Assumptions:

* t1/Tbus: The bus route that covers most of the area is assumed to be the bus route that represents each area.
* For t1 and Tbus calculations, the range around the station that is feasible for people to live in and travel to these stations was found by inspection.
* Assume that most users are going to Sydney CBD
* Peak time is 6-10am and 3-7pm on weekdays
* The headway is assumed to be the average time gap between buses/trains
* The transport follows CCN times
* Residential buildings are readily available and able to adjust to the shift in population
* Stations in the same SA2 region are considered together
* Since the fast rail has no effect on train times between Hornsby and Epping, Mt Kuring-gai, Asquith and Epping to Strathfield - t1, t2, Tbus and Ttrain will not change after the fast rail is implemented. So we assume there is no increase in population as a result of the fast rail for these stations.
* For t2 and Ttrain calculations, we calculated the headway from 6am onwards to the end of the timetable. We assume that few people take the trains at earlier times than this.