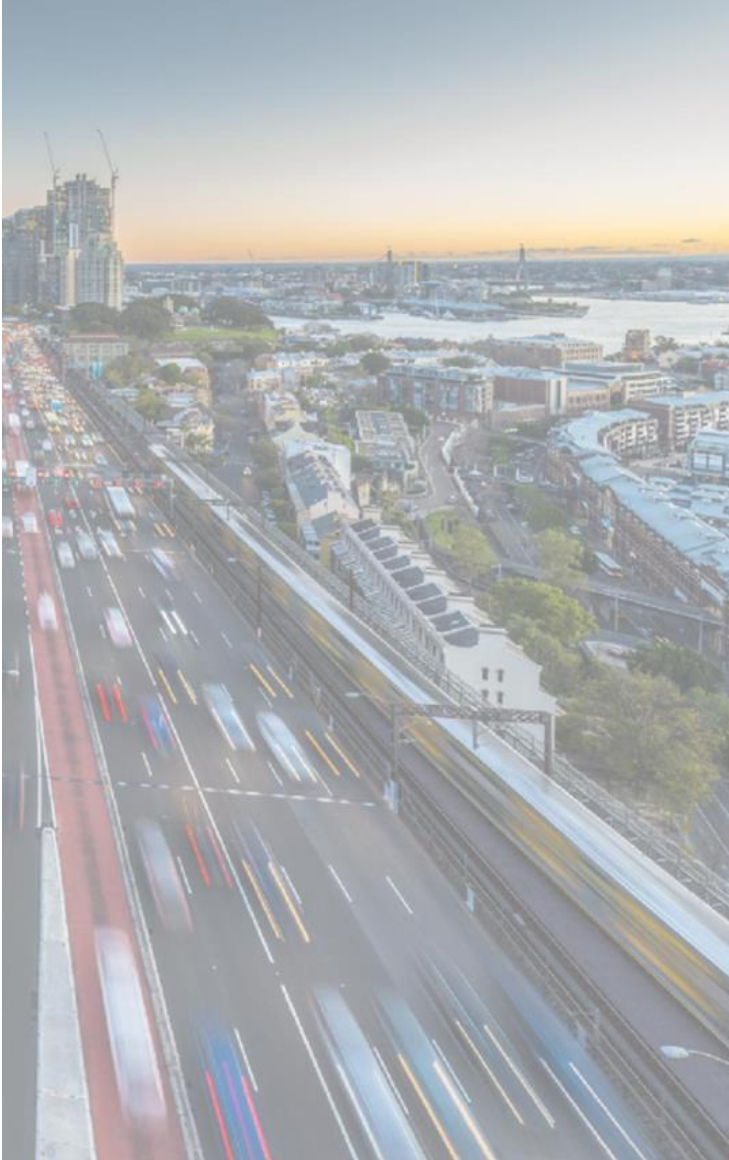


Table of Contents

- 01** BACKGROUND AND PURPOSE
- 02** WOODVILLE ROAD CORRIDOR TRAFFIC AND
TRANSPORT EVIDENCE BASE
- 03** WOODVILLE ROAD CORRIDOR TRAFFIC MODELLING
- 04** RECOMMENDED APPROACH

Summary

- SCT Consulting was engaged by Cumberland City Council to undertake a traffic and transport study for the Woodville Road Corridor. This study is to support land use planning works for the corridor.
- Traffic and transport evidence base was prepared for the Woodville Road corridor to identify the key transport issues and opportunities and to inform land use planning for the corridor.
- Traffic modelling was undertaken to assess the capacity of the Woodville Road corridor and key intersections to support potential growth of the corridor. The assessment identified that targeted intersection upgrades would be required at the following locations in the future:
 - Woodville Road / Louis Street intersection
 - Woodville Road / Lansdowne Street intersection
 - Woodville Road / Oxford Street intersection
 - Woodville Road / Guildford Road intersection
- The introduction of planning controls and land reservation along the corridor can be used to ensure these road intersection upgrades are provided in the future. Some of these works are anticipated to be provided as part of the Development Applications at these locations.
- There are also further walking, cycling and public transport opportunities that can be deployed to cater for growth along the corridor.

01

Background and purpose

Background and purpose

- SCT Consulting was engaged by Cumberland City Council to undertake a traffic and transport study for the Woodville Road Corridor. This study is to support land use planning works for the corridor.
- The study includes information on the following areas:
 - Evidence base of current traffic and transport in the corridor
 - Traffic modelling assessment on potential growth in the corridor
 - Recommended approach for consideration to support land use planning outcomes in the corridor.

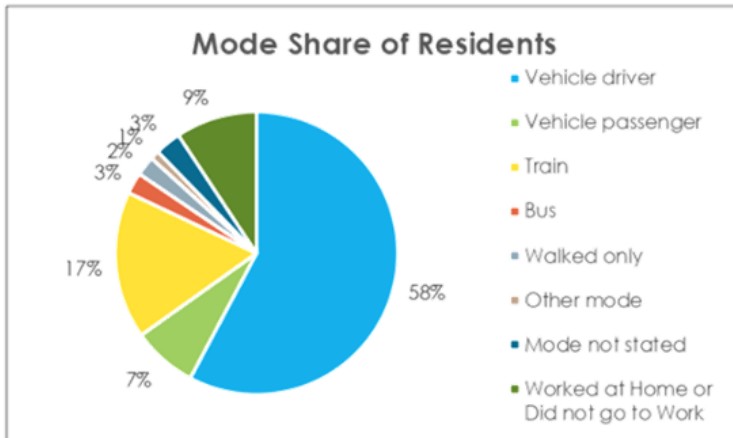
02

Woodville Road Corridor Traffic and Transport Evidence Base

Evidence base

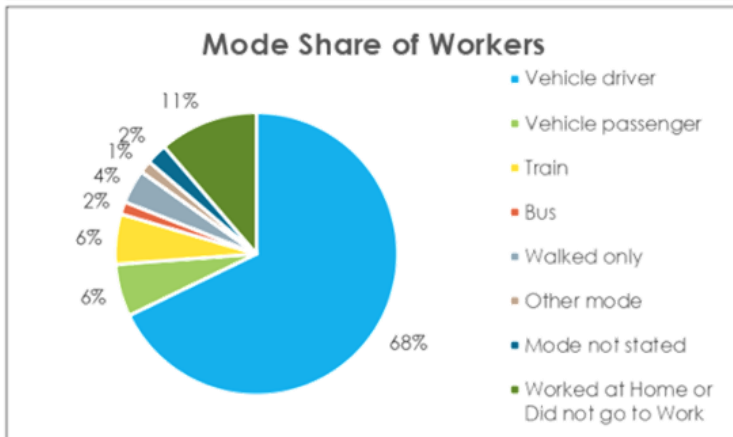
- SCT Consulting prepared traffic and transport evidence base for the Woodville Road corridor to identify the key transport issues and opportunities and to inform land use planning for the corridor.
- The evidence base consists of the following:
 - Journey-to-work data
 - Road hierarchy and traffic flows
 - Car ownership
 - Crash data
 - Off-street car park facilities
 - Public transport service and reliability
 - Public transport accessibility
 - Cycling facilities and usage

Car is the dominant mode for travel to work by residents (58%) and workers (68%). Bus use is low at 3% and 2% respectively.



Top destinations of residents (6,612 residents):

- Merrylands – Guildford (20%)
- Parramatta (13%)
- Sydney Inner City (12%)

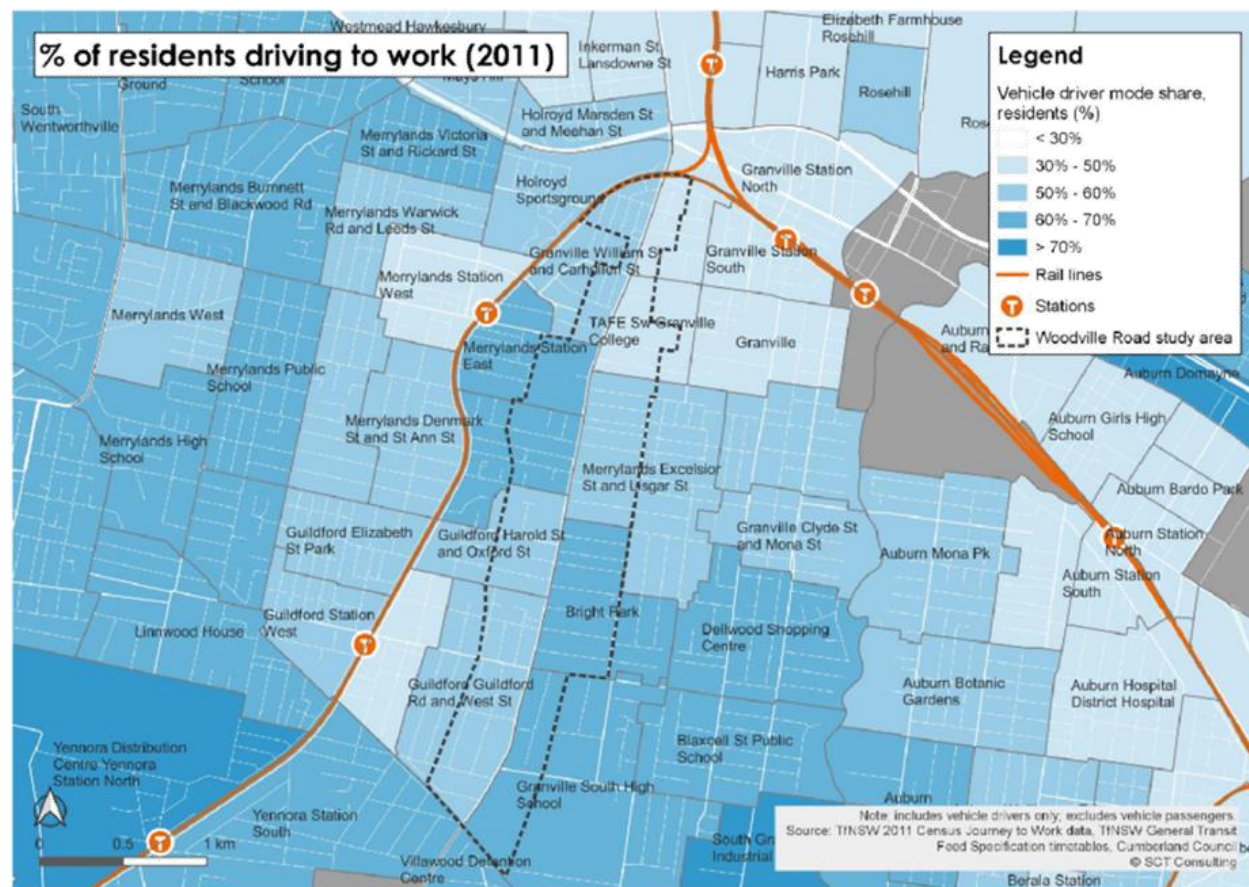


Top origins of workers (2,741 workers):

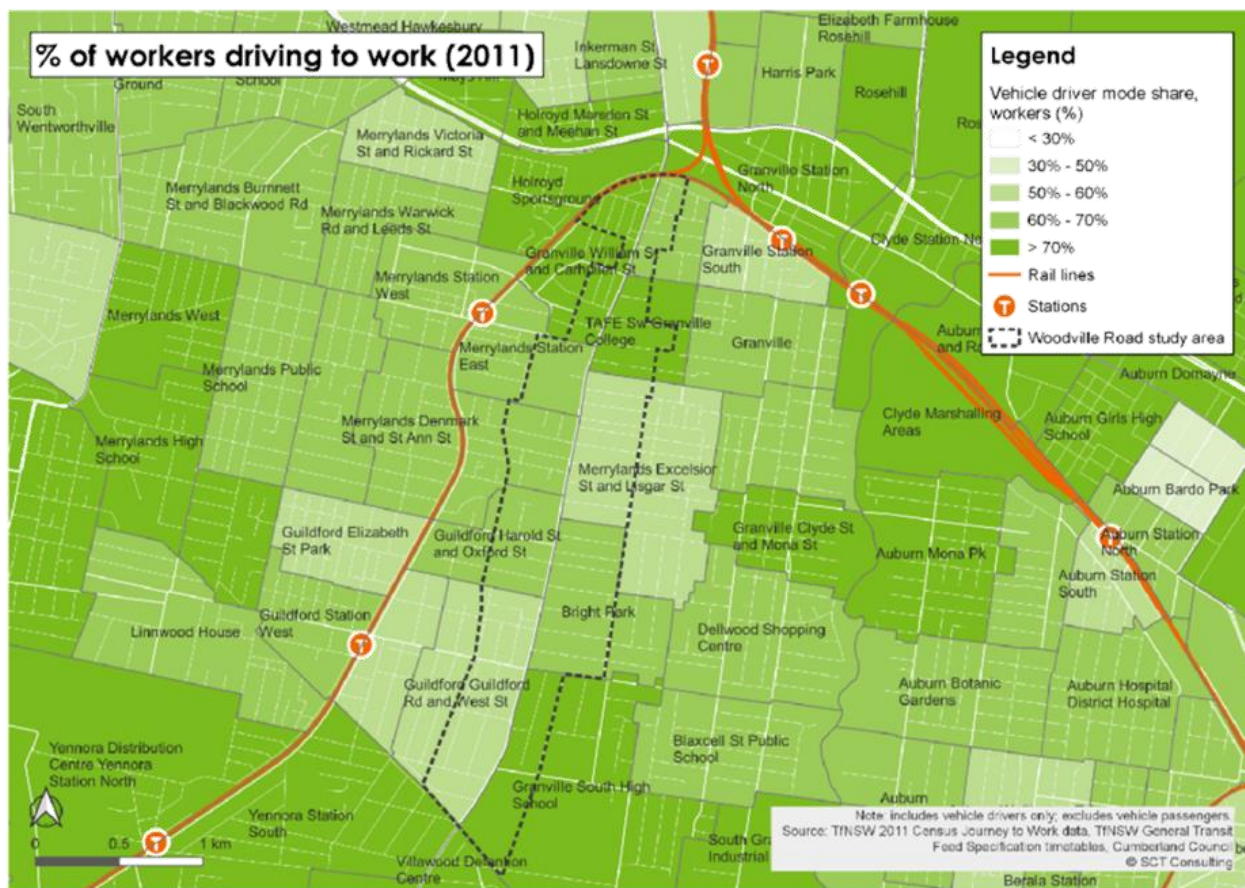
- Merrylands – Guildford (40%)
- Parramatta (7%)
- Baulkham Hills (5%)

Source: TfNSW 2011 Census Journey to Work data by Travel Zone. The Woodville Road Corridor study area has been defined as Travel Zones 1221 (Granville Walter St & Daniel St), 1223 (Granville William St & Carhullen St), 1225 (TAFE Sw Granville College), 1228 (Merrylands Station East), 1229 (Merrylands Bertha St and Ethel St), 1231 (Merrylands Excelsior St & Lisgar St), 1250 (Guildford Harold St & Oxford St), 1251 (Bright Park), 1254 (Guildford – Guildford Rd & West St) and 1256 (Granville South High School).

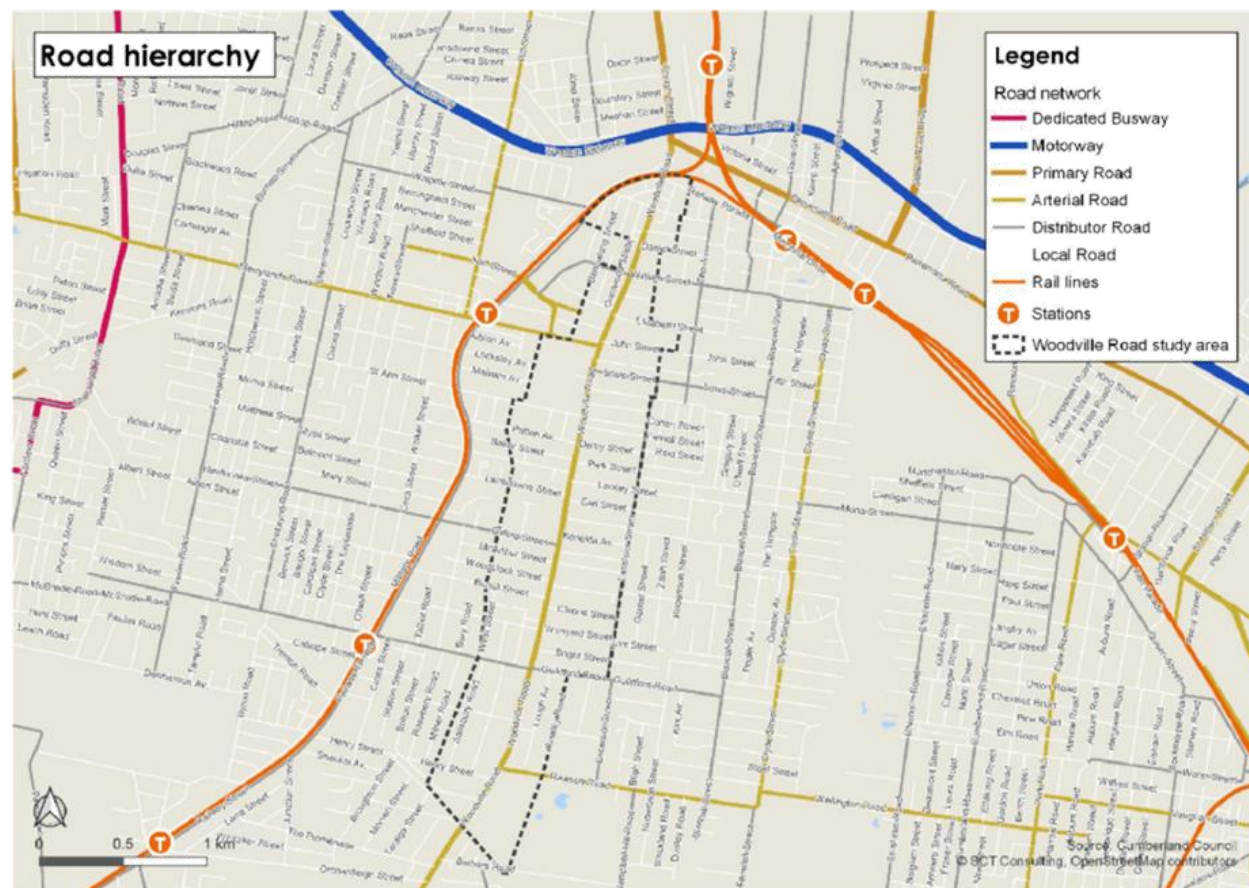
Car driver mode shares are lower further north (near Granville), and higher further south (near Guildford)



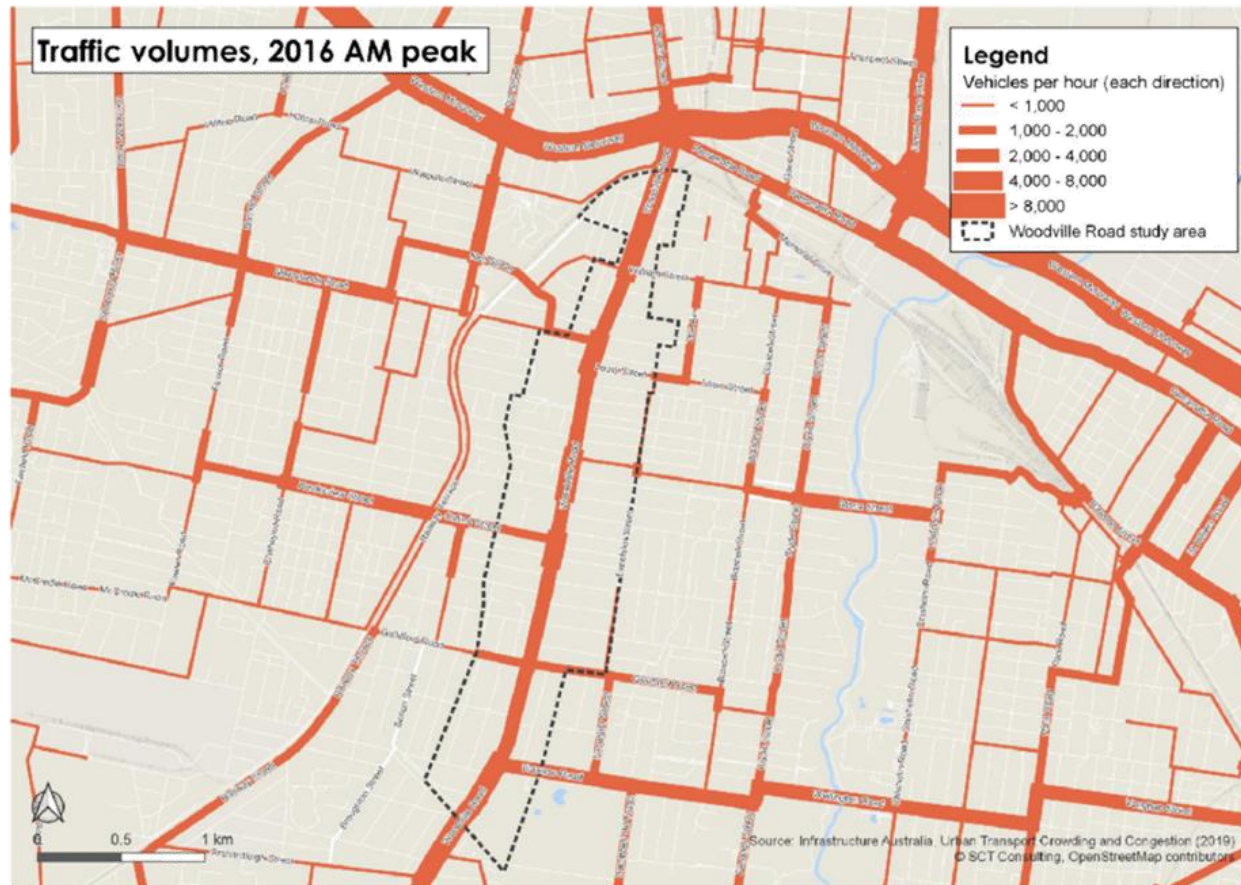
The mode share of workers driving to work is relatively high (68%)



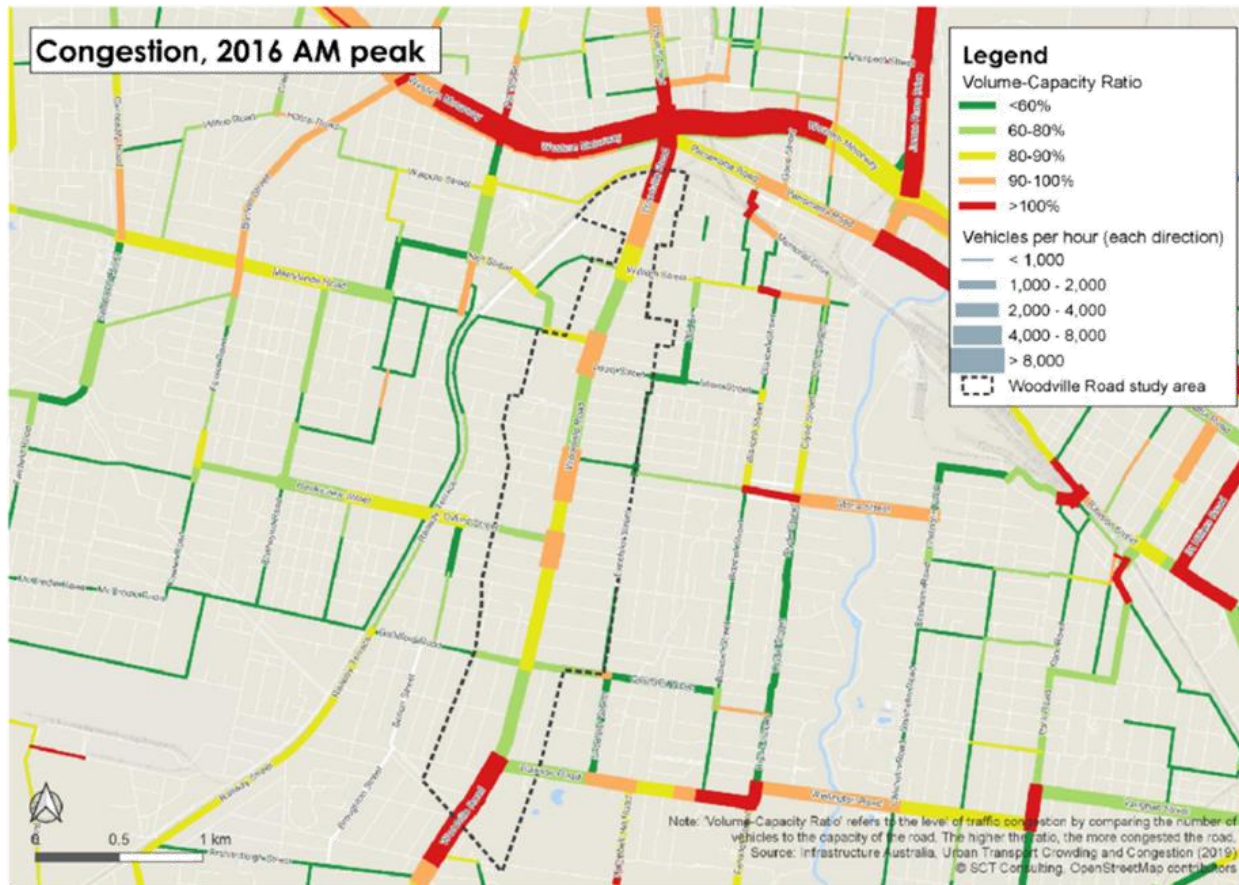
Woodville Road is an arterial road, and functions as a major traffic corridor between M4/Great Western Hwy and Hume Hwy



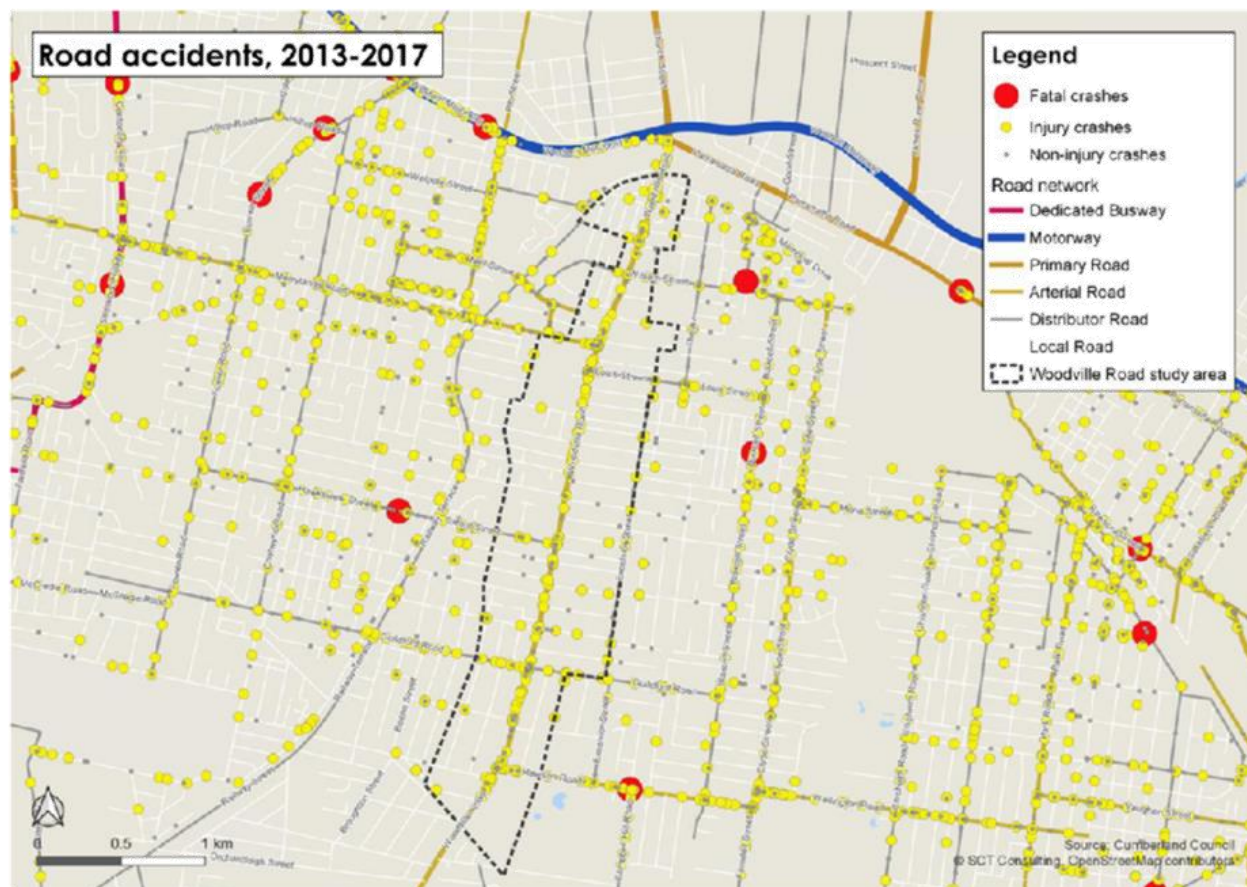
Traffic levels on Woodville Road are consistently higher than on other surrounding roads



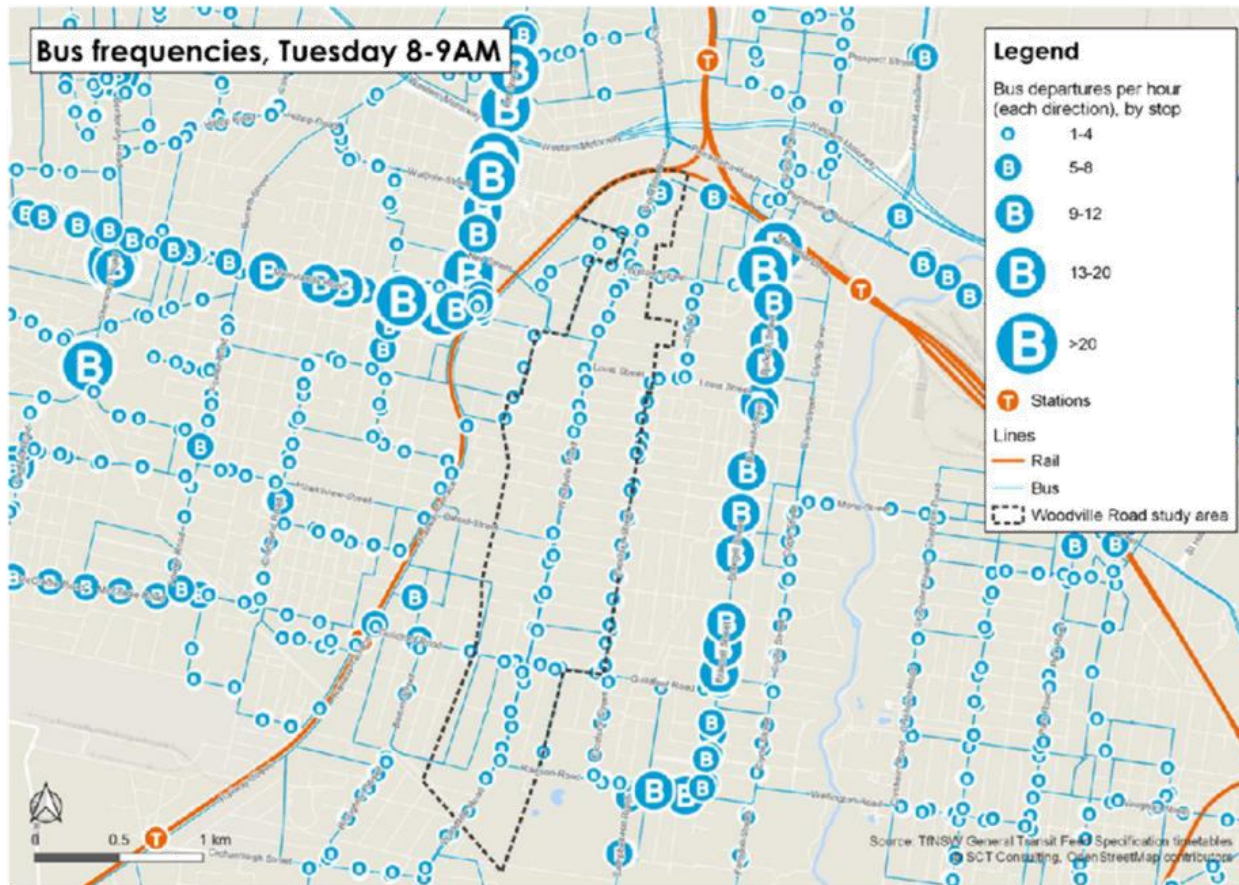
Congestion levels on Woodville Road are generally moderate, but higher towards the northern and southern ends



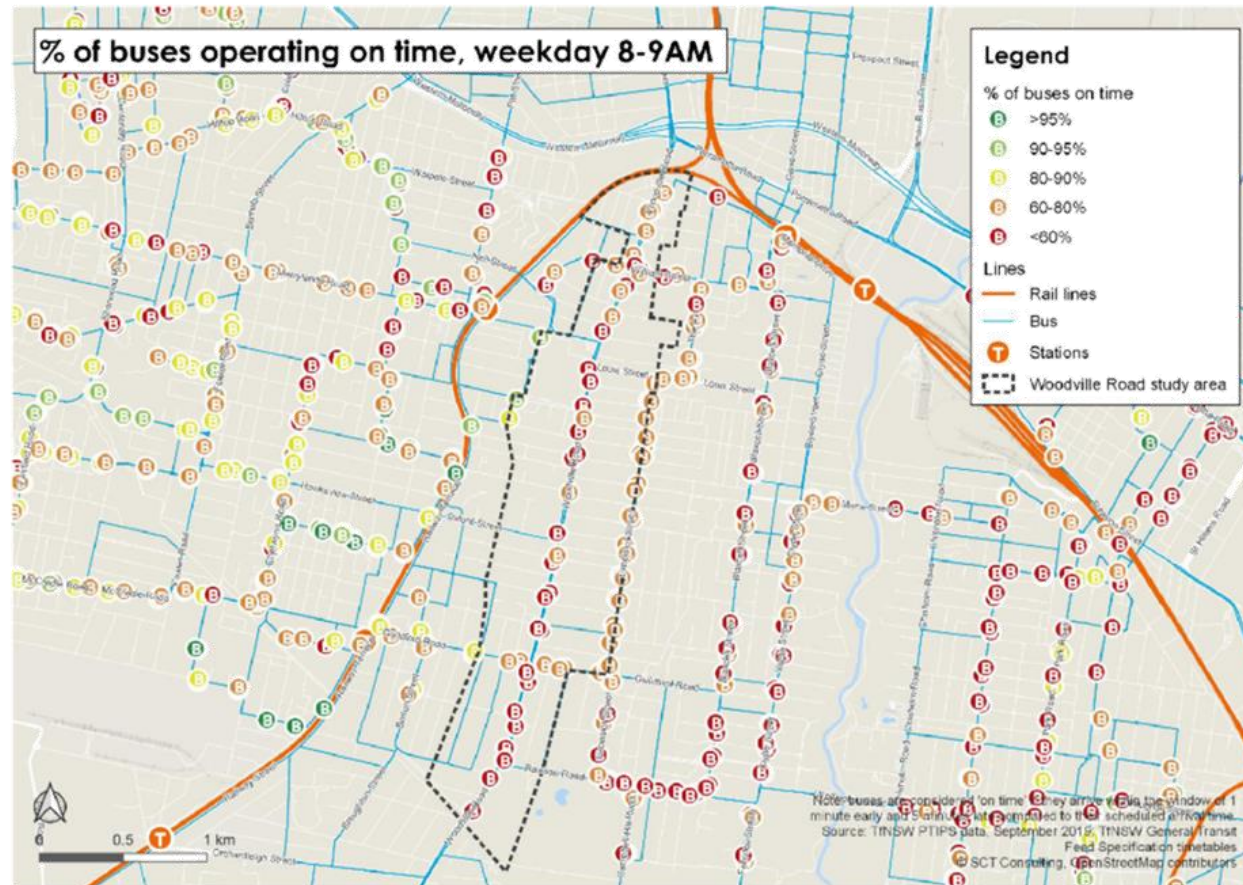
There were high numbers of injury crashes on Woodville Road between 2013 and 2017



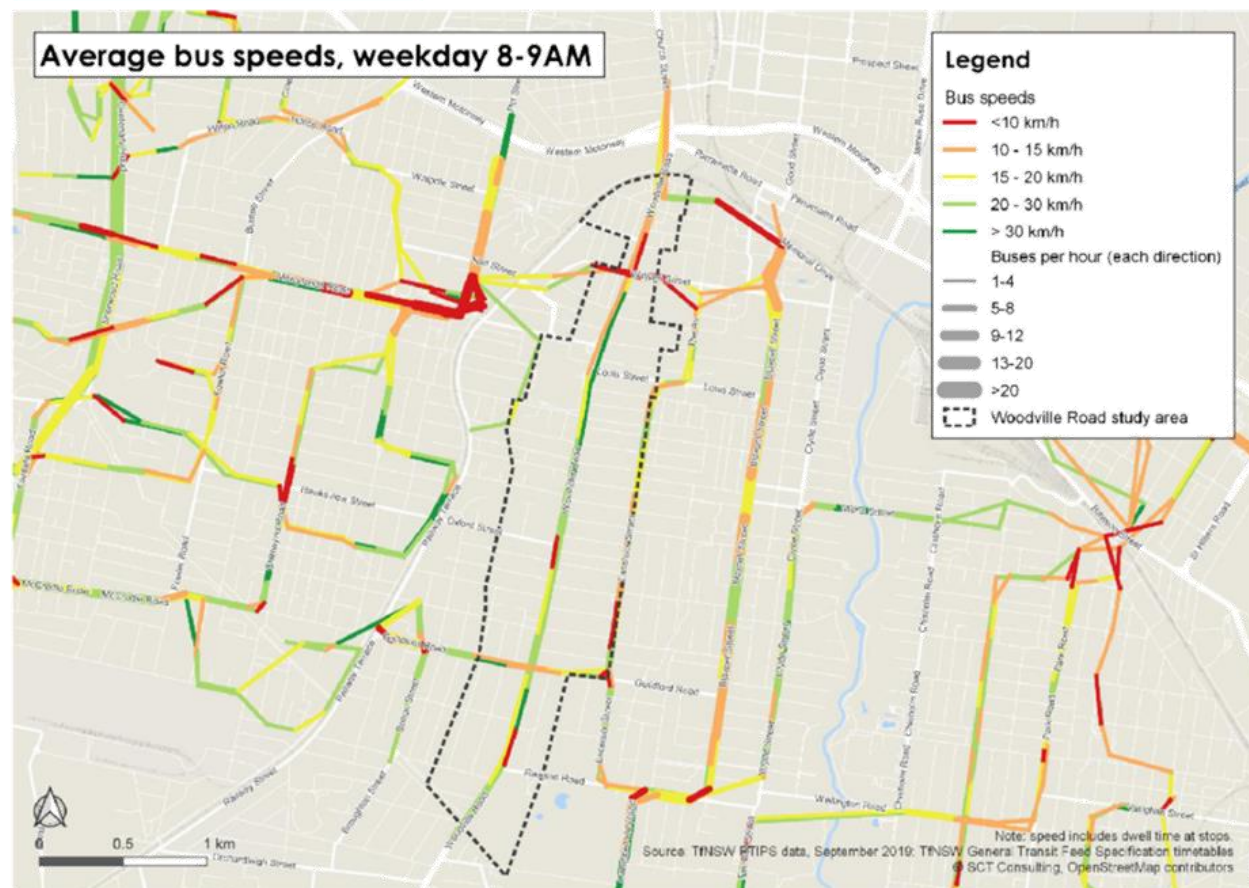
Bus services on Woodville Road are currently very limited (only one bus route, 907 between Parramatta and Bankstown, every 20 minutes)



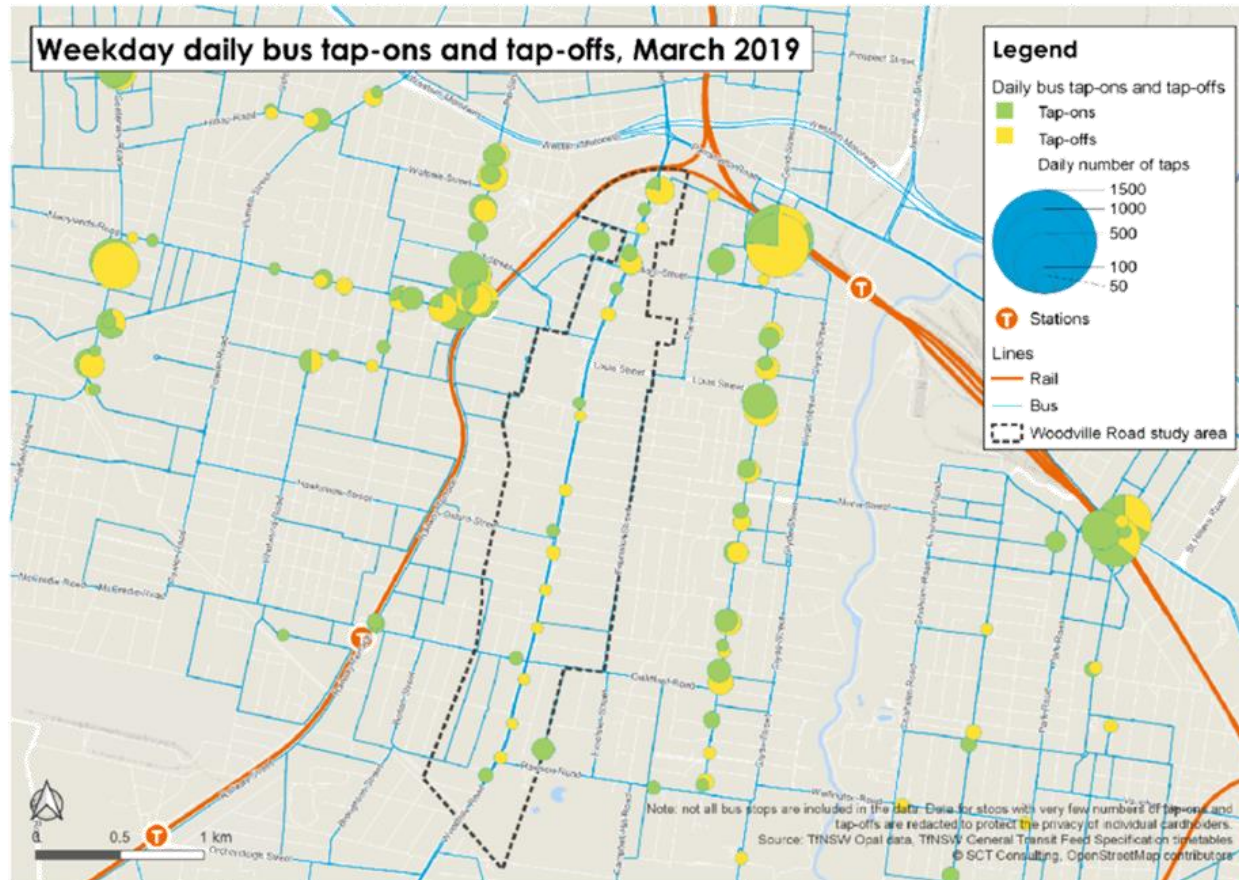
Poor bus reliability along the corridor, with <60% of AM peak buses on time at most stops, and <80% on time at all stops



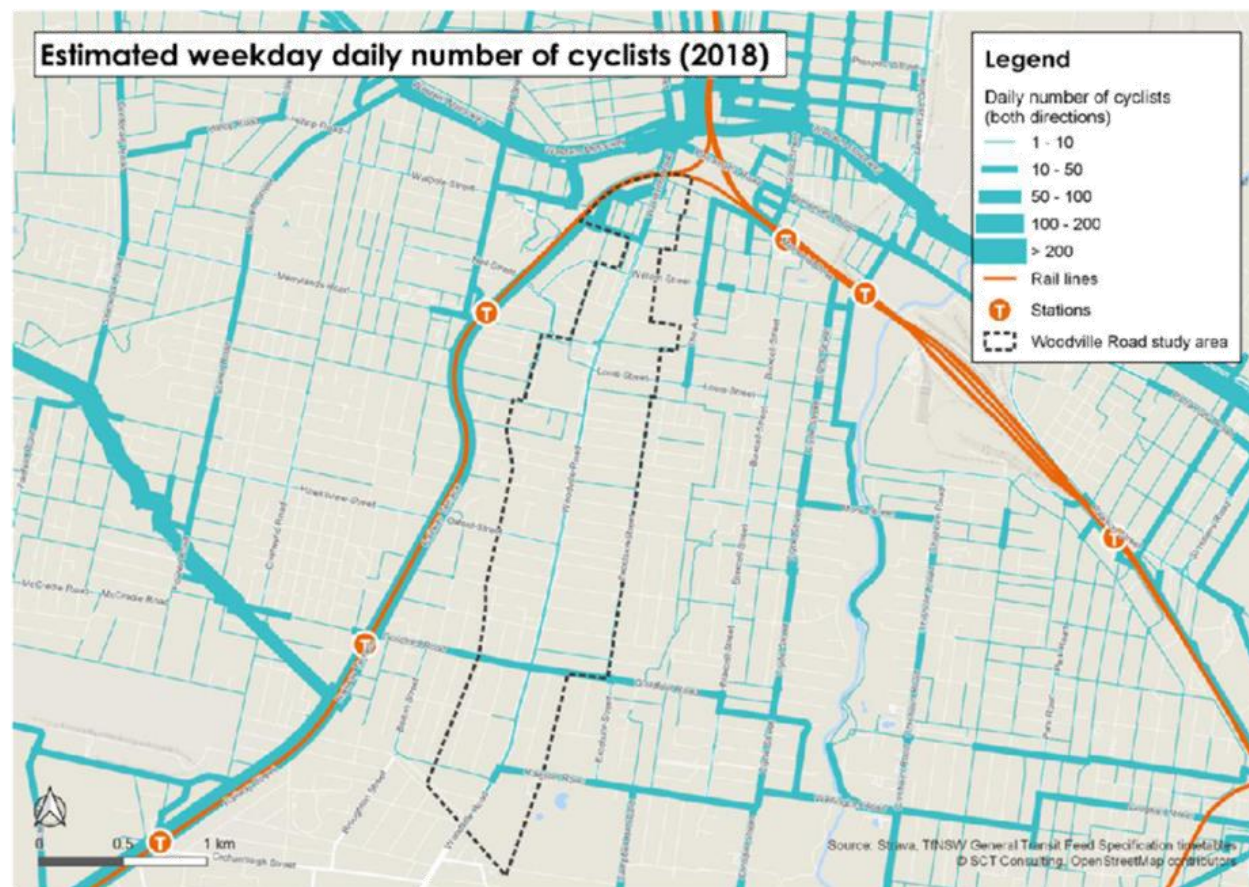
Bus speeds are generally high, because of the higher speed limit and short dwell times at stops (due to low patronage)



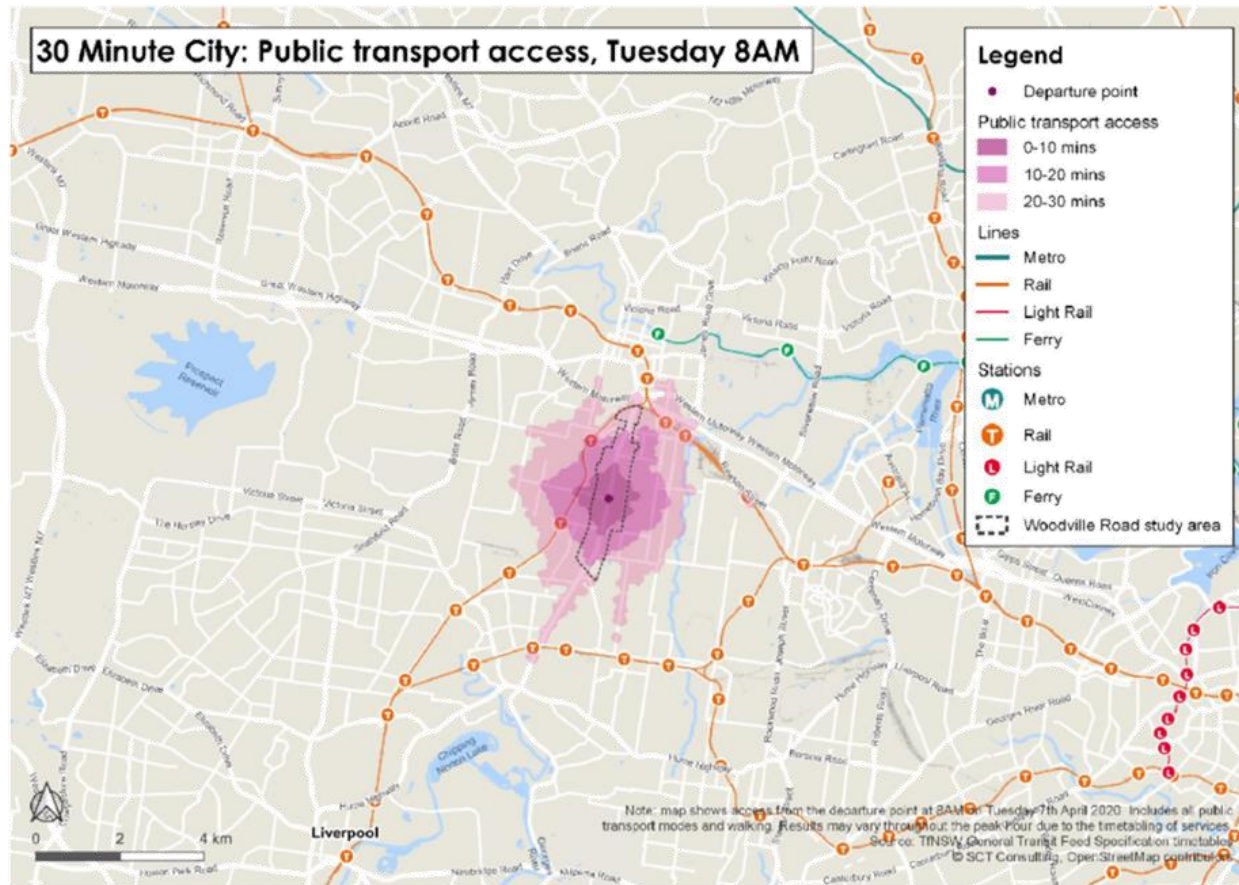
Bus use on Woodville Road is much lower than more high-frequency corridors nearby, such as the M91 corridor on Blaxcell Street



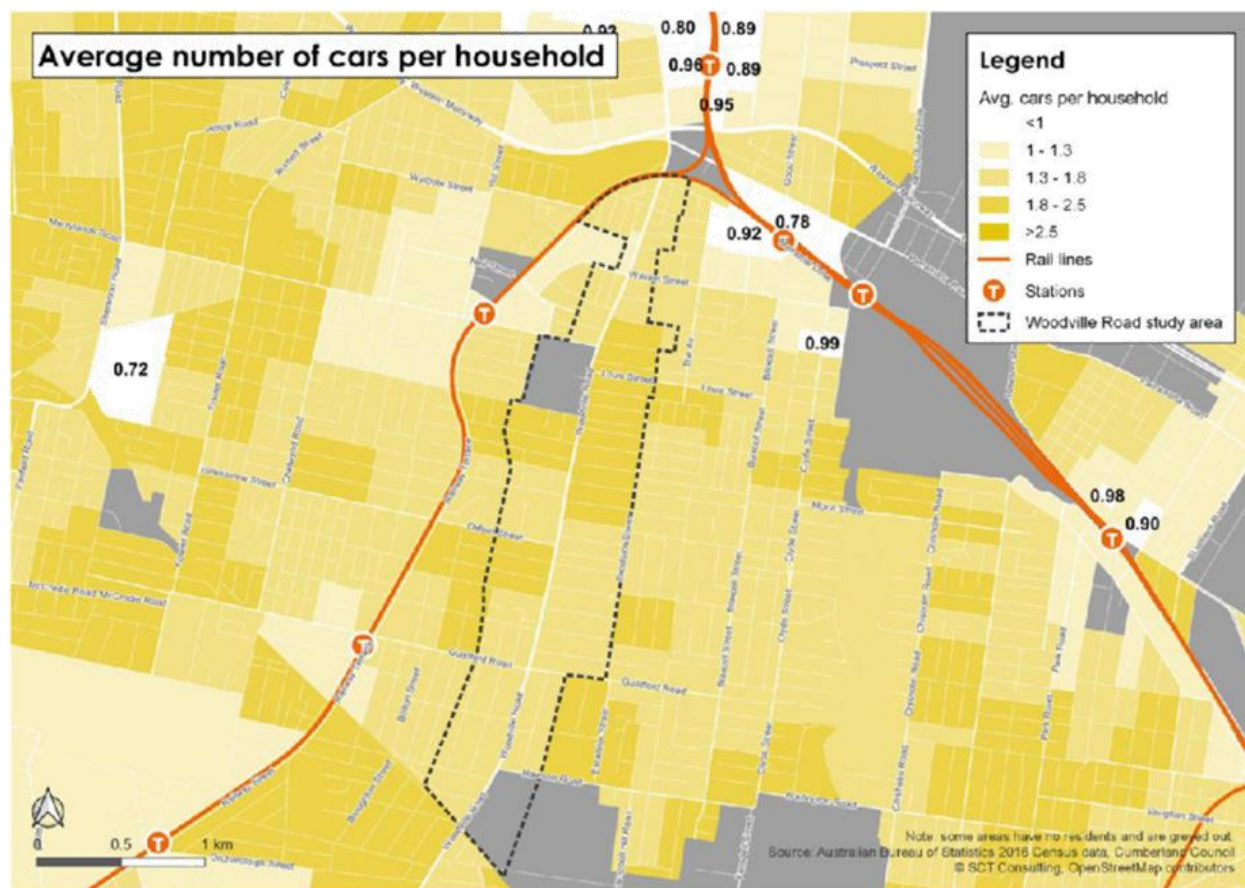
Cycling levels are very low, expected given the lack of facilities and the high traffic volumes, including freight traffic.



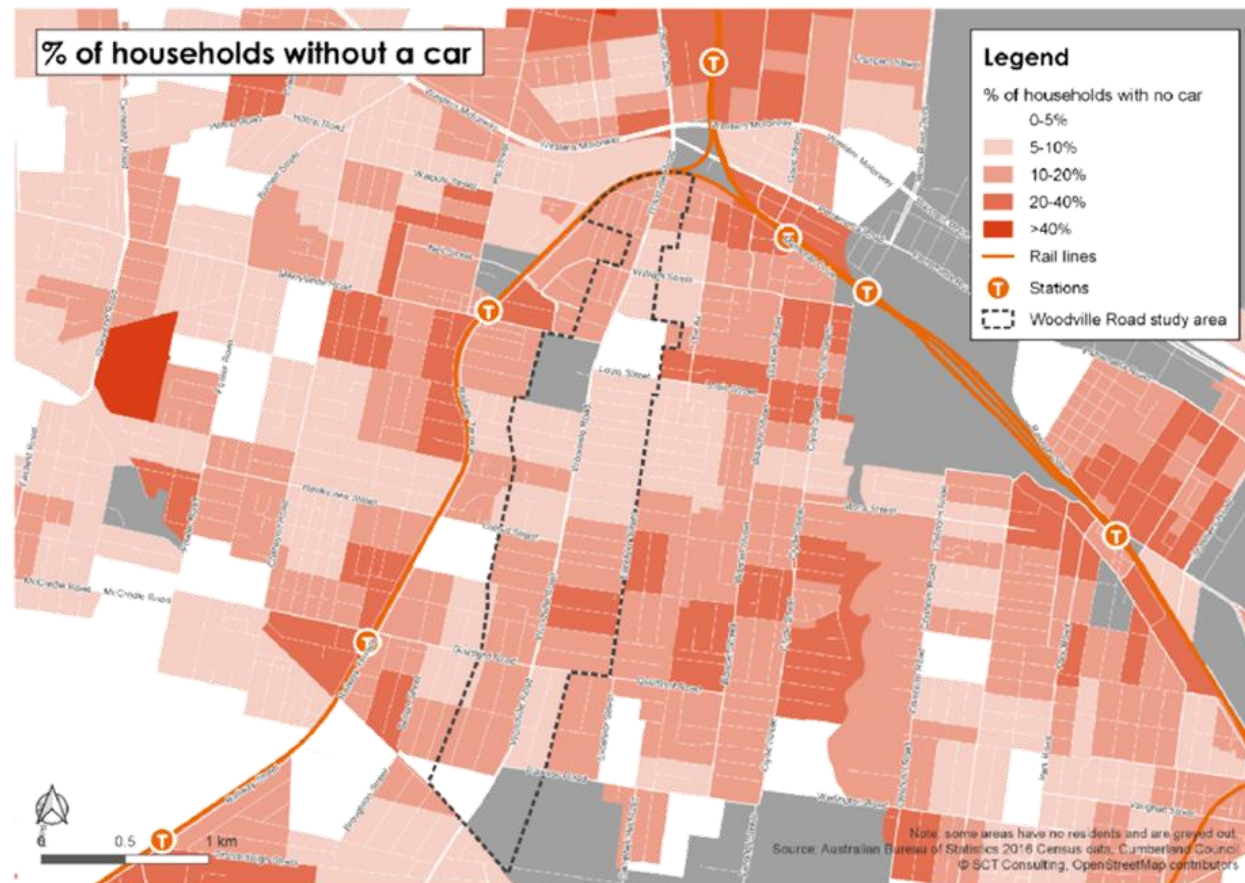
Very limited 30-minute public transport catchment; most of it consists of simply walking for 30 minutes, without using public transport



Car ownership levels are high compared to surrounding neighbourhood, reflecting the poor public transport accessibility of the corridor



Car ownership levels are high compared to surrounding neighbourhoods, reflecting the poor public transport accessibility of the corridor

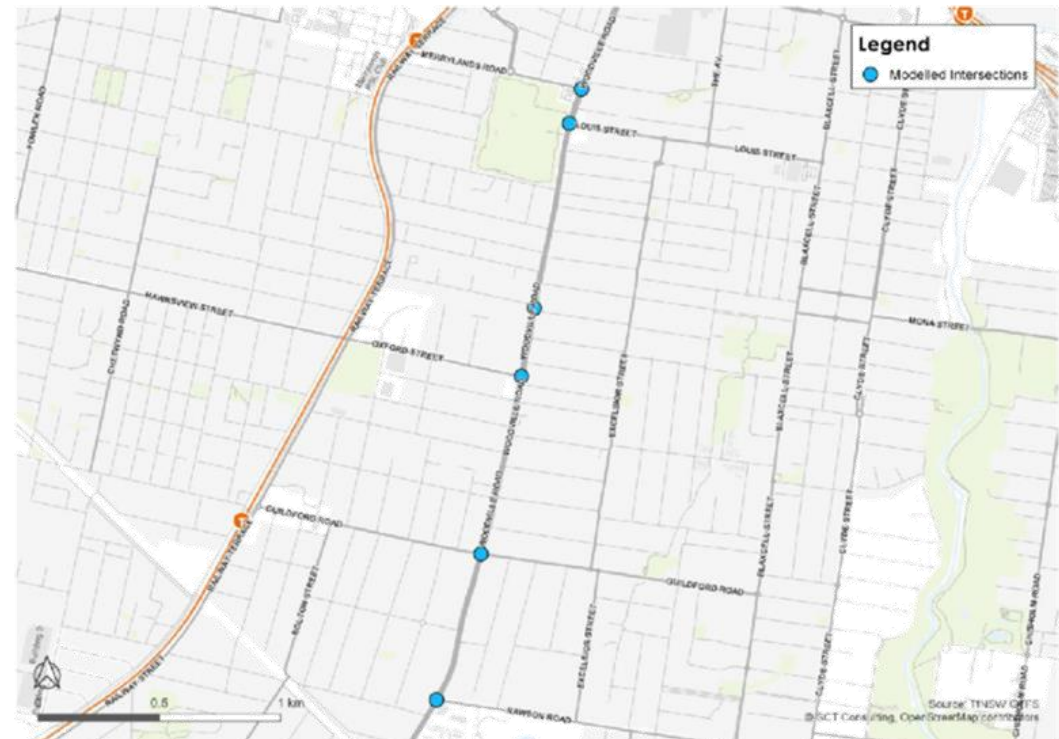


03

Woodville Road Corridor Traffic Modelling

Traffic modelling

- SCT Consulting undertook traffic modelling to assess the capacity of the Woodville Road corridor and key intersections in order to understand the likely implications of the potential growth of the corridor.
- The following intersections were assessed:
 - Woodville Road / Merrylands Road intersection
 - Woodville Road / Louis Street intersection
 - Woodville Road / Lansdowne Street intersection
 - Woodville Road / Oxford Street intersection
 - Woodville Road / Guildford Road intersection
 - Woodville Road / Rawson Road intersection



Modelling scenarios

1. Base year (2020)
 2. Future year (2030) with background traffic growth only
 3. Future year (2030) with background traffic growth and mitigation measures
 4. Future year (2030) with background traffic growth, development traffic and Scenario 3 upgrades
 5. Future year (2030) with background traffic growth, development traffic and mitigation measures
- The assumptions made during the development of the models are outlined in this section.

Base year models: inputs, assumptions and limitations



- Traffic survey counts were undertaken for six intersections surrounding Granville centre on 2nd December 2020 by Matrix Traffic and Transport Data.



- Spatial data and aerial imagery, gathered from SIX Maps and Google Maps were used to model the intersection layouts.



- Traffic signal timings were taken from 2nd December 2020 SCATS data.



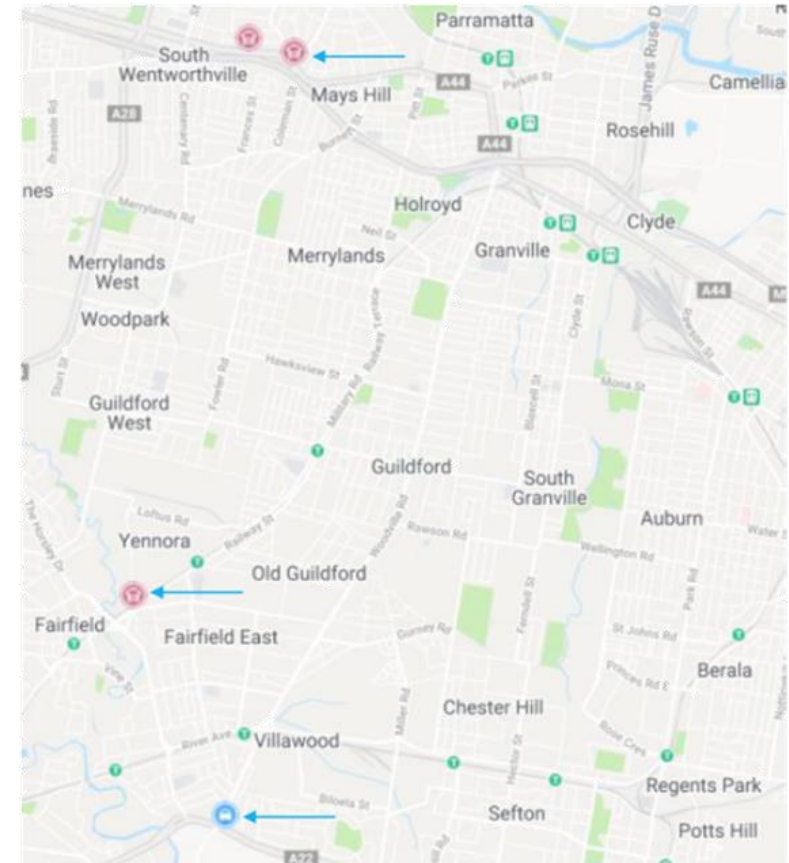
- Intersections in proximity of one another were modelled as networks to capture flow on effects between them. These intersections were:
 - Network 1: Woodville Road / Merrylands Road and Woodville Road / Louis Street
 - Network 2: Woodville Road / Oxford Street and Woodville Road / Lansdowne Street / Earl St
- Woodville Road / Lansdowne Street / Earl Street intersection is modelled as a single intersection. The staggered nature of the intersection is unable to be modelled in SIDRA Intersection 9, however this is unlikely to have a noticeable impact on modelling results.

Base year models: calibration

- The following measures were investigated to ensure the models were an accurate reflection of traffic conditions on Woodville Road corridor:
 - The end gain at Woodville Road / Merrylands Road was increased to allow more right turn throughput from Merrylands Road to achieve a degree of saturation < 1 .
 - Due to the proximity of Woodville Road / Merrylands Road and Woodville Road / Louis Street, signal coordination between the sites was encouraged to achieve a degree of saturation < 1 by servicing through movement demand.
 - The right turn and through movements from Lansdowne Street at Woodville Road / Lansdowne Street / Earl Street have a degree of saturation > 1 . This is due to the priority arrangement of the intersection vehicles struggling to find sufficient gaps due to high northbound and southbound. This was accepted as a limitation of the model due to the low demand of these movements (less than 20 vehicles each). All other movements had a degree of saturation < 1 .

Background traffic growth: inputs and assumptions

- Background traffic growth has been determined based on the **traffic counts surrounding the Woodville Road corridor**, based on historical traffic data published by TfNSW.
- The three permanent traffic counter sites located at Hawkesbury Road (S. ID: 7119-PR), Fairfield Street (S. ID: 66249) and Hume Highway (S. ID: 44002) were used to estimate the background traffic growth.
- The traffic growth between 2008 and 2019 was analysed for the above sites. The sites at Hawkesbury Road and Fairfield Street shows a negative historical traffic growth of -2.3% and -1.4% respectively, while Hume Highway shows a 0.9% traffic growth.
- Hence, a **background growth rate of 0.9% p.a.** was applied to account for regional traffic growth as a result of population and employment increase in the wider area including other centres in Cumberland City Council. This is also consistent with assumptions adopted and approved by TfNSW in the Merrylands East Neighbourhood Centre (John Cootes site) Transport Impact Assessment (Feb, 2021).
- This background growth rate is assumed to incorporate development traffic from adjacent centres not on the Woodville Road corridor such as Merrylands and Granville centres.



Potential dwelling growth of Woodville Road corridor: inputs and assumptions

- Trip generation of dwelling growth along the Woodville Road corridor was considered specifically in the models. Growth of other nearby centres were also considered as background growth rate along the corridor.
- Projected dwelling growth in each centre was estimated based on planning analysis undertaken by Council.
- Growth along the corridor is concentrated in three areas:
 - Woodville North Precinct: between Parramatta Road and Merrylands Road (approximately 1,050 additional dwellings)
 - Merrylands East Precinct: between Lansdowne Street and Oxford Street (approximately 640 additional dwellings)*
 - Woodville South Precinct: between Guildford Road and Chiltern Road (approximately 890 additional dwellings)
- The preferred development scenario of this corridor has a net increase of 2,580 dwellings.
- The majority of new dwellings along the corridor is outside the walking catchment of surrounding train stations. There are minimal retail areas along the corridor.



*- The estimate of 640 additional dwellings is based on the development application for the Merrylands East Centre (John Cootes site), as well as proposed growth in this precinct identified in Council's land use planning.

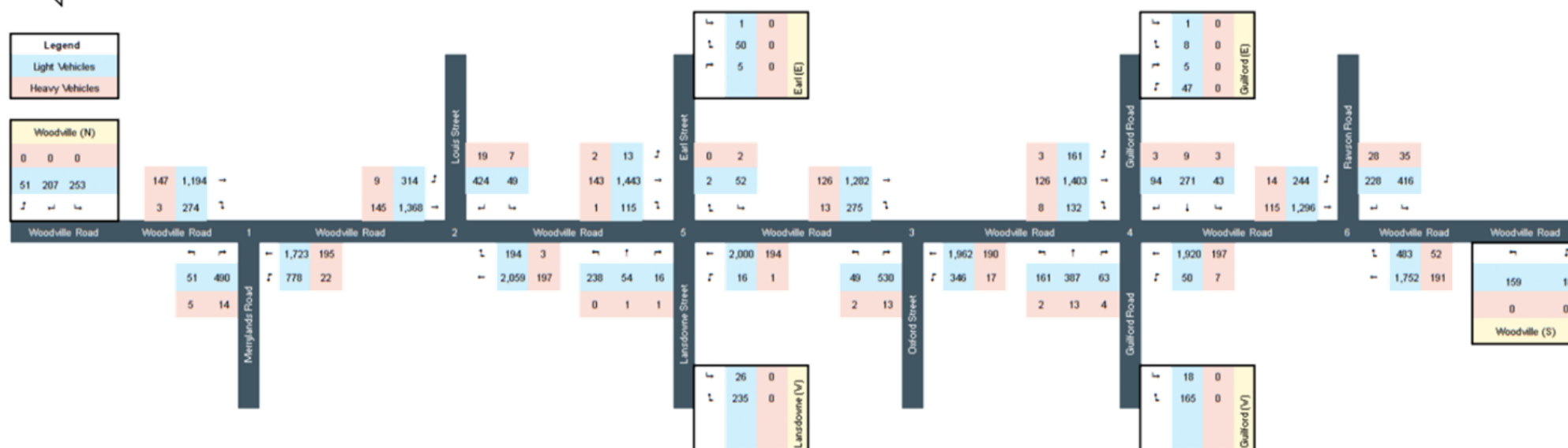
Development traffic: trip generation

- The trip generation numbers used in the model are based on the following inputs:
 - Vehicle trip generation rates vary with respect to dwelling type, distance from the nearest station and car ownership.
 - Mode shares in each centre / corridor are based on existing mode choices (from TfNSW Household Travel Survey and Census Journey to Work data), and do not account for the effects of any mode shift initiatives. This is considered acceptable as there are no mass transit projects committed at these centres, except Westmead.
 - The train mode share is split in proportion to account for the number of users who drives to nearby station and its impact on the local road network. These proportions were calculated based on distance from the nearest station.
- **The development around Woodville Road corridor was estimated to generate 1,249 car trips across the corridor, 1,047 car trips to work and 202 car trips to nearby train stations.**

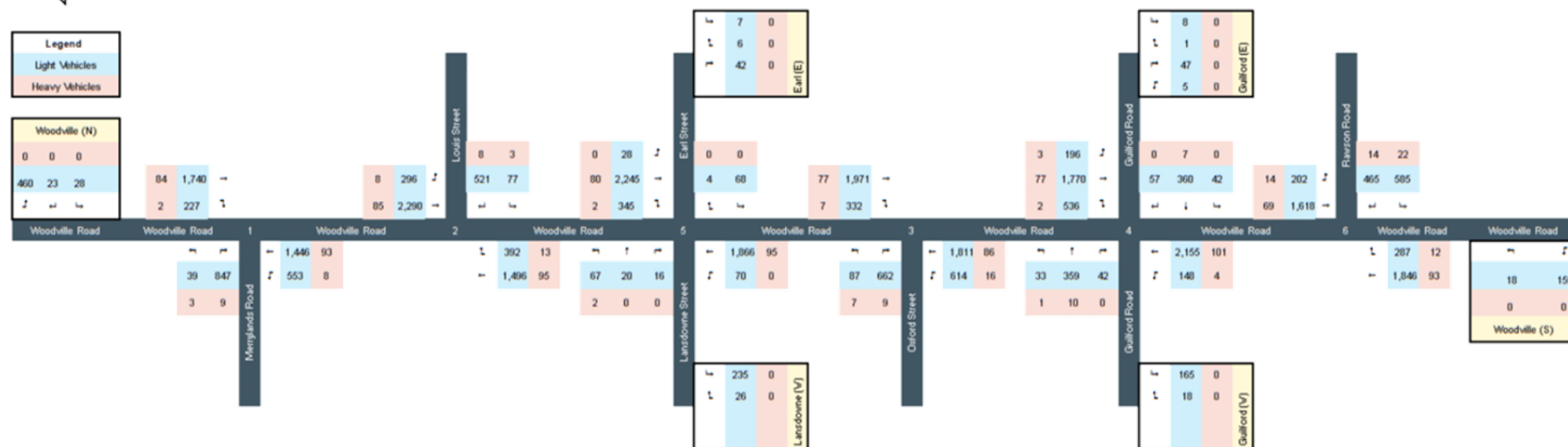
Development traffic: trip distribution

- The origin and destination pairs were identified from potential dwelling growth locations and major destinations from Journey to Work data, such that:
 - Potential growth locations includes Woodville (North), Lansdowne (West), Earl (East), Guildford (West), Guildford (East) and Woodville (South).
 - Demand percentages were applied to these locations based on the number of potential dwelling growth – Woodville North (41%), Lansdowne West (20%), Earl East (4%), Guildford West (16%), Guildford East (5%) and Woodville South (14%).
 - Journey to Work data identified the most common workplace for residents along the Woodville Corridor as Merrylands (40%), followed by Parramatta (25%), Sydney Inner City (20%) and Auburn (15%). As a result, demand percentages were assigned for these destinations shown in brackets.

N ←



N ←



Scenario 1: Base year (2020)

Scenario 1: Base year (2020)

Intersection	AM peak				PM peak			
	Volume	Delay (s)	LoS	DoS	Volume	Delay (s)	LoS	DoS
Woodville Road / Merrylands Road	3,906	11.1	A	0.74	4,025	15.8	B	0.83
Woodville Road / Louis Street	3,978	11.2	A	0.80	4,255	26.7	B	1.00
Woodville Road / Lansdowne Street	3,531	48.8	D	5.97	4,077	36.9	C	5.26
Woodville Road / Oxford Street	4,231	44.5	D	0.98	5,081	54.8	D	0.99
Woodville Road / Guildford Road	4,262	28.0	B	0.93	4,988	33.8	C	0.97
Woodville Road / Rawson Road	4,290	36.4	C	0.99	4,731	39.0	C	0.98

Note: volumes are totals of all arms of the intersection (including peak flow factor).

Delay is average of all arms of the intersection.

LoS = Level of Service (average of all arms of the intersection).

DoS = Degree of Saturation (volume / capacity), where 1.0 means the intersection is at capacity (worst performing arm).

- All intersections are currently performing at an acceptable Level of Service (LoS) of D or better during both peak periods. The high Degree of Saturation (DoS) across all intersections indicate they are currently operating close to capacity.
- Woodville Road / Lansdowne Street currently has a DoS greater than 5 as a result of the right turn and through movements from Lansdowne Street. This was deemed acceptable due to the low volumes making these movements (less than 20 vehicles each). All other approaches have a DoS less than or equal to 1. This approach will continue to show high DoS in all future scenarios.

Scenario 2: Future year (2030) with background traffic growth only

Scenario 2: Future year (2030) with background traffic growth only

Intersection	AM peak				PM peak			
	Volume	Delay (s)	LoS	DoS	Volume	Delay (s)	LoS	DoS
Woodville Road / Merrylands Road	4,272	10.2	A	0.81	4,634	360.2	F	1.35
Woodville Road / Louis Street	4,351	8.6	A	0.77	4,899	544.0	F	1.36
Woodville Road / Lansdowne Street	3,861	55.1	D	6.52	4,459	69.7	E	5.76
Woodville Road / Oxford Street	4,627	53.4	D	0.98	5,557	83.0	F	1.08
Woodville Road / Guildford Road	4,661	25.7	B	0.85	5,456	43.6	D	0.94
Woodville Road / Rawson Road	4,692	49.4	D	1.00	5,174	44.5	D	0.93

Note: volumes are totals of all arms of the intersection (including peak flow factor).

Delay is average of all arms of the intersection.

LoS = Level of Service (average of all arms of the intersection).

DoS = Degree of Saturation (volume / capacity), where 1.0 means the intersection is at capacity (worst performing arm).

- All intersections are expected to operate at an acceptable Level of Service (LoS) of D or better during the AM peak. The impacts of background traffic to the corridor is not as significant in the AM peak than the PM peak (with higher base year traffic volumes in the PM peak).
- During the PM peak, the background growth cause many intersections to fail as a result of capacity constraints. These intersections will need upgrades to cater for the projected increase in demand.
- There is a noticeable disparity between AM and PM peak performance at Woodville Road / Merrylands Road and Woodville Road / Louis Street. In the PM peak, approximately 300 additional vehicles head southbound through Woodville Road in comparison to the AM peak. This reduces the green time available for side roads causing increased delay and poor LoS.

Scenario 3: Future year (2030) with background traffic growth and mitigation measures

Scenario 3: Future year (2030) with background traffic growth and mitigation measures

Intersection	AM peak				PM peak			
	Volume	Delay (s)	LoS	DoS	Volume	Delay (s)	LoS	DoS
Woodville Road / Merrylands Road	4,272	11.8	A	0.88	4,634	14.8	B	0.90
Woodville Road / Louis Street	4,351	12.0	A	0.84	4,899	27.3	B	1.02
Woodville Road / Lansdowne Street	3,805	4.1	A	0.56	4,396	7.8	A	0.70
Woodville Road / Oxford Street	4,627	32.7	C	0.87	5,557	53.5	D	1.09
Woodville Road / Guildford Road	N/A – no mitigation required so same as Scenario 2							
Woodville Road / Rawson Road	N/A – no mitigation required so same as Scenario 2							

Note: volumes are totals of all arms of the intersection (including peak flow factor).

Delay is average of all arms of the intersection.

LoS = Level of Service (average of all arms of the intersection).

DoS = Degree of Saturation (volume / capacity), where 1.0 means the intersection is at capacity (worst performing arm).

- Assuming appropriate infrastructure upgrades are implemented, all intersections are expected to perform at an acceptable Level of Service (LoS) of D or better as a result of the mitigation measures.
- GTA Consultants has prepared a TIA (Feb. 2021) to accompany the DA for the proposed Merrylands East Centre. The proposed development is committed to delivering significant external roadworks to improve the capacity of the surrounding road network such as upgrading the intersection of Woodville Road / Lansdowne Street to traffic signals.
- Expansion of the Woodville Road corridor to a three-lane carriageway provides the additional capacity required to service the projected increase in demand from background growth. However, it is noted that Woodville Road is a State Road and currently there is no funding or commitment to upgrade this corridor.

Scenario 4: Future year (2030) with background traffic growth, development traffic and Scenario 3 upgrades

Scenario 4: Future year (2030) with background traffic growth and development traffic

Intersection	AM peak				PM peak			
	Volume	Delay (s)	LoS	DoS	Volume	Delay (s)	LoS	DoS
Woodville Road / Merrylands Road	5,154	13.0	A	0.90	5,319	36.5	C	1.04
Woodville Road / Louis Street	5,039	10.4	A	0.90	5,562	25.1	B	1.00
Woodville Road / Lansdowne Street	4,462	8.9	A	0.65	5,092	54.0	D	1.02
Woodville Road / Oxford Street	5,061	54.7	D	0.99	5,977	56.1	D	1.08
Woodville Road / Guildford Road	5,061	74.7	F	1.70	5,901	89.7	F	1.21
Woodville Road / Rawson Road	4,855	42.4	C	0.95	5,227	50.0	D	0.95

Note: volumes are totals of all arms of the intersection (including peak flow factor).

Delay is average of all arms of the intersection.

LoS = Level of Service (average of all arms of the intersection).

DoS = Degree of Saturation (volume / capacity), where 1.0 means the intersection is at capacity (worst performing arm).

- Scenario 4 considers the cumulative impacts of background and development traffic, with upgrades recommended for future year background growth (Scenario 3) including upgrades to Woodville Road / Louis Street, Woodville Road / Lansdowne Street and Woodville Road / Oxford Street.
- All intersections other than Woodville Road / Guildford Road are shown to perform at LoS D or better resulting from the mitigation measures proposed. These upgrades provide more than sufficient capacity to service the additional development demand.
- Woodville Road / Guildford Road is noticeably affected by the development traffic during both peaks. The intersection will need upgrades to cater for the projected increase in demand.

Scenario 5: Future year (2030) with background traffic growth, development traffic and mitigation measures

Scenario 5: Future year (2030) with background traffic growth, development traffic and mitigation measures

Intersection	AM peak				PM peak			
	Volume	Delay (s)	LoS	DoS	Volume	Delay (s)	LoS	DoS
Woodville Road / Merrylands Road	N/A – no mitigation required so same as Scenario 4							
Woodville Road / Louis Street	N/A – no mitigation required so same as Scenario 4							
Woodville Road / Lansdowne Street	N/A – no mitigation required so same as Scenario 4							
Woodville Road / Oxford Street	N/A – no mitigation required so same as Scenario 4							
Woodville Road / Guildford Road	5,061	31.9	C	1.08	5,901	49.4	D	1.00
Woodville Road / Rawson Road	N/A – no mitigation required so same as Scenario 4							

Note: volumes are totals of all arms of the intersection (including peak flow factor).

Delay is average of all arms of the intersection.

LoS = Level of Service (average of all arms of the intersection).

DoS = Degree of Saturation (volume / capacity), where 1.0 means the intersection is at capacity (worst performing arm).

- Woodville Road / Guildford Road is the only intersection which require upgrades as a result of the development traffic under this scenario.
- Aside from this intersection, the upgrades required by background growth will be sufficient to cater for increased travel demand from developments.

Traffic modelling: summary – background traffic growth

- The following intersections have poor Levels of Service in Scenario 2 due to expected future year background growth in traffic volumes:
 - Woodville Road / Merrylands Road
 - Woodville Road / Louis Street
 - Woodville Road / Lansdowne Street
 - Woodville Road / Oxford Street
- In Scenario 3, we have therefore tested potential intersection layouts and adopted upgrades to Woodville Road / Lansdowne Street from the TIA for Merrylands East Centre (Feb. 2021) which are required to achieve a Level of Service D with the future year background growth volumes.
Upgrades would be required such as an additional through lane and additional turning lanes at these 4 critical intersections **to cater for the expected background traffic growth**.
- These layouts are hypothetical and for modelling purposes only. As **Woodville Road is a state arterial road**, and currently there is no funding or commitment to upgrade this corridor. Ultimately, it is up to TfNSW to determine the final upgrades required in consultation with other relevant stakeholders including Council. Delivering these layouts may in some cases require road widening and land acquisition.

Traffic modelling: summary – development traffic

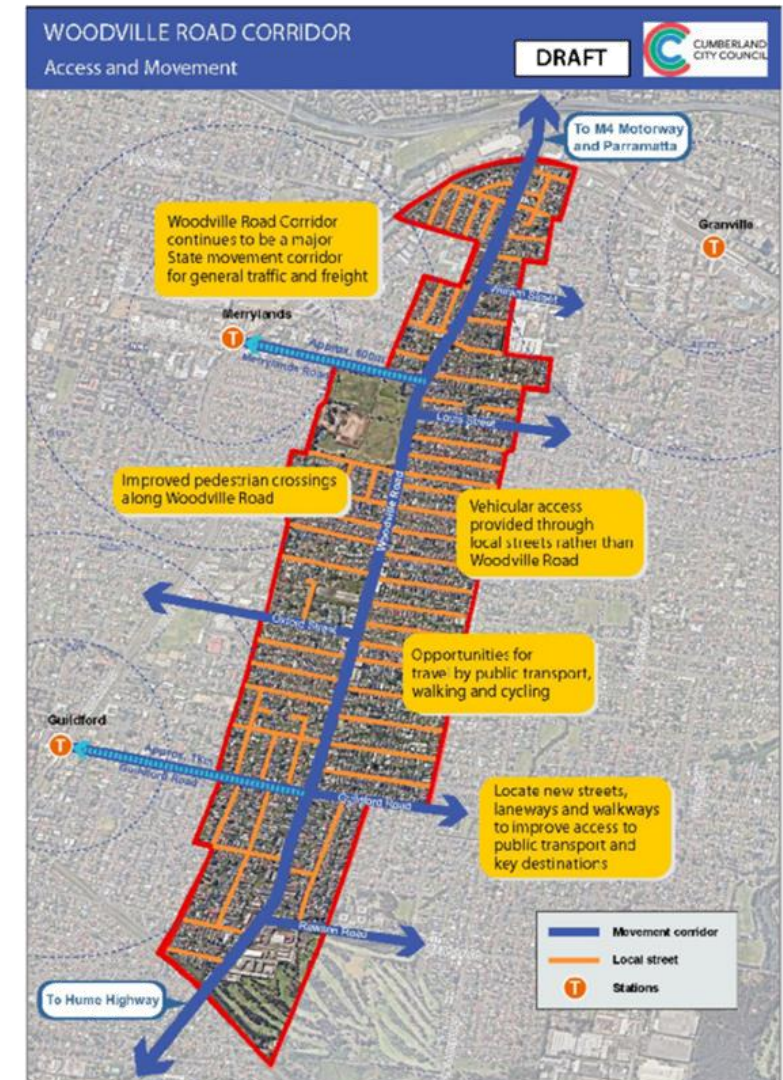
- In Scenario 4, **Woodville Road / Guildford Road** has poor Level of Service due to expected development traffic volumes. As a result, potential upgrades such as duplicating the southbound right turn lanes on Woodville Road and additional traffic lane on Guildford Road are required to cater for the expected development traffic volumes.
- **The potential upgrades identified** (that are required to cater for background traffic growth) **are sufficient to cater for the additional development volumes** for all intersections other than Woodville Road / Guildford Road, if these potential upgrades were delivered.
- The **proposed development traffic will have noticeable impacts** to the surrounding road network, particularly Woodville Road / Guildford Road when comparing Scenarios 3 and 4.
- The layout of the Woodville Road / Merrylands Road and Woodville Road / Rawson Road intersections are the same in all scenarios, as these intersections do not require any upgrades. Woodville Road / Merrylands Road benefits from upgrades to Woodville Road / Louis Street.

04

Recommended approach

Recommended approach

- An Access and Movement framework was developed for the corridor.
- Using the evidence base, the traffic modelling assessment as well as the Access and Movement framework, potential intersection upgrades as well as a number of transport initiatives have been identified to support potential growth of the corridor.



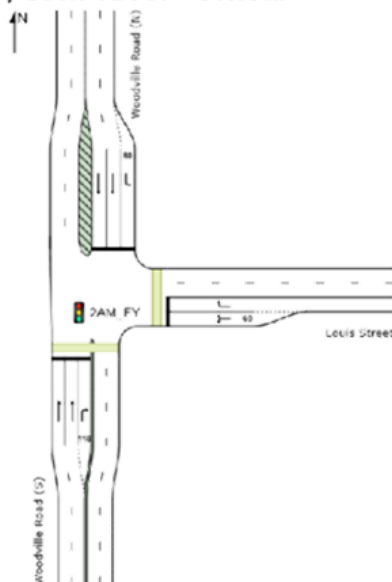
Intersection upgrades

- A number of intersection upgrades have been identified. These would support background traffic growth and potential development in the corridor.
- Planning controls and reservation of land can assist in achieving land use outcomes for the corridor.

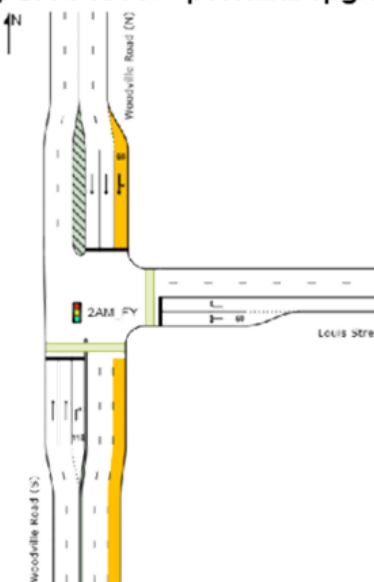
Potential upgrades – Woodville Road and Louis Street

- Through traffic will be allowed on the short lane on the northern approach leg, and the southern exit leg will be extended to three lanes utilising the currently hashed road lane.
- Upgrades on this intersection alleviates congestion on Woodville Road / Merrylands Road intersection via flow on effects.
- Road widening could be achieved on the western side of Woodville Road along Granville Park.

Woodville Road / Louis Street – current



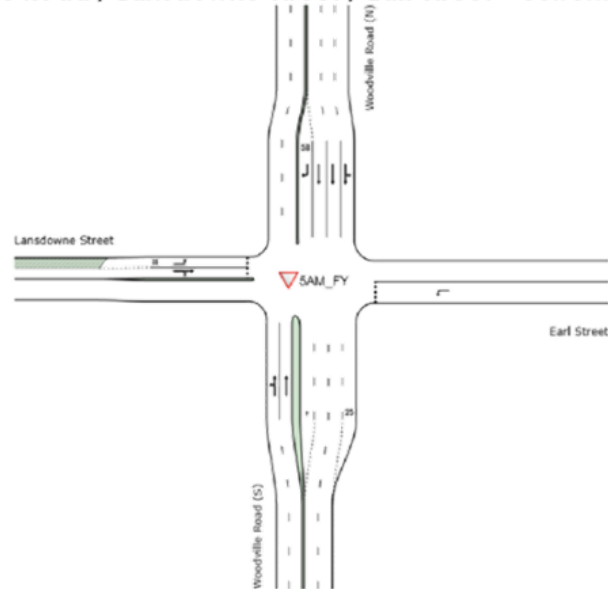
Woodville Road / Louis Street – potential upgrades



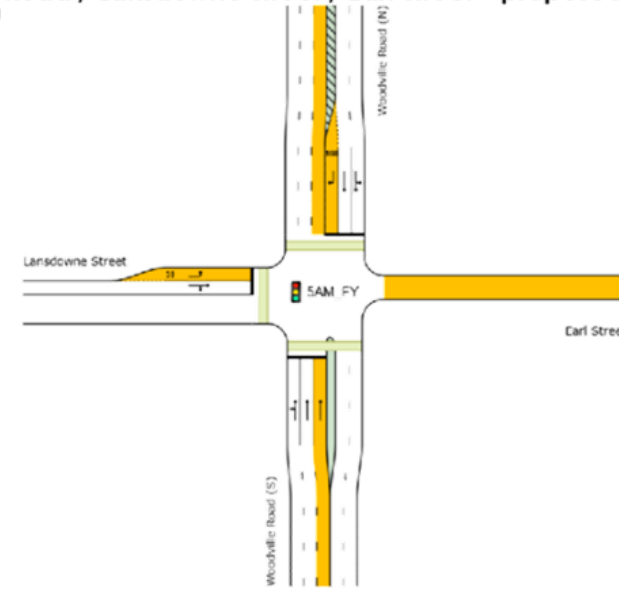
Potential upgrades – Woodville Road, Lansdowne Street and Earl Street

- GTA Consultants has prepared a TIA (Feb. 2021) to accompany the DA for the proposed Merrylands East Centre. The proposed development is committed to delivering significant external roadworks to improve the capacity of the surrounding road network. The priority intersection of Woodville Road / Lansdowne Street is upgraded to a signalised intersection. Earl Street is converted to a one-way exit lane and the left turn lane on Lansdowne Street is extended. The addition of a northbound traffic lane and extended right turn lane on Woodville Road (N) also form part of these improvements.
- These works would also support proposed development in the area identified in Council's planning work.

Woodville Road / Lansdowne Street / Earl Street – current



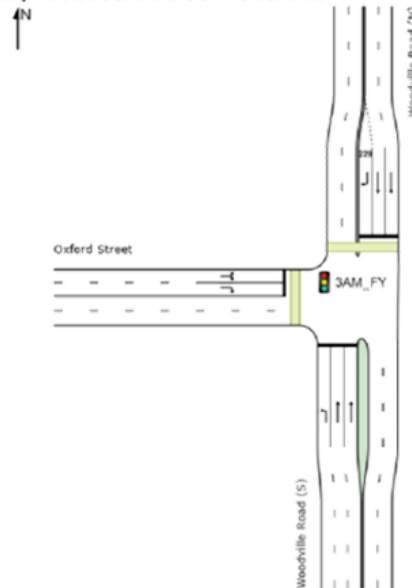
Woodville Road / Lansdowne Street / Earl Street – proposed upgrades



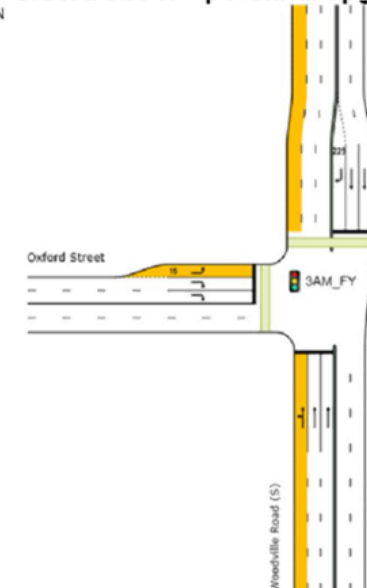
Potential upgrades – Woodville Road and Oxford Street

- The northbound carriageway is proposed to be upgraded to three lanes on exit. Through traffic will be allowed on the southern kerbside approach lane. A short left turn lane is proposed to be added to the western approach leg.
- Corridor protection has been allowed for as part of the DA for the Merrylands East Centre (John Cootes site).
- These upgrades may have implications on Granville South Public School which sits immediately north of Oxford Street. This can be considered as part of the broader state agency approach.

Woodville Road / Oxford Street – current



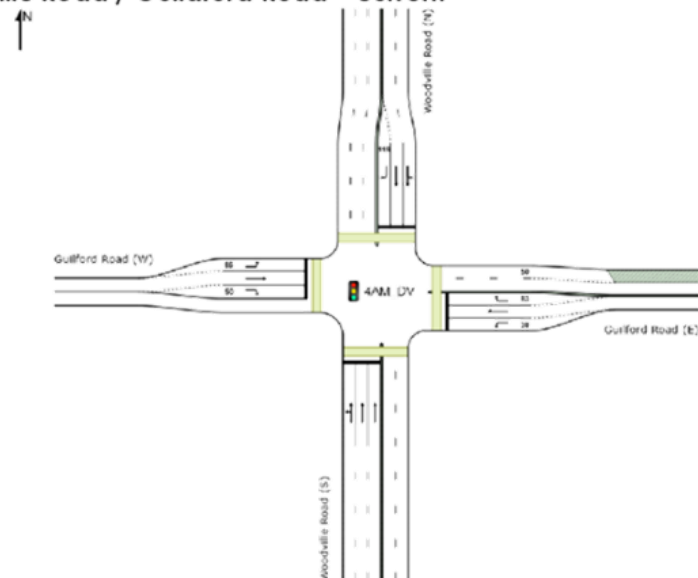
Woodville Road / Oxford Street – potential upgrades



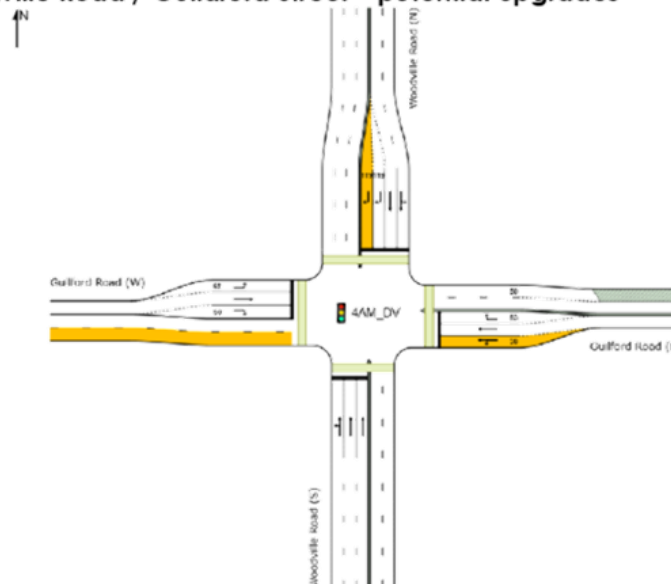
Potential upgrades – Woodville Road and Guildford Road

- The northern approach lane will be extended to four lanes to allow for double right turns.
- Through traffic will be allowed on the short lane on the eastern approach leg, and the western exit lane will be extended to two lanes.
- Planning controls for development at this intersection could be used to provide for land and / or implement the road upgrade.

Woodville Road / Guildford Road – current



Woodville Road / Guildford Street – potential upgrades



Further transport initiatives

As part of the Woodville Road Corridor Traffic and Transport Study, a number of transport initiatives should be further considered by Council and the State Government as the corridor grows with increased activities:

- **Walking initiatives**

- Improve pedestrian connectivity and safety at key intersections along Woodville Road. For example, at the intersection with Merrylands Road, Louis Street, Claremont Street and Guildford Road.

- **Cycling initiatives**

- Increase east-west connectivity of cycle network to encourage cycling to nearby centres by creating more direct bike routes and dedicated infrastructure to Merrylands, Guildford and Granville.
- Establish north-south connections along the Woodville Road corridor. This could be provided beside the road or on adjoining streets.

- **Public transport initiatives**

- Increase bus services along Woodville Road. This can encourage residents to reduce reliance on cars when moving to nearby centres or stations. For example, increasing services into Parramatta such as route 907.

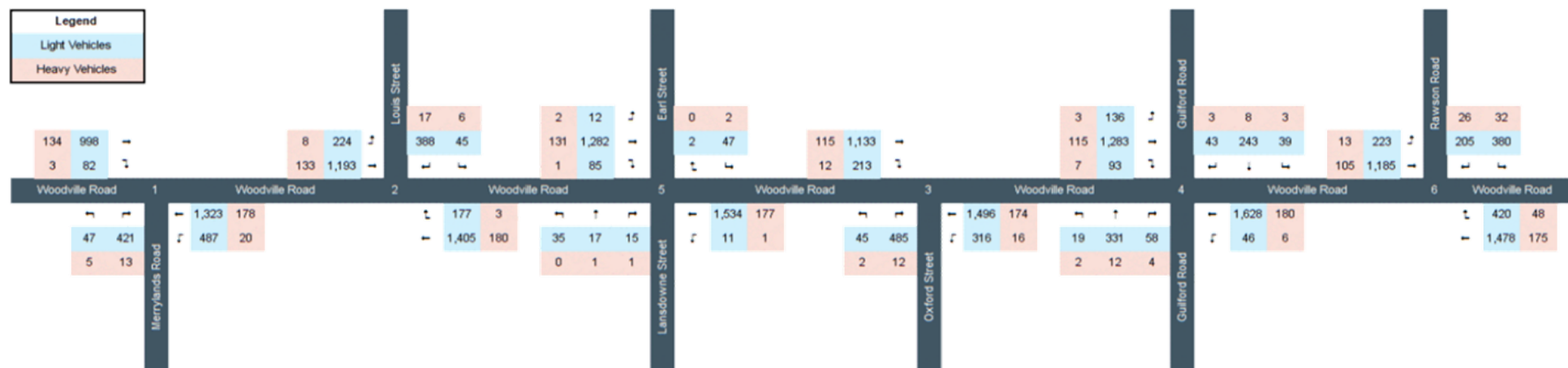
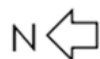
- **School travel initiatives**

- Investigate congestion and safety issues around schools along the corridor, and potential solutions.
- Schools create additional traffic due to school buses, private pick-up / drop-off as well as the slower school zone speed limits. This is exacerbated by the fact that most schools along the corridor are too far from a train station to walk to. Treatments can include increasing pedestrian priority crossings, cycle connections or bus parking space.

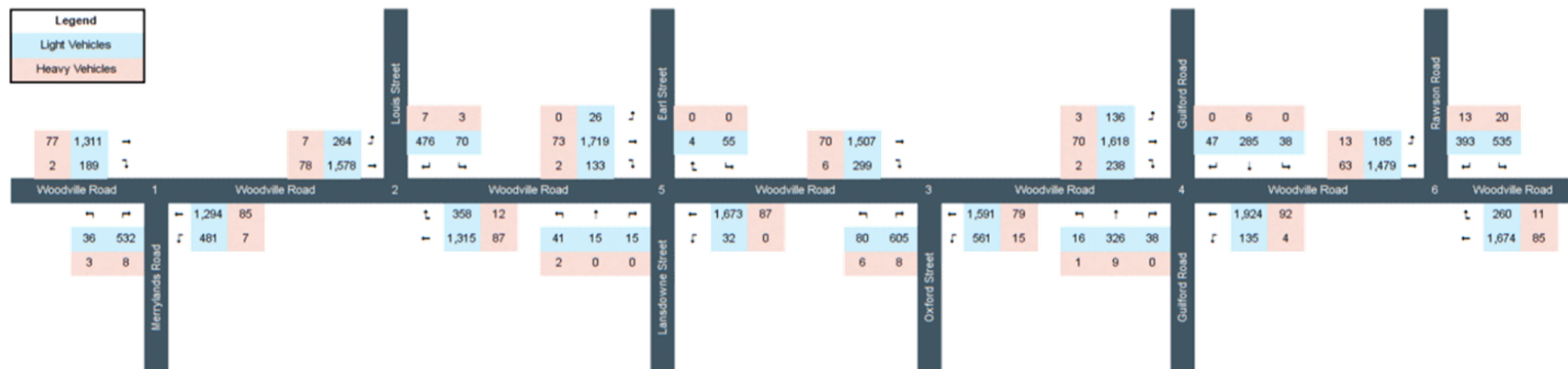
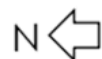
Appendix A

Detailed Spreadsheet Models

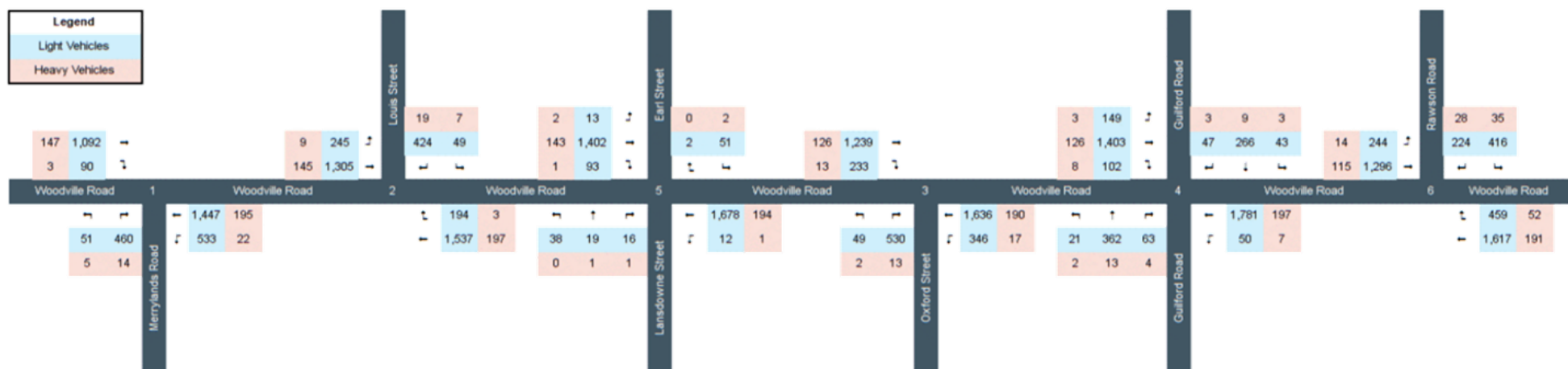
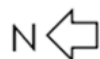
2020 Base Year AM Traffic



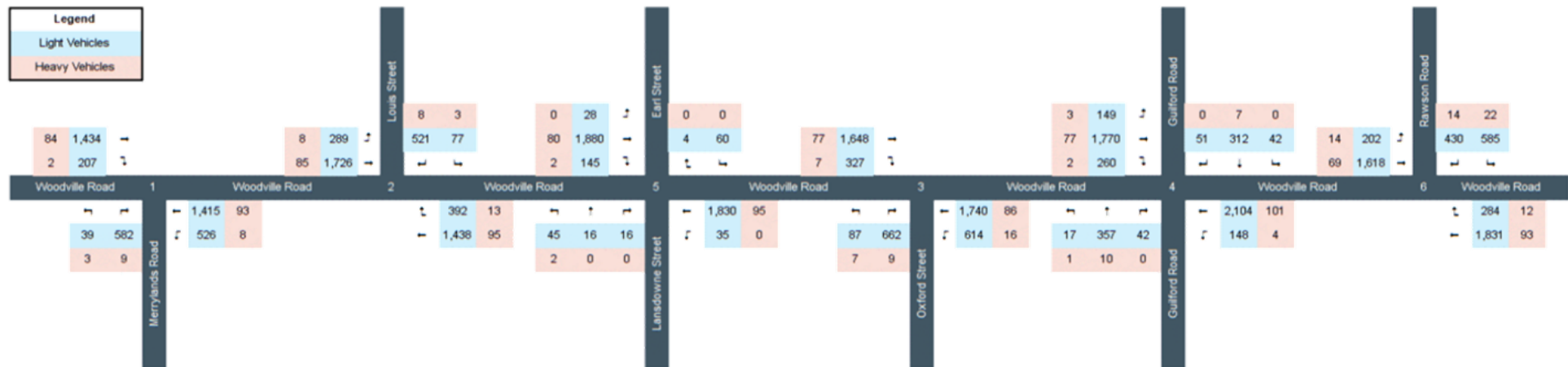
2020 Base Year PM Traffic



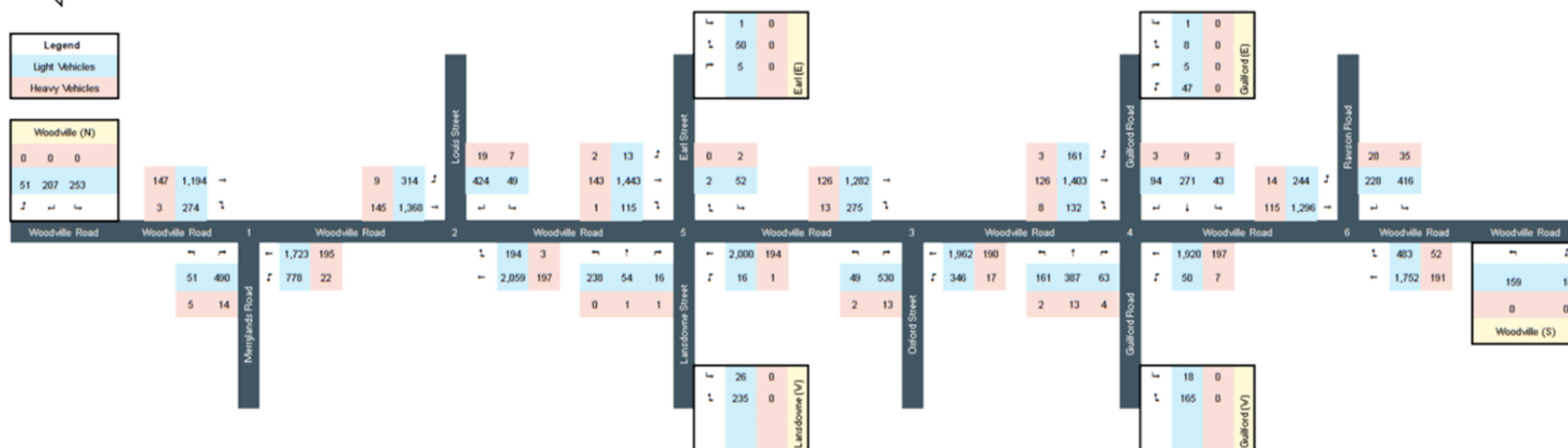
2031 Future Year AM Background Growth



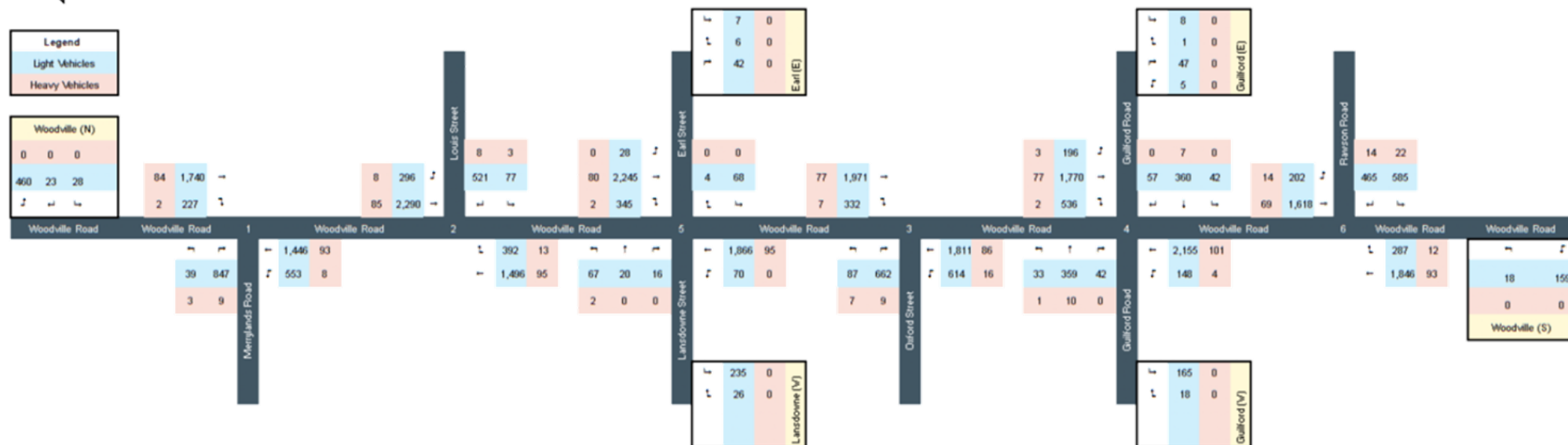
2031 Future Year PM Background Growth



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2031 Future Year PM Background Growth and Development Traffic



Appendix B

Detailed SIDRA Intersection 9 Results

Intersection Performance Summary

File	Site Folder	Site ID	Site Name	Site Type	Option	Veh Speed	Veh Demand	HV % Demand	Degree of Saturation	Control Delay Average	Control Delay Worst	Control Delay Worst	Average Back of Queue Distance	90 pct Back of Queue Distance	Pers Speed	Pers Demand	Pers Control Delay Average	Pers Control Delay Worst	Pers Delay LoS
Cumberland AM Sever_Woodville	General	1AM_BY	WOO_MER_20_AM_BY	Signal	BY	48.7	3,906	9.5	0.85	10.7	57.2	10.7	67.1	109.5	43.6	4,793	11.8	58.8	A
Cumberland AM Sever_Woodville	General	2AM_BY	WOO_LOU_20_AM_BY	Signal	BY	53.3	3,978	9.2	0.80	11.2	62.2	11.2	68.1	111.1	49.3	4,879	12.3	62.2	A
Cumberland AM Sever_Woodville	General	5AM_BY	WOO_LAN_20_AM_BY	Give Way	BY	32.0	3,531	9.4	5.96	59.4	4,645.5	4,645.5	88.6	215.1	32.0	4,237	59.4	4,645.5	F
Cumberland AM Sever_Woodville	General	3AM_BY	WOO_OXF_20_AM_BY	Signal	BY	36.6	4,231	8.2	0.98	44.7	109.6	44.7	343.7	560.9	35.1	5,182	45.1	109.6	D
Cumberland AM Sever_Woodville	General	4AM_BY	WOO_GUI_20_AM_BY	Signal	BY	47.2	4,486	8.0	0.93	28.0	92.2	28.0	140.3	229.0	43.6	5,594	29.5	92.2	B
Cumberland AM Sever_Woodville	General	6AM_BY	WOO_RAW_20_AM_BY	Signal	BY	38.6	4,516	9.3	0.99	36.4	91.3	36.4	100.6	262.1	36.0	5,577	37.2	91.3	C
Cumberland AM Sever_Woodville	General	1AM_FY	WOO_MER_30_AM_FY	Signal	FY	37.3	4,272	9.5	1.01	23.0	51.8	23.0	297.4	485.4	34.7	5,232	23.5	51.8	B
Cumberland AM Sever_Woodville	General	1AM_FY	WOO_MER_30_AM_FY_O1	Signal	O1	38.0	4,272	9.5	1.00	22.1	60.6	22.1	362.9	592.3	35.0	5,232	23.0	60.6	B
Cumberland AM Sever_Woodville	General	2AM_FY	WOO_LOU_30_AM_FY	Signal	FY	54.5	4,351	9.2	0.91	9.9	67.3	9.9	73.3	119.7	50.9	5,326	10.7	67.3	A
Cumberland AM Sever_Woodville	General	2AM_FY	WOO_LOU_30_AM_FY_O1	Signal	O1	52.7	4,351	9.2	0.83	11.9	55.8	11.9	108.5	177.0	48.9	5,326	13.0	68.3	A
Cumberland AM Sever_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	48.3	4,907	8.0	0.85	25.7	59.6	25.7	140.8	229.7	45.2	6,099	26.2	59.6	B
Cumberland AM Sever_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	33.5	4,939	9.3	1.00	49.4	103.3	49.4	212.5	346.7	31.8	6,085	49.5	103.3	D
Cumberland AM Sever_Woodville_v1.1	General	5AM_DV	WOO_LAN_30_AM_FY_John Coote	Signal	John Coote	50.4	3,805	9.5	0.80	20.2	58.5	20.2	159.6	260.4	46.0	4,724	21.4	58.5	B
Cumberland AM Sever_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	33.7	4,627	8.2	0.99	53.3	116.5	53.3	418.4	682.9	32.5	5,658	53.5	116.5	D
Cumberland AM Sever_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY_O1	Signal	O1	41.7	4,627	8.2	0.87	32.8	67.8	32.8	208.6	340.4	40.0	5,658	33.2	67.8	C
Cumberland AM Sever_Woodville_v1.1	General	1AM_DV	WOO_MER_30_AM_DV	Signal	DV	18.4	5,154	7.9	1.18	77.3	170.0	77.3	580.7	947.6	17.9	6,290	76.9	170.0	F
Cumberland AM Sever_Woodville_v1.1	General	1AM_DV	WOO_MER_30_AM_DV_O1	Signal	O1	16.4	5,154	7.9	1.21	90.4	196.9	90.4	742.0	1210.9	16.0	6,290	89.9	196.9	F
Cumberland AM Sever_Woodville_v1.1	General	2AM_DV	WOO_LOU_30_AM_DV	Signal	DV	54.2	5,039	7.9	0.91	10.5	67.3	10.5	73.3	119.7	51.0	6,152	11.1	67.3	A
Cumberland AM Sever_Woodville_v1.1	General	2AM_DV	WOO_LOU_30_AM_DV_O1	Signal	O1	49.5	5,039	7.9	0.97	15.8	58.2	15.8	199.8	326.1	46.6	6,152	16.7	66.3	B
Cumberland AM Sever_Woodville_v1.1	General	5AM_DV	WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	42.6	4,462	8.1	0.93	33.5	59.8	33.5	252.7	412.3	39.9	5,512	34.2	59.8	C
Cumberland AM Sever_Woodville_v1.1	General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	22.0	5,061	7.5	1.11	108.2	194.1	108.2	697.0	1137.5	21.5	6,178	107.5	194.1	F
Cumberland AM Sever_Woodville_v1.1	General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	33.3	5,061	7.5	0.98	54.8	94.0	54.8	342.9	559.6	32.3	6,178	54.8	94.0	D
Cumberland AM Sever_Woodville_v1.1	General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	32.1	5,327	7.4	1.70	74.7	679.3	74.7	304.0	496.2	30.8	6,603	74.2	679.3	F
Cumberland AM Sever_Woodville_v1.1	General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	45.3	5,327	7.4	1.08	31.9	144.0	31.9	175.3	286.1	42.8	6,603	32.3	144.0	C
Cumberland AM Sever_Woodville_v1.1	General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	36.1	5,111	9.0	0.95	42.4	90.4	42.4	206.7	337.4	34.1	6,291	42.8	90.4	C

Intersection Movement - Details

File	Site Folder	Site ID	Site Name	Site Type	Option	Origin ID	Leg Name	Approach Direction	Turn Name	Input Flow	Input HV	Demand Flow	Demand HV pc	DoS	Delay	Average Delay	Capacity	Back of Queue Distance	95 pct Back of Queue Distance	Worst Approach	Warnings Check
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,501	11.9	1,500	11.9	0.9	2.2	2.2	1,852.6	31.7	51.7	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	1	Woodville Road (S)	S	L2	507	3.9	534	3.9	0.4	6.8	6.8	1,400.3	4.6	7.6	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	Approach	Woodville Road (S)			2,008	9.9	2,114	9.9	0.9	6.8	3.4	2,478.3	31.7	51.7	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	8	Woodville Road (N)	N	T1	1,132	11.8	1,192	11.8	0.5	0.6	0.6	2,498.5	6.5	10.6	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	9	Woodville Road (N)	N	R2	85	3.5	89	3.5	0.4	57.2	57.2	238.7	21.7	35.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	Approach	Woodville Road (N)			1,217	11.3	1,281	11.3	0.5	57.2	4.6	2,686.1	21.7	35.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	12	Merylands Road	W	R2	434	3.0	457	3.0	0.7	56.6	56.6	672.6	67.1	109.5	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	10	Merylands Road	W	L2	52	9.6	55	9.6	0.7	56.3	56.3	80.6	67.1	109.5	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	Approach	Merylands Road			486	3.7	512	3.7	0.7	56.6	56.6	753.2	67.1	109.5	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	Site				3,711	9.5	3,906	9.5	0.9	57.2	10.7		67.1	109.5	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	3	Woodville Road (S)	S	R2	180	1.7	189	1.7	0.5	42.9	42.9	375.2	39.1	63.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,585	11.4	1,668	11.4	0.6	0.7	0.7	2,612.7	13.0	21.3	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	Approach	Woodville Road (S)			1,765	10.4	1,858	10.4	0.6	42.9	5.0	2,909.4	39.1	63.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	4	Louis Street	E	L2	51	11.8	54	11.8	0.8	62.0	62.0	71.1	68.1	111.1	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	6	Louis Street	E	R2	405	4.2	426	4.2	0.8	62.2	62.2	564.3	68.1	110.5	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	Approach	Louis Street			456	5.0	480	5.0	0.8	62.2	62.2	635.4	68.1	111.1	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	8	Woodville Road (N)	N	T1	1,326	10.0	1,396	10.0	0.8	2.7	2.7	1,746.2	39.7	64.8	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	7	Woodville Road (N)	N	L2	232	3.4	244	3.4	0.2	6.8	6.8	1,268.8	1.6	2.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	Approach	Woodville Road (N)			1,558	9.1	1,640	9.1	0.8	6.8	3.3	2,051.7	39.7	64.8	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	Site				3,779	9.2	3,978	9.2	0.8	62.2	11.2		68.1	111.1	Louis Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	2	Woodville Road (S)	S	T1	1,711	10.3	1,801	10.3	0.5	0.1	0.1	3,571.2	0.0	0.0	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	1	Woodville Road (S)	S	L2	12	8.3	13	8.3	0.5	6.6	6.6	25.0	0.0	0.0	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	Approach	Woodville Road (S)			1,723	10.3	1,814	10.3	0.5	6.6	0.2	3,596.2	0.0	0.0	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	4	East Street	E	L2	49	4.1	52	4.1	0.0	12.4	12.4	1,038.9	0.5	1.3	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	Approach	East Street			49	4.1	52	4.1	0.0	12.4	12.4	1,038.9	0.5	1.3	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	8	Woodville Road (N)	N	T1	1,413	9.3	1,487	9.3	0.6	4.8	4.8	2,451.1	20.4	50.8	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	7	Woodville Road (N)	N	L2	14	14.3	15	14.3	0.1	6.6	6.6	109.7	0.0	0.0	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	9	Woodville Road (N)	N	R2	86	1.2	91	1.2	1.3	384.9	384.9	69.6	50.5	125.6	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	Approach	Woodville Road (N)			1,513	8.9	1,593	8.9	1.3	384.9	26.5	1,224.8	50.5	125.6	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	12	Lansdowne Street	W	R2	16	6.3	17	6.3	6.0	4,644.8	4,644.8	2.8	86.6	215.1	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	11	Lansdowne Street	W	T1	18	5.6	19	5.6	6.0	4,645.5	4,645.5	3.2	86.6	215.1	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	10	Lansdowne Street	W	L2	35	0.0	37	0.0	0.1	12.8	12.8	376.8	0.9	2.2	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	Approach	Lansdowne Street			69	2.9	73	2.9	6.0	4,645.5	2,295.4	12.2	86.6	215.1	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	Site				3,354	9.4	3,531	9.4	6.0	4,645.5	59.4		86.6	215.1	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,670	10.4	1,758	10.4	1.0	63.3	63.3	1,836.6	343.7	560.9	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	1	Woodville Road (S)	S	L2	332	4.8	349	4.8	0.3	10.9	10.9	1,373.3	28.6	46.7	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	Approach	Woodville Road (S)			2,002	9.5	2,107	9.5	1.0	63.3	54.7	2,201.8	343.7	560.9	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	8	Woodville Road (N)	N	T1	1,248	9.2	1,314	9.2	0.5	11.0	11.0	2,501.7	97.8	159.6	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	9	Woodville Road (N)	N	R2	225	5.3	237	5.3	1.0	109.6	109.6	240.7	95.9	156.4	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	Approach	Woodville Road (N)			1,473	8.6	1,551	8.6	1.0	109.6	26.0	1,576.1	97.8	159.6	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	12	Oxford Street	W	R2	497	2.4	523	2.4	0.7	56.7	56.7	736.5	79.9	130.4	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	10	Oxford Street	W	L2	47	4.3	49	4.3	0.7	56.4	56.4	69.6	79.9	130.4	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	Approach	Oxford Street			544	2.6	573	2.6	0.7	56.7	56.7	806.1	79.9	130.4	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	Site				4,019	8.2	4,231	8.2	1.0	109.6	44.7		343.7	560.9	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,808	10.0	1,903	10.0	0.6	20.0	20.0	3,094.0	135.1	220.4	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY		Signal	BY	1	Woodville Road (S)	S	L2	52	11.5	55	11.5	0.6	26.6	26.6	89.0	134.0	218.7	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY		Signal	BY	Approach	Woodville Road (S)			1,800	10.0	1,958	10.0	0.6	26.6	20.2	3,182.9	135.1	220.4	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY		Signal	BY	4	Guilford Road (E)	E	L2	42	7.1	44	7.1	0.1	56.2	56.2	338.3	11.7	19.1	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY		Signal	BY	6	Guilford Road (E)	E	R2	46	6.5	48	6.5	0.9	92.2	92.2	55.3	17.5	28.6	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY		Signal	BY	5	Guilford Road (E)	E	T1	251	3.2	264	3.2	0.7	58.0	58.0	361.2	77.0	125.7	Guilford Road (W)	FALSE

Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	Approach	Guilford Road (E)		339	4.1	357	4.1	0.9	92.2	62.4	407.8	77.0	125.7	Guilford Road (W)	FALSE	
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	8	Woodville Road (N)	N	T1	1,398	8.2	1,472	8.2	0.6	11.6	11.6	2,266.1	140.3	229.0	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	7	Woodville Road (N)	N	L2	139	2.2	146	2.2	0.6	18.7	18.7	225.3	140.3	229.0	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	9	Woodville Road (N)	N	R2	100	7.0	105	7.0	0.8	84.0	84.0	133.0	35.9	56.7	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	Approach	Woodville Road (N)			1,637	7.6	1,723	7.6	0.8	84.0	16.6	2,177.4	140.3	229.0	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	12	Guilford Road (W)	W	R2	62	6.5	65	6.5	0.6	77.3	77.3	112.3	21.2	34.7	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	11	Guilford Road (W)	W	T1	343	3.5	361	3.5	0.9	81.0	81.0	387.5	132.2	215.7	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	10	Guilford Road (W)	W	L2	21	9.5	22	9.5	0.0	39.6	39.6	558.8	4.8	7.9	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	Approach	Guilford Road (W)			426	4.2	448	4.2	0.9	81.0	78.4	481.2	132.2	215.7	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	Site				4,262	8.0	4,486	8.0	0.9	92.2	28.0		140.3	229.0	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	3	Woodville Road (S)	S	R2	468	10.3	493	10.3	1.0	91.3	91.3	498.3	160.6	262.1	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	2	Woodville Road (S)	S	T1	1,653	10.6	1,740	10.6	0.7	10.0	10.0	2,603.4	142.9	233.1	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	Approach	Woodville Road (S)			2,121	10.5	2,233	10.5	1.0	91.3	28.0	2,258.5	160.6	262.1	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	4	Rawson Road	E	L2	412	7.8	434	7.8	0.5	26.5	26.5	954.5	83.6	136.4	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	6	Rawson Road	E	R2	231	11.3	243	11.3	0.8	74.2	74.2	299.3	84.7	138.2	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	Approach	Rawson Road			643	9.0	677	9.0	0.8	74.2	43.6	833.2	84.7	138.2	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	8	Woodville Road (N)	N	T1	1,290	8.1	1,358	8.1	0.8	44.2	44.2	1,724.4	156.7	255.7	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	7	Woodville Road (N)	N	L2	236	5.5	248	5.5	0.8	49.2	49.2	315.5	149.7	244.3	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	Approach	Woodville Road (N)			1,526	7.7	1,606	7.7	0.8	49.2	45.0	2,039.9	156.7	255.7	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	Site				4,290	9.3	4,516	9.3	1.0	91.3	36.4		160.6	262.1	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1,642	11.9	1,728	11.9	1.0	34.9	34.9	1,707.4	297.4	485.4	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	1	Woodville Road (S)	S	L2	555	3.9	584	3.9	0.4	6.8	6.8	1,363.0	4.7	7.7	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	Approach	Woodville Road (S)			2,196	9.9	2,312	9.9	1.0	34.9	27.8	2,284.1	297.4	485.4	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1,238	11.8	1,303	11.8	0.5	0.6	0.6	2,436.2	6.8	11.2	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	9	Woodville Road (N)	N	R2	93	3.5	98	3.5	0.3	43.5	43.5	318.2	18.8	30.7	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	Approach	Woodville Road (N)			1,331	11.3	1,401	11.3	0.5	43.5	3.6	2,619.1	18.8	30.7	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	12	Merylands Road	W	R2	475	3.0	500	3.0	0.7	51.8	51.8	673.1	66.1	107.8	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	10	Merylands Road	W	L2	57	9.6	60	9.6	0.7	51.5	51.5	80.6	66.1	107.8	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	Approach	Merylands Road			532	3.7	560	3.7	0.7	51.8	51.8	753.7	66.1	107.8	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	Site				4,059	9.5	4,272	9.5	1.0	51.8	23.0		297.4	485.4	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY,O1	Signal	O1	2	Woodville Road (S)	S	T1	1,642	11.9	1,728	11.9	1.0	29.3	29.3	1,724.0	362.9	592.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY,O1	Signal	O1	1	Woodville Road (S)	S	L2	555	3.9	584	3.9	0.4	6.9	6.9	1,415.8	6.1	10.0	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY,O1	Signal	O1	Approach	Woodville Road (S)			2,196	9.9	2,312	9.9	1.0	29.3	23.6	2,306.3	362.9	592.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY,O1	Signal	O1	8	Woodville Road (N)	N	T1	1,238	11.8	1,303	11.8	0.5	0.8	0.8	2,367.9	9.3	15.2	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY,O1	Signal	O1	9	Woodville Road (N)	N	R2	93	3.5	98	3.5	0.3	60.6	60.6	297.7	26.0	42.5	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY,O1	Signal	O1	Approach	Woodville Road (N)			1,331	11.3	1,401	11.3	0.5	60.6	5.0	2,578.0	26.0	42.5	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY,O1	Signal	O1	12	Merylands Road	W	R2	475	3.0	500	3.0	0.6	58.4	58.4	801.2	79.9	130.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY,O1	Signal	O1	10	Merylands Road	W	L2	57	9.6	60	9.6	0.6	58.1	58.1	96.0	79.9	130.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY,O1	Signal	O1	Approach	Merylands Road			532	3.7	560	3.7	0.6	58.4	58.4	897.2	79.9	130.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY,O1	Signal	O1	Site				4,059	9.5	4,272	9.5	1.0	60.6	22.1		362.9	592.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	3	Woodville Road (S)	S	R2	197	1.7	207	1.7	0.5	6.8	6.8	442.8	1.7	2.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1,734	11.4	1,825	11.4	0.7	0.6	0.6	2,597.1	14.1	22.9	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	Approach	Woodville Road (S)			1,930	10.4	2,032	10.4	0.7	6.8	1.3	2,892.1	14.1	22.9	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	4	Louis Street	E	L2	56	11.8	59	11.8	0.9	67.3	67.3	64.6	73.3	119.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	6	Louis Street	E	R2	443	4.2	466	4.2	0.9	67.1	67.1	513.0	73.3	119.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	Approach	Louis Street			499	5.0	525	5.0	0.9	67.3	67.2	577.6	73.3	119.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1,450	10.0	1,527	10.0	0.8	2.4	2.4	1,796.1	26.3	42.9	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	7	Woodville Road (N)	N	L2	254	3.4	267	3.4	0.2	6.8	6.8	1,282.5	1.5	2.4	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	Approach	Woodville Road (N)			1,704	9.1	1,794	9.1	0.8	6.8	3.1	2,110.4	26.3	42.9	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	Site				4,133	9.2	4,351	9.2	0.9	67.3	9.9		73.3	119.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY,O1	Signal	O1	3	Woodville Road (S)	S	R2	197	1.7	207	1.7	0.5	10.9	10.9	424.0	8.3	13.6	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY,O1	Signal	O1	2	Woodville Road (S)	S	T1	1,734	11.4	1,825	11.4	0.8	1.1	1.1	2,367.4	24.8	40.5	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY,O1	Signal	O1	Approach	Woodville Road (S)			1,930	10.4	2,032	10.4	0.8	10.9	2.1	2,636.2	24.8	40.5	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY,O1	Signal	O1	4	Louis Street	E	L2	56	11.8	59	11.8	0.7	55.6	55.6	89.4	73.8	120.4	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY,O1	Signal	O1	6	Louis Street	E	R2	443	4.2	466	4.2	0.7	55.8	55.8	709.8	73.8	120.1	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY,O1	Signal	O1	Approach	Louis Street			499	5.0	525	5.0	0.7	55.8	55.8	799.2	73.8	120.4	Louis Street	FALSE

Cumbretand AM Server_Woodville	General	2AM_FY	WOO_LOU_30_AM_FY_01	Signal	O1	8	Woodville Road (N)	N	T1	1,450	10.0	1,527	10.0	0.8	9.4	9.4	1,828.6	108.5	177.0	Louis Street	FALSE
Cumbretand AM Server_Woodville	General	2AM_FY	WOO_LOU_30_AM_FY_01	Signal	O1	7	Woodville Road (N)	N	L2	254	3.4	267	3.4	0.8	14.5	14.5	319.9	99.9	163.1	Louis Street	FALSE
Cumbretand AM Server_Woodville	General	2AM_FY	WOO_LOU_30_AM_FY_01	Signal	O1	Approach	Woodville Road (N)			1,704	9.1	1,794	9.1	0.8	14.5	10.2	2,148.5	108.5	177.0	Louis Street	FALSE
Cumbretand AM Server_Woodville	General	2AM_FY	WOO_LOU_30_AM_FY_01	Signal	O1	Site				4,133	9.2	4,351	9.2	0.8	55.8	11.9		108.5	177.0	Louis Street	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1,977	10.0	2,082	10.0	0.8	26.8	26.8	2,504.1	140.8	229.7	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	1	Woodville Road (S)	S	L2	57	11.5	60	11.5	0.8	33.4	33.4	72.0	139.8	228.2	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	Approach	Woodville Road (S)			2,034	10.0	2,141	10.0	0.8	33.4	27.0	2,576.1	140.8	229.7	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	4	Guilford Road (E)	E	L2	46	7.1	48	7.1	0.1	34.2	34.2	405.9	7.7	12.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	6	Guilford Road (E)	E	R2	50	6.5	53	6.5	0.6	54.0	54.0	93.9	11.4	18.5	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	5	Guilford Road (E)	E	T1	275	3.2	289	3.2	0.7	33.4	33.4	444.3	51.0	83.2	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	Approach	Guilford Road (E)			371	4.1	390	4.1	0.7	54.0	36.3	600.1	51.0	83.2	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1,529	8.2	1,610	8.2	0.8	14.3	14.3	2,024.9	135.8	221.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	7	Woodville Road (N)	N	L2	152	2.2	160	2.2	0.8	21.2	21.2	201.3	135.8	221.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	9	Woodville Road (N)	N	R2	109	7.0	115	7.0	0.9	59.6	59.6	135.4	26.3	43.0	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	Approach	Woodville Road (N)			1,790	7.6	1,885	7.6	0.9	59.6	17.6	2,217.0	135.8	221.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	12	Guilford Road (W)	W	R2	68	6.5	71	6.5	0.5	47.6	47.6	158.0	14.2	23.1	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	11	Guilford Road (W)	W	T1	375	3.5	395	3.5	0.8	42.8	42.8	464.7	83.8	136.7	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	10	Guilford Road (W)	W	L2	23	9.5	24	9.5	0.0	22.8	22.8	665.8	3.0	4.9	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	Approach	Guilford Road (W)			466	4.2	490	4.2	0.8	47.6	42.5	577.1	83.8	136.7	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	Site				4,661	8.0	4,907	8.0	0.9	59.6	25.7		140.8	229.7	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	3	Woodville Road (S)	S	R2	512	10.3	539	10.3	1.0	96.5	96.5	539.5	189.8	309.8	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1,808	10.6	1,903	10.6	0.7	9.0	9.0	2,064.1	140.6	229.4	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	Approach	Woodville Road (S)			2,320	10.5	2,442	10.5	1.0	96.5	28.3	2,444.9	189.8	309.8	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	4	Rawson Road	E	L2	451	7.8	474	7.8	0.5	21.5	21.5	996.1	73.3	119.6	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	6	Rawson Road	E	R2	253	11.3	266	11.3	1.0	103.3	103.3	268.0	103.8	169.5	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	Approach	Rawson Road			703	9.0	740	9.0	1.0	103.3	50.9	745.9	103.8	169.5	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1,411	8.1	1,485	8.1	1.0	77.3	77.3	1,531.3	212.5	346.7	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	7	Woodville Road (N)	N	L2	258	5.5	272	5.5	1.0	82.4	82.4	280.1	210.2	343.1	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	Approach	Woodville Road (N)			1,699	7.7	1,757	7.7	1.0	82.4	78.1	1,811.5	212.5	346.7	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	Site				4,692	9.3	4,939	9.3	1.0	103.3	49.4		212.5	346.7	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	2	Woodville Road (S)	S	T1	1,871	10.3	1,970	10.3	0.8	31.0	31.0	2,458.8	159.6	260.4	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	1	Woodville Road (S)	S	L2	13	8.3	14	8.3	0.8	36.7	36.7	17.2	153.5	250.4	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	Approach	Woodville Road (S)			1,885	10.3	1,984	10.3	0.8	36.7	31.0	2,476.1	159.6	260.4	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	8	Woodville Road (N)	N	T1	1,545	9.3	1,627	9.3	0.6	5.3	5.3	2,818.8	86.6	141.3	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	7	Woodville Road (N)	N	L2	15	14.3	16	14.3	0.6	11.9	11.9	27.9	86.5	141.1	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	9	Woodville Road (N)	N	R2	94	1.2	99	1.2	0.2	31.9	31.9	580.6	18.7	30.6	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	Approach	Woodville Road (N)			1,655	8.9	1,742	8.9	0.6	31.9	6.9	3,018.3	86.6	141.3	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	12	Lansdowne Street	W	R2	17	6.2	18	6.2	0.2	58.5	58.5	97.4	9.7	15.9	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	11	Lansdowne Street	W	T1	20	5.5	21	5.5	0.2	53.9	53.9	109.5	9.7	15.9	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	10	Lansdowne Street	W	L2	38	0.0	40	0.0	0.0	25.0	25.0	809.2	5.7	9.4	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	Approach	Lansdowne Street			75	2.9	79	2.9	0.2	58.5	40.3	420.0	9.7	15.9	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	Site				3,815	9.5	3,805	9.5	0.8	58.5	20.2		159.6	260.4	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1,827	10.4	1,923	10.4	1.0	71.7	71.7	1,967.9	418.4	682.9	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	1	Woodville Road (S)	S	L2	363	4.8	382	4.8	0.3	11.6	11.6	1,361.4	35.1	57.3	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	Approach	Woodville Road (S)			2,190	9.5	2,305	9.5	1.0	71.7	61.8	2,359.1	418.4	682.9	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1,365	9.2	1,437	9.2	0.5	8.9	8.9	2,667.7	102.2	166.8	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	9	Woodville Road (N)	N	R2	240	5.3	259	5.3	1.0	116.5	116.5	261.8	112.1	182.9	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	Approach	Woodville Road (N)			1,611	8.6	1,686	8.6	1.0	116.5	25.4	1,714.0	112.1	182.9	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	12	Oxford Street	W	R2	544	2.4	572	2.4	1.0	97.5	97.5	599.3	123.8	202.1	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	10	Oxford Street	W	L2	51	4.3	54	4.3	1.0	97.7	97.7	56.7	123.8	202.1	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	Approach	Oxford Street			595	2.6	626	2.6	1.0	97.7	97.5	656.0	123.8	202.1	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	Site				4,396	8.2	4,627	8.2	1.0	116.5	53.3		418.4	682.9	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY_01	Signal	O1	2	Woodville Road (S)	S	T1	1,827	10.4	1,923	10.4	0.9	36.2	36.2	2,205.7	208.6	340.4	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY_01	Signal	O1	1	Woodville Road (S)	S	L2	363	4.8	382	4.8	0.9	41.5	41.5	438.5	193.0	315.0	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY_01	Signal	O1	Approach	Woodville Road (S)			2,190	9.5	2,305	9.5	0.9	41.5	37.1	2,644.3	208.6	340.4	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY_01	Signal	O1	8	Woodville Road (N)	N	T1	1,365	9.2	1,437	9.2	0.6	10.5	10.5	2,475.2	100.3	163.7	Oxford Street	FALSE

Cumbretand AM Server_Woodville_v1.1 General	3AM_FY WOO_OXF_30_AM_FY_01	Signal	O1	9	Woodville Road (N)	N	R2	246	5.3	259	5.3	0.8	67.8	67.8	318.0	69.8	114.0	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_FY WOO_OXF_30_AM_FY_01	Signal	O1	Approach	Woodville Road (N)			1,611	8.6	1,696	8.6	0.8	67.8	19.3	2,081.5	100.3	163.7	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_FY WOO_OXF_30_AM_FY_01	Signal	O1	12	Oxford Street	W	R2	544	2.4	572	2.4	0.8	56.0	56.0	726.6	79.1	129.1	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_FY WOO_OXF_30_AM_FY_01	Signal	O1	10	Oxford Street	W	L2	51	4.3	54	4.3	0.1	27.5	27.5	724.5	8.4	13.8	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_FY WOO_OXF_30_AM_FY_01	Signal	O1	Approach	Oxford Street			595	2.6	625	2.6	0.8	56.0	53.6	795.4	79.1	129.1	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_FY WOO_OXF_30_AM_FY_01	Signal	O1	Site				4,396	8.2	4,627	8.2	0.9	67.8	32.8		208.6	340.4	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	2	Woodville Road (S)	S	T1	1,918	10.2	2,019	10.2	1.2	170.0	170.0	1,714.4	580.7	947.6	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	1	Woodville Road (S)	S	L2	800	2.7	842	2.7	0.6	6.9	6.9	1,374.5	9.8	15.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	Approach	Woodville Road (S)			2,718	8.0	2,861	8.0	1.2	170.0	122.0	2,429.6	580.7	947.6	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	8	Woodville Road (N)	N	T1	1,340	10.9	1,411	10.9	0.6	0.6	0.6	2,449.5	8.0	13.1	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	9	Woodville Road (N)	N	R2	277	1.2	292	1.2	0.9	58.1	58.1	322.8	66.7	108.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	Approach	Woodville Road (N)			1,617	9.3	1,702	9.3	0.9	58.1	10.5	1,884.7	66.7	108.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	12	Merlands Road	W	R2	504	2.8	531	2.8	0.8	53.8	53.8	677.7	71.8	117.2	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	10	Merlands Road	W	L2	57	9.6	60	9.6	0.8	53.5	53.5	76.5	71.8	117.2	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	Approach	Merlands Road			561	3.5	591	3.5	0.8	53.8	53.7	754.1	71.8	117.2	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	Site				4,897	7.9	5,154	7.9	1.2	170.0	77.3		580.7	947.6	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	2	Woodville Road (S)	S	T1	1,918	10.2	2,019	10.2	1.2	196.9	196.9	1,672.3	742.0	1,210.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	1	Woodville Road (S)	S	L2	800	2.7	842	2.7	0.6	7.0	7.0	1,373.0	11.8	19.3	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	Approach	Woodville Road (S)			2,718	8.0	2,861	8.0	1.2	196.9	141.0	2,369.9	742.0	1,210.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	8	Woodville Road (N)	N	T1	1,340	10.9	1,411	10.9	0.5	0.7	0.7	2,608.6	9.0	14.7	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	9	Woodville Road (N)	N	R2	277	1.2	292	1.2	0.8	62.0	62.0	347.5	75.3	122.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	Approach	Woodville Road (N)			1,617	9.3	1,702	9.3	0.8	62.0	11.2	2,028.6	75.3	122.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	12	Merlands Road	W	R2	504	2.8	531	2.8	0.9	73.9	73.9	604.2	95.5	155.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	10	Merlands Road	W	L2	57	9.6	60	9.6	0.9	73.8	73.8	68.2	95.5	155.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	Approach	Merlands Road			561	3.5	591	3.5	0.9	73.9	73.9	672.3	95.5	155.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	Site				4,897	7.9	5,154	7.9	1.2	196.9	90.4		742.0	1,210.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	3	Woodville Road (S)	S	R2	197	1.7	207	1.7	0.5	6.9	6.9	431.5	2.0	3.3	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	2	Woodville Road (S)	S	T1	2,255	8.7	2,374	8.7	0.9	3.4	3.4	2,639.1	58.9	96.2	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	Approach	Woodville Road (S)			2,452	8.2	2,581	8.2	0.9	6.9	3.7	2,869.5	58.9	96.2	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	4	Louis Street	E	L2	56	11.8	59	11.8	0.9	67.3	67.3	64.6	73.3	119.7	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	6	Louis Street	E	R2	443	4.2	466	4.2	0.9	67.1	67.1	513.0	73.3	119.7	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	Approach	Louis Street			499	5.0	525	5.0	0.9	67.3	67.1	577.6	73.3	119.7	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	8	Woodville Road (N)	N	T1	1,513	9.6	1,593	9.6	0.9	3.7	3.7	1,800.7	36.8	60.0	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	7	Woodville Road (N)	N	L2	323	2.7	340	2.7	0.3	6.8	6.8	1,289.1	2.0	3.3	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	Approach	Woodville Road (N)			1,836	8.4	1,932	8.4	0.9	6.8	4.2	2,184.8	36.8	60.0	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	Site				4,787	7.9	5,039	7.9	0.9	67.3	10.5		73.3	119.7	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	3	Woodville Road (S)	S	R2	197	1.7	207	1.7	0.5	6.5	6.5	421.9	4.0	6.6	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	2	Woodville Road (S)	S	T1	2,255	8.7	2,374	8.7	1.0	12.5	12.5	2,448.4	199.8	326.1	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	Approach	Woodville Road (S)			2,452	8.2	2,581	8.2	1.0	12.5	12.2	2,862.1	199.8	326.1	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	4	Louis Street	E	L2	56	11.8	59	11.8	0.7	58.0	58.0	83.3	75.8	123.6	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	6	Louis Street	E	R2	443	4.2	466	4.2	0.7	58.2	58.2	661.7	75.8	123.1	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	Approach	Louis Street			499	5.0	525	5.0	0.7	58.2	58.1	745.0	75.8	123.6	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	8	Woodville Road (N)	N	T1	1,513	9.6	1,593	9.6	0.9	8.4	8.4	1,855.2	110.6	180.5	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	7	Woodville Road (N)	N	L2	323	2.7	340	2.7	0.9	13.1	13.1	395.8	94.4	154.1	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	Approach	Woodville Road (N)			1,836	8.4	1,932	8.4	0.9	13.1	9.2	2,251.0	110.6	180.5	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	O1	Site				4,787	7.9	5,039	7.9	1.0	58.2	15.8		199.8	326.1	Louis Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	2	Woodville Road (S)	S	T1	2,194	8.8	2,309	8.8	0.9	53.4	53.4	2,479.9	252.7	412.3	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	1	Woodville Road (S)	S	L2	17	6.4	18	6.4	0.9	58.9	58.9	19.3	244.1	398.3	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	Approach	Woodville Road (S)			2,211	8.8	2,327	8.8	0.9	58.9	53.4	2,499.2	252.7	412.3	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	8	Woodville Road (N)	N	T1	1,586	9.0	1,669	9.0	0.6	5.5	5.5	2,823.6	90.5	147.7	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	7	Woodville Road (N)	N	L2	15	14.3	16	14.3	0.6	12.0	12.0	27.3	90.4	147.6	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	9	Woodville Road (N)	N	R2	116	0.9	122	0.9	0.2	38.8	38.8	572.2	23.9	38.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	Approach	Woodville Road (N)			1,718	8.5	1,808	8.5	0.6	38.8	7.8	3,057.8	90.5	147.7	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	12	Lansdowne Street	W	R2	17	6.2	18	6.2	0.4	59.8	59.8	51.5	19.0	31.0	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	11	Lansdowne Street	W	T1	55	2.0	58	2.0	0.4	55.2	55.2	161.7	19.0	31.0	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	10	Lansdowne Street	W	L2	238	0.0	250	0.0	0.3	27.9	27.9	809.2	40.8	66.5	Woodville Road (S)	FALSE

Cumbretand AM Server_Woodville_v1.1 General	5AM_DV	WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	Approach	Lansdowne Street	310	0.7	327	0.7	0.4	59.8	34.5	913.7	40.8	66.5	Woodville Road (S)	FALSE		
Cumbretand AM Server_Woodville_v1.1 General	5AM_DV	WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	Site		4,238	8.1	4,462	8.1	0.9	59.8	33.5	252.7	412.3	Woodville Road (S)	FALSE			
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	2	Woodville Road (S)	S	T1	2,153	8.8	2,266	8.8	1.1	163.1	163.1	2,046.7	697.0	1,137.5	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	1	Woodville Road (S)	S	L2	363	4.8	382	4.8	0.3	11.9	11.9	1,352.3	36.1	59.0	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	Approach	Woodville Road (S)			2,516	8.3	2,648	8.3	1.1	163.1	141.3	2,392.0	697.0	1,137.5	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	8	Woodville Road (N)	N	T1	1,408	8.9	1,482	8.9	0.5	7.7	7.7	2,751.8	99.0	161.6	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	9	Woodville Road (N)	N	R2	289	4.5	304	4.5	1.1	194.1	194.1	273.3	174.5	284.8	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	Approach	Woodville Road (N)			1,697	8.2	1,796	8.2	1.1	194.1	39.4	1,607.5	174.5	284.8	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	12	Oxford Street	W	R2	544	2.4	572	2.4	1.1	164.5	164.5	532.9	164.8	269.0	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	10	Oxford Street	W	L2	51	4.3	54	4.3	1.1	164.6	164.6	50.4	164.8	269.0	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	Approach	Oxford Street			595	2.6	626	2.6	1.1	164.6	164.5	583.3	164.8	269.0	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	Site		4,808	7.5	5,061	7.5	1.1	194.1	108.2	697.0	1,137.5	Oxford Street	FALSE			
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	2	Woodville Road (S)	S	T1	2,153	8.8	2,266	8.8	1.0	74.3	74.3	2,301.6	342.9	559.6	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	1	Woodville Road (S)	S	L2	363	4.8	382	4.8	1.0	79.5	79.5	388.2	320.8	523.5	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	Approach	Woodville Road (S)			2,516	8.3	2,648	8.3	1.0	79.5	75.1	2,689.9	342.9	559.6	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	8	Woodville Road (N)	N	T1	1,408	8.9	1,482	8.9	0.6	10.7	10.7	2,489.0	105.3	171.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	9	Woodville Road (N)	N	R2	289	4.5	304	4.5	1.0	94.0	94.0	313.0	96.3	157.2	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	Approach	Woodville Road (N)			1,697	8.2	1,796	8.2	1.0	94.0	24.8	1,840.9	105.3	171.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	12	Oxford Street	W	R2	544	2.4	572	2.4	0.8	57.0	57.0	720.5	80.2	130.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	10	Oxford Street	W	L2	51	4.3	54	4.3	0.1	28.0	28.0	718.5	8.6	14.0	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	Approach	Oxford Street			595	2.6	626	2.6	0.8	57.0	54.5	788.6	80.2	130.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	Site		4,808	7.5	5,061	7.5	1.0	94.0	54.8	342.9	559.6	Woodville Road (S)	FALSE			
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	2	Woodville Road (S)	S	T1	2,117	9.3	2,228	9.3	0.9	56.4	56.4	2,391.9	263.2	429.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	1	Woodville Road (S)	S	L2	57	11.5	60	11.5	0.9	63.0	63.0	64.3	261.4	426.7	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	Approach	Woodville Road (S)			2,117	9.3	2,228	9.3	0.9	63.0	56.5	2,456.1	263.2	429.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	4	Guilford Road (E)	E	L2	46	7.1	48	7.1	0.2	54.7	54.7	294.4	12.0	19.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	6	Guilford Road (E)	E	R2	97	3.4	102	3.4	1.7	679.3	679.3	60.2	107.5	175.4	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	5	Guilford Road (E)	E	T1	280	3.1	295	3.1	0.9	74.6	74.6	319.0	96.7	157.9	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	Approach	Guilford Road (E)			423	3.6	445	3.6	1.7	679.3	211.1	262.5	107.5	175.4	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	8	Woodville Road (N)	N	T1	1,529	8.2	1,610	8.2	0.7	10.3	10.3	2,270.2	148.6	242.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	7	Woodville Road (N)	N	L2	165	2.0	173	2.0	0.7	17.2	17.2	244.5	148.6	242.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	9	Woodville Road (N)	N	R2	140	5.5	147	5.5	0.3	50.3	50.3	452.8	34.8	56.8	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	Approach	Woodville Road (N)			1,834	7.5	1,900	7.5	0.7	50.3	14.0	2,722.6	148.6	242.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	12	Guilford Road (W)	W	R2	68	6.4	71	6.4	1.0	125.3	125.3	89.4	29.8	48.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	11	Guilford Road (W)	W	T1	400	3.3	421	3.3	1.3	318.6	318.6	328.1	304.0	490.2	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	10	Guilford Road (W)	W	L2	163	1.3	172	1.3	0.2	27.2	27.2	821.8	28.0	45.7	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	Approach	Guilford Road (W)			631	3.1	664	3.1	1.3	318.6	222.5	517.5	304.0	490.2	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	Site		5,061	7.4	5,327	7.4	1.7	679.3	74.7	304.0	490.2	Guilford Road (W)	FALSE			
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	2	Woodville Road (S)	S	T1	2,117	9.3	2,228	9.3	0.9	33.0	33.0	2,552.6	175.3	286.1	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	1	Woodville Road (S)	S	L2	57	11.5	60	11.5	0.9	39.7	39.7	68.6	174.0	263.9	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	Approach	Woodville Road (S)			2,117	9.3	2,228	9.3	0.9	39.7	33.2	2,621.2	175.3	286.1	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	4	Guilford Road (E)	E	L2	46	7.1	48	7.1	0.3	35.8	35.8	139.1	28.8	47.0	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	6	Guilford Road (E)	E	R2	97	3.4	102	3.4	1.1	144.0	144.0	94.5	40.9	66.7	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	5	Guilford Road (E)	E	T1	280	3.1	295	3.1	0.3	31.1	31.1	847.4	29.8	48.6	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	Approach	Guilford Road (E)			423	3.6	445	3.6	1.1	144.0	57.5	412.0	40.9	66.7	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	8	Woodville Road (N)	N	T1	1,529	8.2	1,610	8.2	0.8	18.3	18.3	1,949.9	161.0	262.7	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	7	Woodville Road (N)	N	L2	165	2.0	173	2.0	0.8	24.9	24.9	210.0	161.0	262.7	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	9	Woodville Road (N)	N	R2	140	5.5	147	5.5	0.4	45.0	45.0	380.2	15.0	24.5	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	Approach	Woodville Road (N)			1,834	7.5	1,900	7.5	0.8	45.0	20.9	2,338.4	161.0	262.7	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	12	Guilford Road (W)	W	R2	68	6.4	71	6.4	0.3	41.9	41.9	238.0	13.6	22.2	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	11	Guilford Road (W)	W	T1	400	3.3	421	3.3	0.9	49.0	49.0	471.7	100.4	163.8	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	10	Guilford Road (W)	W	L2	163	1.3	172	1.3	0.2	25.8	25.8	709.4	23.6	38.5	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	Approach	Guilford Road (W)			631	3.1	664	3.1	0.9	49.0	42.3	744.0	100.4	163.8	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	Site		5,061	7.4	5,327	7.4	1.1	144.0	31.9	175.3	286.1	Guilford Road (E)	FALSE			
Cumbretand AM Server_Woodville_v1.1 General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	3	Woodville Road (S)	S	R2	536	9.8	564	9.8	0.9	76.3	76.3	600.0	206.7	337.4	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	2	Woodville Road (S)	S	T1	1,943	9.8	2,046	9.8	0.8	10.7	10.7	2,671.7	178.5	291.3	Woodville Road (N)	FALSE

Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV WOO_RAW_30_AM_DV	Signal DV	Approach	Woodville Road (S)		2.479	9.8	2.610	9.8	0.9	76.3	24.9	2.7766	206.7	337.4	Woodville Road (N)	FALSE
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV WOO_RAW_30_AM_DV	Signal DV	4	Rawson Road E	L2	451	7.8	474	7.8	0.5	23.7	23.7	978.5	81.8	133.4	Woodville Road (N)	FALSE
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV WOO_RAW_30_AM_DV	Signal DV	6	Rawson Road E	R2	257	11.1	270	11.1	0.9	90.4	90.4	284.5	102.0	166.4	Woodville Road (N)	FALSE
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV WOO_RAW_30_AM_DV	Signal DV	Approach	Rawson Road		707	9.0	744	9.0	0.9	90.4	47.9	784.3	102.0	166.4	Woodville Road (N)	FALSE
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV WOO_RAW_30_AM_DV	Signal DV	8	Woodville Road (N) N	T1	1.411	8.1	1.485	8.1	0.9	65.0	65.0	1.596.0	206.5	337.0	Woodville Road (N)	FALSE
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV WOO_RAW_30_AM_DV	Signal DV	7	Woodville Road (N) N	L2	258	5.5	272	5.5	0.9	71.0	71.0	292.0	196.2	300.2	Woodville Road (N)	FALSE
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV WOO_RAW_30_AM_DV	Signal DV	Approach	Woodville Road (N)		1.669	7.7	1.757	7.7	0.9	71.0	65.9	1.888.0	206.5	337.0	Woodville Road (N)	FALSE
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV WOO_RAW_30_AM_DV	Signal DV	Site			4.855	9.0	5.111	9.0	0.9	90.4	42.4		206.7	337.4	Woodville Road (N)	FALSE

Network Performance Summary

File	Network Folder	Network Name	Site ID	Site Name	Site Type	Option	Veh Speed	Veh Demand	HV % Demand	Degree of Saturation	Control Delay Average	Control Delay Worst	Control Delay Worst Lane	Average Back of Queue Distance	% pct Back of Queue Distance	Pers Speed	Pers Demand	Pers Control Delay Average	Pers Control Delay Worst	Pers Control Delay Worst Lane
Cumberland AM Server_Woodville	AM	Merlands and Louis	1AM_BY WOO_MER_20_AM_BY		Signal	BY	47.1	3,906	9.5	0.74	11.1	71.4	11.1	70.9	115.7	42	4792.8	12.2	71.4	A
Cumberland AM Server_Woodville	AM	Merlands and Louis	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	52.6	3,978	9.2	0.80	11.2	62.3	11.2	68.1	111.1	48	4878.7	12.3	62.3	A
Cumberland AM Server_Woodville	AM	Lansdowne and Oxford	3AM_BY WOO_LAN_20_AM_BY		Give Way	BY	32.9	3,531	9.4	0.96	48.8	4661.5	4661.5	88.1	219.0	33	4236.6	48.8	4661.5	F
Cumberland AM Server_Woodville	AM	Lansdowne and Oxford	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	34.5	4,231	8.2	0.97	44.5	105.6	44.5	343.7	900.9	33	5181.9	44.9	105.6	D
Cumberland AM Server_Woodville	AM	Merlands and Louis FY	1AM_FY WOO_MER_30_AM_FY		Signal	FY	48.3	4,272	9.5	0.81	10.2	64.7	10.2	81.7	133.3	43	5232.2	11.2	64.7	A
Cumberland AM Server_Woodville	AM	Merlands and Louis FY	2AM_FY WOO_LOU_30_AM_FY		Signal	FY	55.4	4,351	9.2	0.77	8.6	58.8	8.6	72.6	118.5	51	5326.2	9.6	59.3	A
Cumberland AM Server_Woodville	AM	Merlands and Louis FY_O1	1AM_FY WOO_MER_30_AM_FY_O1		Signal	OT	46.2	4,272	9.5	0.88	11.8	63.7	11.8	103.2	168.5	41	5232.2	13.0	68.3	A
Cumberland AM Server_Woodville	AM	Merlands and Louis FY_O1	2AM_FY WOO_LOU_30_AM_FY_O1		Signal	OT	51.8	4,351	9.2	0.84	12.0	55.8	12.0	109.0	177.9	48	5326.2	13.1	68.3	A
Cumberland AM Server_Woodville_v1.1	AM	Lansdowne and Oxford FY_O1	3AM_OV WOO_LAN_30_AM_FY_John Cooke		Signal	John Cooke	63.5	3,805	9.5	0.56	4.1	61.1	4.1	76.6	76.6	56	4723.9	5.8	61.1	A
Cumberland AM Server_Woodville_v1.1	AM	Lansdowne and Oxford FY_O1	3AM_FY WOO_OXF_30_AM_FY_O1		Signal	OT	39.7	4,627	8.2	0.87	32.7	67.8	32.7	208.6	208.6	38	5657.8	33.1	67.8	C
Cumberland AM Server_Woodville_v1.1	AM	Merlands and Louis DV	1AM_OV WOO_MER_30_AM_OV		Signal	DV	42.4	5,154	7.9	0.93	15.3	83.9	15.3	102.7	167.6	39	6290.3	16.1	83.9	B
Cumberland AM Server_Woodville_v1.1	AM	Merlands and Louis DV	2AM_OV WOO_LOU_30_AM_OV		Signal	DV	49.2	5,039	7.9	0.95	14.9	85.3	14.9	144.5	225.8	46	6151.7	15.6	85.3	B
Cumberland AM Server_Woodville_v1.1	AM	Merlands and Louis DV_O1	1AM_OV WOO_MER_30_AM_OV_O1		Signal	OT	44.8	5,154	7.9	0.90	13.0	74.4	13.0	96.1	156.9	41	6290.3	13.9	74.4	A
Cumberland AM Server_Woodville_v1.1	AM	Merlands and Louis DV_O1	2AM_OV WOO_LOU_30_AM_OV_O1		Signal	OT	53.5	5,039	7.9	0.90	10.4	77.6	10.4	88.0	143.6	50	6151.7	11.3	77.6	A
Cumberland AM Server_Woodville_v1.1	AM	Lansdowne and Oxford DV_John Cooke	3AM_OV WOO_LAN_30_AM_OV_John Cooke		Signal	John Cooke	57.7	4,462	8.1	0.65	8.9	63.1	8.9	80.0	80.0	52	5511.8	10.2	63.1	A
Cumberland AM Server_Woodville_v1.1	AM	Lansdowne and Oxford DV_John Cooke	3AM_OV WOO_OXF_30_AM_OV_O1		Signal	OT	31.0	5,061	7.5	0.98	54.7	94.0	54.7	342.9	342.9	30	6178.0	54.7	94.0	D

Network Movement - Details

File	Network	Network Name	Site ID	Site Name	Site Type	Option	Origin ID	Leg Name	Direction	Turn	Demand	Flow	HV pc	Arrival	Arrival	Delay	Average	Capacity	Average	To pc	Warnings	Check
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOOD, MER, 20, AM, BY	Signal	BY	2	Woodville Road (S)	S	T1	1580	119	1580	119	07	10	10	2,144.7	168	27.4	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOOD, MER, 20, AM, BY	Signal	BY	1	Woodville Road (S)	S	L2	534	39	534	39	04	6.7	6.7	1,514.6	45	7.3	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOOD, MER, 20, AM, BY	Signal	BY	Approach	Woodville Road (S)	S		2,114	99	2,114	99	07	6.7	24	2,889.1	168	27.4	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOOD, MER, 20, AM, BY	Signal	BY	8	Woodville Road (N)	N	T1	1,192	118	1,192	118	05	0.6	0.6	2,952.8	64	10.5	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOOD, MER, 20, AM, BY	Signal	BY	9	Woodville Road (N)	N	R2	89	35	89	35	07	71.4	71.4	1,254	25.8	42.1	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOOD, MER, 20, AM, BY	Signal	BY	Approach	Woodville Road (N)	N		1,281	113	1,281	113	07	71.4	55	1,796.7	258	42.1	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOOD, MER, 20, AM, BY	Signal	BY	12	Manlylands Road	W	R2	457	30	457	30	07	60.9	60.9	615.5	70.9	115.7	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOOD, MER, 20, AM, BY	Signal	BY	10	Manlylands Road	W	L2	55	96	55	96	07	60.6	60.6	74.1	70.9	115.7	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOOD, MER, 20, AM, BY	Signal	BY	Approach	Manlylands Road	W		512	37	512	37	07	60.9	60.9	692.6	70.9	115.7	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOOD, MER, 20, AM, BY	Signal	BY	Site	Manlylands Road	W		3,906	95	3,906	95	07	71.4	11.1		70.9	115.7	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	2AM, BY	WOOD, LOU, 20, AM, BY	Signal	BY	3	Woodville Road (S)	S	R2	189	17	189	17	05	42.9	42.9	375.2	39.1	63.7	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	2AM, BY	WOOD, LOU, 20, AM, BY	Signal	BY	2	Woodville Road (S)	S	T1	1,668	114	1,668	114	06	0.7	0.7	2,612.7	130	21.3	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	2AM, BY	WOOD, LOU, 20, AM, BY	Signal	BY	Approach	Woodville Road (S)	S		1,858	104	1,858	104	06	42.9	50	2,939.4	39.1	63.7	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	2AM, BY	WOOD, LOU, 20, AM, BY	Signal	BY	4	Louis Street	E	L2	54	118	54	118	08	62.0	62.0	71.1	68.1	111.1	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	2AM, BY	WOOD, LOU, 20, AM, BY	Signal	BY	6	Louis Street	E	R2	426	42	426	42	08	62.3	62.3	564.3	68.1	110.6	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	2AM, BY	WOOD, LOU, 20, AM, BY	Signal	BY	Approach	Louis Street	E		480	50	480	50	08	62.3	62.2	635.4	68.1	111.1	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	2AM, BY	WOOD, LOU, 20, AM, BY	Signal	BY	8	Woodville Road (N)	N	T1	1,396	100	1,396	100	08	2.7	2.7	1,746.2	39.7	64.8	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	2AM, BY	WOOD, LOU, 20, AM, BY	Signal	BY	7	Woodville Road (N)	N	L2	244	34	244	34	02	6.8	6.8	1,368.8	16	2.7	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	2AM, BY	WOOD, LOU, 20, AM, BY	Signal	BY	Approach	Woodville Road (N)	N		1,640	91	1,640	91	08	6.8	33	2,091.7	39.7	64.8	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	2AM, BY	WOOD, LOU, 20, AM, BY	Signal	BY	Site	Woodville Road (N)	N		3,978	92	3,978	92	08	62.3	11.2		39.1	111.1	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	2	Woodville Road (S)	S	T1	1,801	103	1,801	103	05	0.1	0.1	3,571.2	00	00	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	1	Woodville Road (S)	S	L2	13	83	13	83	05	4.6	4.6	250	00	00	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	Approach	Woodville Road (S)	S		1,814	103	1,814	103	05	4.6	0.2	3,596.2	00	00	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	4	East Street	E	L2	52	41	52	41	00	7.0	7.0	1,136.9	05	12	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	Approach	East Street	E		52	41	52	41	00	7.0	7.0	1,136.9	05	12	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	8	Woodville Road (N)	N	T1	1,487	93	1,487	93	04	0.3	0.3	4,016.8	00	00	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	7	Woodville Road (N)	N	L2	15	143	15	143	01	4.6	4.6	179.8	00	00	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	9	Woodville Road (N)	N	R2	91	12	91	12	04	43.3	43.3	162.0	65	16.1	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	Approach	Woodville Road (N)	N		1,593	89	1,593	89	04	43.3	28	2,850.8	65	16.1	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	12	Lansdowne Street	W	R2	17	63	17	63	40	4.6	4.6	2,661.5	28	88.1	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	11	Lansdowne Street	W	T1	19	56	19	56	40	4.6	4.6	3,321.3	32	88.1	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	10	Lansdowne Street	W	L2	37	00	37	00	01	11.4	11.4	480.8	08	21	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	Approach	Lansdowne Street	W		73	29	73	29	40	4.6	4.6	2,332.7	122	88.1	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, LAN, 20, AM, BY	One Way	BY	Site	Lansdowne Street	W		3,531	94	3,531	94	40	4.6	4.6	4,881.5	488	88.1	Lansdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, OXF, 20, AM, BY	Signal	BY	2	Woodville Road (S)	S	T1	1,758	104	1,758	104	10	63.3	63.3	1,836.6	343.7	560.9	Oxford Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, OXF, 20, AM, BY	Signal	BY	1	Woodville Road (S)	S	L2	349	48	349	48	03	10.9	10.9	1,375.3	28.6	46.7	Oxford Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, OXF, 20, AM, BY	Signal	BY	Approach	Woodville Road (S)	S		2,107	95	2,107	95	10	63.3	54.7	2,201.8	343.7	560.9	Oxford Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, OXF, 20, AM, BY	Signal	BY	8	Woodville Road (N)	N	T1	1,314	92	1,314	92	05	10.9	10.9	2,528.0	96.5	157.4	Oxford Street	TRUE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, OXF, 20, AM, BY	Signal	BY	9	Woodville Road (N)	N	R2	237	53	237	53	10	105.6	105.6	242.9	93.1	151.9	Oxford Street	TRUE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, OXF, 20, AM, BY	Signal	BY	Approach	Woodville Road (N)	N		1,551	86	1,551	86	10	105.6	25.4	1,590.4	96.5	157.4	Oxford Street	TRUE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, OXF, 20, AM, BY	Signal	BY	12	Oxford Street	W	R2	523	24	523	24	07	96.7	96.7	736.5	79.9	130.4	Oxford Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, OXF, 20, AM, BY	Signal	BY	10	Oxford Street	W	L2	49	43	49	43	07	96.4	58.4	696	79.9	130.4	Oxford Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, OXF, 20, AM, BY	Signal	BY	Approach	Oxford Street	W		573	26	573	26	07	96.7	58.7	806.1	79.9	130.4	Oxford Street	FALSE
Cumberland IM Sener, Woodville	IM	Lansdowne and Oxford	SAM, BY	WOOD, OXF, 20, AM, BY	Signal	BY	Site	Oxford Street	W		4,231	82	4,231	82	10	105.6	44.5		560.9	150.9	Oxford Street	TRUE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOOD, MER, 30, AM, FY	Signal	FY	2	Woodville Road (S)	S	T1	1,728	119	1,728	119	08	1.1	1.1	2,144.7	242	39.6	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOOD, MER, 30, AM, FY	Signal	FY	1	Woodville Road (S)	S	L2	584	39	584	39	04	6.7	6.7	1,514.6	51	8.4	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOOD, MER, 30, AM, FY	Signal	FY	Approach	Woodville Road (S)	S		2,312	99	2,312	99	08	6.7	25	2,889.1	242	39.6	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOOD, MER, 30, AM, FY	Signal	FY	8	Woodville Road (N)	N	T1	1,303	118	1,303	118	05	0.6	0.6	2,562.8	76	12.4	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOOD, MER, 30, AM, FY	Signal	FY	9	Woodville Road (N)	N	R2	98	35	98	35	05	8.0	8.0	2,047.1	19	3.2	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOOD, MER, 30, AM, FY	Signal	FY	Approach	Woodville Road (N)	N		1,401	113	1,401	113	05	8.0	11	2,739.2	76	12.4	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOOD, MER, 30, AM, FY	Signal	FY	12	Manlylands Road	W	R2	500	30	500	30	08	64.7	64.7	615.5	81.7	133.3	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOOD, MER, 30, AM, FY	Signal	FY	10	Manlylands Road	W	L2	60	96	60	96	08	64.5	64.5	74.1	81.7	133.3	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOOD, MER, 30, AM, FY	Signal	FY	Approach	Manlylands Road	W		560	37	560	37	08	64.7	64.7	692.6	81.7	133.3	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOOD, MER, 30, AM, FY	Signal	FY	Site	Manlylands Road	W		4,272	95	4,272	95	08	64.7	102		81.7	133.3	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	2AM, FY	WOOD, LOU, 30, AM, FY	Signal	FY	3	Woodville Road (S)	S	R2	207	17	207	17	06	7.1	7.1	321.2	32	52	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	2AM, FY	WOOD, LOU, 30, AM, FY	Signal	FY	2	Woodville Road (S)	S	T1	1,825	114	1,825	114	07	0.8	0.8	2,502.7	187	30.5	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	2AM, FY	WOOD, LOU, 30, AM, FY	Signal	FY	Approach	Woodville Road (S)	S		2,032	104	2,032	104	07	7.1	15	2,786.9	187	30.5	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	2AM, FY	WOOD, LOU, 30, AM, FY	Signal	FY	4	Louis Street	E	L2	59	118	59	118	08	96.5	96.5	77.4	72.6	118.5	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	2AM, FY	WOOD, LOU, 30, AM, FY	Signal	FY	6	Louis Street	E	R2	456	42	456	42	08	96.8	96.8	615.5	72.6	117.6	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	2AM, FY	WOOD, LOU, 30, AM, FY	Signal	FY	Approach	Louis Street	E		525	50	525	50	08	96.8	96.8	692.4	72.6	118.5	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	2AM, FY	WOOD, LOU, 30, AM, FY	Signal	FY	8	Woodville Road (N)	N	T1	1,527	100	1,527	100	08	1.1	1.1	1,971.5	184	30.1	Louis Street	FALSE

Cumberland AM Sener, Woodville	AM	Merlands and Louis FY	2AM FY	WOO LOU 30 AM FY	Signal	FY	7	Woodville Road(N)	N	L2	267	34	267	3.4	0.2	6.7	6.7	1,486.1	18	29	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY	2AM FY	WOO LOU 30 AM FY	Signal	FY	Approach	Woodville Road(N)			1,794	91	1,794	9.1	0.8	4.7	19	2,316.4	184	301	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY	2AM FY	WOO LOU 30 AM FY	Signal	FY	Site				4,351	92	4,351	9.2	0.8	58.8	86	726	118.5	Louis Street	FALSE	
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	2	Woodville Road(S)	S	L1	1,728	119	1,587	11.7	0.9	3.8	3.8	1,996.9	563	919	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	1	Woodville Road(S)	S	L2	584	39	527	3.9	0.4	6.8	6.8	1,589.5	52	84	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	Approach	Woodville Road(S)			2,312	99	2,084	9.7	0.9	6.8	46	2,617.9	563	919	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	8	Woodville Road(N)	N	L1	1,303	118	1,303	11.8	0.7	0.9	0.9	1,980.9	151	247	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	9	Woodville Road(N)	N	R2	98	35	98	3.5	0.3	0.6	13.6	321.6	72	117	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	Approach	Woodville Road(N)			1,401	113	1,401	11.3	0.7	0.6	1.5	2,108.1	151	247	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	12	Merlands Road	W	R2	500	30	300	3.0	0.8	63.7	63.7	655.5	103.2	188.5	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	10	Merlands Road	W	L2	60	96	60	9.6	0.8	42.0	42.0	785	103.2	188.5	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	Approach	Merlands Road			560	37	560	3.7	0.8	63.7	63.5	734.0	103.2	188.5	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	Site				4,272	95	4,045	10.0	0.9	63.7	118	103.2	188.5	Merlands Road	TRUE	
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	3	Woodville Road(S)	S	R2	207	17	207	1.7	0.5	11.6	11.6	423.0	94	153	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	2	Woodville Road(S)	S	L1	1,825	114	1,825	11.4	0.8	1.1	1.1	2,367.4	248	405	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	Approach	Woodville Road(S)			2,032	104	2,032	10.4	0.8	11.6	2.1	2,636.2	248	405	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	4	Louis Street	E	L2	59	11.8	59	11.8	0.7	56.6	56.6	894	73.8	120.4	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	6	Louis Street	E	R2	466	42	466	4.2	0.7	56.8	55.8	709.8	73.8	120.4	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	Approach	Louis Street			525	50	525	5.0	0.7	56.8	55.8	799.2	73.8	120.4	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	8	Woodville Road(N)	N	L1	1,527	100	1,527	10.0	0.8	9.7	9.7	1,836.3	109.0	177.9	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	7	Woodville Road(N)	N	L2	267	34	267	3.4	0.8	13.7	13.7	319.5	33.3	54.3	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	Approach	Woodville Road(N)			1,794	91	1,794	9.1	0.8	13.7	10.3	2,146.8	109.0	177.9	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	Site				4,351	92	4,351	9.2	0.8	55.8	120	109.0	177.9	Louis Street	FALSE	
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	2	Woodville Road(S)	S	L1	1,970	103	1,970	10.3	0.6	1.5	1.5	3,528.5	260	260	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	1	Woodville Road(S)	S	L2	14	83	14	8.3	0.6	9.4	9.4	247	260	260	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	Approach	Woodville Road(S)			1,984	103	1,984	10.3	0.6	9.4	15	3,551.3	260	260	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	8	Woodville Road(N)	N	L1	1,627	93	1,627	9.3	0.6	4.3	4.3	2,896.6	76.6	76.6	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	7	Woodville Road(N)	N	L2	16	143	16	14.3	0.6	10.8	10.8	287	76.6	76.6	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	9	Woodville Road(N)	N	R2	99	12	99	1.2	0.3	15.2	15.2	298.8	13.8	13.8	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	Approach	Woodville Road(N)			1,742	89	1,742	8.9	0.6	15.2	49	3,102.6	76.6	76.6	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	12	Landowne Street	W	R2	18	42	18	4.2	0.2	61.1	61.1	77.8	99	99	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	11	Landowne Street	W	L1	21	55	21	5.5	0.2	85.5	85.5	87.5	99	99	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	10	Landowne Street	W	L2	40	00	40	0.0	0.1	42.4	42.4	441.8	7.8	7.8	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	Approach	Landowne Street			79	29	79	2.9	0.2	61.1	504	335.5	99	99	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	Site				3,805	95	3,805	9.5	0.6	41.1	4.1	76.6	76.6	Landowne Street	FALSE	
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	2	Woodville Road(S)	S	L1	1,923	104	1,923	10.4	0.9	36.2	36.2	2,205.7	208.6	208.6	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	1	Woodville Road(S)	S	L2	382	48	382	4.8	0.9	41.5	41.5	438.5	189.0	189.0	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	Approach	Woodville Road(S)			2,305	95	2,305	9.5	0.9	41.5	37.1	2,644.3	208.6	208.6	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	8	Woodville Road(N)	N	L1	1,437	92	1,437	9.2	0.6	10.1	10.1	2,475.2	89.2	89.2	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	9	Woodville Road(N)	N	R2	259	53	259	5.3	0.8	67.8	67.8	316.0	69.8	69.8	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	Approach	Woodville Road(N)			1,696	86	1,696	8.6	0.8	67.8	18.9	2,081.5	89.2	89.2	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	12	Oxford Street	W	R2	572	24	572	2.4	0.8	36.0	36.0	726.6	79.1	79.1	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	10	Oxford Street	W	L2	54	43	54	4.3	0.1	27.5	27.5	724.5	84	84	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	Approach	Oxford Street			626	26	626	2.6	0.8	36.0	53.6	795.4	79.1	79.1	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	Site				4,627	82	4,627	8.2	0.9	67.8	32.7	208.6	208.6	Oxford Street	FALSE	
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	2	Woodville Road(S)	S	L1	2,019	102	1,732	10.1	0.9	7.5	7.5	2,185.2	78.7	128.4	Merlands Road	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	1	Woodville Road(S)	S	L2	842	27	723	2.7	0.5	7.0	7.0	1,568.1	83	136	Merlands Road	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	Approach	Woodville Road(S)			2,861	80	2,455	8.0	0.9	7.5	7.3	3,098.5	78.7	128.4	Merlands Road	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	8	Woodville Road(N)	N	L1	1,411	109	1,411	10.9	0.5	0.6	0.6	2,632.9	86	141	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	9	Woodville Road(N)	N	R2	292	12	292	1.2	0.8	15.2	15.2	384.2	206	336	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	Approach	Woodville Road(N)			1,702	93	1,702	9.3	0.8	15.2	3.1	2,242.9	206	336	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	12	Merlands Road	W	R2	531	28	531	2.8	0.9	83.8	83.8	573.4	102.7	107.6	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	10	Merlands Road	W	L2	60	96	60	9.6	0.9	83.9	83.9	64.7	102.7	107.6	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	Approach	Merlands Road			591	35	591	3.5	0.9	83.9	83.8	638.1	102.7	107.6	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	Site				5,154	79	4,748	8.6	0.9	83.9	153	102.7	107.6	Merlands Road	FALSE	
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	3	Woodville Road(S)	S	R2	207	17	207	1.7	0.6	7.4	7.4	350.6	31	50	Louis Street	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	2	Woodville Road(S)	S	L1	2,374	87	2,374	8.7	1.0	10.4	10.4	2,488.3	144.5	236.8	Louis Street	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	Approach	Woodville Road(S)			2,581	82	2,581	8.2	1.0	10.4	10.1	2,705.5	144.5	236.8	Louis Street	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	4	Louis Street	E	L2	59	11.8	59	11.8	0.9	85.3	85.3	63.1	93.0	151.8	Louis Street	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	6	Louis Street	E	R2	466	42	466	4.2	0.9	85.1	85.1	501.0	93.0	151.8	Louis Street	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	Approach	Louis Street			525	50	525	5.0	0.9	85.3	85.2	564.1	93.0	151.8	Louis Street	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	8	Woodville Road(N)	N	L1	1,593	96	1,593	9.6	0.8	1.1	1.1	1,935.5	220	359	Louis Street	

Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV, 01	Signal	01	1	Woodville Road (S)	S	L2	842	27	304	2.7	0.5	6.9	6.9	1,641.6	79	130	Merlands Road	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV, 01	Signal	01	Approach	Woodville Road (S)			2,861	80	2,393	8.0	0.9	6.9	4.9	3,192.4	508	830	Merlands Road	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV, 01	Signal	01	8	Woodville Road (N)	N	T1	1,411	109	1,411	10.9	0.5	0.7	0.7	2,608.6	90	147	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV, 01	Signal	01	9	Woodville Road (N)	N	R2	292	12	292	1.2	0.8	15.1	15.1	362.7	156	254	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV, 01	Signal	01	Approach	Woodville Road (N)			1,702	93	1,702	9.3	0.8	15.1	3.1	2,117.6	156	254	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV, 01	Signal	01	12	Merlands Road	W	R2	531	28	531	2.8	0.9	34.4	74.4	604.2	961	136.9	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV, 01	Signal	01	10	Merlands Road	W	L2	60	96	60	9.6	0.9	34.3	74.3	68.2	961	136.9	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV, 01	Signal	01	Approach	Merlands Road			591	35	591	3.5	0.9	34.4	74.4	672.3	961	136.9	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV, 01	Signal	01	Site				5154	79	4,886	8.7	0.9	34.4	130		961	136.9	Merlands Road	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV, 01	Signal	01	3	Woodville Road (S)	S	R2	207	17	207	1.7	0.5	7.1	7.1	441.5	26	43	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV, 01	Signal	01	2	Woodville Road (S)	S	T1	2,374	87	2,374	8.7	0.9	2.6	2.6	2,629.9	680	111.0	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV, 01	Signal	01	Approach	Woodville Road (S)			2,581	82	2,581	8.2	0.9	7.1	30	2,859.4	680	111.0	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV, 01	Signal	01	4	Louis Street	E	L2	59	118	59	11.8	0.9	77.6	77.6	65.2	880	143.6	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV, 01	Signal	01	6	Louis Street	E	R2	466	42	466	4.2	0.9	77.4	77.4	518.1	880	142.6	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV, 01	Signal	01	Approach	Louis Street			525	50	525	5.0	0.9	77.6	77.4	583.3	880	143.6	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV, 01	Signal	01	8	Woodville Road (N)	N	T1	1,593	96	1,593	9.6	0.7	1.1	1.1	2,298.0	124	202	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV, 01	Signal	01	7	Woodville Road (N)	N	L2	340	27	340	2.7	0.7	7.4	7.4	481.3	124	202	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV, 01	Signal	01	Approach	Woodville Road (N)			1,932	84	1,932	8.4	0.7	7.4	2.2	2,737.3	124	202	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV, 01	Signal	01	Site				5,039	79	5,039	7.9	0.9	77.6	104		880	143.6	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	2	Woodville Road (S)	S	T1	2,309	88	2,309	8.8	0.6	4.9	4.9	3,572.1	659	659	Lanadwene Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	1	Woodville Road (S)	S	L2	18	64	18	6.4	0.6	12.9	12.9	27.7	659	659	Lanadwene Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	Approach	Woodville Road (S)			2,327	88	2,327	8.8	0.6	12.9	50	3,599.8	659	659	Lanadwene Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	8	Woodville Road (N)	N	T1	1,669	90	1,669	9.0	0.6	4.3	4.3	2,908.3	800	800	Lanadwene Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	7	Woodville Road (N)	N	L2	16	143	16	14.3	0.6	10.9	10.9	28.1	799	799	Lanadwene Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	9	Woodville Road (N)	N	R2	122	09	122	0.9	0.5	32.7	32.7	268.5	303	303	Lanadwene Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	Approach	Woodville Road (N)			1,808	85	1,808	8.5	0.6	32.7	63	3,147.3	800	800	Lanadwene Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	12	Lanadwene Street	W	R2	18	62	18	6.2	0.5	63.1	63.1	40.8	196	196	Lanadwene Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	11	Lanadwene Street	W	T1	58	20	58	2.0	0.5	68.5	68.5	128.1	196	196	Lanadwene Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	10	Lanadwene Street	W	L2	250	00	250	0.0	0.6	48.6	48.6	388.9	563	563	Lanadwene Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	Approach	Lanadwene Street			327	07	327	0.7	0.6	63.1	51.1	507.3	563	563	Lanadwene Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	Site				4,462	81	4,462	8.1	0.6	63.1	89		800	800	Lanadwene Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV, 01	Signal	01	2	Woodville Road (S)	S	T1	2,266	88	2,266	8.8	1.0	34.3	74.3	2,301.6	342.9	342.9	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV, 01	Signal	01	1	Woodville Road (S)	S	L2	362	48	362	4.8	1.0	39.5	79.5	388.2	320.8	320.8	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV, 01	Signal	01	Approach	Woodville Road (S)			2,648	83	2,648	8.3	1.0	39.5	75.1	2,689.9	342.9	342.9	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV, 01	Signal	01	8	Woodville Road (N)	N	T1	1,482	89	1,482	8.9	0.6	10.2	10.2	2,489.0	928	928	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV, 01	Signal	01	9	Woodville Road (N)	N	R2	304	45	304	4.5	1.0	94.0	94.0	313.0	963	963	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV, 01	Signal	01	Approach	Woodville Road (N)			1,786	82	1,786	8.2	1.0	94.0	244	1,840.9	963	963	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV, 01	Signal	01	12	Oxford Street	W	R2	572	24	572	2.4	0.8	57.0	57.0	720.5	802	802	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV, 01	Signal	01	10	Oxford Street	W	L2	54	43	54	4.3	0.1	28.0	28.0	718.6	86	86	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV, 01	Signal	01	Approach	Oxford Street			626	26	626	2.6	0.8	57.0	54.5	788.6	802	802	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lanadwene and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV, 01	Signal	01	Site				5,061	75	5,061	7.5	1.0	94.0	547		342.9	342.9	Woodville Road (S)	FALSE

Intersection Performance Summary

File	Site Folder	Site ID	Site Name	Site Type	Option	Veh Speed	Veh Demand	HV % Demand	Degree of Saturation	Control Delay Average	Control Delay Worst Movement	Control Delay Lane	Average Back of Queue Distance	75th pctl Back of Queue Distance	Pers Speed	Pers Demand	Pers Control Delay Average	Pers Control Delay Worst Movement	Pers Delay LoS
Cumberland PM Sever_Woodville	General	1PM_BY	WOO_MER_20_PM_BY	Signal	BY	40.2	4,025	4.5	0.79	13.0	62.2	13.0	78.5	128.1	41.7	4,005	13.9	62.2	A
Cumberland PM Sever_Woodville	General	2PM_BY	WOO_LOU_20_PM_BY	Signal	BY	43.5	4,255	4.6	1.00	23.7	105.4	23.7	125.3	204.5	41.0	5,211	24.5	105.4	B
Cumberland PM Sever_Woodville	General	5PM_BY	WOO_LAN_20_PM_BY	Drive Way	BY	28.1	4,077	4.2	5.26	98.1	4,016.6	4,016.6	156.7	380.5	28.1	4,892	98.1	4,016.6	F
Cumberland PM Sever_Woodville	General	3PM_BY	WOO_OXF_20_PM_BY	Signal	BY	33.0	5,081	3.8	0.99	54.9	109.5	54.9	361.6	590.1	32.0	6,203	55.0	109.5	D
Cumberland PM Sever_Woodville	General	4PM_BY	WOO_GUI_20_PM_BY	Signal	BY	44.8	5,251	3.7	0.97	33.8	101.3	33.8	194.8	318.0	42.1	6,511	34.7	101.3	C
Cumberland PM Sever_Woodville	General	6PM_BY	WOO_RAW_20_PM_BY	Signal	BY	37.7	4,980	4.3	0.98	39.0	100.2	39.0	182.1	297.3	35.5	6,134	39.6	100.2	C
Cumberland PM Sever_Woodville	General	1PM_FY	WOO_MER_30_PM_FY	Signal	FY	47.0	4,634	4.5	0.88	12.2	62.0	12.2	88.7	144.7	43.1	5,066	12.9	62.0	A
Cumberland PM Sever_Woodville	General	1PM_FY	WOO_MER_30_PM_FY_O1	Signal	O1	47.5	4,634	4.5	0.87	11.7	60.8	11.7	97.5	159.1	43.2	5,066	12.8	68.3	A
Cumberland PM Sever_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY	Signal	FY	31.1	4,899	4.6	1.10	49.1	162.8	49.1	320.8	523.5	30.1	5,984	49.1	162.8	D
Cumberland PM Sever_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY_O1	Signal	O1	37.1	4,899	4.6	1.08	33.8	108.8	33.8	249.7	407.4	35.5	5,984	34.4	108.8	C
Cumberland PM Sever_Woodville	General	4PM_FY	WOO_GUI_30_PM_FY	Signal	FY	41.1	5,743	3.7	0.94	43.6	97.0	43.6	270.7	441.8	39.0	7,102	44.2	97.0	D
Cumberland PM Sever_Woodville	General	6PM_FY	WOO_RAW_30_PM_FY	Signal	FY	35.5	5,447	4.3	0.93	44.5	81.3	44.5	243.8	397.9	33.7	6,694	44.8	81.3	D
Cumberland PM Sever_Woodville_v1.1	General	5PM_DV	WOO_LAN_30_PM_FY_John Coote	Signal	John Coote	50.5	4,396	4.3	0.81	20.0	58.1	20.0	159.3	259.9	46.7	5,433	21.0	58.1	B
Cumberland PM Sever_Woodville_v1.1	General	3PM_FY	WOO_OXF_30_PM_FY	Signal	FY	25.6	5,557	3.8	1.07	85.0	155.3	85.0	516.5	842.9	25.0	6,774	84.7	155.3	F
Cumberland PM Sever_Woodville_v1.1	General	3PM_FY	WOO_OXF_30_PM_FY_O1	Signal	O1	32.6	5,557	3.8	1.09	53.6	130.0	53.6	285.2	466.4	31.7	6,774	53.6	130.0	D
Cumberland PM Sever_Woodville_v1.1	General	1PM_DV	WOO_MER_30_PM_DV	Signal	DV	23.0	5,319	3.9	1.24	53.8	282.8	53.8	298.9	487.7	22.2	6,488	53.7	282.8	D
Cumberland PM Sever_Woodville_v1.1	General	1PM_DV	WOO_MER_30_PM_DV_O1	Signal	O1	33.6	5,319	3.9	1.04	28.1	140.0	28.1	230.1	375.6	31.7	6,488	28.8	140.0	B
Cumberland PM Sever_Woodville_v1.1	General	2PM_DV	WOO_LOU_30_PM_DV	Signal	DV	12.5	5,562	4.0	1.41	196.6	377.3	196.6	1,013.0	1,653.2	12.4	6,780	194.3	377.3	F
Cumberland PM Sever_Woodville_v1.1	General	2PM_DV	WOO_LOU_30_PM_DV_O1	Signal	O1	10.5	5,562	4.0	1.47	242.9	443.1	242.9	1,135.7	1,853.3	10.4	6,780	240.2	443.1	F
Cumberland PM Sever_Woodville_v1.1	General	5PM_DV	WOO_LAN_30_PM_DV_John Coote	Signal	John Coote	45.1	5,092	3.7	0.92	28.8	58.2	28.8	314.5	513.2	42.4	6,268	29.4	58.2	C
Cumberland PM Sever_Woodville_v1.1	General	3PM_DV	WOO_OXF_30_PM_DV	Signal	DV	24.7	5,977	3.5	1.10	89.9	183.0	89.9	564.7	921.6	24.2	7,278	89.6	183.0	F
Cumberland PM Sever_Woodville_v1.1	General	3PM_DV	WOO_OXF_30_PM_DV_O1	Signal	O1	31.6	5,977	3.5	1.12	57.6	149.0	57.6	314.2	512.8	30.8	7,278	57.6	149.0	E
Cumberland PM Sever_Woodville_v1.1	General	4PM_DV	WOO_GUI_30_PM_DV	Signal	DV	28.7	6,212	3.5	1.21	89.7	227.7	89.7	354.7	578.9	27.8	7,064	88.8	227.7	F
Cumberland PM Sever_Woodville_v1.1	General	4PM_DV	WOO_GUI_30_PM_DV_O1	Signal	O1	39.1	6,212	3.5	1.00	49.4	90.4	49.4	266.2	434.4	37.5	7,064	49.3	90.4	D
Cumberland PM Sever_Woodville_v1.1	General	6PM_DV	WOO_RAW_30_PM_DV	Signal	DV	33.5	5,503	4.3	0.95	50.0	90.0	50.0	278.8	451.8	31.9	6,761	50.4	90.0	D

Intersection Movement - Details

File	Site Folder	Site ID	Site Name	Site Type	Option	Origin ID	Leg Name	Approach Direction	Turn Name	Input Flow	Input HV pc	Demand Flow	Demand HV pc	DoS	Delay worst	Average Delay	Capacity	Queue Distance Worst Lane	% Back of Queue Distance	Worst Approach	Warnings Check
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,379	6.2	1,379	6.2	0.7	1.1	1,918.5	13.1	21.3	Merrylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	1	Woodville Road (S)	S	L2	488	1.4	488	1.4	0.3	6.8	1,425.1	3.9	6.4	Merrylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	Approach	Woodville Road (S)			1,867	4.9	1,867	4.9	0.7	6.8	2,597.4	13.1	21.3	Merrylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	8	Woodville Road (N)	N	T1	1,388	5.5	1,388	5.5	0.5	0.7	2,597.1	8.1	13.2	Merrylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	9	Woodville Road (N)	N	R2	191	1.0	191	1.0	0.8	62.2	242.9	51.6	84.3	Merrylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	Approach	Woodville Road (N)			1,579	5.0	1,579	5.0	0.8	62.2	8.1	2,008.3	51.6	84.3	Merrylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	12	Merrylands Road	W	R2	540	1.5	540	1.5	0.8	59.8	598	706.2	78.5	128.1	Merrylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	10	Merrylands Road	W	L2	39	7.7	39	7.7	0.8	59.5	51.2	78.5	128.1	Merrylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	Approach	Merrylands Road			579	1.9	579	1.9	0.8	59.8	598	759.4	78.5	128.1	Merrylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	Site				4,025	4.5	4,025	4.5	0.8	62.2	130	78.5	128.1	Merrylands Road	FALSE	
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	3	Woodville Road (S)	S	R2	370	3.2	370	3.2	1.0	70.3	70.3	371.1	125.3	204.5	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,402	6.2	1,402	6.2	0.5	0.6	2,696.8	8.0	13.1	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	Approach	Woodville Road (S)			1,772	5.6	1,772	5.6	1.0	70.3	15.2	1,777.3	125.3	204.5	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	4	Louis Street	E	L2	73	4.1	73	4.1	1.0	105.4	105.4	73.7	106.2	173.2	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	6	Louis Street	E	R2	483	1.4	483	1.4	1.0	105.1	105.1	487.4	106.2	173.2	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	Approach	Louis Street			566	1.8	566	1.8	1.0	105.4	105.2	561.1	106.2	173.2	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	8	Woodville Road (N)	N	T1	1,656	4.7	1,656	4.7	0.9	8.4	1,784.6	109.8	179.2	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	7	Woodville Road (N)	N	L2	271	2.6	271	2.6	0.2	6.8	1,276.5	1.9	3.0	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	Approach	Woodville Road (N)			1,927	4.4	1,927	4.4	0.9	8.4	8.2	2,076.6	109.8	179.2	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	Site				4,255	4.6	4,255	4.6	1.0	105.4	23.7	125.3	204.5	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	2	Woodville Road (S)	S	T1	1,760	4.9	1,853	4.9	0.5	0.1	3,652.1	0.0	0.0	Lansdowne Street	FALSE	
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	1	Woodville Road (S)	S	L2	32	0.0	34	0.0	0.5	6.4	66.4	0.0	0.0	Lansdowne Street	FALSE	
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	Approach	Woodville Road (S)			1,762	4.9	1,886	4.9	0.5	6.4	0.2	3,718.5	0.0	0.0	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	4	East Street	E	L2	55	0.0	58	0.0	0.1	269.3	269.3	1,005.5	0.6	1.4	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	Approach	East Street			55	0.0	58	0.0	0.1	269.3	269.3	1,005.5	0.6	1.4	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	8	Woodville Road (N)	N	T1	1,762	4.1	1,886	4.1	0.8	49.7	49.7	2,465.7	24.7	61.4	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	7	Woodville Road (N)	N	L2	26	0.0	27	0.0	0.2	6.4	6.4	161.6	0.0	0.0	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	9	Woodville Road (N)	N	R2	135	1.5	142	1.5	2.2	1,142.8	1,142.8	64.6	156.7	389.5	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	Approach	Woodville Road (N)			1,953	3.8	2,056	3.8	2.2	1,142.8	1,247	935.0	156.7	389.5	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	12	Lansdowne Street	W	R2	15	0.0	16	0.0	5.3	4,016.1	4,016.1	3.0	70.3	174.7	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	11	Lansdowne Street	W	T1	15	0.0	16	0.0	5.3	4,016.6	4,016.6	3.0	70.3	174.7	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	10	Lansdowne Street	W	L2	43	4.7	45	4.7	0.1	13.3	13.3	362.8	1.2	2.9	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	Approach	Lansdowne Street			73	2.7	77	2.7	5.3	4,016.6	1,658.4	14.6	70.3	174.7	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	Site				3,873	4.2	4,077	4.2	5.3	4,016.6	98.1	156.7	389.5	Lansdowne Street	FALSE	
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,670	4.7	1,758	4.7	1.0	80.8	80.8	1,781.3	361.6	590.1	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	1	Woodville Road (S)	S	L2	576	2.6	606	2.6	0.5	14.7	1,300.6	72.7	118.6	Oxford Street	FALSE	
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	Approach	Woodville Road (S)			2,246	4.2	2,364	4.2	1.0	80.8	63.8	2,395.8	361.6	590.1	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	8	Woodville Road (N)	N	T1	1,577	4.4	1,660	4.4	0.6	11.0	1,110	2,649.9	127.0	207.2	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	9	Woodville Road (N)	N	R2	305	2.0	321	2.0	0.9	90.9	90.9	339.7	116.1	189.4	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	Approach	Woodville Road (N)			1,882	4.0	1,981	4.0	0.9	90.9	23.9	2,096.0	127.0	207.2	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	12	Oxford Street	W	R2	613	1.3	645	1.3	1.0	109.4	109.4	648.9	152.3	248.5	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	10	Oxford Street	W	L2	86	7.0	91	7.0	1.0	109.5	109.5	91.0	152.3	248.5	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	Approach	Oxford Street			699	2.0	736	2.0	1.0	109.5	109.5	739.9	152.3	248.5	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	Site				4,827	3.8	5,081	3.8	1.0	109.5	54.9	361.6	590.1	Oxford Street	FALSE	
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	2	Woodville Road (S)	S	T1	2,016	4.6	2,122	4.6	0.8	27.2	2,772	2,769.3	178.7	291.6	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	1	Woodville Road (S)	S	L2	139	2.9	146	2.9	0.8	33.6	33.6	190.9	175.2	285.9	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	Approach	Woodville Road (S)			2,155	4.5	2,268	4.5	0.8	33.6	27.6	2,960.3	178.7	291.6	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	4	Gulford Road (E)	E	L2	38	0.0	40	0.0	0.1	56.0	56.0	328.8	9.8	15.9	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	6	Gulford Road (E)	E	R2	47	0.0	49	0.0	1.0	96.2	96.2	51.1	17.0	27.7	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	5	Gulford Road (E)	E	T1	291	2.1	306	2.1	0.9	71.4	71.4	342.8	100.4	163.8	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	Approach	Gulford Road (E)			376	1.6	396	1.6	1.0	96.2	73.0	408.9	100.4	163.8	Gulford Road (W)	FALSE

Cumberland PM Server_Woodville	General	4PM_BY	WOO_GUI_20_PM_BY	Signal	BY	8	Woodville Road (N)	N	T1	1.688	4.1	1.777	4.1	0.8	12.0	12.0	2.279	2	194.8	318.0	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY	WOO_GUI_20_PM_BY	Signal	BY	7	Woodville Road (N)	N	L2	1.59	2.2	1.46	2.2	0.8	19.9	19.9	1.877	194.8	318.0	Gulford Road (W)	FALSE	
Cumberland PM Server_Woodville	General	4PM_BY	WOO_GUI_20_PM_BY	Signal	BY	9	Woodville Road (N)	N	R2	2.40	0.8	2.53	0.8	1.0	101.3	101.3	2.615	94.5	154.2	Gulford Road (W)	FALSE	
Cumberland PM Server_Woodville	General	4PM_BY	WOO_GUI_20_PM_BY	Signal	BY	Approach	Woodville Road (N)			2.067	3.6	2.176	3.6	1.0	101.3	22.9	2.252	1	194.8	318.0	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY	WOO_GUI_20_PM_BY	Signal	BY	12	Gulford Road (W)	W	R2	38	0.0	40	0.0	0.5	80.4	80.4	74.3	12.3	20.1	Gulford Road (W)	FALSE	
Cumberland PM Server_Woodville	General	4PM_BY	WOO_GUI_20_PM_BY	Signal	BY	11	Gulford Road (W)	W	T1	3.35	2.7	3.53	2.7	1.0	90.9	90.9	3.655	133.7	218.1	Gulford Road (W)	FALSE	
Cumberland PM Server_Woodville	General	4PM_BY	WOO_GUI_20_PM_BY	Signal	BY	10	Gulford Road (W)	W	L2	1.7	5.9	1.8	5.9	0.0	32.8	32.8	6.990	3.3	5.4	Gulford Road (W)	FALSE	
Cumberland PM Server_Woodville	General	4PM_BY	WOO_GUI_20_PM_BY	Signal	BY	Approach	Gulford Road (W)			3.90	2.6	4.11	2.6	1.0	90.9	87.4	4.255	133.7	218.1	Gulford Road (W)	FALSE	
Cumberland PM Server_Woodville	General	4PM_BY	WOO_GUI_20_PM_BY	Signal	BY	Site				4.988	3.7	5.251	3.7	1.0	101.3	33.8		194.8	318.0	Gulford Road (W)	FALSE	
Cumberland PM Server_Woodville	General	6PM_BY	WOO_RAW_20_PM_BY	Signal	BY	3	Woodville Road (S)	S	R2	2.71	4.1	2.85	4.1	0.7	57.8	57.8	4.346	77.6	126.7	Rawson Road	FALSE	
Cumberland PM Server_Woodville	General	6PM_BY	WOO_RAW_20_PM_BY	Signal	BY	2	Woodville Road (S)	S	T1	1.759	4.8	1.852	4.8	0.7	16.0	16.0	2.490	4	180.8	295.1	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY	WOO_RAW_20_PM_BY	Signal	BY	Approach	Woodville Road (S)			2.030	4.7	2.137	4.7	0.7	57.8	21.5	2.874	1	180.8	295.1	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY	WOO_RAW_20_PM_BY	Signal	BY	4	Rawson Road	E	L2	5.55	3.6	5.84	3.6	0.6	29.5	29.5	948.9	119.9	195.7	Rawson Road	FALSE	
Cumberland PM Server_Woodville	General	6PM_BY	WOO_RAW_20_PM_BY	Signal	BY	6	Rawson Road	E	R2	4.06	3.2	4.27	3.2	1.0	100.2	100.2	4.372	17.06	278.3	Rawson Road	FALSE	
Cumberland PM Server_Woodville	General	6PM_BY	WOO_RAW_20_PM_BY	Signal	BY	Approach	Rawson Road			9.61	3.4	1.012	3.4	1.0	100.2	59.4	1.034	8	17.06	278.3	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY	WOO_RAW_20_PM_BY	Signal	BY	8	Woodville Road (N)	N	T1	1.542	4.1	1.623	4.1	0.9	47.4	47.4	1.900	3	182.1	297.3	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY	WOO_RAW_20_PM_BY	Signal	BY	7	Woodville Road (N)	N	L2	1.98	6.6	2.08	6.6	0.9	53.5	53.5	244.0	17.56	286.6	Rawson Road	FALSE	
Cumberland PM Server_Woodville	General	6PM_BY	WOO_RAW_20_PM_BY	Signal	BY	Approach	Woodville Road (N)			1.740	4.4	1.832	4.4	0.9	53.5	48.1	2.144	3	182.1	297.3	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY	WOO_RAW_20_PM_BY	Signal	BY	Site				4.731	4.3	4.980	4.3	1.0	100.2	39.0		182.1	297.3	Rawson Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_BY	WOO_MER_30_PM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1.508	6.2	1.588	6.2	0.9	4.2	4.2	1.806	7	52.3	85.4	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY	WOO_MER_30_PM_FY	Signal	FY	1	Woodville Road (S)	S	L2	5.34	1.4	5.62	1.4	0.4	6.8	6.8	1.387	1	4.3	6.9	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY	WOO_MER_30_PM_FY	Signal	FY	Approach	Woodville Road (S)			2.042	4.9	2.149	4.9	0.9	6.8	4.9	2.446	1	52.3	85.4	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY	WOO_MER_30_PM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1.518	5.5	1.598	5.5	0.6	0.7	0.7	2.532	3	9.9	16.2	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY	WOO_MER_30_PM_FY	Signal	FY	9	Woodville Road (N)	N	R2	2.09	1.0	2.20	1.0	0.6	17.1	17.1	34.0	1.99	32.5	Menylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_BY	WOO_MER_30_PM_FY	Signal	FY	Approach	Woodville Road (N)			1.727	5.0	1.818	5.0	0.6	17.1	2.7	2.860	2	19.9	32.5	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY	WOO_MER_30_PM_FY	Signal	FY	12	Menylands Road	W	R2	5.91	1.5	6.22	1.5	0.9	62.0	62.0	70.82	88.7	144.7	Menylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_BY	WOO_MER_30_PM_FY	Signal	FY	10	Menylands Road	W	L2	4.3	7.7	4.5	7.7	0.9	61.9	61.9	51.1	88.7	144.7	Menylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_BY	WOO_MER_30_PM_FY	Signal	FY	Approach	Menylands Road			6.33	1.9	6.67	1.9	0.9	62.0	61.9	75.94	88.7	144.7	Menylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_BY	WOO_MER_30_PM_FY	Signal	FY	Site				4.402	4.5	4.634	4.5	0.9	62.0	12.2		88.7	144.7	Menylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_FY	WOO_MER_30_PM_FY_O1	Signal	O1	2	Woodville Road (S)	S	T1	1.508	6.2	1.588	6.2	0.9	3.1	3.1	1.824	2	48.8	79.6	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY	WOO_MER_30_PM_FY_O1	Signal	O1	1	Woodville Road (S)	S	L2	5.34	1.4	5.62	1.4	0.4	6.8	6.8	1.440	9	5.5	9.0	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY	WOO_MER_30_PM_FY_O1	Signal	O1	Approach	Woodville Road (S)			2.042	4.9	2.149	4.9	0.9	6.8	4.1	2.498	8	48.8	79.6	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY	WOO_MER_30_PM_FY_O1	Signal	O1	8	Woodville Road (N)	N	T1	1.518	5.5	1.598	5.5	0.6	0.9	0.9	2.492	6	13.6	22.2	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY	WOO_MER_30_PM_FY_O1	Signal	O1	9	Woodville Road (N)	N	R2	2.09	1.0	2.20	1.0	0.7	17.0	17.0	32.77	20.3	33.2	Menylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_FY	WOO_MER_30_PM_FY_O1	Signal	O1	Approach	Woodville Road (N)			1.727	5.0	1.818	5.0	0.7	17.0	2.9	2.709	2	20.3	33.2	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY	WOO_MER_30_PM_FY_O1	Signal	O1	12	Menylands Road	W	R2	5.91	1.5	6.22	1.5	0.7	60.8	60.8	84.7	97.5	158.0	Menylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_FY	WOO_MER_30_PM_FY_O1	Signal	O1	10	Menylands Road	W	L2	4.3	7.7	4.5	7.7	0.7	60.5	60.5	61.0	97.5	158.1	Menylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_FY	WOO_MER_30_PM_FY_O1	Signal	O1	Approach	Menylands Road			6.33	1.9	6.67	1.9	0.7	60.8	60.8	90.57	97.5	158.1	Menylands Road	FALSE	
Cumberland PM Server_Woodville	General	1PM_FY	WOO_MER_30_PM_FY_O1	Signal	O1	Site				4.402	4.5	4.634	4.5	0.9	60.8	11.7		97.5	158.1	Menylands Road	FALSE	
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY	Signal	FY	3	Woodville Road (S)	S	R2	4.05	3.2	4.26	3.2	1.1	100.5	100.5	39.42	12.52	204.3	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1.533	6.2	1.614	6.2	0.6	0.5	0.5	2.680	7	9.0	14.8	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY	Signal	FY	Approach	Woodville Road (S)			1.938	5.6	2.040	5.6	1.1	100.5	21.4	1.887	7	12.52	204.3	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY	Signal	FY	4	Louis Street	E	L2	8.0	4.1	8.4	4.1	1.1	162.8	162.8	76.5	144.6	235.9	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY	Signal	FY	6	Louis Street	E	R2	5.28	1.4	5.56	1.4	1.1	162.4	162.4	505.9	144.6	235.9	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY	Signal	FY	Approach	Louis Street			6.08	1.8	6.40	1.8	1.1	162.8	162.5	582.3	144.6	235.9	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1.811	4.7	1.907	4.7	1.0	47.7	47.7	1.844	4	320.8	523.5	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY	Signal	FY	7	Woodville Road (N)	N	L2	2.96	2.6	3.12	2.6	0.2	6.8	6.8	1.290	3	1.8	3.0	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY	Signal	FY	Approach	Woodville Road (N)			2.108	4.4	2.219	4.4	1.0	47.7	41.9	2.146	2	320.8	523.5	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY	Signal	FY	Site				4.654	4.6	4.899	4.6	1.1	162.8	49.1		320.8	523.5	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY_O1	Signal	O1	3	Woodville Road (S)	S	R2	4.05	3.2	4.26	3.2	1.1	108.8	108.8	393.5	145.3	237.2	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY_O1	Signal	O1	2	Woodville Road (S)	S	T1	1.533	6.2	1.614	6.2	0.6	0.9	0.9	2.493	5	14.1	23.0	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY_O1	Signal	O1	Approach	Woodville Road (S)			1.938	5.6	2.040	5.6	1.1	108.8	23.4	1.884	7	145.3	237.2	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY_O1	Signal	O1	4	Louis Street	E	L2	8.0	4.1	8.4	4.1	1.0	103.0	103.0	86.1	128.8	210.1	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY_O1	Signal	O1	6	Louis Street	E	R2	5.28	1.4	5.56	1.4	1.0	102.9	102.9	509.6	128.8	210.1	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY_O1	Signal	O1	Approach	Louis Street			6.08	1.8	6.40	1.8	1.0	103.0	102.9	655.7	128.8	210.1	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY_O1	Signal	O1	8	Woodville Road (N)	N	T1	1.811	4.7	1.907	4.7	1.0	22.4	22.4	1.957	9	249.7	407.4	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY_O1	Signal	O1	7	Woodville Road (N)	N	L2	2.96	2.6	3.12	2.6	1.0	29.5	29.5	320.4	63.6	103.8	Louis Street	FALSE	
Cumberland PM Server_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY_O1	Signal	O1	Approach	Woodville Road (N)			2.108	4.4	2.219	4.4	1.0	29.5	23.4	2.278	3	249.7	407.4	Louis Street	FALSE

Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY_01	Signal	O1	Site		4.654	4.6	4.899	4.6	1.1	108.8	33.8	249.7	407.4	Louis Street	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	2	Woodville Road (S)	S	T1	2.205	4.6	2.321	4.6	0.9	48.4	48.4	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	1	Woodville Road (S)	S	L2	152	2.9	160	2.9	0.9	55.1	55.1	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	Approach	Woodville Road (S)			2.357	4.5	2.481	4.5	0.9	55.1	48.8	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	4	Gulford Road (E)	E	L2	42	0.0	44	0.0	0.1	53.4	53.4	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	6	Gulford Road (E)	E	R2	51	0.0	54	0.0	0.9	97.0	97.0	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	5	Gulford Road (E)	E	T1	318	2.1	335	2.1	0.8	62.4	62.4	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	Approach	Gulford Road (E)			411	1.6	433	1.6	0.9	97.0	65.8	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1.846	4.1	1.943	4.1	0.9	19.0	19.0	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	7	Woodville Road (N)	N	L2	152	2.2	160	2.2	0.9	25.5	25.5	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	9	Woodville Road (N)	N	R2	262	0.8	276	0.8	0.9	90.2	90.2	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	Approach	Woodville Road (N)			2.261	3.6	2.380	3.6	0.9	90.2	27.7	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	12	Gulford Road (W)	W	R2	42	0.0	44	0.0	0.5	79.0	79.0	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	11	Gulford Road (W)	W	T1	366	2.7	386	2.7	0.9	79.8	79.8	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	10	Gulford Road (W)	W	L2	19	5.9	20	5.9	0.0	29.3	29.3	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	Approach	Gulford Road (W)			427	2.6	449	2.6	0.9	79.8	77.5	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	Site				5.456	3.7	5.743	3.7	0.9	97.0	43.6	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	3	Woodville Road (S)	S	R2	296	4.1	312	4.1	0.9	81.3	81.3	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1.924	4.8	2.025	4.8	0.9	23.9	23.9	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	Approach	Woodville Road (S)			2.220	4.7	2.337	4.7	0.9	81.3	31.6	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	4	Rawson Road	E	L2	607	3.6	639	3.6	0.7	30.7	30.7	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	6	Rawson Road	E	R2	444	3.2	467	3.2	0.9	74.9	74.9	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	Approach	Rawson Road			1.051	3.4	1.106	3.4	0.9	74.9	49.3	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1.687	4.1	1.775	4.1	0.9	56.2	56.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	7	Woodville Road (N)	N	L2	217	6.6	228	6.6	0.9	62.3	62.3	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	Approach	Woodville Road (N)			1.903	4.4	2.003	4.4	0.9	62.3	56.9	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	Site				5.174	4.3	5.447	4.3	0.9	81.3	44.5	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	2	Woodville Road (S)	S	T1	1.925	4.9	2.026	4.9	0.8	31.2	31.2	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	1	Woodville Road (S)	S	L2	35	0.0	37	0.0	0.8	37.2	37.2	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	Approach	Woodville Road (S)			1.900	4.9	2.003	4.9	0.8	37.2	31.4	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	8	Woodville Road (N)	N	T1	1.900	4.1	2.003	4.1	0.7	6.7	6.7	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	7	Woodville Road (N)	N	L2	28	0.0	30	0.0	0.7	13.4	13.4	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	9	Woodville Road (N)	N	R2	148	1.5	155	1.5	0.3	36.7	36.7	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	Approach	Woodville Road (N)			2.136	3.8	2.248	3.8	0.7	36.7	8.8	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	12	Lansdowne Street	W	R2	16	0.0	17	0.0	0.2	58.1	58.1	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	11	Lansdowne Street	W	T1	16	0.0	17	0.0	0.2	53.5	53.5	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	10	Lansdowne Street	W	L2	47	4.7	50	4.7	0.1	25.2	25.2	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	Approach	Lansdowne Street			80	2.7	84	2.7	0.2	58.1	37.8	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	Site				4.176	4.3	4.396	4.3	0.8	58.1	20.0	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1.827	4.7	1.923	4.7	1.1	137.4	137.4	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	1	Woodville Road (S)	S	L2	630	2.6	663	2.6	0.5	15.0	15.0	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	Approach	Woodville Road (S)			2.457	4.2	2.586	4.2	1.1	137.4	106.0	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1.725	4.4	1.816	4.4	0.7	12.9	12.9	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	9	Woodville Road (N)	N	R2	334	2.0	351	2.0	1.1	155.3	155.3	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	Approach	Woodville Road (N)			2.058	4.0	2.167	4.0	1.1	155.3	36.0	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	12	Oxford Street	W	R2	670	1.3	706	1.3	1.1	149.3	149.3	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	10	Oxford Street	W	L2	94	7.0	99	7.0	1.1	149.6	149.6	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	Approach	Oxford Street			765	2.0	805	2.0	1.1	149.6	149.3	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	Site				5.279	3.8	5.557	3.8	1.1	155.3	85.0	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY_01	Signal	O1	2	Woodville Road (S)	S	T1	1.827	4.7	1.923	4.7	1.0	57.3	57.3	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY_01	Signal	O1	1	Woodville Road (S)	S	L2	630	2.6	663	2.6	1.0	62.9	62.9	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY_01	Signal	O1	Approach	Woodville Road (S)			2.457	4.2	2.586	4.2	1.0	62.9	58.7	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY_01	Signal	O1	8	Woodville Road (N)	N	T1	1.725	4.4	1.816	4.4	0.7	12.4	12.4	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY_01	Signal	O1	9	Woodville Road (N)	N	R2	334	2.0	351	2.0	1.1	130.0	130.0	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY_01	Signal	O1	Approach	Woodville Road (N)			2.058	4.0	2.167	4.0	1.1	130.0	31.4	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY_01	Signal	O1	12	Oxford Street	W	R2	670	1.3	706	1.3	1.0	106.7	106.7	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY_01	Signal	O1	10	Oxford Street	W	L2	94	7.0	99	7.0	0.2	28.3	28.3	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_FY WOO_OXF_30_PM_FY_01	Signal	O1	Approach	Oxford Street			765	2.0	805	2.0	1.0	106.7	97.0	Oxford Street	FALSE

Cumberland PM Server_Woodville_v1.1	General	3PM_FY_WOO_OXF_30_PM_FY_O1	Signal	O1	Site		5,279	3.8	5,557	3.8	1.1	1300	536	285.2	465.4	Oxford Street	FALSE			
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	2	Woodville Road (S)	S	T1	1,539	6.0	1,620	6.0	0.9	5.1	5.1	1,808.1	613	1000	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	1	Woodville Road (S)	S	L2	561	1.4	591	1.4	0.4	6.8	6.8	1,387.8	4.6	7.5	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	Approach	Woodville Road (S)			2,100	4.8	2,211	4.8	0.9	5.6	5.6	2,467.2	613	1000	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	8	Woodville Road (N)	N	T1	1,825	4.6	1,921	4.6	0.8	0.8	0.8	2,547.2	173	28.3	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	9	Woodville Road (N)	N	R2	229	1.0	241	1.0	0.7	20.2	20.2	342.8	26.9	43.9	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	Approach	Woodville Road (N)			2,054	4.2	2,162	4.2	0.8	20.2	2.9	2,867.4	26.9	43.9	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	12	Menjands Road	W	R2	856	1.0	901	1.0	1.2	282.6	282.6	724.6	298.9	487.7	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	10	Menjands Road	W	L2	43	7.7	45	7.7	1.2	282.8	282.8	36.1	298.9	487.7	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	Approach	Menjands Road			899	1.3	946	1.3	1.2	282.8	282.6	760.7	298.9	487.7	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	Site				5,053	3.9	5,319	3.9	1.2	282.8	53.8	298.9	487.7	Menjands Road	FALSE	
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	2	Woodville Road (S)	S	T1	1,539	6.0	1,620	6.0	0.9	3.8	3.8	1,825.6	574	93.7	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	1	Woodville Road (S)	S	L2	561	1.4	591	1.4	0.4	6.9	6.9	1,441.6	6.0	9.8	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (S)			2,100	4.8	2,211	4.8	0.9	6.9	4.6	2,491.1	574	93.7	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	8	Woodville Road (N)	N	T1	1,825	4.6	1,921	4.6	0.8	1.1	1.1	2,507.2	242	39.6	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	9	Woodville Road (N)	N	R2	229	1.0	241	1.0	0.7	21.3	21.3	324.5	29.9	48.8	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (N)			2,054	4.2	2,162	4.2	0.8	21.3	3.3	2,822.4	29.9	48.8	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	12	Menjands Road	W	R2	856	1.0	901	1.0	1.0	139.8	139.8	864.9	230.1	375.6	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	10	Menjands Road	W	L2	43	7.7	45	7.7	1.0	140.0	140.0	43.1	230.1	375.6	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	Approach	Menjands Road			899	1.3	946	1.3	1.0	140.0	139.8	908.0	230.1	375.6	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	Site				5,053	3.9	5,319	3.9	1.0	140.0	28.1	230.1	375.6	Menjands Road	FALSE	
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	3	Woodville Road (S)	S	R2	405	3.2	426	3.2	1.1	100.5	100.5	394.2	125.2	204.3	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	2	Woodville Road (S)	S	T1	1,591	6.0	1,675	6.0	0.6	0.6	0.6	2,684.5	9.9	16.1	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	Approach	Woodville Road (S)			1,996	5.4	2,101	5.4	1.1	100.5	20.8	1,944.2	125.2	204.3	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	4	Lous Street	E	L2	80	4.1	84	4.1	1.1	162.8	162.8	76.5	144.6	235.9	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	6	Lous Street	E	R2	528	1.4	556	1.4	1.1	162.5	162.5	505.9	144.6	235.9	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	Approach	Lous Street			608	1.8	640	1.8	1.1	162.8	162.5	582.3	144.6	235.9	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	8	Woodville Road (N)	N	T1	2,376	3.6	2,501	3.6	1.4	377.3	377.3	1,772.5	1,013.0	1,053.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	7	Woodville Road (N)	N	L2	304	2.5	320	2.5	0.2	6.8	6.8	1,290.8	1.9	3.1	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	Approach	Woodville Road (N)			2,680	3.5	2,821	3.5	1.4	377.3	335.3	1,999.4	1,013.0	1,053.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	Site				5,284	4.0	5,562	4.0	1.4	377.3	196.6	1,013.0	1,053.2	Woodville Road (N)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	3	Woodville Road (S)	S	R2	405	3.2	426	3.2	1.1	115.2	115.2	391.0	145.9	238.1	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	2	Woodville Road (S)	S	T1	1,591	6.0	1,675	6.0	0.7	0.9	0.9	2,497.0	15.6	25.4	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (S)			1,996	5.4	2,101	5.4	1.1	115.2	24.1	1,928.4	145.9	238.1	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	4	Lous Street	E	L2	80	4.1	84	4.1	1.0	103.0	103.0	86.1	128.8	210.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	6	Lous Street	E	R2	528	1.4	556	1.4	1.0	102.9	102.9	569.6	128.8	210.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	Approach	Lous Street			608	1.8	640	1.8	1.0	103.0	102.9	655.7	128.8	210.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	8	Woodville Road (N)	N	T1	2,376	3.6	2,501	3.6	1.5	437.0	437.0	1,701.1	1,135.7	1,853.3	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	7	Woodville Road (N)	N	L2	304	2.5	320	2.5	1.5	443.1	443.1	217.7	561.1	915.7	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (N)			2,680	3.5	2,821	3.5	1.5	443.1	437.7	1,918.8	1,135.7	1,853.3	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	Site				5,284	4.0	5,562	4.0	1.5	443.1	242.9	1,135.7	1,853.3	Woodville Road (N)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	2	Woodville Road (S)	S	T1	1,961	4.9	2,064	4.9	0.8	34.0	34.0	2,472.4	174.4	284.6	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	1	Woodville Road (S)	S	L2	70	0.0	74	0.0	0.8	40.0	40.0	88.6	170.0	277.4	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	Approach	Woodville Road (S)			2,031	4.7	2,138	4.7	0.8	40.0	34.2	2,560.9	174.4	284.6	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	8	Woodville Road (N)	N	T1	2,325	3.4	2,447	3.4	0.9	21.0	21.0	2,660.6	314.5	513.2	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	7	Woodville Road (N)	N	L2	28	0.0	30	0.0	0.9	26.0	26.0	32.6	314.5	513.2	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	9	Woodville Road (N)	N	R2	347	0.6	366	0.6	0.6	46.7	46.7	579.3	72.9	119.0	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	Approach	Woodville Road (N)			2,700	3.0	2,842	3.0	0.9	46.7	24.4	3,090.6	314.5	513.2	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	12	Lansdowne Street	W	R2	16	0.0	17	0.0	0.2	58.2	58.2	96.3	9.1	14.9	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	11	Lansdowne Street	W	T1	20	0.0	21	0.0	0.2	53.7	53.7	119.2	9.1	14.9	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	10	Lansdowne Street	W	L2	69	3.2	73	3.2	0.1	25.5	25.5	791.3	10.9	17.8	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	Approach	Lansdowne Street			106	2.1	112	2.1	0.2	58.2	36.0	621.5	10.9	17.8	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	Site				4,837	3.7	5,092	3.7	0.9	58.2	28.8	314.5	513.2	Lansdowne Street	FALSE	
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	2	Woodville Road (S)	S	T1	1,898	4.6	1,997	4.6	1.1	150.5	150.5	1,839.5	564.7	921.6	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	1	Woodville Road (S)	S	L2	630	2.6	663	2.6	0.5	14.8	14.8	1,328.2	85.5	139.5	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	Approach	Woodville Road (S)			2,528	4.1	2,661	4.1	1.1	150.5	116.7	2,450.3	564.7	921.6	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	8	Woodville Road (N)	N	T1	2,048	3.7	2,156	3.7	0.8	15.2	15.2	2,673.6	230.0	375.6	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	9	Woodville Road (N)	N	R2	338	1.9	356	1.9	1.1	183.0	183.0	324.6	195.8	319.6	Oxford Street	FALSE

Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	Approach	Woodville Road (N)	2,386	3.5	2,512	3.5	1.1	1830	390	2,289.4	2300	375.4	Oxford Street	FALSE		
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	12	Oxford Street	W	R2	670	1.3	706	1.3	1.1	1599	1599	960.2	2118	345.6	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	10	Oxford Street	W	L2	94	7.0	99	7.0	1.1	1600	1600	926	2118	345.6	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	Approach	Oxford Street	765	2.0	805	2.0	1.1	1600	1599	752.8	2118	345.6	Oxford Street	FALSE		
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	Site		5,678	3.5	5,977	3.5	1.1	1830	899		564.7	921.6	Oxford Street	FALSE		
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	2	Woodville Road (S)	S	T1	1,898	4.6	1,997	4.6	1.0	65.4	65.4	2,062.3	314.2	512.8	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	1	Woodville Road (S)	S	L2	630	2.6	663	2.6	1.0	71.0	71.0	684.7	291.9	476.4	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (S)	2,528	4.1	2,661	4.1	1.0	71.0	66.8	2,747.0	314.2	512.8	Oxford Street	FALSE		
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	8	Woodville Road (N)	N	T1	2,048	3.7	2,156	3.7	0.8	14.9	14.9	2,571.0	204.6	333.9	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	9	Woodville Road (N)	N	R2	338	1.9	356	1.9	1.1	1490	1490	318.5	169.1	275.9	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (N)	2,386	3.5	2,512	3.5	1.1	1490	339	2,246.4	204.6	333.9	Oxford Street	FALSE		
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	12	Oxford Street	W	R2	670	1.3	706	1.3	1.0	1116	1116	697.5	151.8	247.8	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	10	Oxford Street	W	L2	94	7.0	99	7.0	0.2	28.7	28.7	600.9	16.5	27.0	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	Approach	Oxford Street	765	2.0	805	2.0	1.0	1116	1014	795.3	151.8	247.8	Oxford Street	FALSE		
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	Site		5,678	3.5	5,977	3.5	1.1	1490	576		314.2	512.8	Oxford Street	FALSE		
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	2	Woodville Road (S)	S	T1	2,255	4.5	2,374	4.5	1.0	91.1	91.1	2,364.1	354.7	578.9	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	1	Woodville Road (S)	S	L2	152	2.9	160	2.9	1.0	97.9	97.9	159.4	348.0	567.9	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	Approach	Woodville Road (S)	2,407	4.4	2,534	4.4	1.0	97.9	91.6	2,523.4	354.7	578.9	Gulf Road (W)	FALSE		
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	4	Gulf Road (E)	E	L2	42	0.0	44	0.0	0.1	54.3	54.3	309.4	10.2	16.6	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	6	Gulf Road (E)	E	R2	57	0.0	60	0.0	1.0	96.3	96.3	60.9	20.0	32.6	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	5	Gulf Road (E)	E	T1	367	1.8	386	1.8	1.1	1772	1772	347.6	200.6	327.3	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	Approach	Gulf Road (E)	465	1.4	490	1.4	1.1	1772	156.4	440.6	200.6	327.3	Gulf Road (W)	FALSE		
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	8	Woodville Road (N)	N	T1	1,846	4.1	1,943	4.1	0.9	18.6	18.6	2,186.4	267.6	436.8	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	7	Woodville Road (N)	N	L2	200	1.6	210	1.6	0.9	34.2	24.2	236.3	267.6	436.8	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	9	Woodville Road (N)	N	R2	538	0.4	566	0.4	1.2	227.7	227.7	467.5	328.1	535.4	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	Approach	Woodville Road (N)	2,584	3.2	2,720	3.2	1.2	227.7	62.6	2,244.9	328.1	535.4	Gulf Road (W)	FALSE		
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	12	Gulf Road (W)	W	R2	42	0.0	44	0.0	0.7	79.8	79.8	60.9	13.1	21.3	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	11	Gulf Road (W)	W	T1	369	2.7	389	2.7	1.1	190.1	190.1	344.6	211.1	344.5	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	10	Gulf Road (W)	W	L2	34	3.2	36	3.2	0.0	25.4	25.4	811.3	5.5	8.9	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	Approach	Gulf Road (W)	445	2.5	468	2.5	1.1	190.1	167.2	415.3	211.1	344.5	Gulf Road (W)	FALSE		
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	Site		5,901	3.5	6,212	3.5	1.2	227.7	89.7		354.7	578.9	Gulf Road (W)	FALSE		
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	2	Woodville Road (S)	S	T1	2,255	4.5	2,374	4.5	1.0	63.0	63.0	2,449.1	266.2	434.4	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	1	Woodville Road (S)	S	L2	152	2.9	160	2.9	1.0	69.7	69.7	165.1	200.7	425.5	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (S)	2,407	4.4	2,534	4.4	1.0	69.7	63.4	2,614.1	266.2	434.4	Gulf Road (W)	FALSE		
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	4	Gulf Road (E)	E	L2	42	0.0	44	0.0	0.6	44.6	44.6	76.7	42.9	70.0	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	6	Gulf Road (E)	E	R2	57	0.0	60	0.0	0.8	64.1	64.1	77.6	14.1	23.0	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	5	Gulf Road (E)	E	T1	367	1.8	386	1.8	0.6	39.9	39.9	677.2	42.9	70.0	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	Approach	Gulf Road (E)	465	1.4	490	1.4	0.8	64.1	43.2	638.1	42.9	70.0	Gulf Road (W)	FALSE		
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	8	Woodville Road (N)	N	T1	1,846	4.1	1,943	4.1	0.9	24.6	24.6	2,163.3	241.7	394.5	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	7	Woodville Road (N)	N	L2	200	1.6	210	1.6	0.9	31.1	31.1	233.8	241.7	394.5	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	9	Woodville Road (N)	N	R2	538	0.4	566	0.4	0.8	57.0	57.0	691.2	58.8	95.9	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (N)	2,584	3.2	2,720	3.2	0.9	57.0	31.9	3,027.6	241.7	394.5	Gulf Road (W)	FALSE		
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	12	Gulf Road (W)	W	R2	42	0.0	44	0.0	0.3	52.3	52.3	146.2	9.1	14.9	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	11	Gulf Road (W)	W	T1	369	2.7	389	2.7	1.0	90.4	90.4	387.9	129.1	210.7	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	10	Gulf Road (W)	W	L2	34	3.2	36	3.2	0.0	23.7	23.7	736.0	4.7	7.6	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	Approach	Gulf Road (W)	445	2.5	468	2.5	1.0	90.4	81.7	467.5	129.1	210.7	Gulf Road (W)	FALSE		
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	Site		5,901	3.5	6,212	3.5	1.0	90.4	494		266.2	434.4	Gulf Road (W)	FALSE		
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	3	Woodville Road (S)	S	R2	299	4.0	315	4.0	0.9	90.0	90.0	334.8	114.8	187.3	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	2	Woodville Road (S)	S	T1	1,939	4.8	2,041	4.8	0.9	29.0	29.0	2,293.2	276.8	451.8	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	Approach	Woodville Road (S)	2,238	4.7	2,356	4.7	0.9	90.0	37.2	2,505.7	276.8	451.8	Woodville Road (N)	FALSE		
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	4	Rawson Road	E	L2	607	3.6	639	3.6	0.7	30.9	30.9	942.9	137.6	224.5	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	6	Rawson Road	E	R2	479	3.0	505	3.0	0.9	83.7	83.7	531.9	185.8	303.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	Approach	Rawson Road	1,086	3.3	1,143	3.3	0.9	83.7	54.2	1,205.6	185.8	303.2	Woodville Road (N)	FALSE		
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	8	Woodville Road (N)	N	T1	1,687	4.1	1,775	4.1	0.9	62.1	62.1	1,914.1	233.0	380.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	7	Woodville Road (N)	N	L2	217	6.6	228	6.6	0.9	68.2	68.2	245.8	224.7	366.7	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	Approach	Woodville Road (N)	1,903	4.4	2,003	4.4	0.9	68.2	62.8	2,159.9	233.0	380.2	Woodville Road (N)	FALSE		
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	Site		5,227	4.3	5,503	4.3	0.9	90.0	500		276.8	451.8	Woodville Road (N)	FALSE		

Network Performance Summary

File	Network Folder	Network Name	Site ID	Site Name	Site Type	Option	Veh Speed	Veh Demand	HV % Demand	Degree of Saturation	Control Delay Average	Control Delay Worst	Control Delay Movement	Control Delay Lane	Average Back of Queue Distance	Back of Queue Distance Worst	Pers Speed	Pers Demand	Pers Delay Average	Pers Delay Worst	Pers Delay LoS
Cumberland PM Server_Woodville	PM	Marylands and Louis	1PM_BY WOO_MER_20_PM_BY		Signal	BY	41.7	4,025	4.5	0.83	15.8	62.9	15.8	93.4	152.5	38	4935.3	16.8	62.9	B	
Cumberland PM Server_Woodville	PM	Marylands and Louis	2PM_BY WOO_LOU_20_PM_BY		Signal	BY	40.8	4,255	4.6	1.00	26.7	121.7	26.7	133.2	217.4	38	5211.3	27.3	121.7	B	
Cumberland PM Server_Woodville	PM	Lansdowne and Oxford	3PM_BY WOO_LAN_20_PM_BY		One-Way	BY	37.9	4,077	4.2	5.26	36.9	4034.7	4034.7	71.7	176.3	38	4892.2	36.9	4,034.7	F	
Cumberland PM Server_Woodville	PM	Lansdowne and Oxford	3PM_BY WOO_OXF_20_PM_BY		Signal	BY	31.2	5,081	3.8	0.99	54.8	109.5	54.8	361.6	800.1	30	6202.5	55.0	109.5	C	
Cumberland PM Server_Woodville	PM	Marylands and Louis FY	1PM_BY WOO_MER_30_PM_FY		Signal	FY	4.5	4,634	4.5	1.35	360.2	653.4	360.2	1026.9	1675.8	4	5666.0	354.5	603.4	F	
Cumberland PM Server_Woodville	PM	Marylands and Louis FY	2PM_FY WOO_LOU_30_PM_FY		Signal	FY	4.8	4,899	4.6	1.36	544.0	713.5	544.0	1037.1	1692.4	5	5983.8	534.9	713.5	F	
Cumberland PM Server_Woodville	PM	Marylands and Louis FY_O1	1PM_FY WOO_MER_30_PM_FY_O1		Signal	O1	42.8	4,634	4.5	0.90	14.8	81.6	14.8	130.8	213.5	39	5666.0	15.8	81.6	B	
Cumberland PM Server_Woodville	PM	Marylands and Louis FY_O1	2PM_FY WOO_LOU_30_PM_FY_O1		Signal	O1	40.3	4,899	4.6	1.02	27.3	116.3	27.3	142.3	232.2	38	5983.8	28.0	116.3	B	
Cumberland PM Server_Woodville_v1.1	PM	Lansdowne and Oxford FY_O2	3PM_OV WOO_LAN_30_PM_FY_kohn Code		Signal	John Code	59.1	4,396	4.3	0.70	7.8	60.6	7.8	117.6	117.6	53	5432.7	9.1	60.6	A	
Cumberland PM Server_Woodville_v1.1	PM	Lansdowne and Oxford FY_O2	3PM_FY WOO_OXF_30_PM_FY_O1		Signal	O1	30.8	5,557	3.8	1.09	53.5	130.0	53.5	285.2	285.2	30	6774.0	53.5	130.0	D	
Cumberland PM Server_Woodville_v1.1	PM	Marylands and Louis DV	1PM_OV WOO_MER_30_PM_OV		Signal	OV	2.1	5,319	3.9	1.70	760.3	1318.3	760.3	1742.4	2843.6	2	6487.6	748.0	1,318.3	F	
Cumberland PM Server_Woodville_v1.1	PM	Marylands and Louis DV	2PM_OV WOO_LOU_30_PM_OV		Signal	OV	5.3	5,562	4.0	1.32	492.8	642.4	492.8	1070.2	1746.5	5	6779.5	484.8	642.4	F	
Cumberland PM Server_Woodville_v1.1	PM	Marylands and Louis DV_O1	1PM_OV WOO_MER_30_PM_OV_O1		Signal	O1	27.3	5,319	3.9	1.04	36.5	187.2	36.5	276.7	451.5	26	6487.6	37.1	187.2	C	
Cumberland PM Server_Woodville_v1.1	PM	Marylands and Louis DV_O1	2PM_OV WOO_LOU_30_PM_OV_O1		Signal	O1	41.8	5,562	4.0	1.00	25.1	116.3	25.1	140.3	229.0	39	6779.5	25.9	116.3	B	
Cumberland PM Server_Woodville_v1.1	PM	Lansdowne and Oxford DV_kohn Code	3PM_OV WOO_LAN_30_PM_OV_kohn Code		Signal	John Code	32.3	5,092	3.7	1.02	54.0	86.2	54.0	569.2	569.2	31	6268.2	54.0	86.2	D	
Cumberland PM Server_Woodville_v1.1	PM	Lansdowne and Oxford DV_kohn Code	3PM_OV WOO_OXF_30_PM_OV_O1		Signal	O1	30.2	5,977	3.5	1.08	56.1	120.9	56.1	314.2	314.2	29	7277.8	56.1	120.9	D	

Network Movement - Details

File	Network Folder	Network Name	Site ID	Site Name	Site Type	Option	Origin ID	Leg Name	Approach Direction	Turn	Demand Flow	Demand HV pc	Arrival Flow	Arrival HV pc	DoS	Delay wost	Average Delay	Capacity	Average Queue Distance	95 pct Queue Distance	Queue Wst Approach	Warnings Check
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_MER_20_PM_BY		Signal	BY	2	Woodville Road(S)	S	T1	1379	62	1379	62	08	6.1	6.1	1,671.6	74.6	121.8	Menlands Road	FALSE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_MER_20_PM_BY		Signal	BY	1	Woodville Road(S)	S	L2	488	14	488	14	03	6.8	6.8	1,428.3	3.9	6.4	Menlands Road	FALSE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_MER_20_PM_BY		Signal	BY	Approach	Woodville Road(S)			1,867	49	1,867	49	08	6.8	6.3	2,203.2	74.6	121.8	Menlands Road	FALSE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_MER_20_PM_BY		Signal	BY	8	Woodville Road(N)	N	T1	1,388	55	1,388	55	08	2.8	2.8	1,875.4	26.4	43.0	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_MER_20_PM_BY		Signal	BY	9	Woodville Road(N)	N	R2	191	10	81	10	08	42.9	42.9	241.1	52.2	85.2	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_MER_20_PM_BY		Signal	BY	Approach	Woodville Road(N)			1,579	50	1,579	50	08	42.9	10.1	1,903.7	52.2	85.2	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_MER_20_PM_BY		Signal	BY	12	Menlands Road	W	R2	540	15	540	15	08	62.4	62.4	651.1	93.4	152.5	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_MER_20_PM_BY		Signal	BY	10	Menlands Road	W	L2	39	7.7	39	7.7	08	61.1	61.1	47.0	93.4	152.5	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_MER_20_PM_BY		Signal	BY	Approach	Menlands Road			579	19	579	19	08	42.4	62.3	698.1	93.4	152.5	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_MER_20_PM_BY		Signal	BY	Site				4,025	45	4,025	45	08	42.9	15.8		93.4	152.5	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_LOU_20_PM_BY		Signal	BY	3	Woodville Road(S)	S	R2	370	32	370	32	10	78.9	78.9	371.1	130.2	217.4	Louis Street	FALSE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_LOU_20_PM_BY		Signal	BY	2	Woodville Road(S)	S	T1	1,402	62	1,402	62	05	0.6	0.6	2,698.8	8.0	13.1	Louis Street	FALSE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_LOU_20_PM_BY		Signal	BY	Approach	Woodville Road(S)			1,772	56	1,772	56	10	26.9	16.9	1,777.4	130.2	217.4	Louis Street	FALSE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_LOU_20_PM_BY		Signal	BY	4	Louis Street	E	L2	73	4.1	73	4.1	10	121.7	121.7	73.7	117.3	191.5	Louis Street	FALSE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_LOU_20_PM_BY		Signal	BY	6	Louis Street	E	R2	483	14	483	14	10	121.2	121.2	487.4	117.3	191.5	Louis Street	FALSE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_LOU_20_PM_BY		Signal	BY	Approach	Louis Street			556	18	556	18	10	121.7	121.3	561.1	117.3	191.5	Louis Street	FALSE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_LOU_20_PM_BY		Signal	BY	8	Woodville Road(N)	N	T1	1,656	47	1,656	47	09	8.6	8.6	1,784.6	110.7	180.7	Louis Street	FALSE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_LOU_20_PM_BY		Signal	BY	7	Woodville Road(N)	N	L2	271	26	271	26	02	6.8	6.8	1,276.5	19	30	Louis Street	FALSE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_LOU_20_PM_BY		Signal	BY	Approach	Woodville Road(N)			1,927	44	1,927	44	09	8.6	8.3	2,076.6	110.7	180.7	Louis Street	FALSE
Cumberland PM Sener, Woodville	PM	Menlands and Louis	PM, BY WOO_LOU_20_PM_BY		Signal	BY	Site				4,255	46	4,255	46	10	67.7	26.7		130.2	217.4	Louis Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	2	Woodville Road(S)	S	T1	1,853	49	1,853	49	05	0.1	0.1	3,652.1	0.0	0.0	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	1	Woodville Road(S)	S	L2	34	0.0	34	0.0	05	4.4	4.4	66.4	0.0	0.0	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	Approach	Woodville Road(S)			1,886	49	1,886	49	05	4.4	0.2	3,718.5	0.0	0.0	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	4	East Street	E	L2	58	0.0	58	0.0	0.1	16.1	16.1	1,052.6	0.6	1.4	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	Approach	East Street			58	0.0	58	0.0	0.1	16.1	16.1	1,052.6	0.6	1.4	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	8	Woodville Road(N)	N	T1	1,886	41	1,886	41	0.7	3.6	3.6	2,881.7	22.5	55.9	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	7	Woodville Road(N)	N	L2	27	0.0	27	0.0	0.1	4.4	4.4	187.6	0.0	0.0	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	9	Woodville Road(N)	N	R2	142	15	142	15	0.9	89.0	89.0	152.2	20.1	49.9	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	Approach	Woodville Road(N)			2,056	38	2,056	38	0.9	89.0	10.2	2,201.7	22.5	55.9	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	12	Landsdowne Street	W	R2	16	0.0	16	0.0	5.3	4,034.3	4,034.3	3.0	71.7	178.3	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	11	Landsdowne Street	W	T1	16	0.0	16	0.0	5.3	4,034.7	4,034.7	3.0	71.7	178.3	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	10	Landsdowne Street	W	L2	45	4.7	45	4.7	0.1	11.8	11.8	464.7	1.1	2.7	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	Approach	Landsdowne Street			77	2.7	77	2.7	5.3	4,034.7	1,665.0	14.6	71.7	178.3	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_LAN_20_PM_BY		One-Way	BY	Site				4,077	42	4,077	42	5.3	4,034.7	36.9		71.7	178.3	Landsdowne Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_OXF_20_PM_BY		Signal	BY	2	Woodville Road(S)	S	T1	1,758	47	1,758	47	10	80.8	80.8	1,781.3	361.6	560.1	Oxford Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_OXF_20_PM_BY		Signal	BY	1	Woodville Road(S)	S	L2	606	24	606	24	05	14.7	14.7	1,300.6	72.7	118.6	Oxford Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_OXF_20_PM_BY		Signal	BY	Approach	Woodville Road(S)			2,364	42	2,364	42	10	80.8	43.8	2,396.6	361.6	560.1	Oxford Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_OXF_20_PM_BY		Signal	BY	8	Woodville Road(N)	N	T1	1,660	44	1,649	45	0.6	10.9	10.9	2,686.6	125.5	204.9	Oxford Street	TRUE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_OXF_20_PM_BY		Signal	BY	9	Woodville Road(N)	N	R2	321	20	319	20	0.9	80.0	89.0	341.9	113.9	185.8	Oxford Street	TRUE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_OXF_20_PM_BY		Signal	BY	Approach	Woodville Road(N)			1,981	40	1,968	41	0.9	80.0	23.6	2,139.7	125.5	204.9	Oxford Street	TRUE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_OXF_20_PM_BY		Signal	BY	12	Oxford Street	W	R2	645	13	645	13	10	109.4	109.4	648.9	152.3	245.5	Oxford Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_OXF_20_PM_BY		Signal	BY	10	Oxford Street	W	L2	91	7.0	91	7.0	10	109.5	109.5	91.0	152.3	245.5	Oxford Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_OXF_20_PM_BY		Signal	BY	Approach	Oxford Street			736	20	736	20	10	109.5	109.5	739.9	152.3	245.5	Oxford Street	FALSE
Cumberland PM Sener, Woodville	PM	Landsdowne and Oxford	PM, BY WOO_OXF_20_PM_BY		Signal	BY	Site				5,081	38	5,081	38	10	109.5	54.8		361.6	560.1	Oxford Street	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, BY WOO_MER_30_PM_FY		Signal	FY	2	Woodville Road(S)	S	T1	1,588	42	1,538	43	10	102.3	102.3	1,532.2	128.0	208.9	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, BY WOO_MER_30_PM_FY		Signal	FY	1	Woodville Road(S)	S	L2	562	14	564	15	04	6.8	6.8	1,475.7	4.7	7.6	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, BY WOO_MER_30_PM_FY		Signal	FY	Approach	Woodville Road(S)			2,149	49	2,082	50	10	102.3	77.3	2,000.9	128.0	208.9	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, BY WOO_MER_30_PM_FY		Signal	FY	8	Woodville Road(N)	N	T1	1,598	55	1,598	55	13	647.7	647.7	1,187.2	1,036.9	1,675.8	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, BY WOO_MER_30_PM_FY		Signal	FY	9	Woodville Road(N)	N	R2	220	10	220	10	0.7	89.9	59.9	304.8	54.1	88.3	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, BY WOO_MER_30_PM_FY		Signal	FY	Approach	Woodville Road(N)			1,818	50	1,818	50	13	647.7	57.6	1,330.6	1,036.9	1,675.8	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, BY WOO_MER_30_PM_FY		Signal	FY	12	Menlands Road	W	R2	622	15	622	15	13	683.4	683.4	470.8	470.8	686.2	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, BY WOO_MER_30_PM_FY		Signal	FY	10	Menlands Road	W	L2	45	7.7	45	7.7	13	683.1	683.1	34.0	470.8	686.2	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, BY WOO_MER_30_PM_FY		Signal	FY	Approach	Menlands Road			667	19	667	19	13	683.4	683.4	504.8	470.8	686.2	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, BY WOO_MER_30_PM_FY		Signal	FY	Site				4,634	45	4,566	46	13	683.4	380.2		1,036.9	1,675.8	Menlands Road	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, FY WOO_LOU_30_PM_FY		Signal	FY	3	Woodville Road(S)	S	R2	426	32	426	32	08	31.8	31.8	527.6	82.2	134.1	Louis Street	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, FY WOO_LOU_30_PM_FY		Signal	FY	2	Woodville Road(S)	S	T1	1,614	62	1,614	62	13	684.6	684.6	1,200.2	1,037.1	1,682.4	Louis Street	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, FY WOO_LOU_30_PM_FY		Signal	FY	Approach	Woodville Road(S)			2,040	56	2,040	56	13	684.6	508.7	1,516.9	1,037.1	1,682.4	Louis Street	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, FY WOO_LOU_30_PM_FY		Signal	FY	4	Louis Street	E	L2	84	4.1	84	4.1	14	713.1	713.1	620.0	426.1	686.4	Louis Street	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, FY WOO_LOU_30_PM_FY		Signal	FY	6	Louis Street	E	R2	556	14	556	14	14	713.5	713.5	440.1	426.1	686.4	Louis Street	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, FY WOO_LOU_30_PM_FY		Signal	FY	Approach	Louis Street			640	18	640	18	14	713.5	713.5	472.1	426.1	686.4	Louis Street	TRUE
Cumberland PM Sener, Woodville	PM	Menlands and Louis FY	PM, FY WOO_LOU_30_PM_FY		Signal	FY	8	Woodville Road(N)	N	T1	1,907	47	1,615	47	13	409.4	609.4	1,437.6	128.0	208.9	Louis Street	TRUE

Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY	3PM, FY	WOO, LOU, 30, PM, FY	Signal	FY	7	Woodville Road(N)	N	L2	312	26	364	2.6	0.2	6.9	6.9	1,390.6	18	30	Louis Street	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY	3PM, FY	WOO, LOU, 30, PM, FY	Signal	FY	Approach	Woodville Road(N)			2,219	44	1,880	4.4	1.3	809.4	5246	1,672.9	1280	208.9	Louis Street	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY	3PM, FY	WOO, LOU, 30, PM, FY	Signal	FY	Site				4,899	46	4,550	4.9	1.4	713.5	5440	1,037.1	1,682.4	1,682.4	Louis Street	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	2	Woodville Road(S)	S	T1	1,588	62	1,588	6.2	0.9	3.1	3.1	1,824.2	488	796	Menlyands Road	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	1	Woodville Road(S)	S	L2	562	14	562	1.4	0.4	6.8	6.8	1,440.9	55	90	Menlyands Road	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	Approach	Woodville Road(S)			2,149	49	2,149	4.9	0.9	6.8	4.1	2,489.8	488	796	Menlyands Road	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	8	Woodville Road(N)	N	T1	1,598	55	1,598	5.5	0.8	1.1	1.1	2,022.5	242	396	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	9	Woodville Road(N)	N	R2	220	10	220	1.0	0.7	17.0	17.0	327.7	203	332	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	Approach	Woodville Road(N)			1,818	50	1,818	5.0	0.8	17.0	3.0	2,300.8	242	396	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	12	Menlyands Road	W	R2	422	15	422	1.5	0.9	81.6	81.6	691.3	1308	215	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	10	Menlyands Road	W	L2	45	7.7	45	7.7	0.9	80.1	80.1	499	130.8	215	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	Approach	Menlyands Road			667	19	667	1.9	0.9	81.6	81.6	741.2	1308	215	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	Site				4,634	45	4,634	4.5	0.9	81.6	148		130.8	215	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	3	Woodville Road(S)	S	R2	426	32	426	3.2	1.0	79.0	79.0	4186	1423	232.2	Louis Street	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	2	Woodville Road(S)	S	T1	1,614	62	1,614	6.2	0.6	0.9	0.9	2,485.5	14.1	230	Louis Street	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	Approach	Woodville Road(S)			2,040	56	2,040	5.6	1.0	79.0	17.2	2,004.5	1423	232.2	Louis Street	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	4	Louis Street	E	L2	84	4.1	84	4.1	1.0	116.3	116.3	86.1	1403	228.9	Louis Street	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	6	Louis Street	E	R2	556	14	556	1.4	1.0	116.0	116.0	5696	1403	228.9	Louis Street	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	Approach	Louis Street			640	18	640	1.8	1.0	116.3	116.0	655.7	1403	228.9	Louis Street	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	8	Woodville Road(N)	N	T1	1,907	47	1,906	4.8	0.8	7.5	7.5	2,274.5	977	199.5	Louis Street	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	7	Woodville Road(N)	N	L2	312	26	368	2.6	0.8	12.5	12.5	372.2	854	139.4	Louis Street	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	Approach	Woodville Road(N)			2,219	44	1,904	4.5	0.8	12.5	8.2	2,646.7	977	199.5	Louis Street	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	Site				4,899	46	4,904	4.9	0.8	11.3	27.3	1423	232.2	Louis Street	TRUE	
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	2	Woodville Road(S)	S	T1	2,056	49	2,026	4.9	0.6	4.5	4.5	3,376.2	739	739	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	1	Woodville Road(S)	S	L2	37	0.0	37	0.0	0.6	95.5	95.5	614	739	739	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	Approach	Woodville Road(S)			2,063	49	2,063	4.9	0.6	95.5	67	3,430.6	739	739	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	8	Woodville Road(N)	N	T1	2,063	41	2,063	4.1	0.7	53	53	2,998.0	1176	1176	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	7	Woodville Road(N)	N	L2	30	0.0	30	0.0	0.7	117	117	429	1176	1176	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	9	Woodville Road(N)	N	R2	155	15	155	1.5	0.4	32.9	32.9	3590	359	359	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	Approach	Woodville Road(N)			2,248	38	2,248	3.8	0.7	32.9	7.3	3,225.8	1176	1176	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	12	Lansdowne Street	W	R2	15	0.0	15	0.0	0.2	40.6	40.6	85.8	83	83	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	11	Lansdowne Street	W	T1	17	0.0	17	0.0	0.2	96.1	96.1	85.8	83	83	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	10	Lansdowne Street	W	L2	50	47	50	47	0.1	38.5	38.5	5014	95	95	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	Approach	Lansdowne Street			84	27	84	2.7	0.2	40.6	46.6	4177	95	95	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	Site				4,396	43	4,396	4.3	0.7	40.6	78		117.6	117.6	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	2	Woodville Road(S)	S	T1	1,923	47	1,923	4.7	1.0	97.3	97.3	2,020.0	285.2	285.2	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	1	Woodville Road(S)	S	L2	663	26	663	2.6	1.0	42.9	42.9	697.7	264.5	264.5	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	Approach	Woodville Road(S)			2,586	42	2,586	4.2	1.0	42.9	58.7	2,720.7	285.2	285.2	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	8	Woodville Road(N)	N	T1	1,816	44	1,816	4.4	0.7	11.9	11.9	2,546.9	129.7	129.7	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	9	Woodville Road(N)	N	R2	351	20	351	2.0	1.1	100.0	100.0	321.5	196.9	196.9	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	Approach	Woodville Road(N)			2,167	40	2,167	4.0	1.1	100.0	310	1,984.0	196.9	196.9	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	12	Oxford Street	W	R2	706	13	706	1.3	1.0	106.7	106.7	703.3	1476	1476	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	10	Oxford Street	W	L2	99	70	99	7.0	0.2	28.3	28.3	640.1	163	163	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	Approach	Oxford Street			805	20	805	2.0	1.0	106.7	970	8020	1476	1476	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	Site				5,557	38	5,557	3.8	1.1	100.0	535		285.2	285.2	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	2	Woodville Road(S)	S	T1	1,620	60	1,302	6.0	0.9	13.4	13.4	1,828.5	1280	208.9	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	1	Woodville Road(S)	S	L2	591	14	475	1.4	0.3	4.8	4.8	1,759.7	38	42	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	Approach	Woodville Road(S)			2,211	48	1,777	4.8	0.9	13.4	11.7	2,495.1	1280	208.9	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	8	Woodville Road(N)	N	T1	1,921	46	1,921	4.6	1.7	1,267.4	1,267.4	1,135.9	1,742.4	2,843.6	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	9	Woodville Road(N)	N	R2	241	10	241	1.0	0.7	51.8	51.8	328.8	57.1	93.3	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	Approach	Woodville Road(N)			2,162	42	2,162	4.2	1.7	1,267.4	1,131.6	1,278.7	1,742.4	2,843.6	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	12	Menlyands Road	W	R2	901	10	901	1.0	1.7	1,318.3	1,318.3	531.5	867.8	1,436.3	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	10	Menlyands Road	W	L2	45	7.7	45	7.7	1.7	1,318.2	1,318.2	265	867.8	1,436.3	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	Approach	Menlyands Road			946	13	946	1.3	1.7	1,318.3	1,318.2	5560	867.8	1,436.3	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, LOU, 30, PM, DV	Signal	DV	Site				5,319	39	4,885	4.3	1.7	1,318.3	790.3		1,742.4	2,843.6	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, LOU, 30, PM, DV	Signal	DV	3	Woodville Road(S)	S	R2	426	32	426	3.2	0.9	35.4	35.4	500.1	898	146.6	Louis Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, LOU, 30, PM, DV	Signal	DV	2	Woodville Road(S)	S	T1	1,675	40	1,675	4.0	1.3	99.1	99.1	1,285.6	1,070.2	1,748.5	Louis Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, LOU, 30, PM, DV	Signal	DV	Approach	Woodville Road(S)			2,101	54	2,101	5.4	1.3	99.1	452.9	1,612.5	1,070.2	1,748.5	Louis Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, LOU, 30, PM, DV	Signal	DV	4	Louis Street	E	L2	84	4.1	84	4.1	1.3	641.5	641.5	639	4103	669.6	Louis Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM																					

Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	1	Woodville Road(S)	S	L2	591	14	901	1.4	0.4	6.9	6.9	1,441.6	6.0	9.8	Menlands Road	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	Approach	Woodville Road(S)			2,211	4.8	2,211	4.8	0.9	6.9	4.6	2,491.1	57.5	93.9	Menlands Road	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	8	Woodville Road(N)	N	T1	1,921	4.6	1,921	4.6	0.8	1.1	1.1	2,507.2	24.2	39.6	Menlands Road	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	9	Woodville Road(N)	N	R2	241	1.0	241	1.0	0.7	21.3	21.3	324.5	29.9	48.8	Menlands Road	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	Approach	Woodville Road(N)			2,162	4.2	2,162	4.2	0.8	21.3	3.3	2,822.4	29.9	48.8	Menlands Road	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	12	Menlands Road	W	R2	901	1.0	901	1.0	1.0	187.0	187.0	864.9	276.7	451.5	Menlands Road	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	10	Menlands Road	W	L2	45	2.7	45	2.7	1.0	187.2	187.2	43.1	276.7	451.5	Menlands Road	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	Approach	Menlands Road			946	1.3	946	1.3	1.0	187.2	187.0	906.0	276.7	451.5	Menlands Road	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	Site				5,319	3.9	5,319	3.9	1.0	187.2	36.5		276.7	451.5	Menlands Road	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	3	Woodville Road(S)	S	R2	426	3.2	426	3.2	1.0	63.5	63.5	424.4	126.0	205.7	Louis Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	2	Woodville Road(S)	S	T1	1,675	6.0	1,675	6.0	0.7	0.9	0.9	2,497.0	15.6	25.4	Louis Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	Approach	Woodville Road(S)			2,101	5.4	2,101	5.4	1.0	63.5	13.6	2,093.3	126.0	205.7	Louis Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	4	Louis Street	E	L2	84	4.1	84	4.1	1.0	116.3	116.3	86.1	140.3	229.0	Louis Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	6	Louis Street	E	R2	556	1.4	556	1.4	1.0	116.0	116.0	569.6	140.3	229.0	Louis Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	Approach	Louis Street			640	1.8	640	1.8	1.0	116.3	116.1	655.7	140.3	229.0	Louis Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	8	Woodville Road(N)	N	T1	2,501	3.6	1,686	3.8	0.8	4.6	4.6	3,294.7	67.9	110.9	Louis Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	7	Woodville Road(N)	N	L2	320	2.5	217	2.7	0.8	11.6	11.6	421.7	53.3	87.1	Louis Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	Approach	Woodville Road(N)			2,821	3.5	1,915	3.7	0.8	11.6	7.2	3,716.4	67.9	110.9	Louis Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlands and Louis DV, 01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	Site				5,562	4.0	4,856	4.8	1.0	116.3	25.1		140.3	229.0	Louis Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_LAN_30_PM_DV_John Code	Signal	John Code	2	Woodville Road(S)	S	T1	2,064	4.9	2,064	4.9	0.8	22.9	22.9	2,670.9	139.6	139.6	Woodville Road(N)	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_LAN_30_PM_DV_John Code	Signal	John Code	1	Woodville Road(S)	S	L2	74	0.0	74	0.0	0.8	32.3	32.3	95.7	139.6	139.6	Woodville Road(N)	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_LAN_30_PM_DV_John Code	Signal	John Code	Approach	Woodville Road(S)			2,138	4.7	2,138	4.7	0.8	32.3	23.2	2,786.5	139.6	139.6	Woodville Road(N)	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_LAN_30_PM_DV_John Code	Signal	John Code	8	Woodville Road(N)	N	T1	2,447	3.4	2,447	3.4	1.0	82.4	82.4	2,398.1	569.2	569.2	Woodville Road(N)	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_LAN_30_PM_DV_John Code	Signal	John Code	7	Woodville Road(N)	N	L2	30	0.0	30	0.0	1.0	86.2	86.2	29.3	569.2	569.2	Woodville Road(N)	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_LAN_30_PM_DV_John Code	Signal	John Code	9	Woodville Road(N)	N	R2	366	0.6	366	0.6	0.7	45.9	45.9	560.8	73.8	73.8	Woodville Road(N)	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_LAN_30_PM_DV_John Code	Signal	John Code	Approach	Woodville Road(N)			2,842	3.0	2,842	3.0	1.0	86.2	77.8	2,781.0	569.2	569.2	Woodville Road(N)	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_LAN_30_PM_DV_John Code	Signal	John Code	12	Lansdowne Street	W	R2	17	0.0	17	0.0	0.2	61.7	61.7	71.0	9.5	9.5	Woodville Road(N)	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_LAN_30_PM_DV_John Code	Signal	John Code	11	Lansdowne Street	W	T1	21	0.0	21	0.0	0.2	57.2	57.2	87.9	9.5	9.5	Woodville Road(N)	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_LAN_30_PM_DV_John Code	Signal	John Code	10	Lansdowne Street	W	L2	73	3.2	73	3.2	0.1	28.2	28.2	724.0	11.6	11.6	Woodville Road(N)	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_LAN_30_PM_DV_John Code	Signal	John Code	Approach	Lansdowne Street			112	2.1	112	2.1	0.2	61.7	39.0	458.5	11.6	11.6	Woodville Road(N)	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_LAN_30_PM_DV_John Code	Signal	John Code	Site				5,592	3.7	5,592	3.7	1.0	86.2	54.0		569.2	569.2	Woodville Road(N)	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	2	Woodville Road(S)	S	T1	1,997	4.6	1,997	4.6	1.0	65.4	65.4	2,092.3	314.2	314.2	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	1	Woodville Road(S)	S	L2	463	2.6	463	2.6	1.0	71.0	71.0	684.7	291.9	291.9	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	Approach	Woodville Road(S)			2,661	4.1	2,661	4.1	1.0	71.0	66.8	2,747.0	314.2	314.2	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	8	Woodville Road(N)	N	T1	2,156	3.7	2,087	3.7	0.8	14.2	14.2	2,695.2	189.9	189.9	Oxford Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	9	Woodville Road(N)	N	R2	356	1.9	345	1.9	1.1	120.9	120.9	328.9	148.8	148.8	Oxford Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	Approach	Woodville Road(N)			2,512	3.5	2,432	3.5	1.1	120.9	29.4	2,320.0	189.9	189.9	Oxford Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	12	Oxford Street	W	R2	706	1.3	706	1.3	1.0	111.6	111.6	697.5	151.8	151.8	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	10	Oxford Street	W	L2	99	7.0	99	7.0	0.2	28.7	28.7	600.9	16.5	16.5	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	Approach	Oxford Street			805	2.0	805	2.0	1.0	111.6	101.4	795.3	151.8	151.8	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford DV, John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	Site				5,977	3.5	5,897	3.6	1.1	120.9	56.1		314.2	314.2	Oxford Street	TRUE

DOCUMENTS
ASSOCIATED WITH
REPORT ELPP014/21

Attachment 7

Woodville Road Corridor -
Summary of Submissions

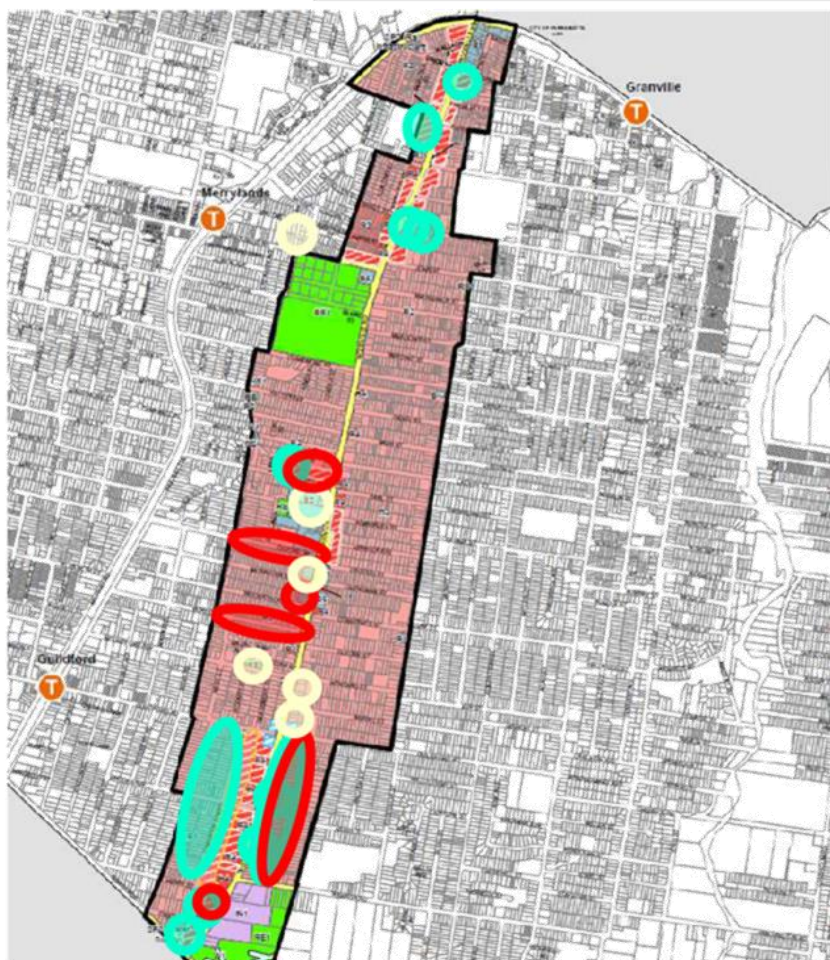


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Woodville Road Corridor Submissions received during consultation



Woodville Road Corridor early consultation Exhibition and overview of submissions



Early consultation – 30 days

November to December 2020

Total **58 submissions** received (as at 10 March 2021)

Support 20

Zoning
Local jobs and employment
Transport infrastructure
Streetscapes
Local character
Property value
Amenity
Site-specific request

1 x petition (Resident group of 22 individuals recommends an extension of R3 zoning)

Object 17

Dwelling density
Property value
Street congestion
Parking
Traffic movement
Property value
Landscaped setback
Air/noise pollution
Amenity (privacy and overshadowing)
Service infrastructure network capacity
Local character

Neutral 21

Local character
Public transport
Amenity
Open space
Off-leash dog park
Multi-storey car park



Cumberland LEP consultation

Exhibition and overview of submissions

Post-Gateway consultation – March to May 2020

Submissions for 16 locations received

Site address	Proposal
49-53 Woodville Road, Granville	Rezone from R2 to R4
81 Woodville Road, Granville	Rezone from R2 to B4
118 Woodville Road, Granville	Rezone from R2 to B4
Woodville Road Corridor, Granville	Rezone to B4
205 Woodville Road, Merrylands	Rezone from R2 to R4
12-14 Brady Street, Merrylands	Rezone from R2 to R4/B6
112-116 Elizabeth Street, Granville	Rezone from R3 to R4
131-135 Woodville Road, Granville	Rezone from R2 to R4
138 Woodville Road, Granville	Rezone from R3 to B4
280-290 Woodville Road, Guildford	Rezone from B6 to B4
283-289 Woodville Road, Guildford	Rezone to allow for both commercial and residential uses
345-347 Woodville Road, Guildford	Rezone from R2 to B4
459 Woodville Road, Guildford	Rezone from R2 to B4
524-528 Woodville Rd, Guildford	Rezone from R2 to R4
533 Woodville Rd, Guildford	Rezone to allow for townhouses or units
3 and 7 Mountford Avenue, Guildford	Rezone from RE1 to R2 and remove from the land reservation acquisition map



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**Site specific submissions
Include in planning proposal**



Early consultation phase Include in planning proposal

Site/Location	Submission
As exhibited in the early consultation	
41 Woodville Road, Granville	R2 to R4
Grimwood Street (between Randle & William St), Granville	R2 to R3
131-135 Woodville Road, Merrylands	R2 to R4
486 to 496 Woodville Road, Guildford	R2 to R4
576 Woodville Road, Guildford	R2 to R4
578, 580 Woodville Road, Guildford	R2 to R4
Post-exhibition change	
112-116 Elizabeth Street, Granville	R3 to R4
Merrylands East Precinct	HOB variation
3-7 Mountford Avenue and 13-15 Grassmere Street , Guildford	RE1 to R2
457, 459 and 461 Woodville Road, Guildford	R2 to B1



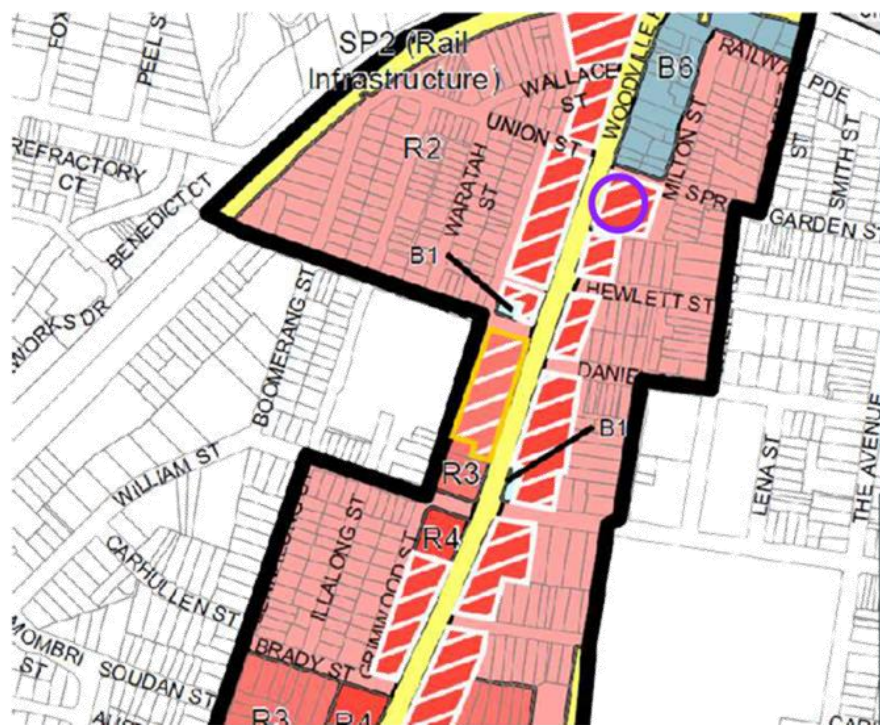
Cumberland LEP phase Include in planning proposal

Site/Location	Submission
Submissions received during Cumberland LEP consultation	
49-53 Woodville Road, Granville	R2 to R4
118 Woodville Road, Granville	R2 to R4
131-135 Woodville Road, Granville	R2 to R4
524-528 Woodville Road, Guildford	R2 to R4



41 Woodville Road, Granville

Proposed rezoning – R2 to R4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Supportive of proposal; R4 High Density Residential
	Proposed built form (as exhibited)	
	R4 High Density Residential (4-5 storeys)	
Rationale/ Submission	Supportive of proposed built form. Areas are in vicinity of locality of choice; Granville train station, schools and shopping strips.	

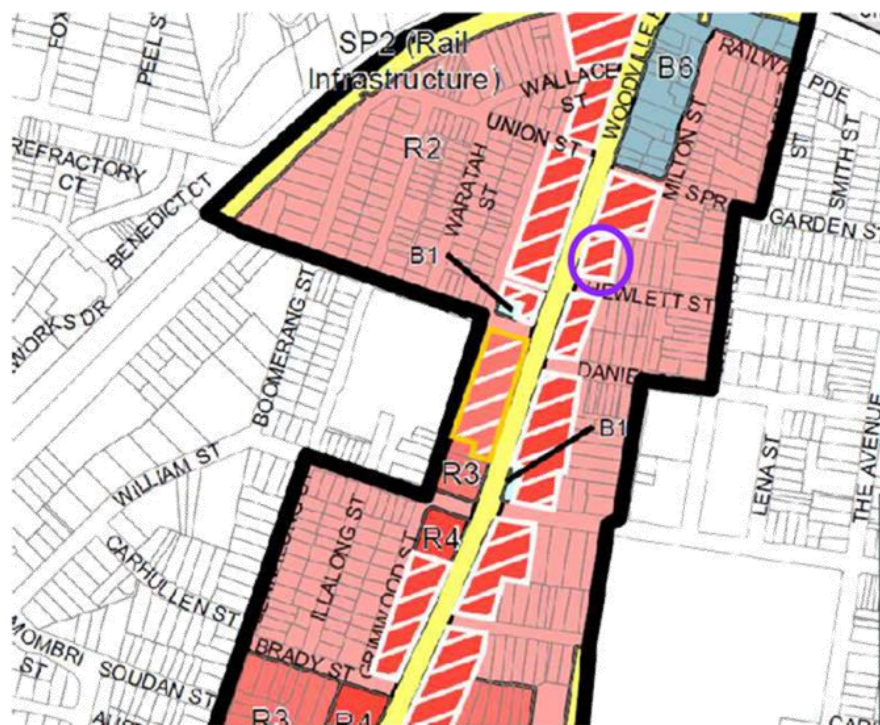
Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



49-53 Woodville Road, Granville

Proposed rezoning – R2 to R4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Supportive of proposal; R4 High Density Residential
	Proposed built form (as exhibited)	
	R4 High Density Residential (4-5 storeys)	
Rationale/ Submission	Requests that 49,51 and 53 Woodville Road Granville and surrounding properties be rezoned to R4 or mixed use zoning. Sites are close to Parramatta CBD, Merrylands and Granville train stations.	

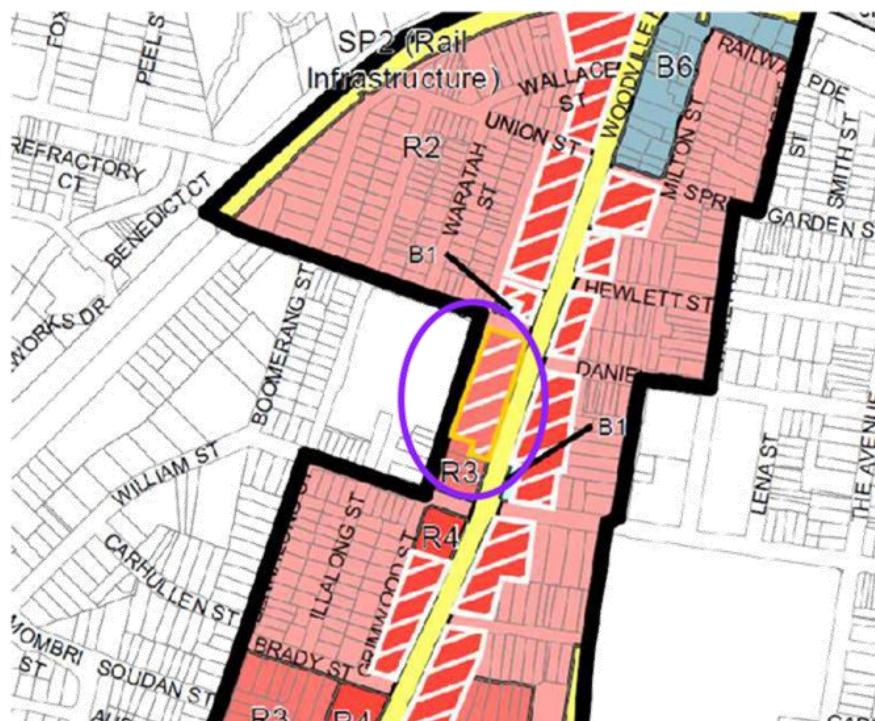
Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



Grimwood St (between Randle & William St), Granville

Proposed rezoning – R2 to R3



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Supportive of R3 Medium Density Residential for the area,
	Proposed built form (as exhibited) R3 Medium Density Residential (2-3 storeys)	Object to R4 high density from William St to Randle St.
Rationale/ Submission	Supportive of the proposed change from William St to Randle St. Comments made that proposed increased in densities also activate more development with potential site amalgamations to achieve more attractive yields in line with suggested planning controls. Submission does not support R4 high density around this area due to potential overlooking issue with the current proposed Convent development.	

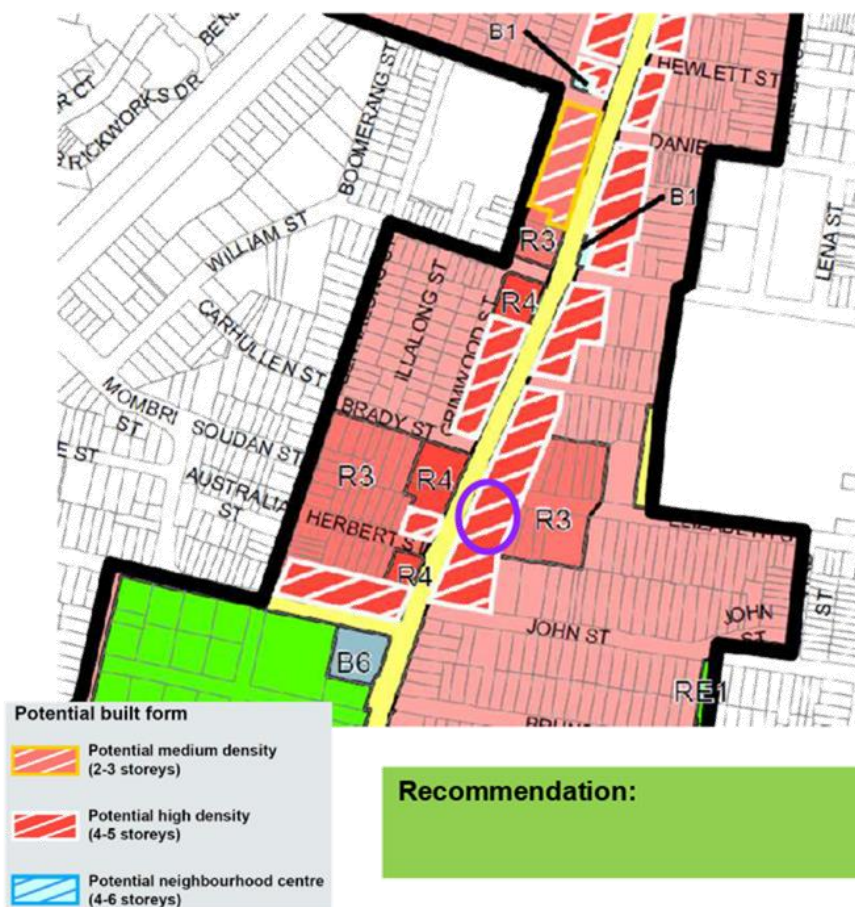
Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



131-135 Woodville Road, Merrylands

Proposed rezoning – R2 to R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited)	
	R4 High Density Residential (4-5 storey)	
Rationale/ Submission	Recommends Council to rezone site from R2 to R4. Supportive of the proposed planning framework for the Woodville Road corridor.	

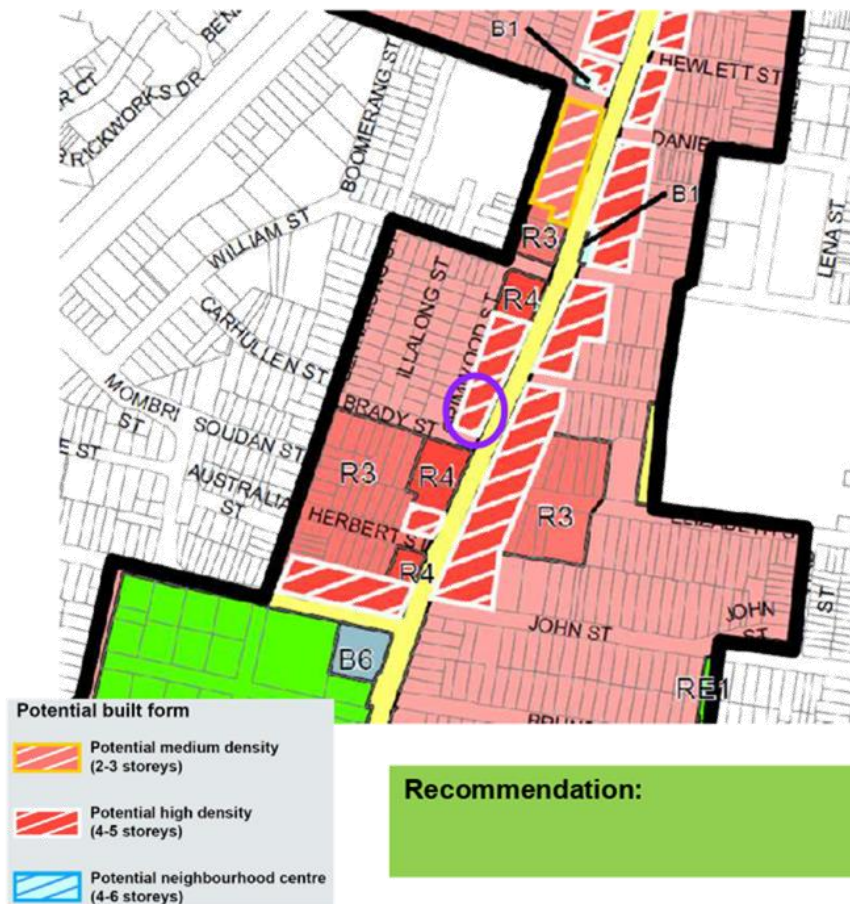
Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



118 Woodville Road, Granville

Proposed rezoning – R2 to R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited)	
	R4 High Density Residential (4-5 storey)	
Rationale/ Submission	In 2001, the Woodville Road corridor was rezoned to allow for an increased residential density. In 2011, the corridor was rezoned back to a low density zoning (R2 Low Density Residential character under the PLEP 2011) to provide Council with sufficient time to conduct its planning study to inform a new strategy. In 2015, the former Parramatta City Council prepared the draft Woodville Road Planning Strategy.	

Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



131-135 Woodville Road

Proposed rezoning – R2 to R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited) R4 High Density Residential (4-5 storey)	
Rationale/ Submission	In 2001, the Woodville Road corridor was rezoned to allow for an increased residential density. In 2011, the corridor was rezoned back to a low density zoning (R2 Low Density Residential character under the PLEP 2011) to provide Council with sufficient time to conduct its planning study to inform a new strategy. In 2015, the former Parramatta City Council prepared the draft Woodville Road Planning Strategy.	

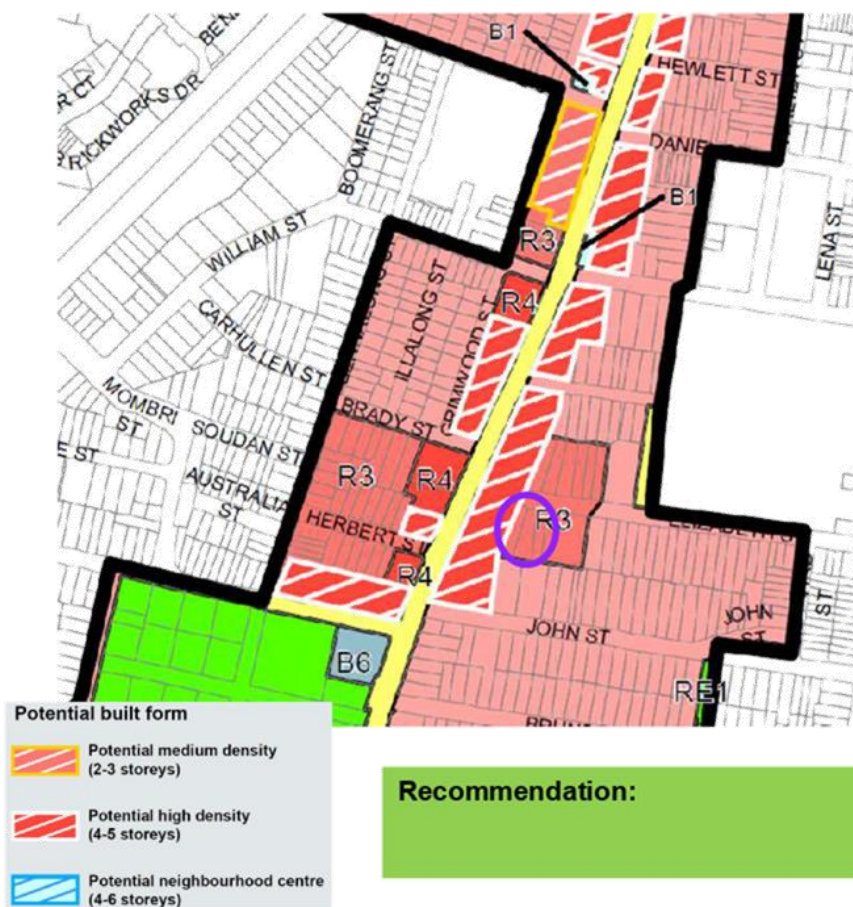
Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



112-116 Elizabeth St, Granville

Proposed rezoning – R3 to R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R3 Medium Density Residential Height: 11m FSR: 0.6:1	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited) No change	
Rationale/ Submission	<p>Recommends Council to rezone site from R3 to R4 to make it consistent with adjoining properties on 131-141 Woodville Rd and other similar sites in the study area (as proposed by Council for WRCS) given its proximity to public transport and development potential with large site amalgamation.</p>	
	<p>Recommendation:</p> <p>Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (<i>Post-exhibition change</i>)</p>	



Merrylands East Precinct

Proposed height increase



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	B2 Local Centre Height: 31m FSR: 2:1	Increase HOB for sites facing Woodville Road and the southern side of Lansdowne Street
	Proposed built form (as exhibited) No change	
Rationale/ Submission	Requests Council to review the planning controls applied to the Merrylands East Precinct as part of the WRC planning framework. Comments raised on the potential for an increased number of affordable housing with increased building height along the Woodville Road and Lansdowne Street frontages of the Centre.	

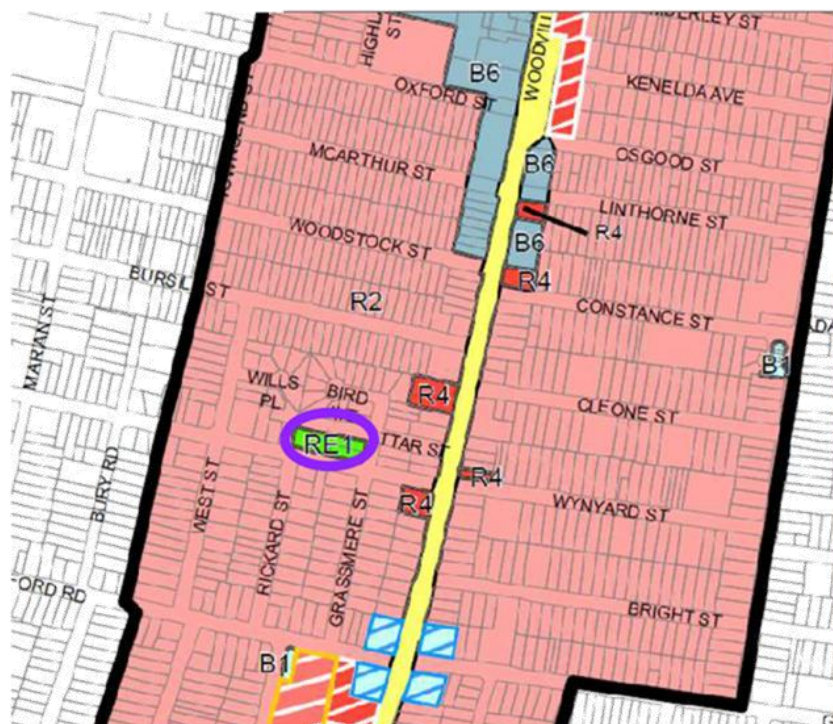
Recommendation:

Include in Development Control Plan for Woodville Road Corridor (*site constraint: Site specific DCP has already been adopted with previous consultation, DA in progress with Council*)



3-7 Mountford Avenue and 13-15 Grassmere Street , Guildford

Proposed rezoning – RE1 to R2/R3



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Recommendation:

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	RE1 Public Recreation Height: N/A FSR: N/A Proposed built form (as exhibited) No change	R2 Low Density Residential or R3 Medium Density Residential
Rationale/ Submission	Requests Council to rezone lands from RE1 to R3.	
Note (background)	At the time of amalgamation, Cumberland Council inherited a planning proposal from the former Parramatta Council, seeking to rezone 4 parcels of land at the corner of Mountford Avenue and Grassmere Street, Guildford, from RE1 Public Recreation to R2 Residential (to correspond with their removal from the Land Reservation Acquisition map). The proposal had been initiated and substantially progressed by Parramatta Council, however regrettably at the time it could not be finalised by the new Cumberland Council. Areas in vicinity are in short of open space, as identified in the Cumberland Open Space and Recreation Strategy.	

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (*Post-exhibition change*)



457, 459 and 461 Woodville Road, Guildford

Proposed rezoning – R2 to B1



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Recommendation:

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	B1 Neighbourhood centre
	Proposed built form (as exhibited) No change	
Rationale/ Submission	The site at No.457 has been operating as a commercial premises and paying a commercial rate since it was zoned as mixed use previously but land zoning has been reverted to R2. Another submission comments on the zoning discrepancies and inconsistencies that residents have been experienced since reverting of zoning from Mixed Use. Commented that a further extension of B1 zoning has a potential to stimulate the local community engagement further; to propel the growing hub that Council have worked to develop over the years.	

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (*Extension of the proposed new neighbourhood centre and for consistency with the current use of lot (457 Woodville Road) with business rate currently applied.*)



486 to 496 Woodville Road, Guildford

Proposed rezoning – R2 to R4



Potential built form

- Potential medium density (2-3 storeys)
- Potential high density (4-5 storeys)
- Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Supportive of R4 High Density Residential zoning
	Proposed built form (as exhibited)	
	R4 High Density (4-5 storeys)	
Rationale/ Submission	Supports proposal to rezone properties at 486-496 Woodville Rd, Guildford for higher density residential developments	

Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



524-528 Woodville Road, Guildford

Proposed rezoning – R2 to R4



Potential built form

- Potential medium density (2-3 storeys)
- Potential high density (4-5 storeys)
- Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Supportive of R4 High Density Residential zoning
	Proposed built form (as exhibited)	
	R4 High Density (4-5 storeys)	
Rationale/ Submission	Rezone land to reflect the draft Woodville Road Planning Strategy. This area is close to Guildford Library, shops, bus and trains. Rezoning the corridor to R4 would allow old houses in this corridor to be redeveloped and match existing 5 storey RFBs.	

Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



576 Woodville Road, Guildford

Proposed rezoning – R2 to R4



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited) R4 High Density (4-5 storey)	
Rationale/ Submission	Supportive of proposal. No further comment.	

Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



578, 580 Woodville Road, Guildford

Proposed rezoning – R2 to R4



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited)	
	R4 High Density (4-5 storey)	
Rationale/ Submission	<p>Highly supportive of proposal</p> <p>Anticipated zoning change since Parramatta Council's proposal</p> <p>Expects plan will be able to revitalise the current derelict urban form</p>	

Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



CUMBERLAND
CITY COUNCIL

**Site specific submissions
Not include in the planning proposal**



Early consultation phase Not include in the planning proposal

Site/Location	Submission
Grimwood Street (between Randle & William St), Granville	R2 to R4
43 Grimwood Street, Granville	R2 to R4
201, 203 Woodville Road, Merrylands	R2 to R4
17-19 Lansdowne Street, Merrylands	R2 to R4
36, 38 Earl Street, Merrylands	R2 to R3/R4
300 Woodville Road, Guildford	B6 to R4
280-290 Woodville Road, Guildford	B6 to B4
343-347 Woodville Road, Guildford	R2 to B1/ B4
499 Woodville Road, Guildford	R2 to R4/B4
533 Woodville Road, Guildford	R2 to R3/R4
Woodville Road Corridor (between Guildford Road and Rawson Road)	R2 to R3/R4
West side of Chamberlain Road, Guildford	R2 to R3



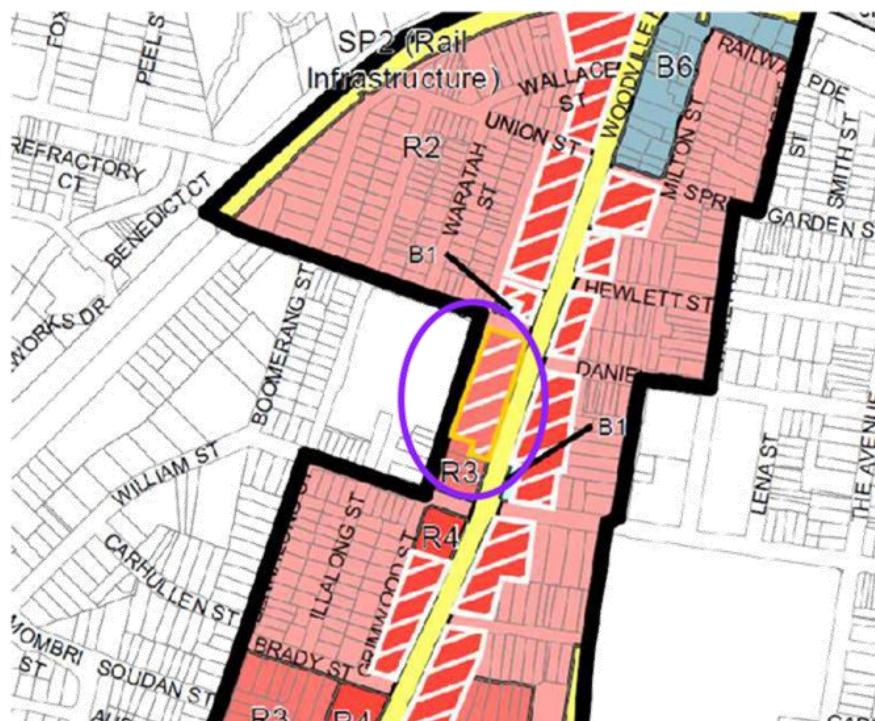
Cumberland LEP phase Not include in the planning proposal

Site/Location	Submission
81 Woodville Road, Granville	R2 to B4
Woodville Road Corridor, Granville	B4
205 Woodville Road, Merrylands	R2 to R4
12-14 Brady Street, Merrylands	R2 to R4/B6
138 Woodville Road, Granville	R3 to B4
280-290 Woodville Road, Guildford	B6 to B4
283-289 Woodville Road, Guildford	Rezone to allow for both commercial and residential uses



Grimwood St (between Randle & William St), Granville

Proposed rezoning – R2 to R4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited)	
	R3 Medium Density Residential (2-3 storeys)	
Rationale/ Submission	Proposal for zone uplift to make it consistent with the R4 zoning proposed for the neighbouring areas for consistency with future local character and existing streetscapes.	

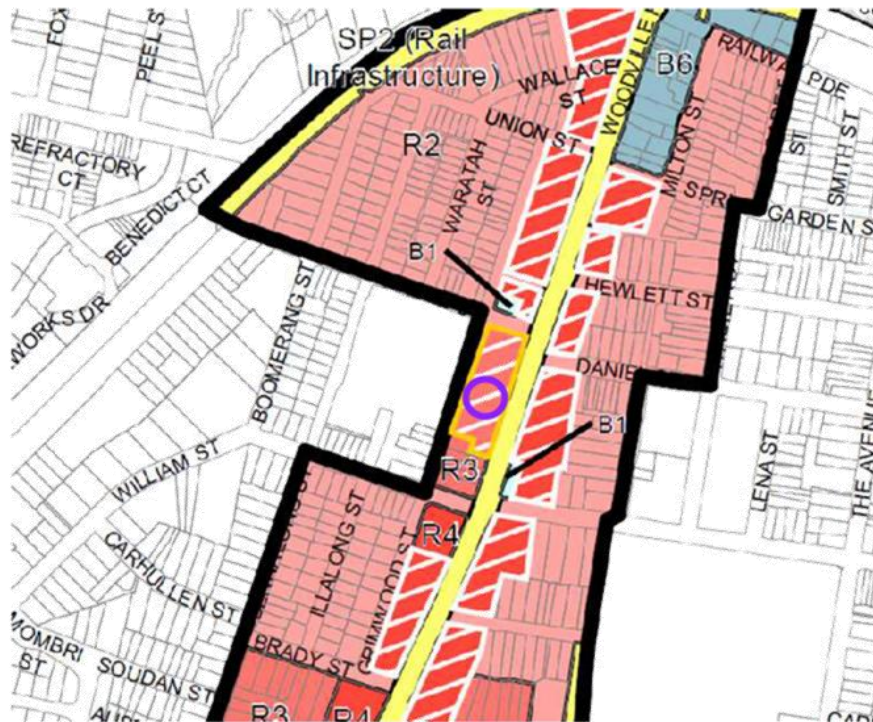
Recommendation:

Not include in Planning Proposal (*Site constraint – near heritage item, adjacent to school, recent changes to planning controls for convent to R3*)



43 Grimwood St, Granville

Proposed rezoning – R2 to R4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	
	Proposed built form (as exhibited)	
	R3 Medium Density Residential (2-3 storeys)	
Rationale/ Submission	Question about potential implications of the rezoning on submitter's heritage-listed property in the vicinity. Concerns over future living amenity if surrounded by developments. Open to developer buying out the property to build a high density development	

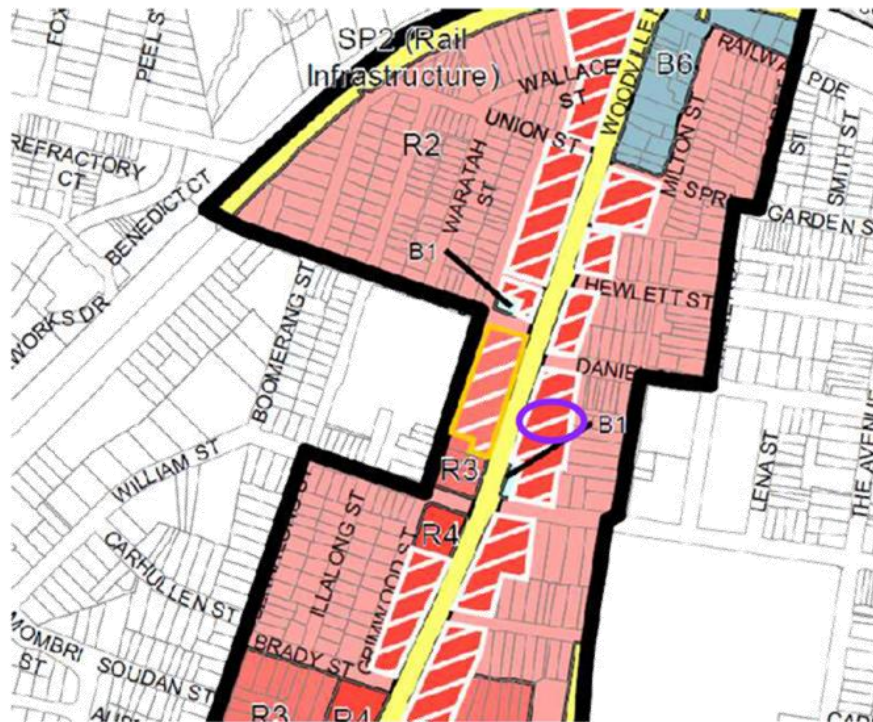
Recommendation:

Not include in Planning Proposal (*Site constraint – heritage listed, adjacent to school*)



81 Woodville Road, Granville

Proposed rezoning – R2 to R4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Zone B4 Mixed use and corresponding uplift in height and FSR
	Proposed built form (as exhibited)	
	R4 High Density Density Residential (4-5 storeys)	
Rationale/ Submission	Requests Woodville Road Corridor be zoned to B4 Mixed Use. Need for improvement along the corridor to make the community energetic and developing.	

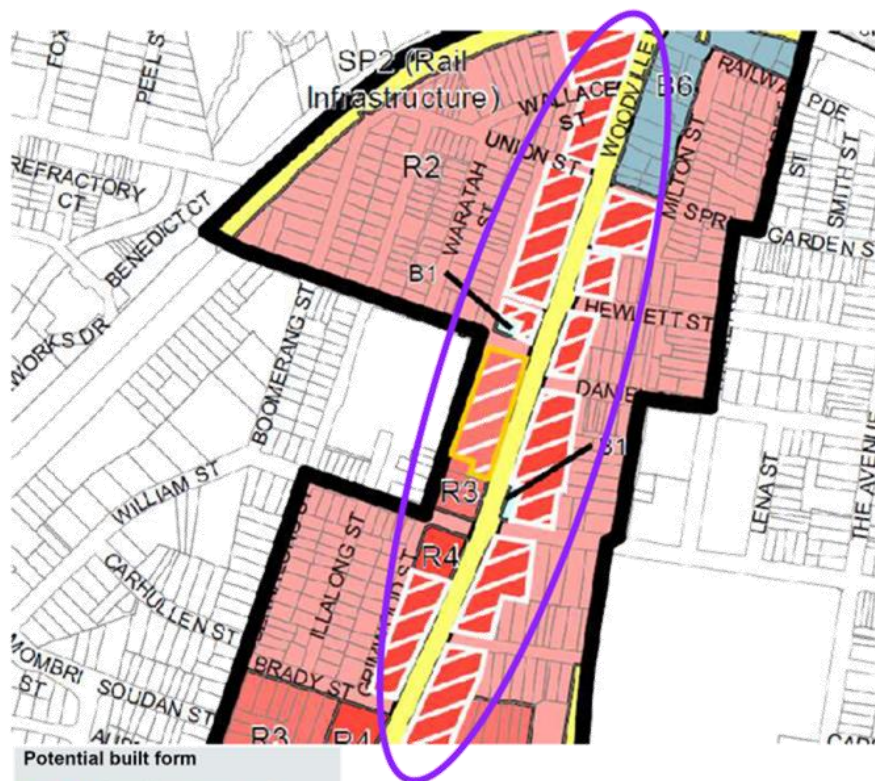
Recommendation:

Not include in Planning Proposal (*Subject areas are considered for R4 zoning instead in the planning proposal*)



Woodville Road Corridor, Granville

Proposed rezoning – B4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Zone B4 Mixed use and corresponding uplift in height and FSR
	Proposed built form (as exhibited) Various	
Rationale/ Submission	Supports the change of zoning of Woodville Road Corridor, with request to rezone to B4 which will allow commercial shops and RFB development.	

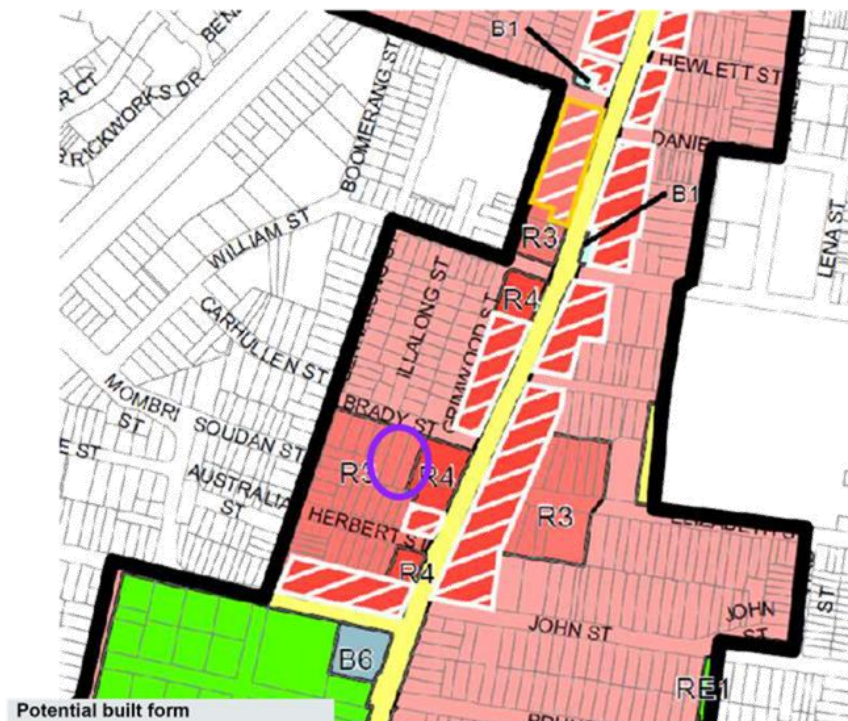
Recommendation:

Not include in Planning Proposal (*Subject areas are considered for R3/R4 zoning instead in the planning proposal.*)



12-14 Brady Street, Merrylands

Proposed rezoning – R3 to R4 or B6



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R3 Medium Density Residential Height: 11m FSR: 0.6:1	Rezoned to R4/B6
	Proposed built form (as exhibited) No change	
Rationale/ Submission	Both properties are located on block of land from the corner of Woodville Road and Brady Street.	

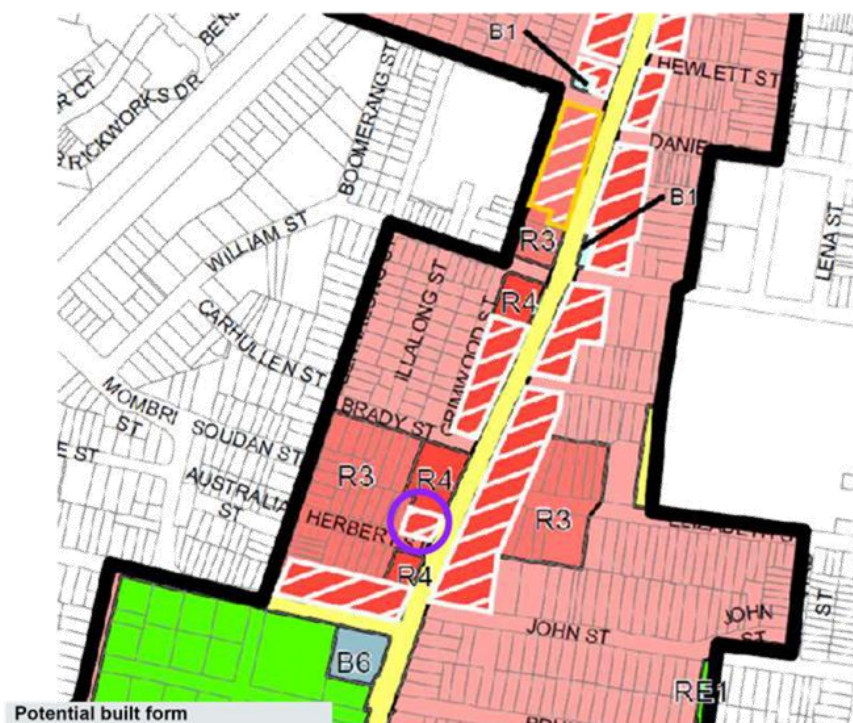
Recommendation:

Not include in Planning Proposal (No change to current zoning. R3 to provide housing diversity in the area.)



138 Woodville Road, Granville

Proposed rezoning – R3 to B4



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R3 Medium Density Residential Height: 11m FSR: 0.6:1	Rezone to B4 Mixed Use with corresponding uplift in height and FSR
	Proposed built form (as exhibited)	
	R4 High Density Residential (4-5 storey)	
Rationale/ Submission	Request for Council to rezone this site to mixed use. Submission details issues associated with Woodville Road, changing development and increased traffic.	

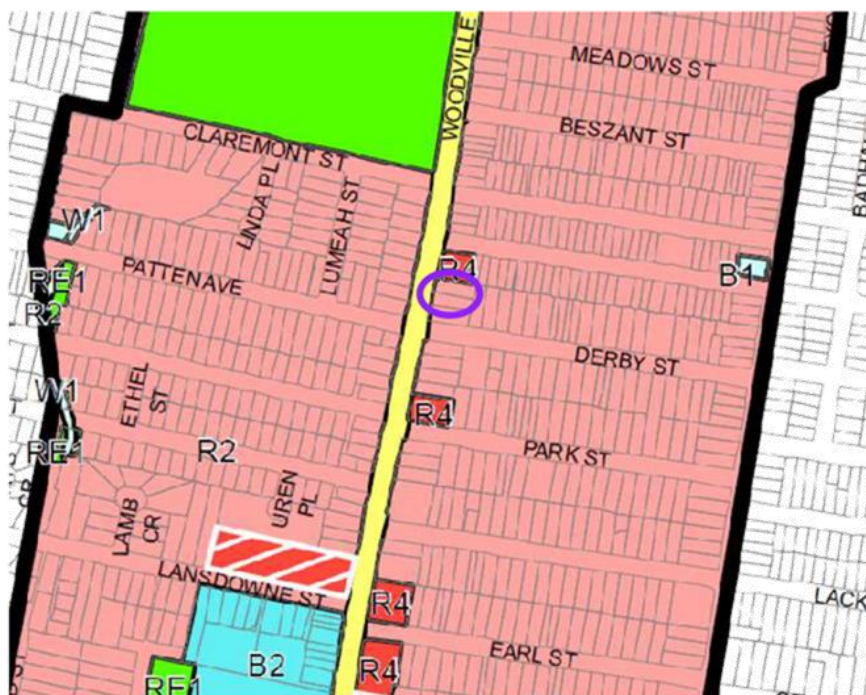
Recommendation:

Not include in Planning Proposal (*Subject areas are considered for R3/R4 zoning instead in the planning proposal.*)



201 & 203 Woodville Road, Merrylands

Proposed rezoning – R2 to R4



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Recommendation:

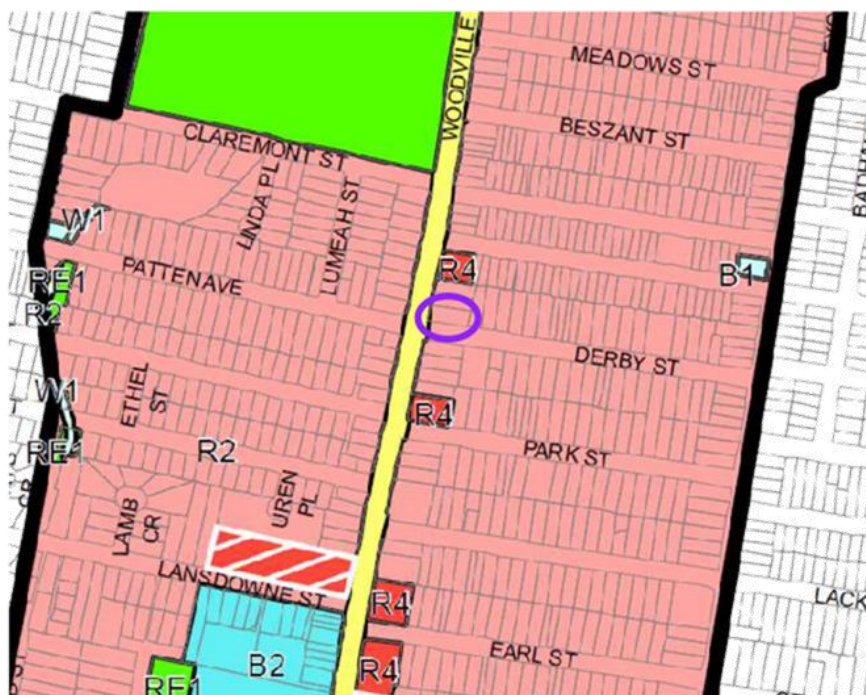
Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential	R4 High Density Residential
	Height: 9m	Corresponding FSR and height
	FSR: N/A	
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	Requests Council to review proposed planning framework for WRC to include properties in the rezoning (to high density). These two properties are owned by same owner.	

Not include in Planning Proposal (*Site constraint: Subject sites are outside of three targeted precincts for additional dwelling growth*)



205 Woodville Road, Merrylands

Proposed rezoning – R2 to R4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential	R4 High Density Residential
	Height: 9m	Corresponding FSR and height
	FSR: N/A	
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	In 2001, the Woodville Road corridor was rezoned to allow for an increased residential density. In 2011, the corridor was rezoned back to a low density zoning (R2 Low Density Residential character under the PLEP 2011) to provide Council with sufficient time to conduct its planning study to inform a new strategy. In 2015, the former Parramatta City Council prepared the draft Woodville Road Planning Strategy.	

Recommendation:

Not include in Planning Proposal (*Site constraint: Subject sites are outside of three targeted precincts for additional dwelling growth*)



17-19 Lansdowne St, Merrylands

Proposed rezoning – R2 to R4



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	Requests Council to include lots in the R4 rezoning proposed for eastern half of the block on Lansdowne St, between Woodville Rd and Lamb Cres. Raises inconsistency in the planning approach between the WRC proposal and Merrylands East Neighbourhood Centre Precinct proposal (DCP) for the site. <i>(Planner's note. Site specific DCP indicates a Neighbourhood Centre study boundary, this does not propose B1 zoning for the entire area)</i>	

Recommendation:

Not include in Planning Proposal (*Site constraint: interface with lower density residential*)



36 and 38 Earl Street, Merrylands

Proposed rezoning – R2 to R3/R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R3 Medium Density Residential or R4 High Density Residential
	Proposed built form (as exhibited) No change	Corresponding height and FSR
Rationale/ Submission	Requests Council to consider rezoning 36 and 38 Earl Street to R3 or R4 for consistency with the rest of the proposed changes. Comments made on the current dispatch of land uses along the WRC.	

Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

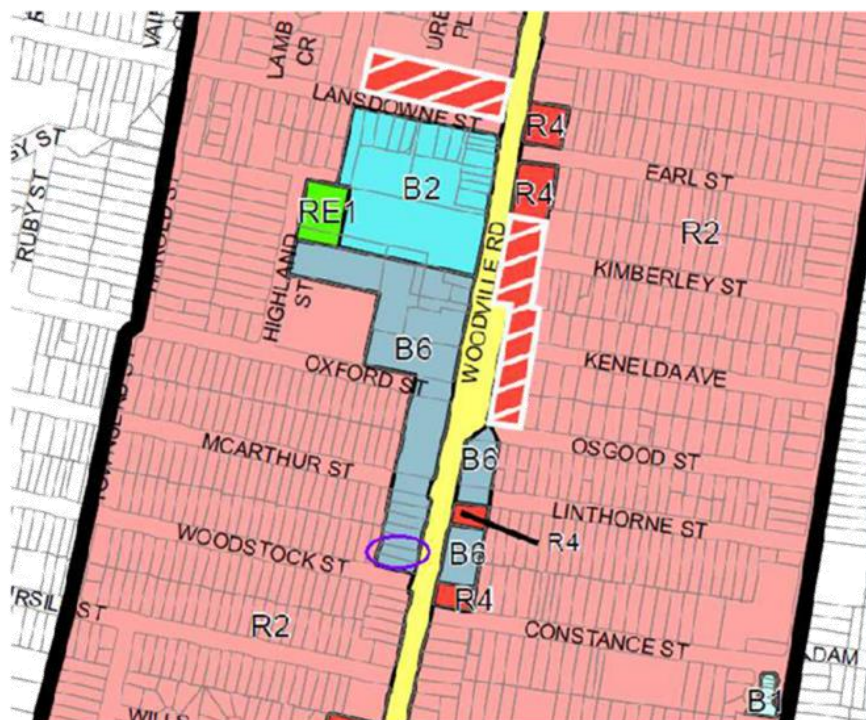
Recommendation:

Not include in Planning Proposal (*Site constraint: need to consider site amalgamation, interface with low density residential zone*)



300 Woodville Rd, Guildford

Proposed rezoning – B6 to R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	B6 Enterprise Corridor	R4 High Density Residential
	Height: 12m	
	FSR: 1.5:1	Corresponding height and FSR
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	Proposal to rezone to R4 as there are limited opportunities for residential developments with the current B6 zoning.	

Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Recommendation:

Not include in Planning Proposal (*Site constraint: loss of employment lands*)



280-290 Woodville Road, Guildford

Proposed rezoning – B6 to B4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	B6 Enterprise Corridor Height: 12m FSR: 1.5:1	B4 Mixed Use Corresponding height and FSR
	Proposed built form (as exhibited) No change	Reconsider 10m setback proposed for street tree planting
Rationale/ Submission	<p>Comments that the potential built form framework proposed for WRC is incohesive with draft DCP proposed for Merrylands East Neighbourhood Centre precinct</p> <p>Recommends Council to:</p> <ul style="list-style-type: none"> - consider ALDI Guildford site as B4 Mixed use zone, consistent with the rezoning of John Cootes site - reconsider the site for additional building height - reconsider the 10m setback proposed for street tree planting - provide a detailed movement and place framework supported by traffic engineering and urban design analysis for the next public consultation period 	

Recommendation:

Not include in Planning Proposal (*Site constraint: loss of employment lands*)



283-289 Woodville Road, Guildford

Proposed rezoning – B6 to B4



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	B6 Enterprise Corridor Height: 12m FSR: 1.5:1	B4 Mixed Use
	Proposed built form (as exhibited) No change	
Rationale/ Submission	Seeking a rezoning of sites to allow constructing both commercial and residential buildings up to 15 storeys. Would like to see both Granville and Guildford be evolving as the current Town Hall and Wynyard.	

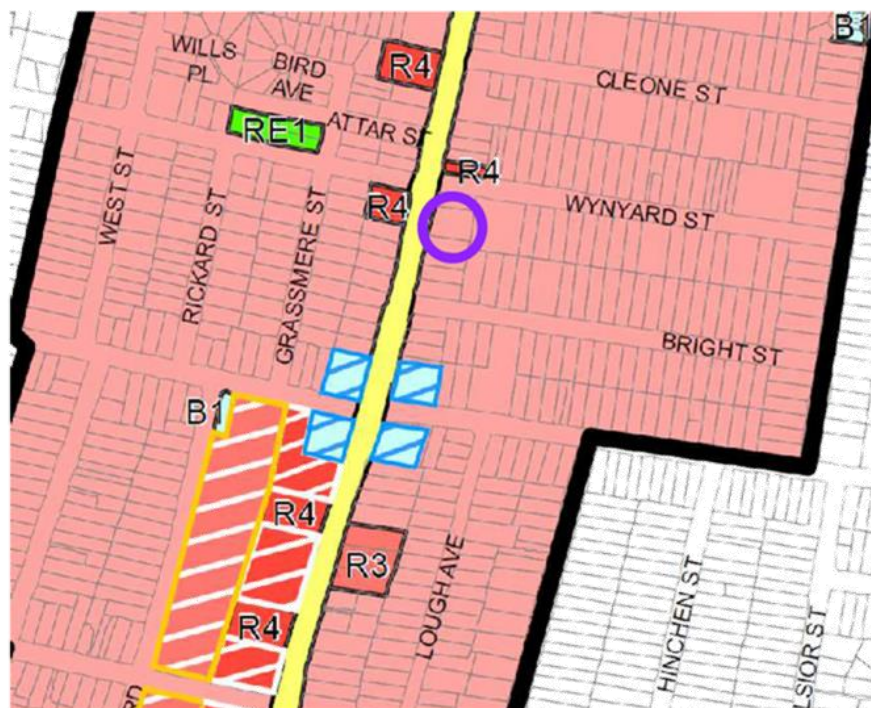
Recommendation:

Not include in Planning Proposal (*Site constraint: loss of employment lands*)



343-347 Woodville Road, Guildford

Proposed rezoning – R2 to B1/ B4



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A Proposed built form (as exhibited) No change	B1 Neighbourhood centre or B4 Mixed use
Rationale/ Submission	343-345 Woodville Road has been operating as a commercial premises and paying a commercial rate since it was zoned as mixed use previously but land zoning has been reverved to R2. Requests Council to rezone the site and the area for consistency with current business use and promote growth and development in the area.	

Recommendation:

Not include in Planning Proposal (*Site constraint: interface with lower density residential*)



499 Woodville Rd, Guildford

Proposed rezoning – R4 or B4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential or B4 Mixed use
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	Requests to develop corridor into high density residential and commercial precinct to help boost local employment.	

Recommendation:

Not include in Planning Proposal (*site constraint: local character, conflicting with previous petition objecting zoning change (CoP's)*)



533 Woodville Rd, Guildford

Proposed rezoning – R3 or R4



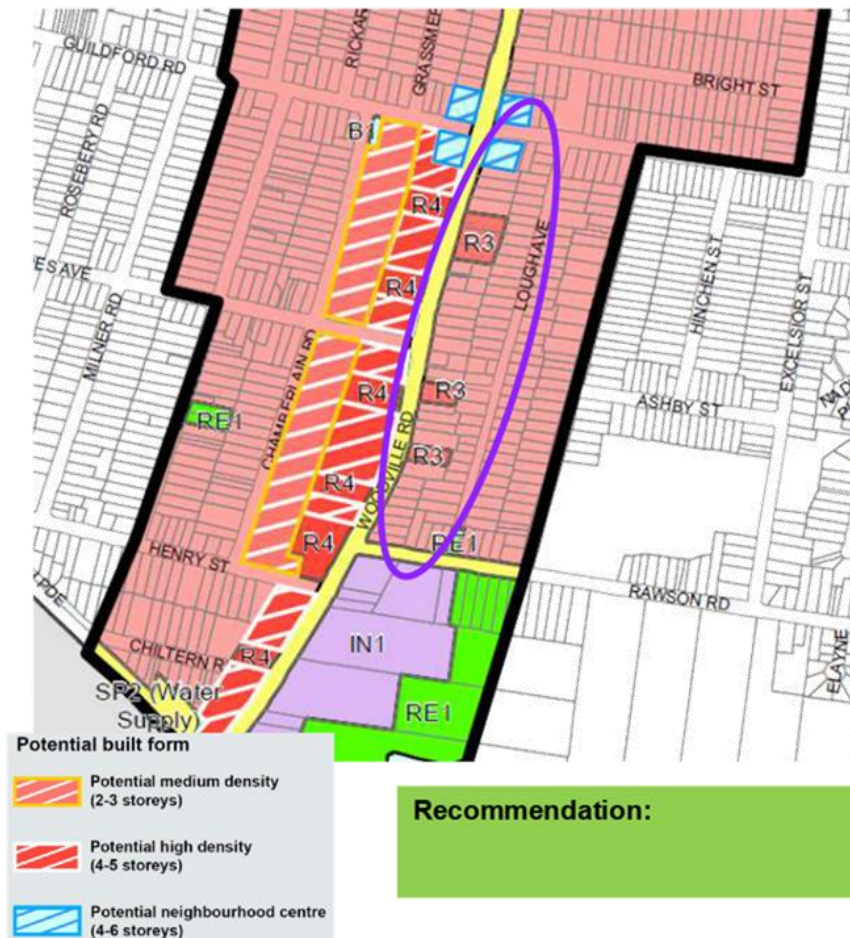
Recommendation:

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R3 Medium Density Residential / R4 High Density Residential
	Proposed built form (as exhibited) No change	Corresponding height and FSR
Rationale/ Submission	Proposal for zone uplift given the medium to high density developments existing in the vicinity and planned development proposals nearby (ie. John Cootes site and Merrylands east of train station strategic centre). Concerns over a lack of privacy on the property surrounded by townhouses, units and shops.	
	Not include in Planning Proposal (<i>site constraint: local character, conflicting with previous petition objecting zoning change (CoP's)</i>)	



Woodville Road Corridor (between Guildford Road and Rawson Road)

Proposed uniform rezoning to R3 / R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential	R3 Medium Density Residential
	R3 Medium Density Residential	R4 High Density Residential
	Proposed built form (as exhibited) No change	50km/h road speed limit for entire WRC
Rationale/ Submission	Recommends Council to rezone entire corridor to R4 given the site's development potential for higher density developments (ie. proximity to public transport), which reduces the need for more driveways to access residences.	

Recommendation:

Not include in Planning Proposal (*site constraint: local character, conflicting with previous petition objecting zoning change (CoP's)*)



Chamberlain Road, Guildford (west side)

Proposed rezoning – R2 to R3



Potential built form

- Potential medium density (2-3 storeys)
- Potential high density (4-5 storeys)
- Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R3 Medium Density Residential Corresponding height and FSR
	Proposed built form (as exhibited) No change	
Rationale/ Submission	Proposal for zone uplift to make it consistent with the R3 zoning proposed for the east side of Chamberlain Road. Resident group believes that rezoning only the one side will have a negative impact on the neighbourhood and won't give a fair opportunity to all property owners in the area.	

Recommendation:

Not include in Planning Proposal (site constraint: local character, traffic/movement/carparking capacity)



CUMBERLAND
CITY COUNCIL

Site specific submissions Noted



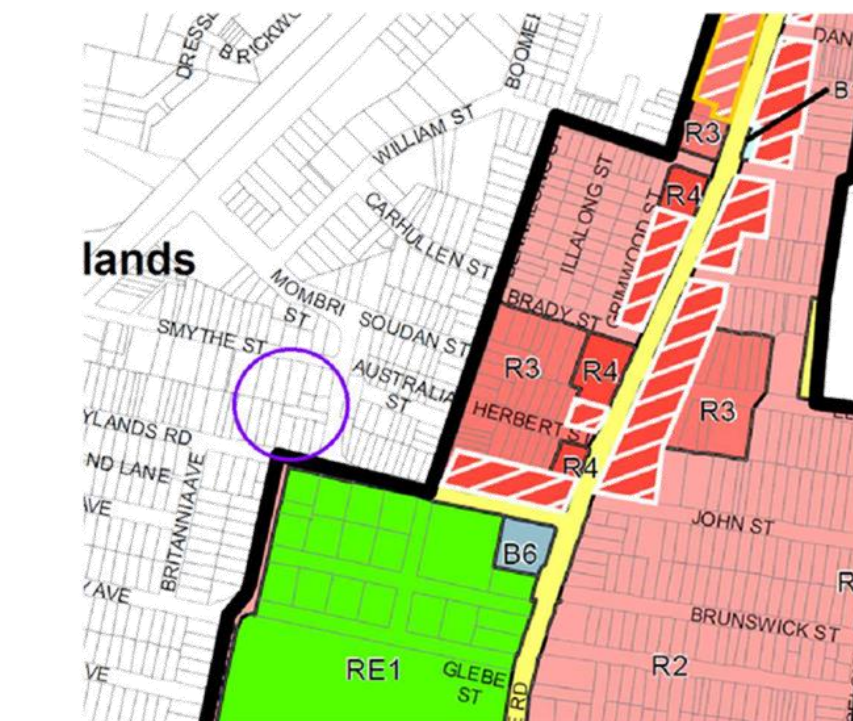
Noted

Site/Location	Submission
41-55 Merrylands Road, 22-24 Loftus Street, 2-12 Smythe Street, Merrylands	Increase HOB/FSR
Lansdowne Street, Merrylands	Retain R2
Lansdowne Street and Oxford Street (Merrylands East Precinct), Merrylands	Implement an appropriate traffic management and safety plan
Highland Street, Merrylands	New roundabout and additional road infrastructure
Oxford Street, Guildford	Additional road infrastructure
Cnr of Bursill Street and Woodville Road	Continue allow vehicle access from and to Woodville Road
Woodville Road Corridor (between Guildford Road and Rawson Road)	Retain R2
Woodville Road Corridor (between Guildford Road and Rawson Road)	No landscaped setback
Woodville Road South Precinct	Retain R2
Cnr of Henry Street and Chamberlain Road, Guildford	Widening of Woodville Road and adequate car parking requirement



41-55 Merrylands Rd / 22-24 Loftus St / 2-12 Smythe St, Merrylands

Increase HOB and FSR



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Recommendation:

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R4 High Density Residential	R4 High Density Residential
	Height: 11m	Allow for up to 16 level storey and,
	FSR: 0.8:1	FSR of 4:1
	Proposed built form (as exhibited)	
	Sites located outside of WRC study boundary	
Rationale/ Submission	Recommends Council to revise development controls for site area to match those proposed for properties within the WRCS study area to allow for higher density developments than what's currently permitted.	

Noted. The site is currently being reviewed as part of proposed planning controls for Merrylands East area.



Lansdowne St, Merrylands

Maintain current zoning of R2 / Additional road infrastructure



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	No change Retain R2 Low Density Residential
	Proposed built form (as exhibited)	
	R4 High Density Residential (4-5 storeys)	
Rationale/ Submission	<p>Recommends Council to maintain current zoning of R2. High density residential developments will exacerbate existing traffic and congestion problems experienced by locals, raising safety concerns and access issues. New infrastructure is necessary to support the increasing density.</p>	

Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Recommendation:

Noted. Areas are to be included for potential rezoning to R4. New DCP is being prepared to include access and movement control to manage traffic impacts and to ensure that development does not unreasonably impact on the traffic conditions on Woodville Road and local roads.



Merrylands East Precinct

Improve traffic management at Lansdowne & Oxford St



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Recommendation:

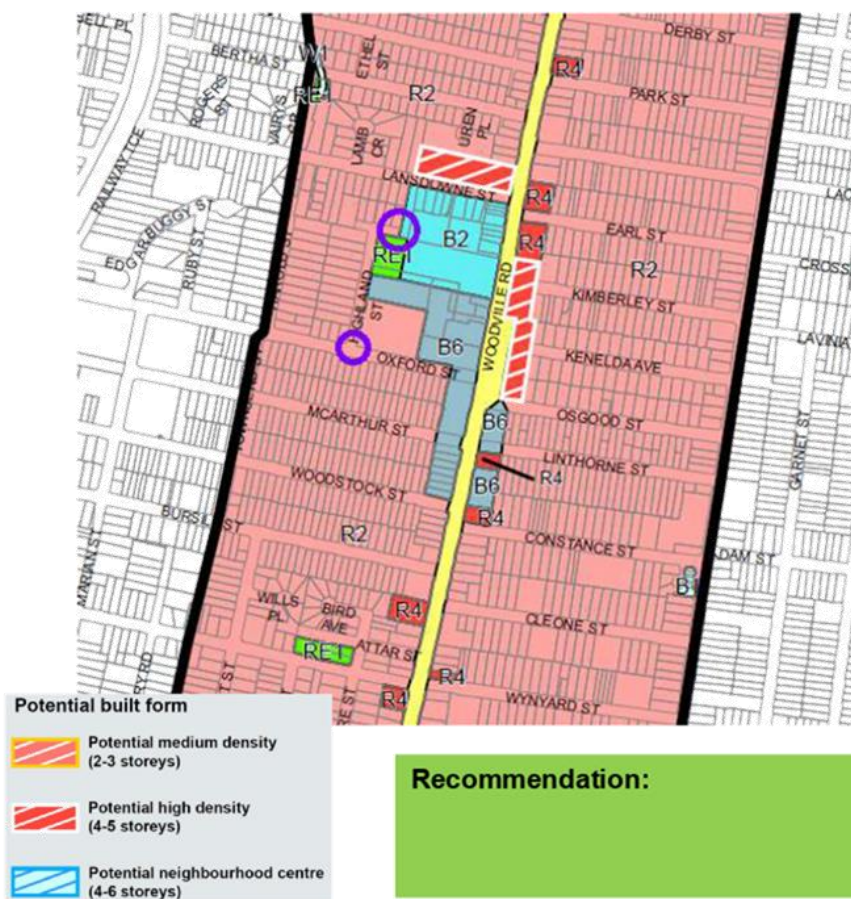
Proposal Summary	Current traffic/road safety measure	Proposed Controls
	A maximum speed of 50km/h	Recommends Council to implement or draft an appropriate traffic management and safety plan for consultation before any further progress is made with the precinct
Rationale/ Submission	Recommends following matters for consideration: <ul style="list-style-type: none"> - Widening of Lansdowne Street, - Block off access to Lansdowne St for Southbound Woodville Road Traffic and create cul de sac at Lamb Crescent/Vairy Crec and Railway Terrace, - Restrict east-end of Lansdowne St to a Boulevard environment, linking with the new Merrylands East precinct, - Convert the western end of Lansdowne St to a Boulevard environment for improved urban street greenscape 	

Noted. DA in progress with Council for new Local Centre development in B2. Traffic management is being reviewed with additional traffic controls around the area.



Highland St, Merrylands

New roundabout / Additional road infrastructure



Proposal Summary	Current traffic/road safety measure	Proposed Controls
	'Do not queue across intersection' sign at Highland St/Oxford St T-section	No vehicular access to new street in John Cootes development site (DA2020/0493) from Highland St New roundabout at Highland St/Oxford St T-section
Rationale/ Submission	Recommends Council to consider additional measures to manage traffic as well as to address safety concerns and access issues faced by local residents. Comments raised on the effectiveness of the existing 'Do not queue across intersection' sign to address the safety and access issues.	

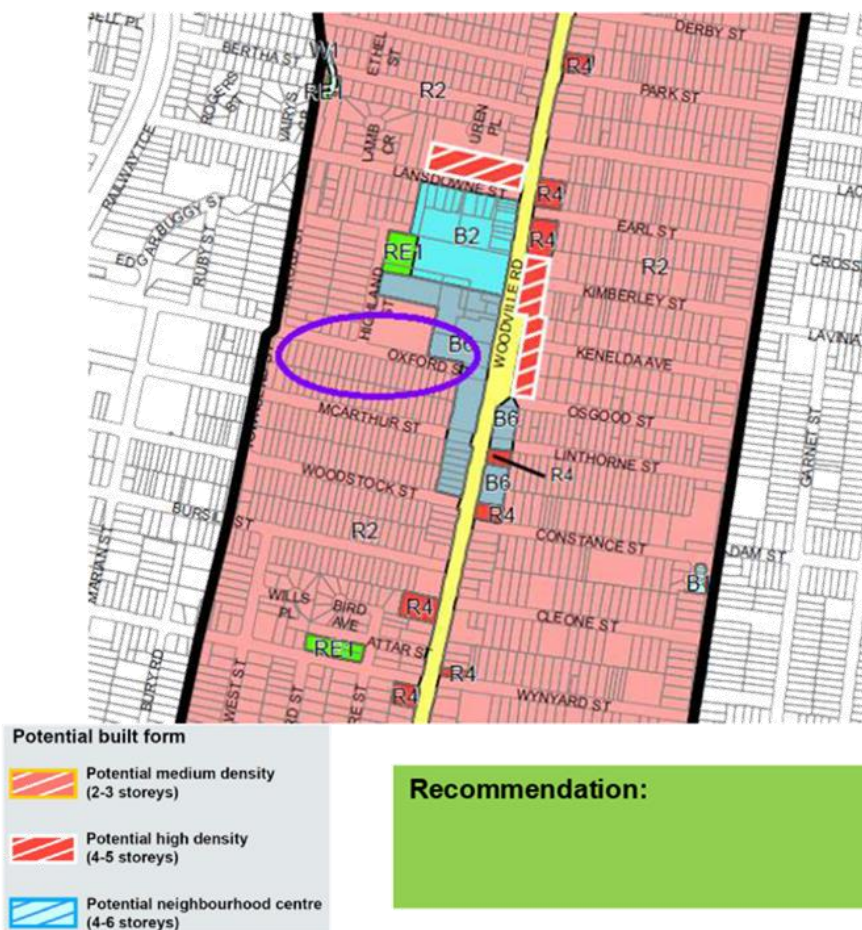
Recommendation:

Noted. DA in progress with Council for new Local Centre development in B2. Traffic management is being reviewed with additional traffic controls around the area.



Oxford St, Guildford

Additional road infrastructure



Proposal Summary	Current Controls (PLEP)	Proposed Controls
	R2 Low Density Residential Height: 9m FSR: N/A	Introduce additional measure to manage traffic and address road safety concerns
Rationale/ Submission	Suggests additional bridge introduced for East-west connection to ease the traffic congestion at Oxford St. High density residential developments will exacerbate existing traffic and congestion problems experienced by locals, raising safety concerns and access issues. New infrastructure is necessary to manage congestion and support the increasing density.	

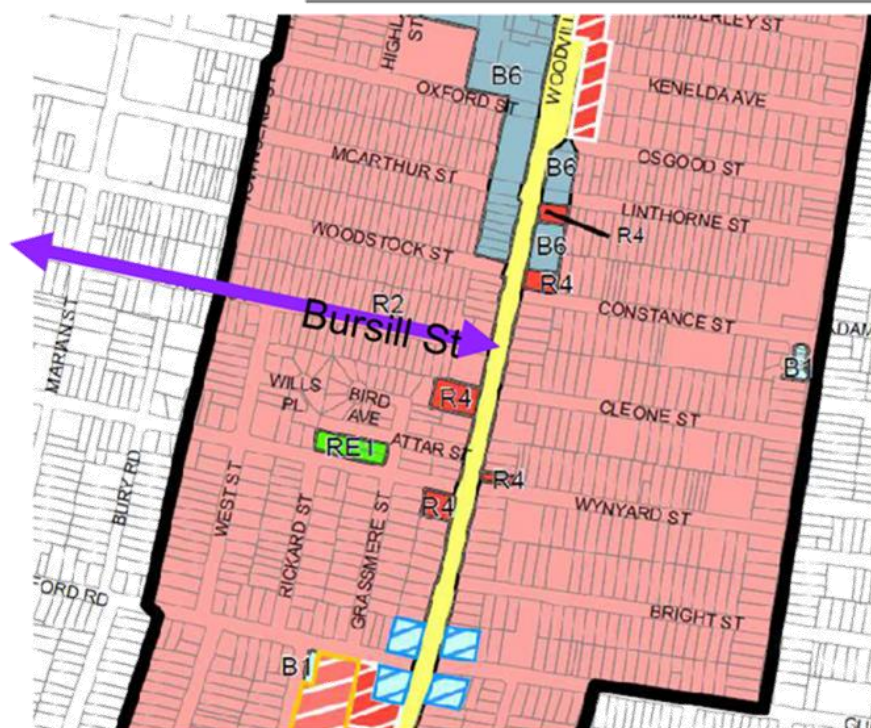
Recommendation:

Noted. DA in progress with Council for new Local Centre development in B2. Traffic management is being reviewed with additional traffic controls around the area.



Cnr of Bursill Street and Woodville Road

Continue allowing access from and to Woodville Road



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Recommendation:

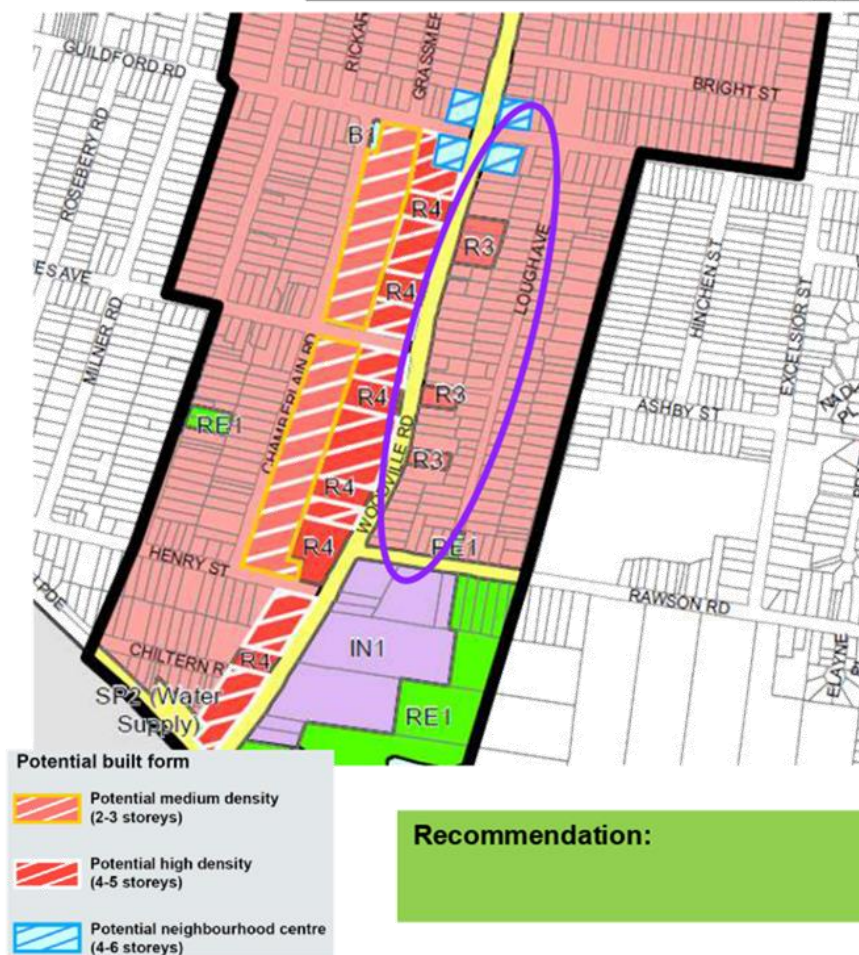
Proposal Summary	Current Controls	Proposed Controls (Submission)
	Vehicle access allow from and to Woodville Road	Continue allow vehicle access from and to Woodville Road
	Proposed access & movement(as exhibited) (Targeted) Vehicular access provided through local streets rather than Woodville Road	
Rationale/ Submission	<p>Recommends Council to consider increasing accessibility in/out to Woodville Road to/from Bursill St. Concerns raised that limiting vehicle access from Woodville Road to Bursill Street would negatively impact the existing business operation; Red Rooster.</p>	

Noted. Proposed access and movement arrangements for the Woodville Road Corridor to mitigate traffic movement. For future development, it is recommended that vehicle access is to be provided from local streets rather than Woodville Road.



Woodville Road Corridor (between Guildford Road and Rawson Road)

Retain existing planning control - R2

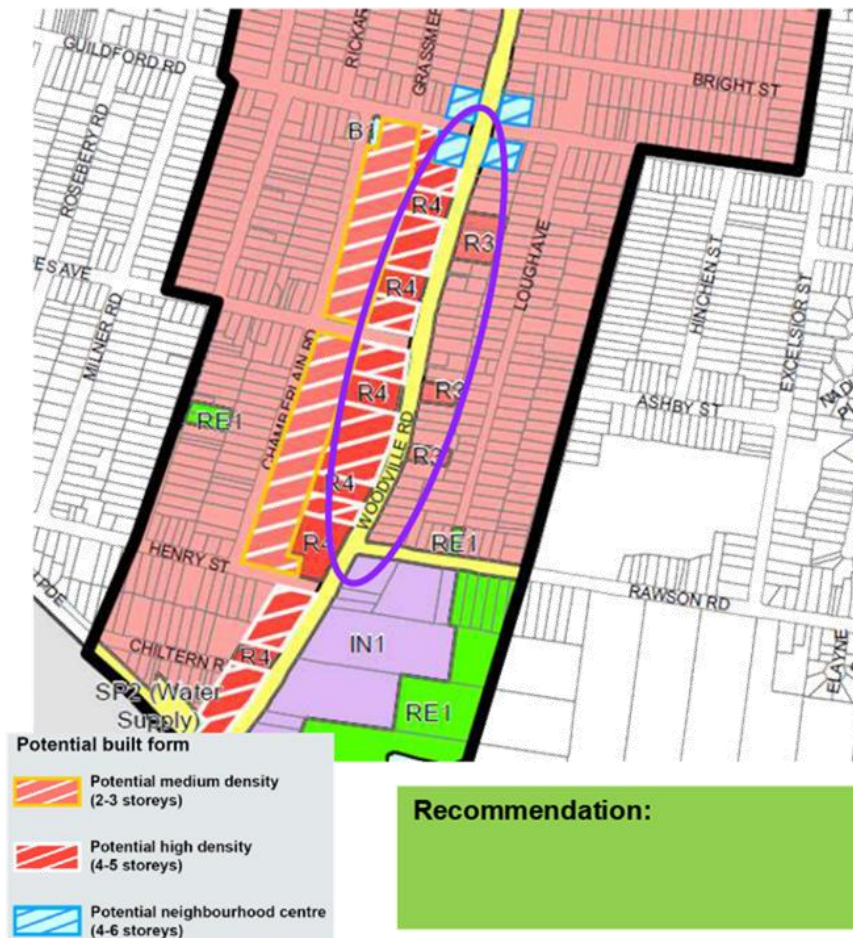


Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential	Objection to proposed changes to Woodville Road parallel to Lough Ave
	R3 Medium Density Residential	
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	Recommends no change on Woodville Road parallel to Lough Avenue. Concerns over a lack of privacy and commented on the current state of traffic congestion around the area. Comments made on the lack of demand and vacant commercial shops on Woodville Road.	
Noted. No change is proposed. Areas to be remained as R2 Low Density Residential.		



Woodville Road Corridor (between Guildford Road and Rawson Road)

No landscaped setback



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential	No landscaped setback
	R3 Medium Density Residential	
	Proposed public domain plan(as exhibited)	
	Landscaped setback along Woodville Road Corridor	
Rationale/ Submission	Does not support the proposed landscaped setback along the WRC. Comments made that it would aggravate the existing rubbish deposit.	
	Recommendation: Noted. Proposed landscaped setback along the Woodville Road Corridor is to improve and enhance the streetscape and increase the urban tree canopy to mitigate the air quality, noise and pollution.	



Woodville Road South Precinct

Does not support the proposed planning framework



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Recommendation:

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	No change
	Proposed built form (as exhibited) R3 / R4	
Rationale/ Submission	Does not support the proposed planning framework for Woodville Road South Precinct. Concerns raised on the potential increase in traffic/parking capacity in vicinity and amenity concerns on noise, privacy and noise.	

Noted. Areas are to be included for rezoning to R4. New DCP is being prepared to include access and movement control to manage traffic impacts and to ensure that development does not unreasonably impact on the traffic conditions on Woodville Road and local roads.



Cnr of Henry Street and Chamberlain Road, Guildford

Widening of Woodville Road and car parking requirement



Potential built form

- Potential medium density (2-3 storeys)
- Potential high density (4-5 storeys)
- Potential neighbourhood centre (4-6 storeys)

Recommendation:

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Widening of Woodville Road, Adequate car parking to be provided within the future development
	Proposed built form (as exhibited)	
	R4 High Density (4-5 storeys)	
Rationale/ Submission	<p>Recommends Council to consider a future widening of Woodville Road prior to the development and need for adequate car parking provided within the future development. Concerns raised on the safety and amenity of existing local streets (Henry St, Chamberlain Rd) that are at its capacity with excess street parking. Comments made on existing unit at 548-556 Woodville Road with vacant retails and no setback from the footpath.</p>	

Noted. New DCP is being prepared to include access and movement control to manage traffic impacts and to ensure that development does not unreasonably impact on the traffic conditions on Woodville Road and local roads.