

STAGE 1 PLANNING PROPOSAL

245 MARION STREET, LEICHHARDT

***Assessment of Transport, Traffic
and Parking Implications***

October 2014

Reference 167/2014

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Transportation, Traffic and Design Consultants
Suite 502, Level 5
282 Victoria Avenue
CHATSWOOD 2067
Telephone (02) 9411 5660
Facsimile (02) 9904 6622
Email: ross@ttpa.com.au

TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	SITE, CONTEXT AND EXISTING USE.....	2
3.	ENVISAGED DEVELOPMENT	3
4.	LAND USE AND TRANSPORT PLANNING.....	4
5.	ROAD NETWORK AND TRAFFIC CONDITIONS	6
5.1	Road Network.....	6
5.2	Traffic Controls	6
5.3	Traffic Conditions	7
5.4	Future Circumstances	8
6.	PUBLIC TRANSPORT SERVICES.....	9
7.	WALKING AND CYCLING.....	10
8.	ACCESS AND TRAFFIC	11
8.1	Access.....	11
8.2	Traffic	11
9.	PARKING	14
10.	INTERNAL CIRCULATION AND SERVICING	16
11.	CONCLUSION	17

APPENDIX A
APPENDIX B

TRAFFIC SURVEY RESULTS
PUBLIC TRANSPORT SERVICES

LIST OF ILLUSTRATIONS

FIGURE 1	LOCATION
FIGURE 2	SITE
FIGURE 3	ROAD NETWORK
FIGURE 4	TRAFFIC CONTROLS

1. INTRODUCTION

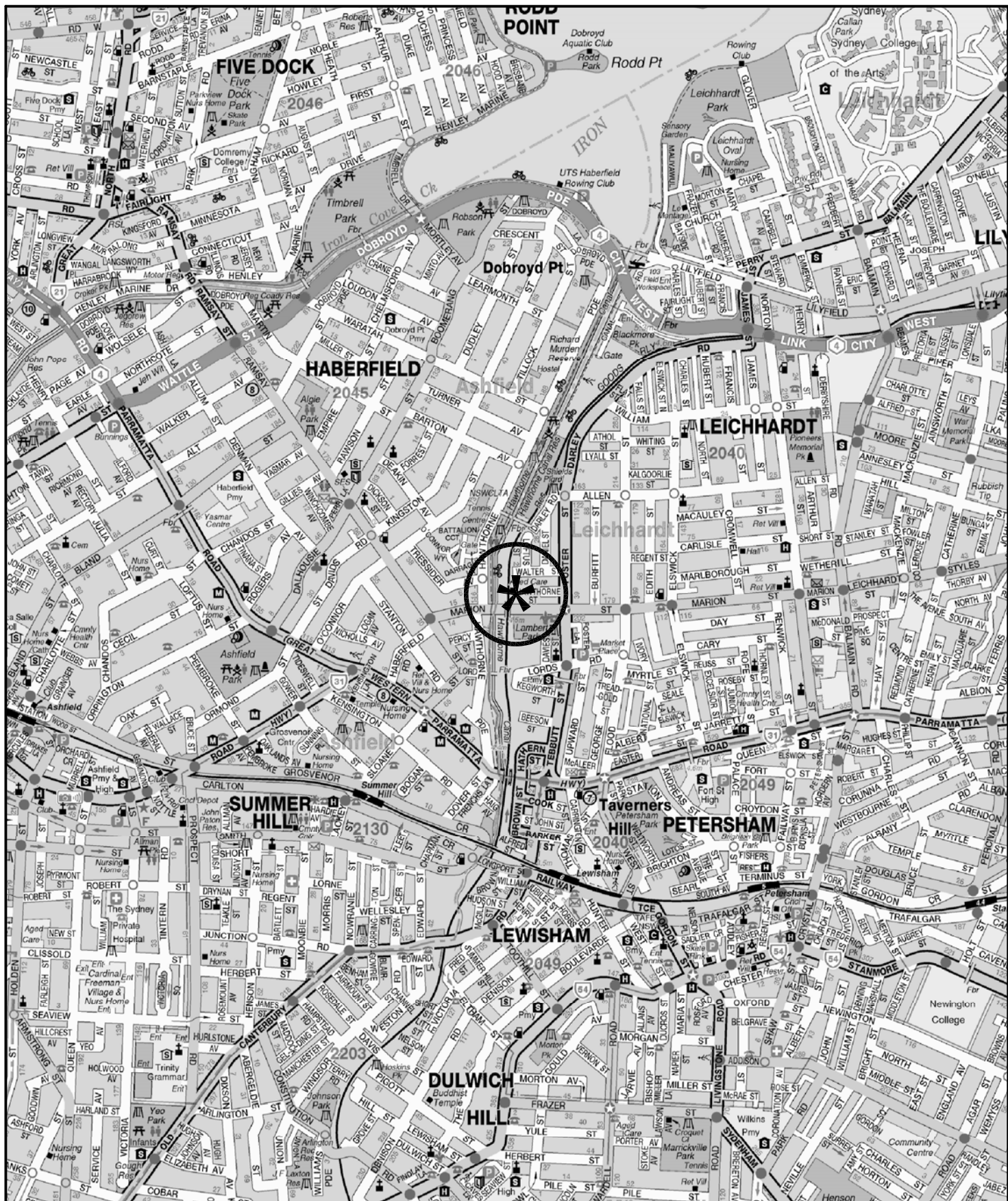
This report has been prepared to supplement a Stage 1 Planning Proposal for the rezoning of a site at 245 Marion Street, Leichhardt (Figure 1) to permit a mixed use development.

The urban consolidation process is providing much needed additional housing along with ancillary uses in locations with convenient access to public transport services as well as retail, dining/entertainment and sporting/recreation facilities. The “inner west” has been a focus for redevelopment of small outdated industrial sites for residential dwellings and this has been encouraged by the improved public transport services (eg. light rail and increased bus capacity) and the relatively short travel times to/from the city.

The subject site in Marion Street at Leichhardt adjoins a new light rail station and is in close proximity of the Leichhardt Marketown Shopping Centre as well as bus services which operate along Marion Street and Parramatta Road. The proposed rezoning of the site would provide for an envisaged development comprising:

- up to 200 residential apartments
- Child Care Centre
- convenience retail and community services

The purpose of this report is to provide an assessment of the potential transport, traffic, access and parking implications relevant to the Stage 1 Planning Proposal process.



LEGEND



LOCATION

FIG 1

2. SITE, CONTEXT AND EXISTING USE

The site (Figure 2) is Lot 1 in DP507525 occupying a generally rectangular shaped area of some 5,120m² with frontages to Marion Street and Walter Street.

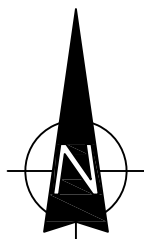
The surrounding uses comprise:

- * the new light rail line and station which adjoins to the west
- * an aged persons accommodation complex which adjoins to the east
- * the Lambert Park sports facility which is located on the southern side of Marion Street and the numerous nearby open space areas
- * the Leichhardt Marketplace Shopping Centre located just to the east
- * the mixed uses which extend along Marion Street
- * the surrounding residential areas

The existing longstanding use on the site is the AMR Mazda Dealership (sales, service and parts) which comprises a large building covering the greater part of the site. There is open car parking on the Marion Street frontage and vehicle access driveways on the Marion Street and Walter Street frontages.



LEGEND



SITE

FIG 2

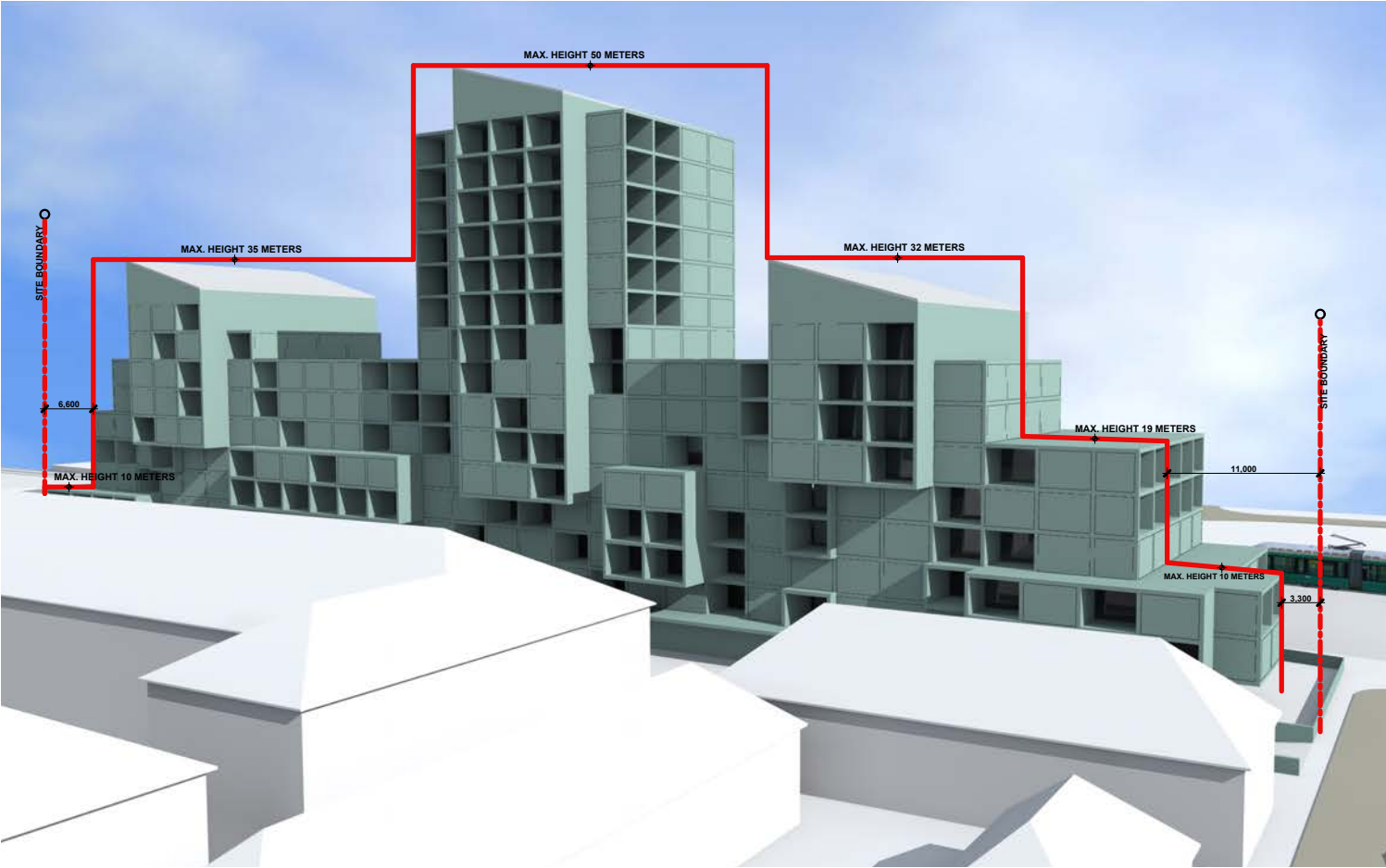
3. ENVISAGED DEVELOPMENT

Subject to the proposed rezoning the envisaged development would comprise a multi-level building complex incorporating:

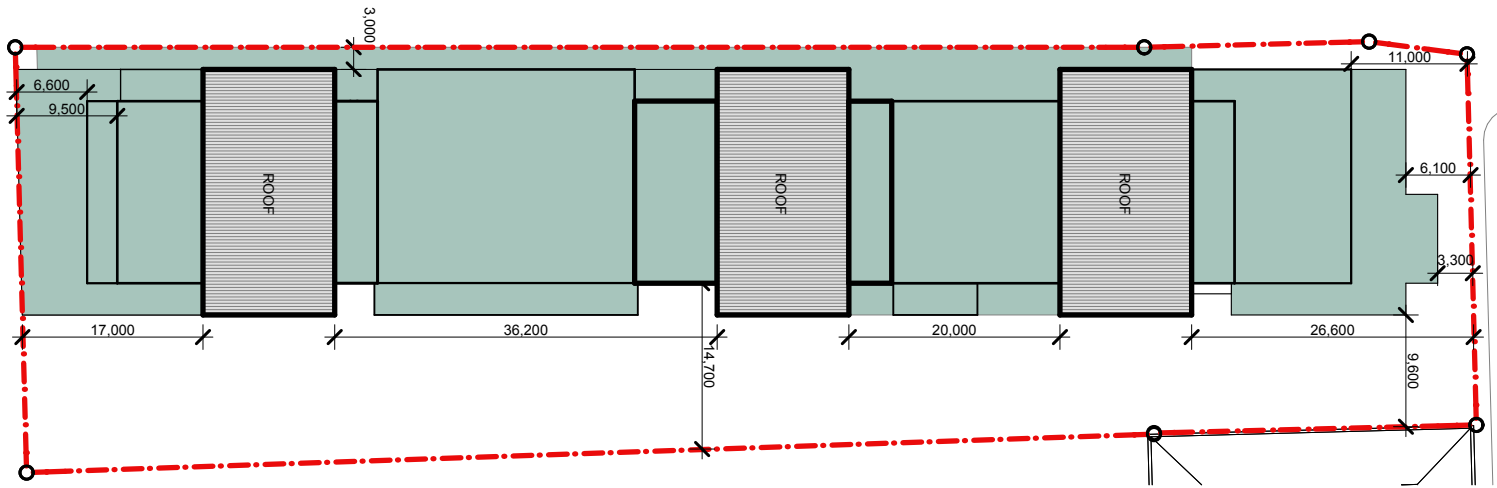
- * up to 200 residential apartments
- * a Child Care Centre (approximately 60 children)
- * convenience retail floorspace (some 1,500m²) and community services
- * basement parking space
- * potential set-down/pick-up spaces for light rail passengers

The principal vehicle access would be on Marion Street while a secondary vehicle access for the Child Care Centre would be provided on Walter Street.

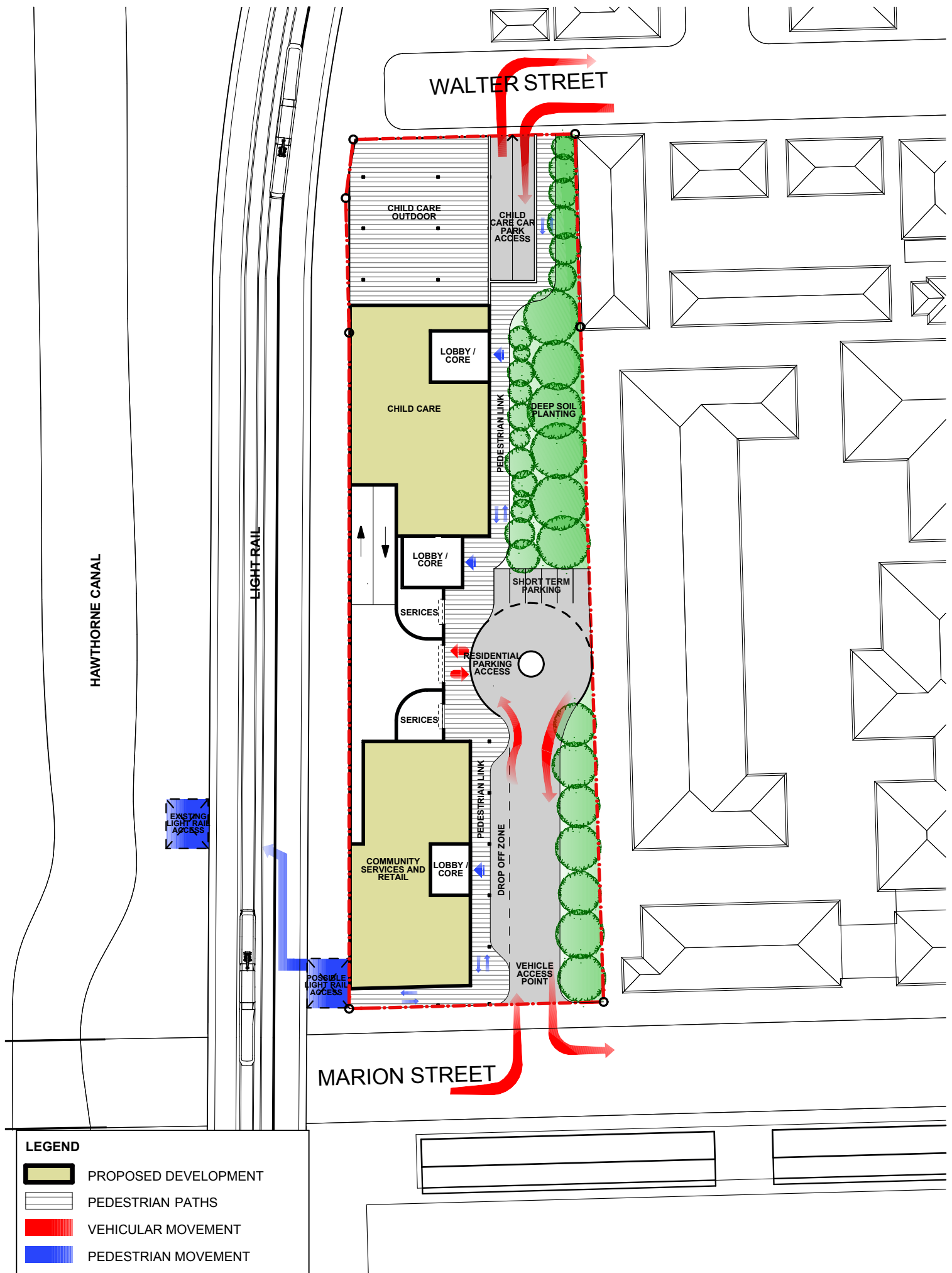
Conceptual details of the envisaged development subject to rezoning are provided on the plans prepared by Figgis + Jefferson Architects which are reproduced in part overleaf.



PROPOSED ENVELOPE



SET BACK AND SEPARATION PLAN



4. LAND USE AND TRANSPORT PLANNING

The location of the site and the envisaged development epitomizes the outcome sought and encouraged by numerous Government policies and strategies as follows:

Metropolitan Plan for Sydney 2036

This plan indicates that Sydney's population is growing faster than previously estimated with revised forecasts indicating Sydney's population will increase by 1.7 million in 2036 to 6 million. To accommodate this growth 770,000 additional residential dwellings will be required to be provided by 2036.

The Metropolitan Plan provides strategies that:

- * concentrate development where there is good access to services and facilities reducing dependence on cars
- * encourage people to live in centres or near the City to achieve a more productive use of infrastructure and to make public transport improvements more viable
- * locate 80% of new housing within walking distance of good public transport particularly where there is existing public transport capacity

Integrated Landuse and Transport Policy

The Integrated Landuse and Transport Policy is the State Government overall policy for integrating landuse and transport by focusing development on centres and corridors as the best way to influence people's choices in relation to where they choose to live, work and travel.

The aim of integrating landuse and transport is to ensure that urban development achieves the following planning objectives:

- * improving access to housing, jobs and services by walking, cycling and public transport
- * increasing the choice of available transport and reducing dependence on private vehicle
- * reducing travel demand including the number of trips generated by development and the distances travelled, particularly by private vehicle
- * supporting the efficient and viable operation of public transport services
- * providing for the efficient, movement of freight

State Plan 2021

The State Plan 2021 has transport strategies to:

- * reduce travel times
- * grow patronage on public transport by making it a more attractive choice
- * improve customer experience with transport services
- * improve road safety

The State Plan has a target to improve the efficiency of Sydney's road network during the peak periods, by easing transport congestion and reducing travel times by cars, buses or trucks.

The State Plan 2021 specifies a target to more than double the mode share of bicycle trips made in the Greater Sydney region, at a local and district level and increase the mode share of walking trips made in the Greater Sydney region, at a local and district level, to 25% by 2016.

5. ROAD NETWORK AND TRAFFIC CONDITIONS

5.1 ROAD NETWORK

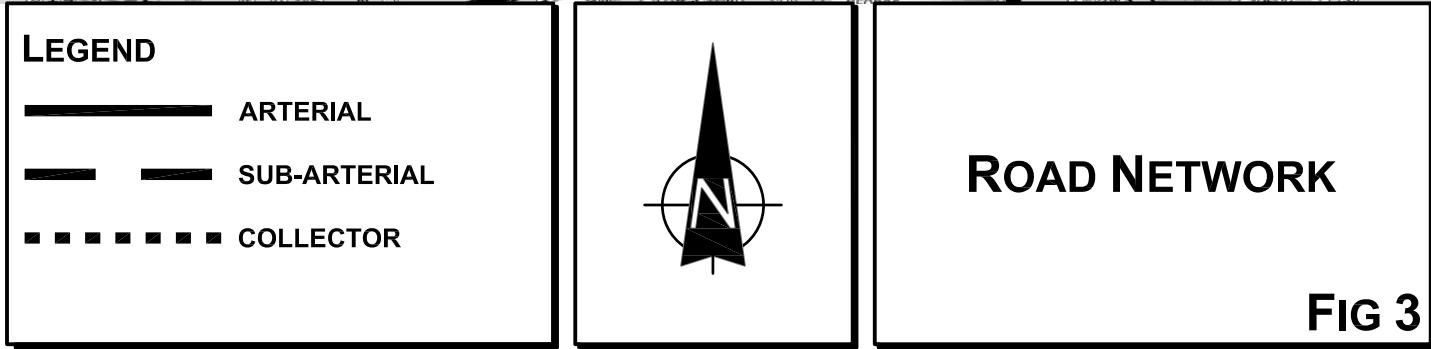
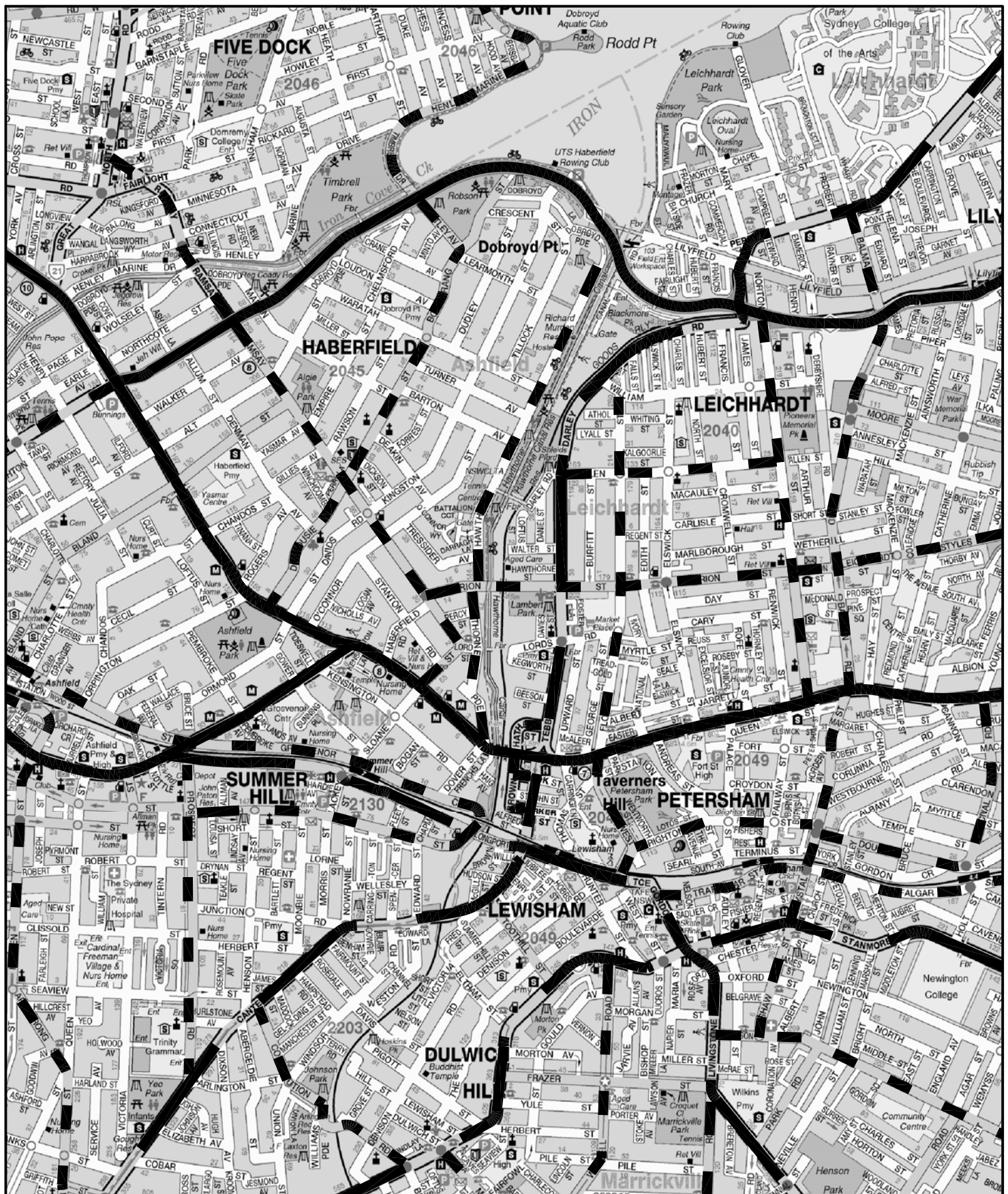
The road network serving the site (Figure 3) comprises:

- * *Parramatta Road (Great Western Highway)* – a State Road and arterial route connecting between the City and Parramatta (and beyond)
- * *City West Link Road* – a State Road and arterial route connecting between Anzac Bridge and Parramatta Road
- * *Tebbutt Street/Foster Street/Darley Street* – a State Road and collector route connecting between Parramatta Road and City West Link Road
- * *Marion Street* – a Regional Road and collector route which connects between Johnston Street and Ramsay Street
- * *Ramsay Street* – a Regional Road and Collector route which connects between Marion Street and Wattle Street
- * *Flood Street and Hawthorne Parade* – minor north-south collector routes
- * *Allen Street* – a minor east-west collector route

Marion Street in the vicinity of the site is relatively straight and level being some 13m wide while Walter Street is some 10m wide. The rail line passes over Marion Street immediately to the west of the site with a 4.5m height clearance.

5.2 TRAFFIC CONTROLS

The traffic controls which have been applied to the road system in the vicinity of the site (Figure 4) comprise:

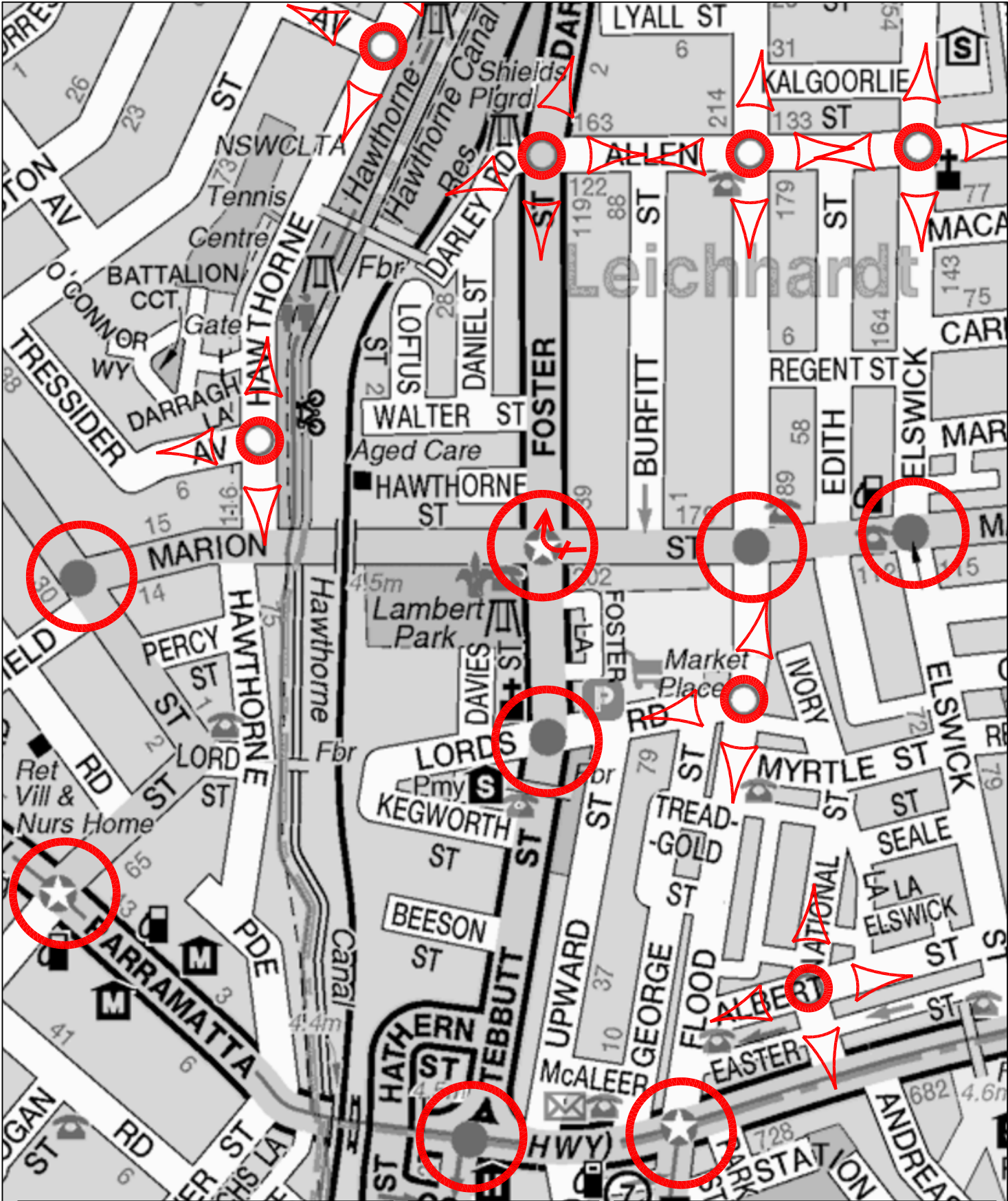


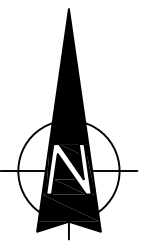
- * the pedestrian traffic signals on Marion Street immediately to the west of the site
- * the traffic signals at the Marion Street and Foster Street intersection with associated NO RIGHT TURN restriction
- * the traffic signals at other intersections along Marion Street including Ramsay Street, Flood Street and Elswick Street
- * the roundabout control at the Foster Street, Allen Street and Darley Street intersection
- * the peak period NO PARKING restrictions along Marion Street (east of Hawthorne Parade) being eastbound in the morning peak and westbound in the afternoon peak
- * the BUS ZONE and sections of NO STOPPING restrictions along Marion Street

5.3 TRAFFIC CONDITIONS

An indication of the traffic conditions on the road system in the area is provided by the results of traffic surveys at the Marion Street and Foster Street intersection and at the vehicle accesses for the subject site. The results of these surveys are provided in Appendix A and summarised in the following:

		AM	PM
Marion Street	Eastbound Thru	995	650
	Right	286	194
	Left	150	108
	Westbound Thru	442	720
	Left	50	72
Foster Street	Northbound Thru	480	640
	Right	80	92
	Left	140	150
	Southbound Thru	270	525
	Right	77	108
	Left	16	19



LEGEND  TRAFFIC SIGNAL CONTROL  ROUNDABOUT  RESTRICTED TURNING MOVEMENT		TRAFFIC CONTROLS FIG 4
---	---	--

		AM	PM
Marion Street Access			
Marion	Eastbound	1,434	1,057
	Left Turn	6	2
	Westbound	535	801
	Right Turn	8	5
Access	Right turn	2	3
	Left Turn	3	13
Walter Street Access			
	IN	9	13
	OUT	14	12
Total Access			
	IN	23	20
	OUT	19	28
	Total:	42	48

Traffic conditions along Marion Street in the morning and afternoon peak periods are generally satisfactory largely as a result of the:

- numerous traffic signal controls
- the gaps in traffic flows provided by the traffic signal operation
- the peak period NO PARKING restrictions

5.4 FUTURE CIRCUMSTANCES

The major impending future changes relate to the Westconnex road project and the Parramatta Road Urban Activation Precinct.

There is no available assessment data to indicate the potential future traffic implications of these projects on Marion Street, however the completion of Westconnex should relieve the traffic demands on Marion Street as it is largely used in the peak periods at present by east-west traffic which is avoiding the delays on City West Link Road and Parramatta Road.

6. PUBLIC TRANSPORT SERVICES

The existing public transport services located within convenient proximity to the site comprise:

LIGHT RAIL

The light rail system extends between Central Station and Dulwich Hill with services:

- between 6am – 11pm (midnight Fridays and Saturdays)
- every 10 minutes in peak periods and 15 minutes at “shoulder” peak times

Details of the service and the stops (including the “Marion” stop are provided in Appendix B).

BUSES

There are 6 bus routes which operate along Marion Street and connecting to the City either via Anzac Bridge or Parramatta Road. There are also a number of services which operate separately along Parramatta Road providing a frequent and comprehensive servicing.

Details of the bus routes and sections etc are provided on the diagrams in Appendix B.

7. WALKING AND CYCLING

Leichhardt Council has planned and implemented comprehensive networks for walking and cycling as indicated on the diagram overleaf. In the vicinity of the site these provisions include:

- * the on-road cycleways along Marion Street and Foster Street/Darley Street and Tebbutt Street linking to other on-road facilities including Allen Street and Balmain Road which connect to the regional network across Anzac Bridge
- * the off-road cycleways along the reserves either side of Hawthorn Canal connecting to the other off road facilities running along Iron Cove
- * the footpaths along Marion Street and shared paths along Hawthorn Canal for pedestrians
- * the traffic signal controlled pedestrian crossing facilities at numerous locations along Marion Street

It is apparent that the site has very convenient access to the walking and cycling networks in the area and their connections to the wider networks.

LEICHHARDT MUNICIPAL COUNCIL

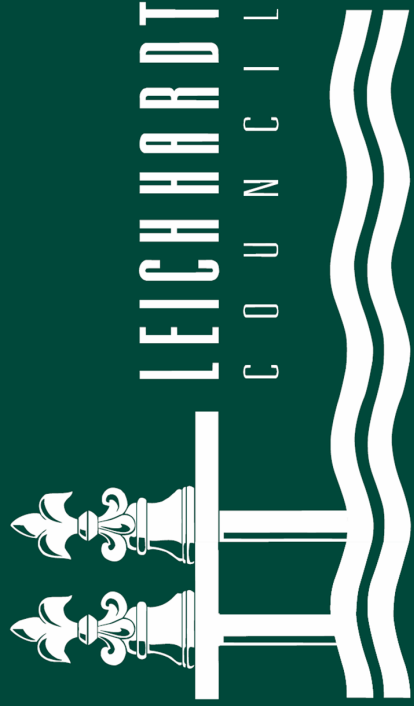
Bicycle Routes

The bicycle routes are not generally segregated and include shared paths (pedestrians and cyclists), off road and on road, mixed traffic and recreational routes.

Cyclists are encouraged to plan their routes before riding them and ride to the conditions.

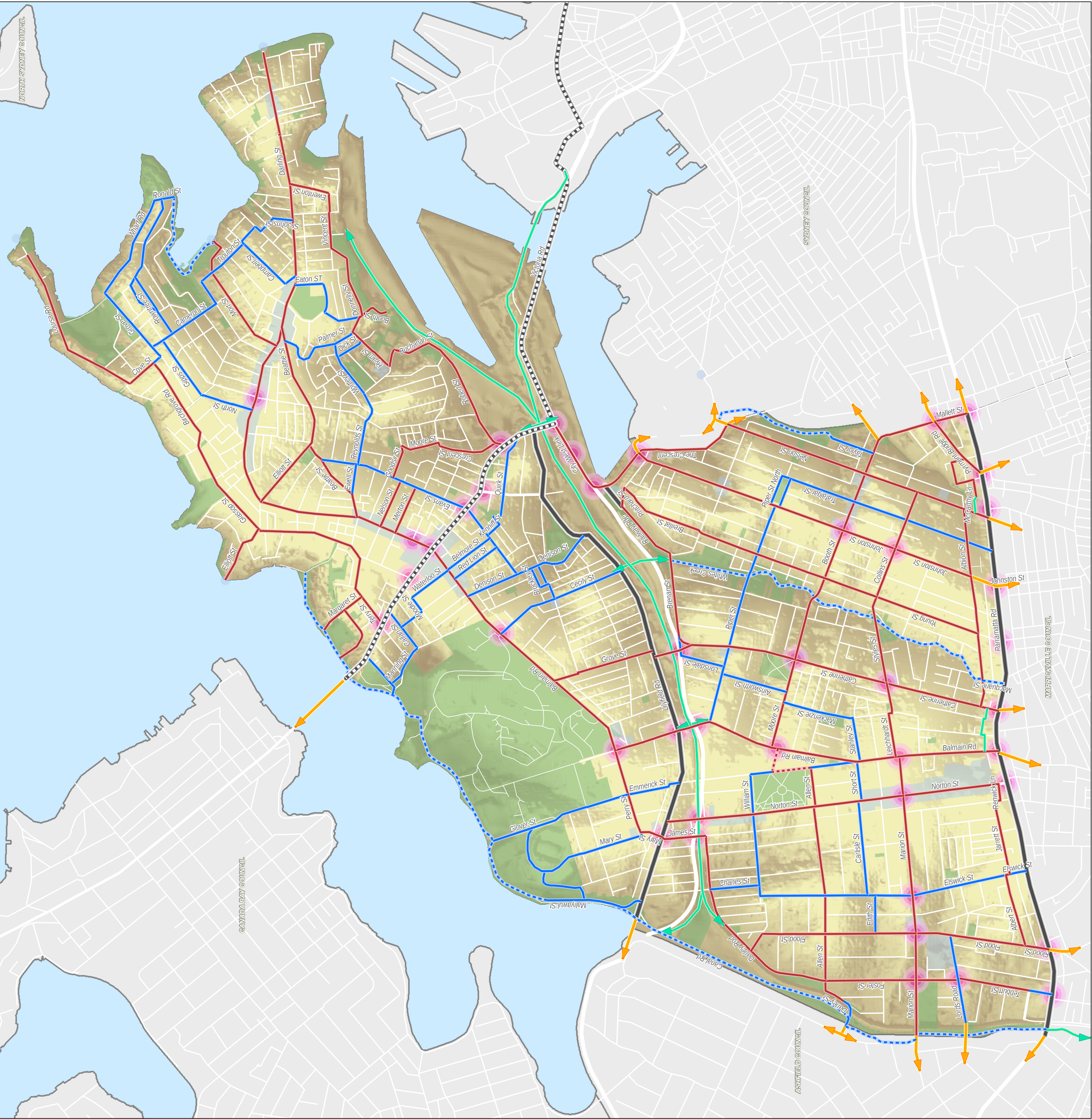
Legend

- 
- 
- 



COPYRIGHT DTM Land Information Centre & Leichhardt Municipal Council 1999. All rights reserved. No part of this map may be reproduced without written permission.

DISCLAIMER: This map has been compiled from various sources and the publisher and/or contributors accept no responsibility for any injury, loss or damage arising from its use or errors or omissions therein. While all care is taken to ensure a high degree of accuracy users are invited to notify any map discrepancies.



8. ACCESS AND TRAFFIC

8.1 ACCESS

The site has existing long established vehicle accesses on Marion Street and Walter Street and recent traffic surveys show that these are both relatively well utilised. Walter Street has largely residential frontage, however it is apparent that the existing site driveway provides good flexibility for access.

It would be unwise to restrict access for the envisaged development to Marion Street as long as traffic movements on Walter Street are no greater than that which have been occurring for many years. The vehicles which access on the Walter Street frontage also have the advantage of controlled movements through Daniel Street and the roundabout at the Foster Street, Darley Road and Allen Street intersection.

It is envisaged that the Child Care Centre (and potentially the community services) element will have segregated parking with access on Walter Street and these vehicle movements would largely only involve residents of the surrounding area with little or no movements at night or on weekends.

The envisaged access on Marion Street would be largely as it currently exists where there are good sight distances with regular gaps provided in the Marion Street traffic flows by the traffic signals to the east and west.

8.2 TRAFFIC

A recent RMS Technical Direction updates their Development Guidelines in relation to the traffic generation of “High Density Residential Apartments” located near public transport services.

The RMS criteria for peak traffic generation is as follows:

AM – 0.19 vtp / apartment

PM – 0.15 vtp / apartment

The RMS Development Guidelines in relation to “Child Care Centres” specifies a traffic generation rates (over 2 hours) of:

AM – 0.8 vtph / child

PM – 0.7 vtph / child

The RMS traffic generation criteria for “Retail” is for large shopping centres and is not relevant to small convenience retail floorspace. Leichhardt Council’s DCP in relation to parking provision for shops specifies a maximum of 1 space per 50m².

Thus if the envisaged floorspace is some 1,500m² there would be some 30 spaces and if 25% of spaces were staff there would be 21 customer spaces.

A typical ‘industry’ measure for turnover of customer spaces in convenience retail is AM 1 vtph per space and PM 2 vtph per space.

Typically staff arrive/depart before or after the on-street peak periods. Accordingly the assessed total traffic generation of the envisaged development is as follows:

AM		PM	
200 apts @ 0.19vtph	38 vtph	200 apts @ 0.19vtph	30 vtph
60 kids @ 0.4 vtph	24 vtph	60 kids @ 0.35 vtph	21 vtph
Retail	21vtph	Retail	42 vtph
Total:	83 vtph	Total:	93 vtph
Less Existing	42 vtph	Less Existing:	48 vtph
Additional	+ 41 vtph	Additional	+ 45 vtph

The Child Care Centre trips will be distributed on Walter Street (ie. 24 vtph in the morning and 21 vtph in the afternoon) being no more than that of the existing site generation on Walter Street. The access movements on Marion Street will be very largely distributed to/from the east particularly as this would also include movements to/from the north and south. In fact it would not matter if the Marion Street access were arranged so as to preclude the right turn egress movement (ie. providing separated ingress and egress driveways and a centre median island in Marion Street preventing the right turn egress).

It is assessed that with the envisaged vehicle access arrangements and the very minor additional traffic generated by the envisaged development there would not be any adverse traffic implications. A more detailed assessment of the potential traffic impact on the road network would be provided at future stages of the planning process.

9. PARKING

Leichhardt Council's DCP (Section C1.11) for parking in relation to the envisaged development specifies the following:

		Spaces	
Residential Apartments		Minimum	Maximum
Studio		Nil	0.5
One Bed		0.33	0.5
Two Bed		0.5	1.0
Three Bed +		1.0	1.2
Visitors		1 per 11	0.125
Child Care Centre	SD/PU	Loading/Visitor	Staff
	Min. 2	1	1 per 30 children
Shops		1 per 50m ²	

Application of the maximum criteria would indicate the following provision in relation to the proposed development.

Residential Apartment	
70 x Studio/One Bed	35 spaces
110 x Two Bed	110 spaces
20 x Three Bed	25 spaces
Visitors	25 spaces
Total:	195 spaces
Retail 1,500m²	30 spaces
Total:	225 spaces
Child Care Centre	
Set-down/Pick-up	5 spaces
Loading/Visitors	1 space
Staff	2 spaces
Total:	9 spaces

Accessible parking spaces would be provided to accord with the criteria specified in Council's DCP Section C1.11.2, and the Child Care Centre set-down/pick-up spaces will be provided in the basement adjacent to the pedestrian access point.

The maximum quantum of spaces allowed under Council's DCP can be accommodated in basement parking on the site given the width/depth and the large area of 5,210m².

If Council is concerned that this might be inadequate and there could be some on-street overflow then additional basement car parking could also be accommodated.

In accordance with Council's DCP motor bike parking spaces will equate to 5% of car parking spaces. Bicycle parking and associated facilities will be provided in accordance with the DCP Section C1.11.3.

A more detailed assessment of the parking provisions and ability to satisfactorily accommodate would be provided at future stages of the phasing process.

10. INTERNAL CIRCULATION AND SERVICING

INTERNAL CIRCULATION

The design of the internal ramps and parking area would comply with the requirements of AS2890.1 and 6.

SERVICING

A loading dock suitable for MRV access including refuse removal would be provided in the basement with access and manoeuvring etc designed to accord with AS2890.2 and Council's DCP requirements.

11. CONCLUSION

The Planning Proposal seeks the rezoning of the site at 145 Marion Street Leichhardt to permit a mixed use development comprising residential apartments, Child Care Centre and Convenience Retail/Community Services.

The location of the site epitomises the characteristics advocated in the Governments Integrated Landuse and Transport Planning Strategy being in very close proximity to a light rail station, frequent bus services and retail/entertainment as well as sporting and open space facilities.

This assessment has concluded that:

- * the potential traffic generation of the envisaged development will not have any unsatisfactory operational implication
- * the existing light rail and bus services can adequately accommodate the additional patronage demands
- * the existing pedestrian and bicycle networks will adequately accommodate the additional walking and cycling
- * quite adequate parking can be provided on the site in satisfaction of Council's DCP requirements

In particular the envisaged site development being located adjacent to the light rail station and bus services will be particularly conducive to a desirable high travel mode to public transport (and lower private vehicle use) supporting the investment and viability of public transport services.

APPENDIX A

TRAFFIC SURVEY RESULTS

To
Ross Nettle
at ***T.T.P.A***
your results for
AMR Mazda, Marion Street & Walter Street
supplied by

AUSSIE TRAFFIC DATA

a division of **P_{salm}**1388 Pty. Ltd.

ABN 41 154 409 882

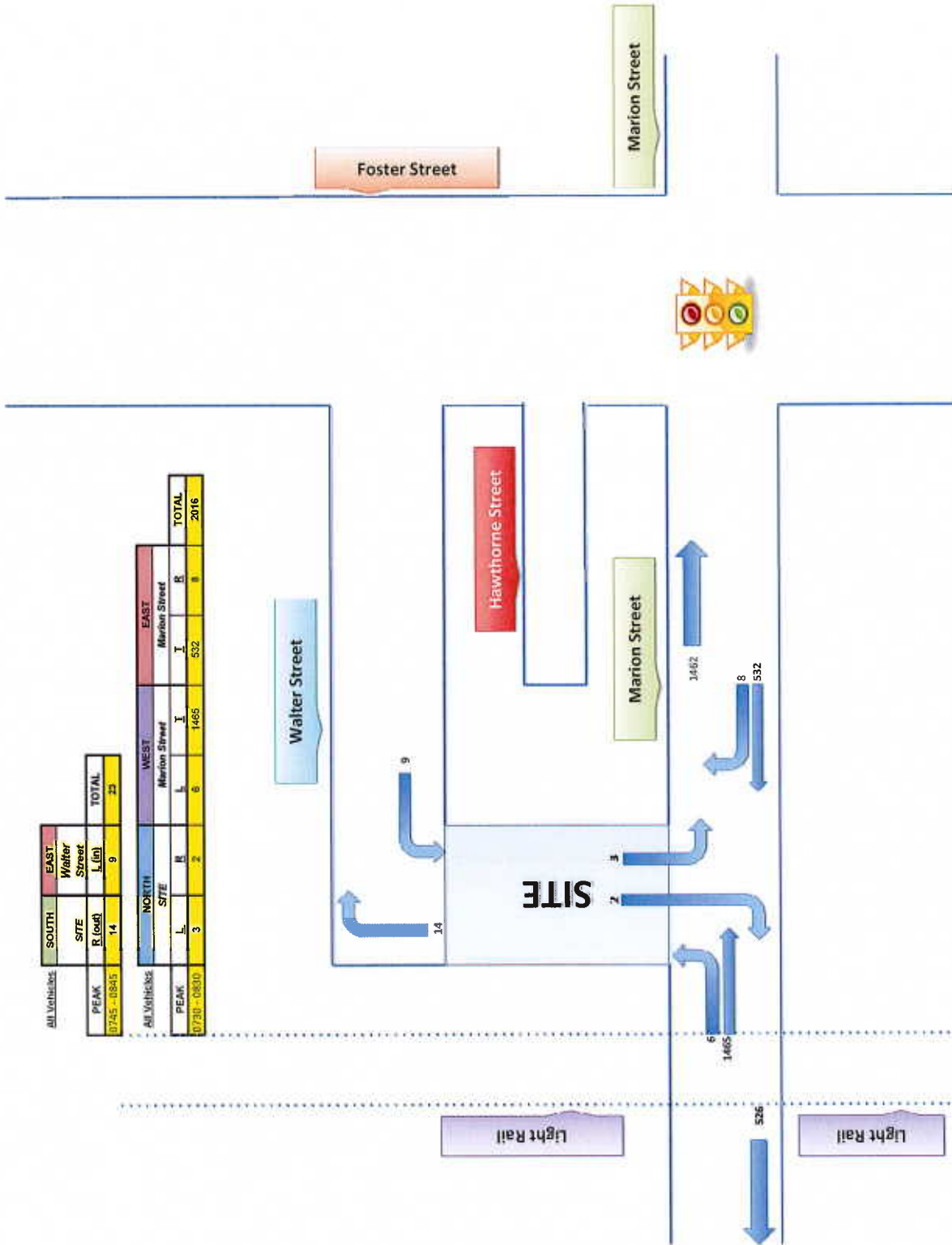
4/50 Clarence Street, Sydney, NSW 2000

T: 0430 160 889

E: nlyn006@gmail.com

Location Marion Street and Walter Street
Client T.T.P.A.
Job No/Name 14009
Day/Date Friday, 25th October 2014

All Vehicles	NORTH		WEST		EAST	
	SITE		Marion Street		Marion Street	
Time Per	L	R	L	I	I	R
0630 - 0645	0	0	1	151	53	1
0645 - 0700	2	1	3	175	63	2
0700 - 0715	2	2	1	258	90	4
0715 - 0730	1	3	2	278	100	3
0730 - 0745	1	2	3	358	117	4
0745 - 0800	1	0	1	351	129	1
0800 - 0815	0	0	1	367	133	1
0815 - 0830	1	0	1	389	153	2
0830 - 0845	0	0	1	335	138	3
0845 - 0900	0	0	0	320	146	0
0900 - 0915	0	1	1	349	148	1
0915 - 0930	1	0	0	368	121	2
Period End	8	9	15	3699	1391	24
						4155



All Vehicles

	SOUTH	EAST
	Walter Street	Walter Street
SITE	L (in)	L (in)
PEAK	14	9
0745 - 0845	23	

All Vehicles

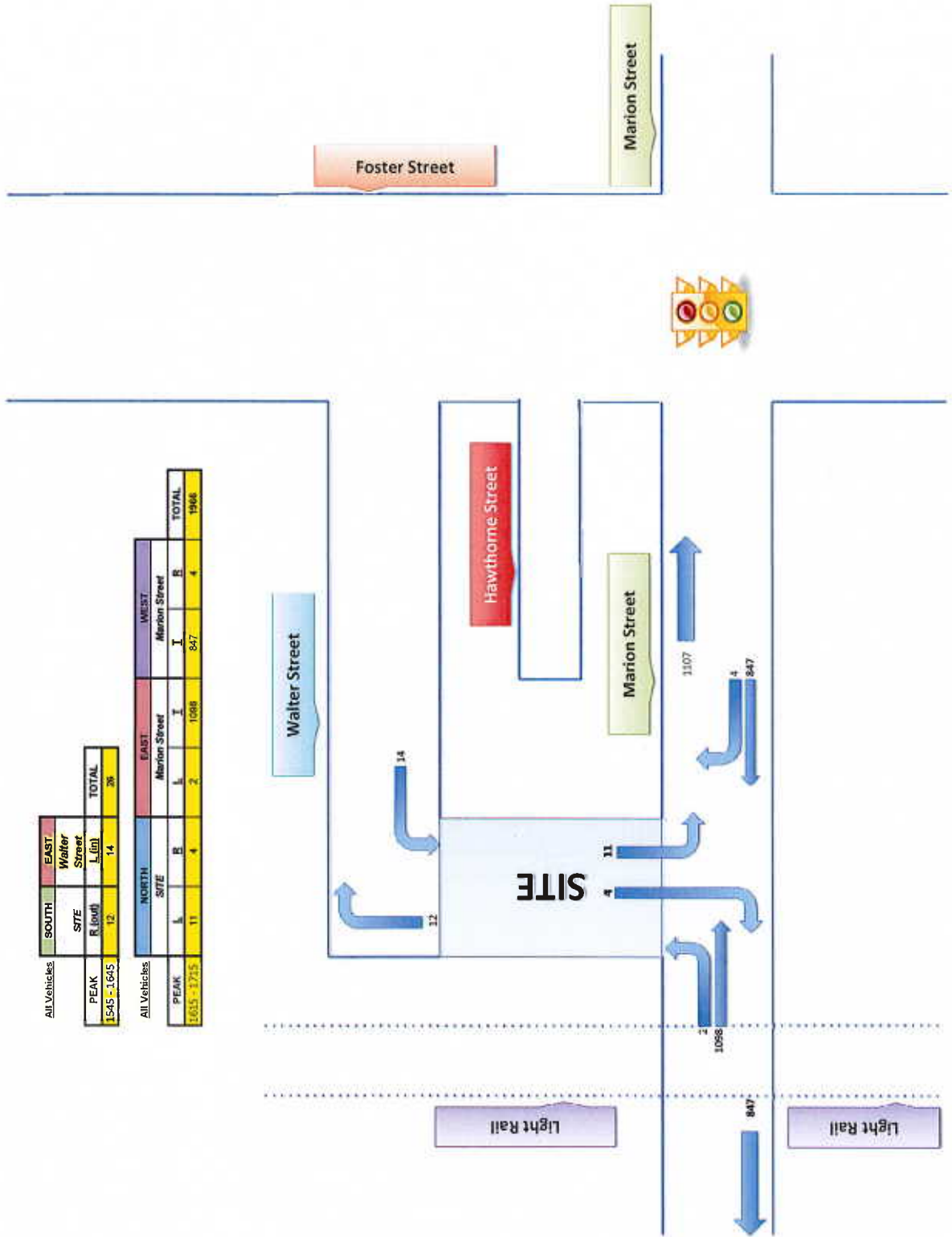
	NORTH	WEST	EAST
	Marion Street	Marion Street	Marion Street
SITE	L	I	R
PEAK	3	2	8
0730 - 0830	1465	532	2016

Light Rail

Light Rail

Location Marion Street and Walter Street
Client T.T.P.A.
Job No/Name 14009
Day/Date Friday, 25th October 2014

All Vehicles	NORTH			WEST			EAST			
	SITE			Marion Street			Marion Street			
Time Per	L	R		L	I		L	I	R	TOTAL
1500 - 1515	1	0	0	0	181		198		1	381
1515 - 1530	2	1	0	0	168		200		0	371
1530 - 1545	2	0	1	1	182		202		0	387
1545 - 1600	0	2	0	0	248		241		0	491
1600 - 1615	0	1	0	0	236		215		1	453
1615 - 1630	0	0	0	0	257		203		0	460
1630 - 1645	2	1	0	0	291		248		1	543
1645 - 1700	4	2	0	0	305		189		0	500
1700 - 1715	5	1	2	2	245		207		3	463
1715 - 1730	2	0	0	0	246		207		1	456
1730 - 1745	2	0	0	0	261		198		1	462
1745 - 1800	1	0	0	0	242		197		0	440
Period End	18	8	3	2862	2505	8	4505			



All Vehicles

	SOUTH	EAST
	Walter Street	Walter Street
PEAK	R (out)	L (in)
1545 - 1645	12	14
	TOTAL	26

All Vehicles

	NORTH	EAST	WEST
	SITE	Marion Street	Marion Street
PEAK	L	R	L
1645 - 1715	11	4	2
	TOTAL	1098	847
	1946		

Light Rail

Light Rail

APPENDIX B

PUBLIC TRANSPORT SERVICES

Bedford Crescent.

For fare information, see [light rail tickets \(/sites/en/tickets/ticket-types/light-rail.page\)](/sites/en/tickets/ticket-types/light-rail.page).

Light rail network map



[\(/resources/documents/maps/lightrail-map.pdf\)](/resources/documents/maps/lightrail-map.pdf)

[Light rail network map \(/resources/documents/maps/lightrail-map.pdf\)](/resources/documents/maps/lightrail-map.pdf)

Light rail frequency

- Services operate between Central and Dulwich Hill from 6am to 11pm Sunday to Thursday, and 6am to midnight on Fridays and Saturdays.
- Services operate every 10 minutes at peak times (7am to 10am and 3pm to 6pm). Services operate every 15 minutes at non-peak times (10am to 3pm and after 6pm).
- Services between The Star and Central operate 24 hours a day.

Wait for the next service to arrive at your stop, or use the [Trip planner](#)

[\(/http://tp.transportnsw.info/nsw/XSLT_TRIP_REQUEST2?language=en\)](http://tp.transportnsw.info/nsw/XSLT_TRIP_REQUEST2?language=en) for approximate times.

More information

[Light rail locations & frequency \(/sites/en/maps-and-timetables/light-rail.page\)](/sites/en/maps-and-timetables/light-rail.page)

[Safe travel on light rail \(/sites/en/travelling-with-us/using-public-transport/your-safety/light-rail.page\)](/sites/en/travelling-with-us/using-public-transport/your-safety/light-rail.page)

[Where to buy tickets \(/sites/en/tickets/where-to-buy.page\)](/sites/en/tickets/where-to-buy.page)

[Light rail terms & conditions \(/sites/en/tickets/conditions/terms-conditions.page#lightrail-terms\)](/sites/en/tickets/conditions/terms-conditions.page#lightrail-terms)

[Accessible light rail \(/sites/en/travelling-with-us/using-public-transport/access/light-rail.page\)](/sites/en/travelling-with-us/using-public-transport/access/light-rail.page)

[Tramlink tickets \(/sites/en/tickets/ticket-types/day-passes/tramlink.page\)](/sites/en/tickets/ticket-types/day-passes/tramlink.page)

Sydney Light Rail Network



It's easy to plan your trip



On the web
transportnsw.info



Questions and feedback

Phone 131 500

TTY 1800 637 500

Sydney Light Rail Network



The following Sydney Light Rail Network information includes an alphabetical list of stops, their map grid references, wheelchair access and connecting service details where applicable.

For more information phone 131 500, (TTY 1800 637 500).

A	Arlington	D2
C	Capitol Square	B8 
	Central	B8  
	Convention	B7
D	Dulwich Grove	D2 
	Dulwich Hill	D2  
E	Exhibition Centre	B7
F	Fish Market	A6 
G	Glebe	B6
H	Hawthorne	B2
J	John Street Square	A6 
	Jubilee Park	B5
L	Leichhardt North	B3
	Lewisham West	C2 
	Lilyfield	B4 
M	Marion	C2 
P	Paddy's Markets	B8
	Pymont Bay	A7 
R	Rozelle Bay	B4 
T	Taverners Hill	C2 
	The Star	A7 
W	Waratah Mills	C2 
	Wentworth Park	B6

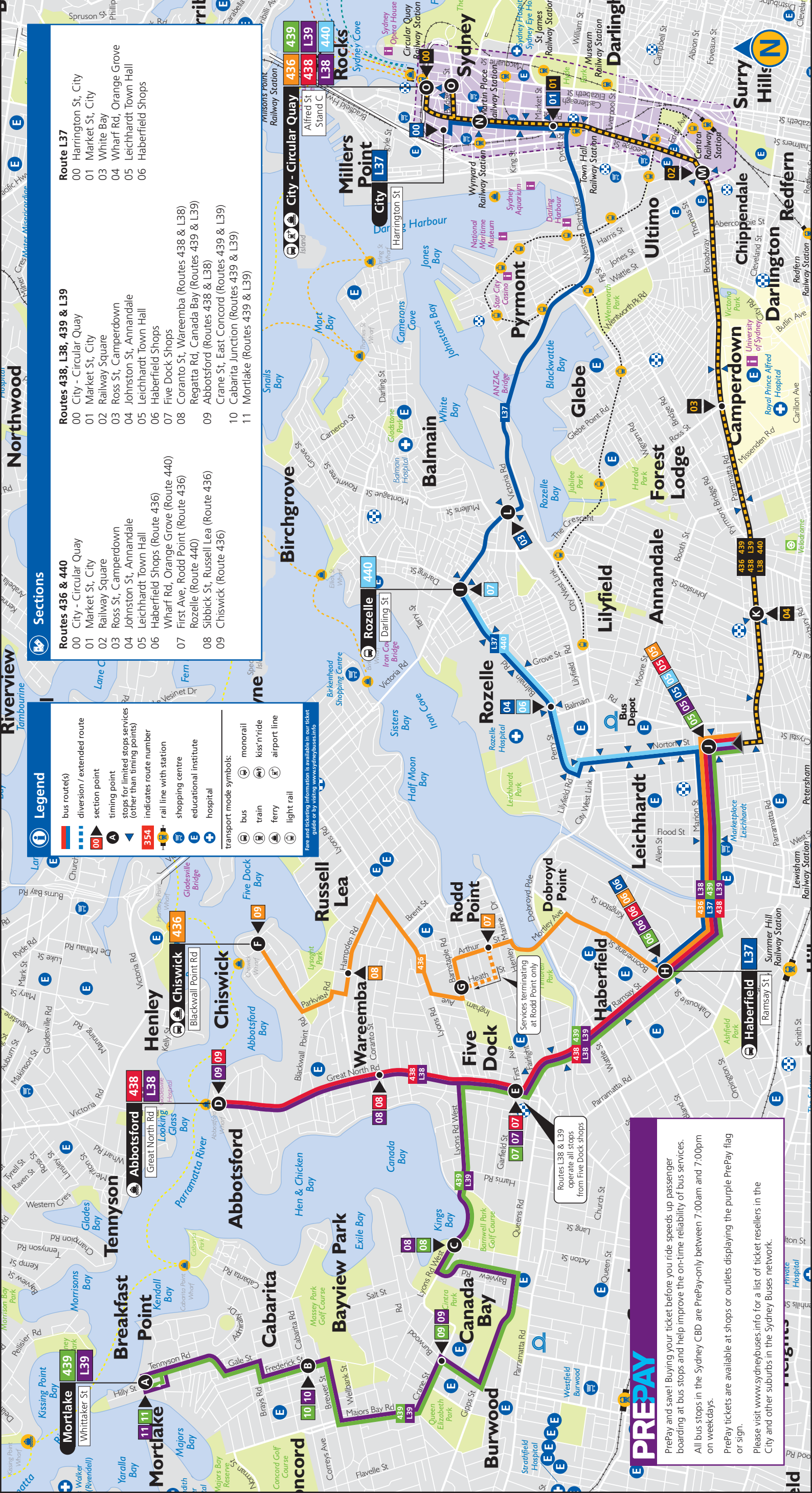
Key

 All stops and services have wheelchair access

 Sydney Trains connection

 Sydney Buses connection

 Sydney Ferries connection



Sections

- Routes 436 & 440**

 - 00 City - Circular Quay
 - 01 Market St, City
 - 02 Railway Square
 - 03 Ross St, Camperdown
 - 04 Johnston St, Annandale
 - 05 Leichhardt Town Hall
 - 06 Haberfield Shops (Route 436)
 - 07 Wharf Rd, Orange Grove (Route 440)
 - 08 First Ave, Rodd Point (Route 436)
 - 09 Sibbick St, Russell Lea (Route 436)
 - Chiswick (Route 436)
- Routes 438, L38, 439 & L39**

 - 00 City - Circular Quay
 - 01 Market St, City
 - 02 Railway Square
 - 03 Ross St, Camperdown
 - 04 Johnston St, Annandale
 - 05 Leichhardt Town Hall
 - 06 Haberfield Shops (Route 438)
 - 07 Five Dock Shops
 - 08 Coranto St, Waremba (Routes 438 & L38)
 - 09 Regatta Rd, Canada Bay (Routes 439 & L39)
 - 10 Cabarita Junction (Routes 439 & L39)
 - 11 Mortlake (Routes 439 & L39)

Legend

- bus route(s)
 - diversion / extended route
 - section point
 - timing point
 - stops for limited stops services (other than timing points)
 - indicates route number
 - rail line with station
 - shopping centre
 - educational institute
 - hospital
- transport mode symbols:
- bus
 - monorail
 - train
 - kiss'n'ride
 - ferry
 - airport line
 - light rail

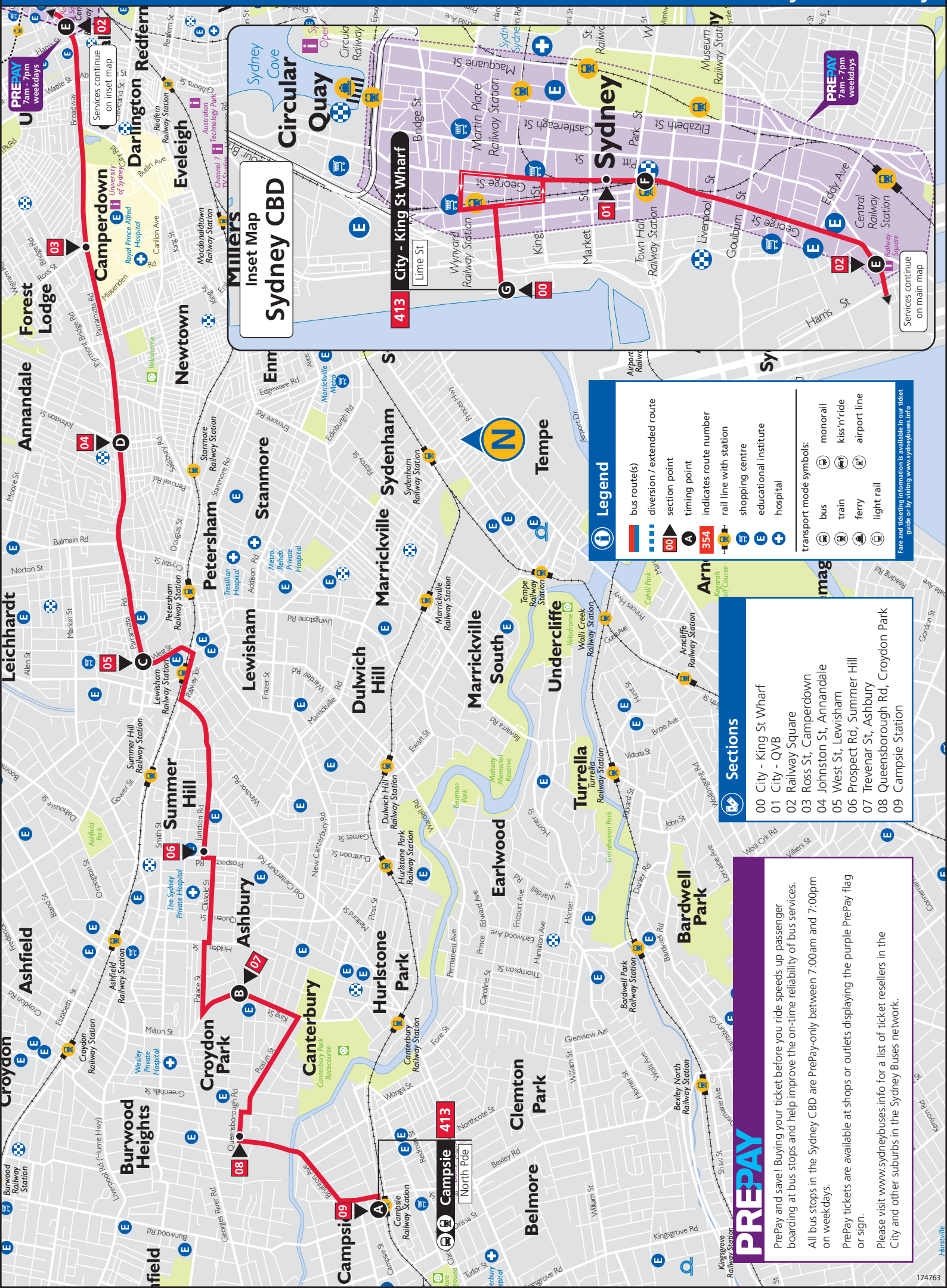
Fare and ticketing information is available in our ticket guide or by visiting www.sydneybuses.info



PrePay and save! Buying your ticket before you ride speeds up passenger boarding at bus stops and help improve the on-time reliability of bus services. All bus stops in the Sydney CBD are PrePay-only between 7:00am and 7:00pm on weekdays. Prepay tickets are available at shops or outlets displaying the purple PrePay flag or sign. Please visit www.sydneybuses.info for a list of ticket resellers in the City and other suburbs in the Sydney Buses network.

Routes L38 & L39 operate all stops from Five Dock shops

Services terminating at Rodd Point only



Legend

- bus route(s)
- diversion / extended route
- section point
- timing point
- indicates route number
- rail line with station
- shopping centre
- educational institute
- hospital

transport mode symbols:

- bus
- train
- ferry
- light rail
- monorail
- kiss'n'ride
- airport line

Fare and ticketing information is available in our ticket guide or by visiting www.sydneybuses.info

Sections

- 00 City - King St Wharf
- 01 City - QVB
- 02 Railway Square
- 03 Ross St, Camperdown
- 04 Johnston St, Annandale
- 05 West St, Petersham
- 06 Prospect Rd, Summer Hill
- 07 Trevenar St, Ashbury
- 08 Queensborough Rd, Croydon Park
- 09 Campsie Station

PREPAY

PrePay and save! Buying your ticket before you ride speeds up passenger boarding at bus stops and help improve the on-time reliability of bus services.

All bus stops in the Sydney CBD are PrePay-only between 7:00am and 7:00pm on weekdays.

PrePay tickets are available at shops or outlets displaying the purple PrePay flag or sign.

Please visit www.sydneybuses.info for a list of ticket resellers in the City and other suburbs in the Sydney Buses network.

