PROPOSED
MIXED USE DEVELOPMENT

134 – 144 PITT STREET, REDFERN

Assessment of Traffic and Parking Implications

October 2016
(Rev C)

Reference 16079

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1. INTRODUCTION

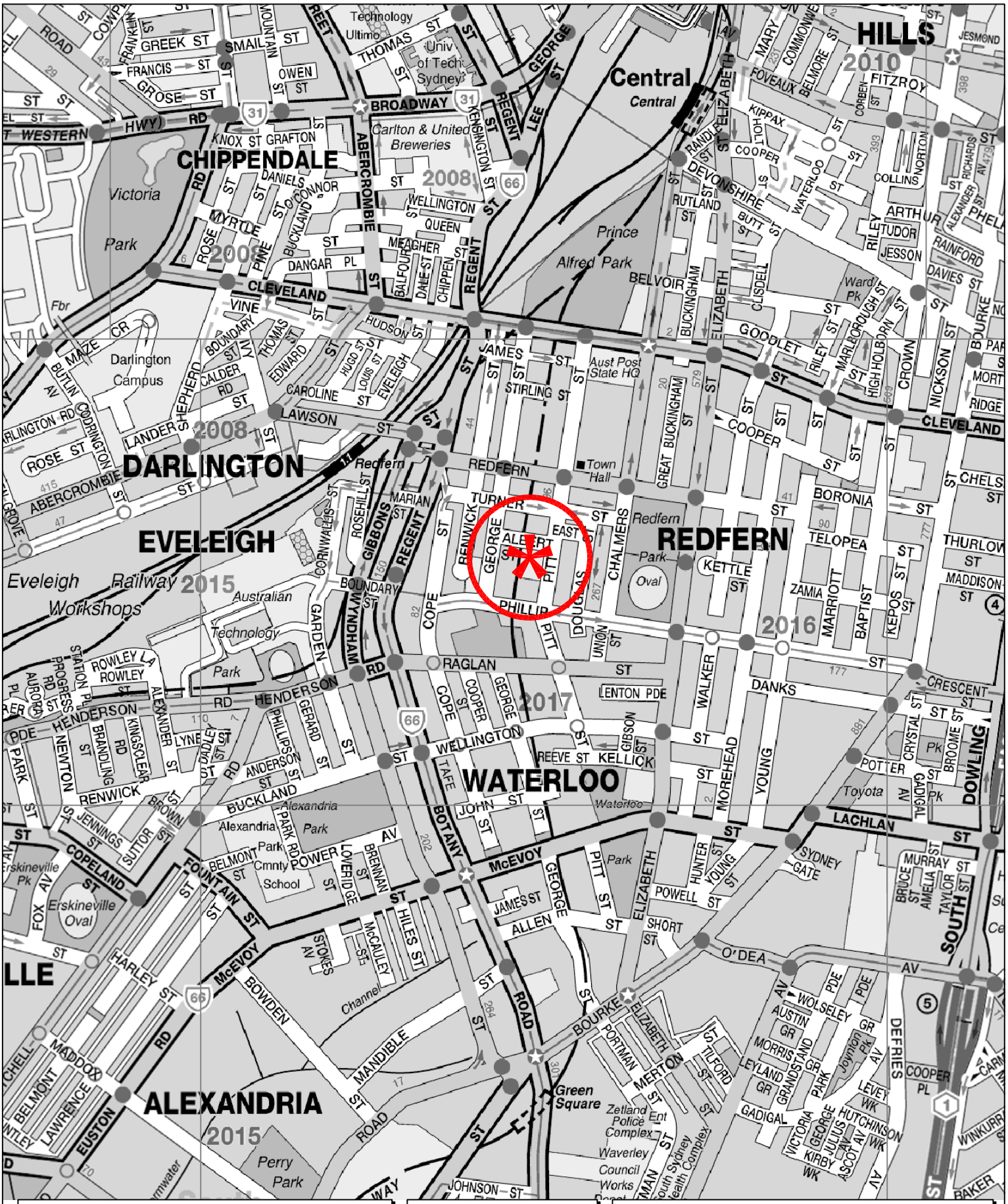
This report has been prepared for Kaymet Pty Ltd to accompany an application to the Department of Planning and Environment for a proposed mixed use development on the former Rachel Forster Hospital site at 134-144 Pitt Street in Redfern (Figure 1).

The hospital was closed in 2000 and apart from a Community Health facility, which operated from the building fronting Albert Street and the site has largely remained disused.

The large site occupies an area of some 6,923m^2 and the proposal will involve a group of 4 buildings accommodating a total of 218 apartments, with neighbourhood retail and café elements together with basement parking.

The purpose of this report is to:

* describe the site and the proposed development scheme
* describe the road network serving the site and the prevailing traffic conditions
* assess the adequacy of the proposed parking provision
* assess the potential traffic implications
* assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements



LEGEND

LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING USE

The site (Figure 2) has frontages to western side of Pitt Street and southern side of Albert Street whilst vehicular access is provided by 3 driveways located on the Pitt Street frontage and one on Albert Street.

The surrounding landuses comprise of a mix of contemporary medium/high density residential and older terrace style housing. Other notable landuses in the vicinity of the site include:

* the retail/commercial strip along Redfern Street (to the north) and Regent Street (to the west)
* the former Redfern Public School, which occupies a large parcel of land on the corner of George Street, Phillip Street and Cope Street
* the high rise Public Housing towers on the southern side of Phillip Street
* Redfern Railway Station which is located some 500 – 600 metres north-west of the site
* the South Sydney Rugby League Club and large Redfern Park a short distance to the east

LEGEND

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SITE

FIG 2

2.2 PROPOSED DEVELOPMENT

The development scheme involves the demolition of existing buildings and excavation of the greater part of the site to provide for basement parking and level building platforms. The proposed development comprises:

4 x Studio apartments
102 x one-bedroom apartments
92 x two-bedroom apartments
20 x three-bedroom apartments
Total: 218 apartments

Retail 411m^2
2 Cafés 217.2m^2

A total of 171 parking spaces will be provided in two basement levels with vehicular access on Pitt Street.

Details of the development scheme are provided on the plans prepared by Tony Owen Partners which accompany the Development Application and are reproduced in part in Appendix A.

3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

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

* *Cleveland Street* – a State Road and east/west arterial route linking with Anzac Parade in the east and City Road in the west

* *Regent Street / Botany Road* – a State Road and north/south arterial route which provides connection to/from the City

* *Elizabeth Street* – a Regional Road and north/south collector route which provides connection to and from the City

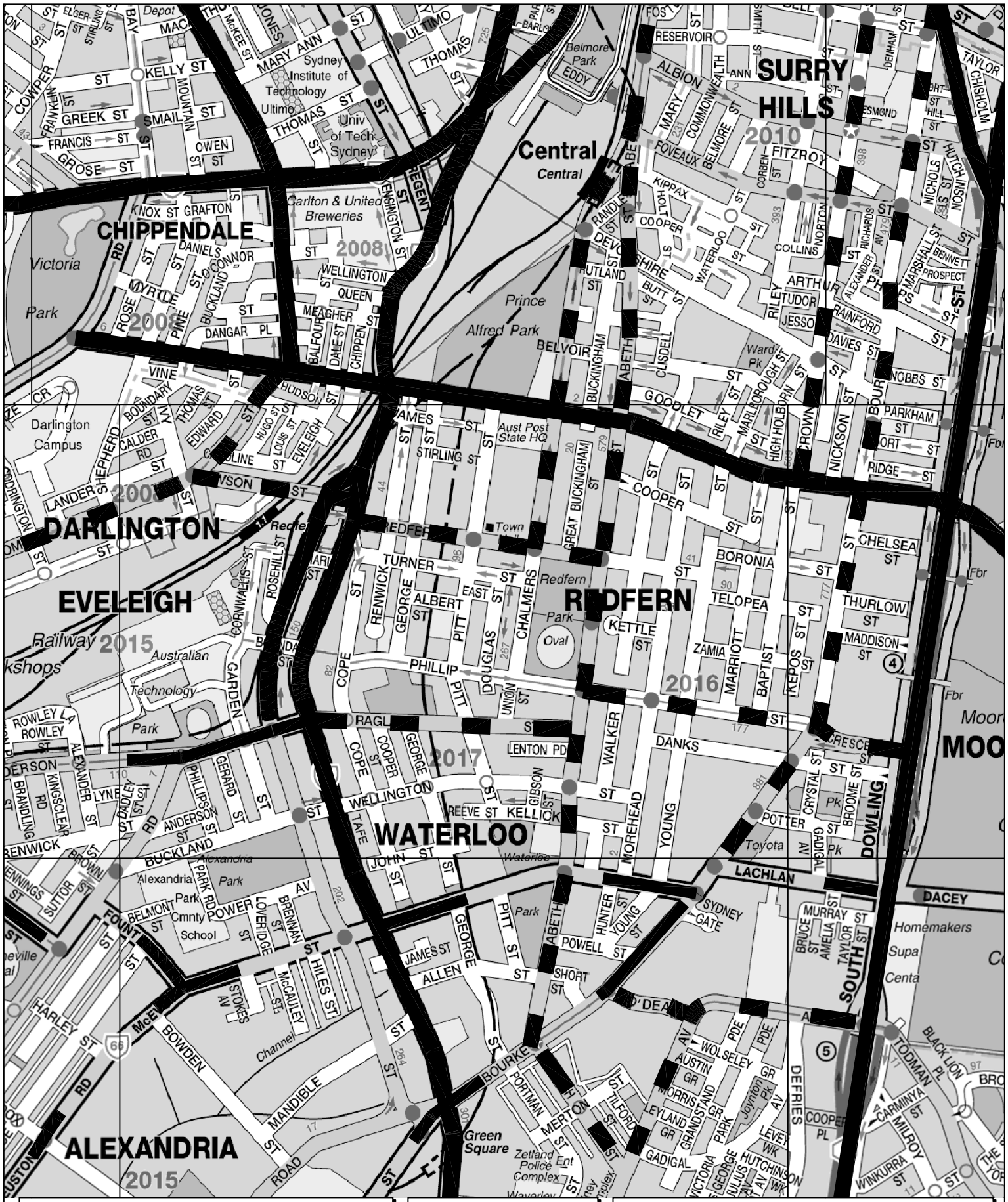
* *Chalmers Street* – Regional Road and one-way (northbound) collector route between Redfern Street and Eddy Avenue while to the south of Redfern Street it is a local access road

* *Redfern Street* – a Regional Road and collector route between Elizabeth Street and Regent Street

* *Pitt Street* – a local access road

* *Phillip Street* – a local access road

* Albert Street – a local access road


CHIPPENDALE
2008
DARLINGTON
2008
EVELEIGH
2015
REDFERN
2016
WATERLOO
2017
ALEXANDRIA
2015
SURRY HILLS
2010
Central
Central
Prince Alfred Park
Victoria Park
Darlington Campus
Sydney Institute of Technology Ultimo
Univ of Tech Sydney
Carlton & United Breweries
Aust Post State HQ
Belmore Park
Redfern Park Oval
Alexandria Park
Green Square
Zetland Police Complex
Australian Technology Park
Railway Workshops
Toyota
Sydney Gate
Homemakers
Supa Centa
Cmnty School
Channel
Waterloo
Redfern Town
Ward Pk
Joynton Pk
Pk
Depot
KELLY ST
GREEK ST
FRANCIS ST
GROSE ST
MARY ANN ST
THOMAS ST
ULTIMO
KNOX ST
GRAFTON
WELLINGTON ST
QUEEN
MEAGHER ST
DANGAR PL
VINE ST
HUDSON ST
JAMES ST
STIRLING ST
COOPER ST
GREAT BUCKINGHAM ST
BELVOIR
GOODLET
RILEY ST
MARLBOROUGH ST
HIGH HOLBORN ST
NICKSON ST
PARKHAM ST
RIDGE ST
CHELSEA ST
BORONIA ST
TELOPEA ST
THURLOW ST
MADDISON ST
TURNER ST
ALBERT ST
EAST ST
RENWICK ST
GEORGE ST
PITT ST
CHALMERS ST
KETTLE ST
ZAMIA ST
MARRIOTT ST
BAPTIST ST
KEPOS ST
PHILLIP ST
DOUGLAS ST
UNION ST
COPE ST
ROSEHILL ST
CORNWALLIS ST
GARDEN ST
ROWLEY LA
ROWLEY ST
ALEXANDER ST
LYNE ST
BRANDLING RD
KINGSCLEAR RD
PHILLIPSON ST
GERARD ST
LUDLEY ST
ANDERSON ST
WELLINGTON ST
REEVE ST
KELLICK ST
GIBSON ST
TAFE
JOHN ST
BUCKLAND ST
PARK RD
BELMONT ST
POWER AV
LOVERIDGE ST
BRENNAN ST
HILES ST
McCAULEY ST
STOKES AV
HARLEY ST
McEVOY ST
BOWDEN ST
MANDIBLE ST
ROAD
WALKER ST
MOREHEAD ST
YOUNG ST
LENTON PDE
DANKS ST
CRESCENT ST
CRYSTAL ST
BROOME ST
POTTER ST
GADIGAL AV
DOWLING ST
LACHLAN ST
DACEY
MURRAY ST
BRUCE ST
AMELIA ST
TAYLOR ST
SOUTH DEAN
TODMAN PL
BLACK LION PL
CARMINYA ST
MILROY ST
WINKURRA ST
COOPER PL
DEFRIES AV
WOLSELEY GR
AUSTIN GR
MORRIS GR
LEYLAND GR
GRANDSTAND PARK
GADIGAL
VICTORIA
GEORGE
JULIUS
HUTCHINSON
WK
LEVEY
PDE
ABETH
HUNTER ST
POWELL ST
SHORT ST
ALLEN ST
JAMES ST
PITT ST
GEORGE ST
BOURKE ST
PORTMAN ST
MERTON ST
ILFORD ST
FOVEAUX ST
ALBION ST
COMMONWEALTH ST
MARY ST
BELMORE
FITZROY
CORBEN ST
KIPPAX ST
HOLT ST
COOPER ST
WATERLOO ST
RANDLE ST
DEVONSHIRE ST
BUTLER ST
CLEVELAND ST
ELIZABETH ST
BUCKINGHAM ST
CISDELL ST
ARTHUR ST
TUDOR ST
JESSOP ST
RAINFORD ST
DAVIES ST
COLLINS ST
NORTON ST
ALEXANDER ST
RICHARDS AV
MARSHALL ST
BENNETT ST
PROSPECT ST
HUTCHINSON ST
NICHOLS ST
ESMOND ST
DENHAM ST
TAYLOR ST
CHISHOLM ST
RESERVOIR ST
SMITH ST
FOSTER ST
ELGER ST
STIRLING ST
BAY ST
MACARTHUR ST
McKEE ST
JONES ST
FRANKLIN ST
COWPER ST
MOUNTAIN ST
SMAIL ST
OWEN ST
REGENT ST
KENSINGTON ST
DALEY ST
CHIPPEN ST
BALFOUR ST
DALE ST
PINE ST
ROSE ST
MYRTLE ST
BUCKLAND ST
DANIELS ST
O'CONNOR ST
CALDER RD
SHEPHERD ST
LANDER ST
EDWARD ST
THOMAS ST
BOUNDARY ST
CAROLINE ST
LOUIS ST
HUGO ST
EVELEIGH ST
REDFERN ST
CHARLOTTE ST
LEGEND
ARTERIAL
SUB-ARTERIAL
COLLECTOR
N
ROAD NETWORK
FIG 3

3.2 TRAFFIC CONTROLS

The traffic controls which have been introduced to the road network both within and in the immediate vicinity of the Study Area are detailed in Figure 4 overleaf and comprise:

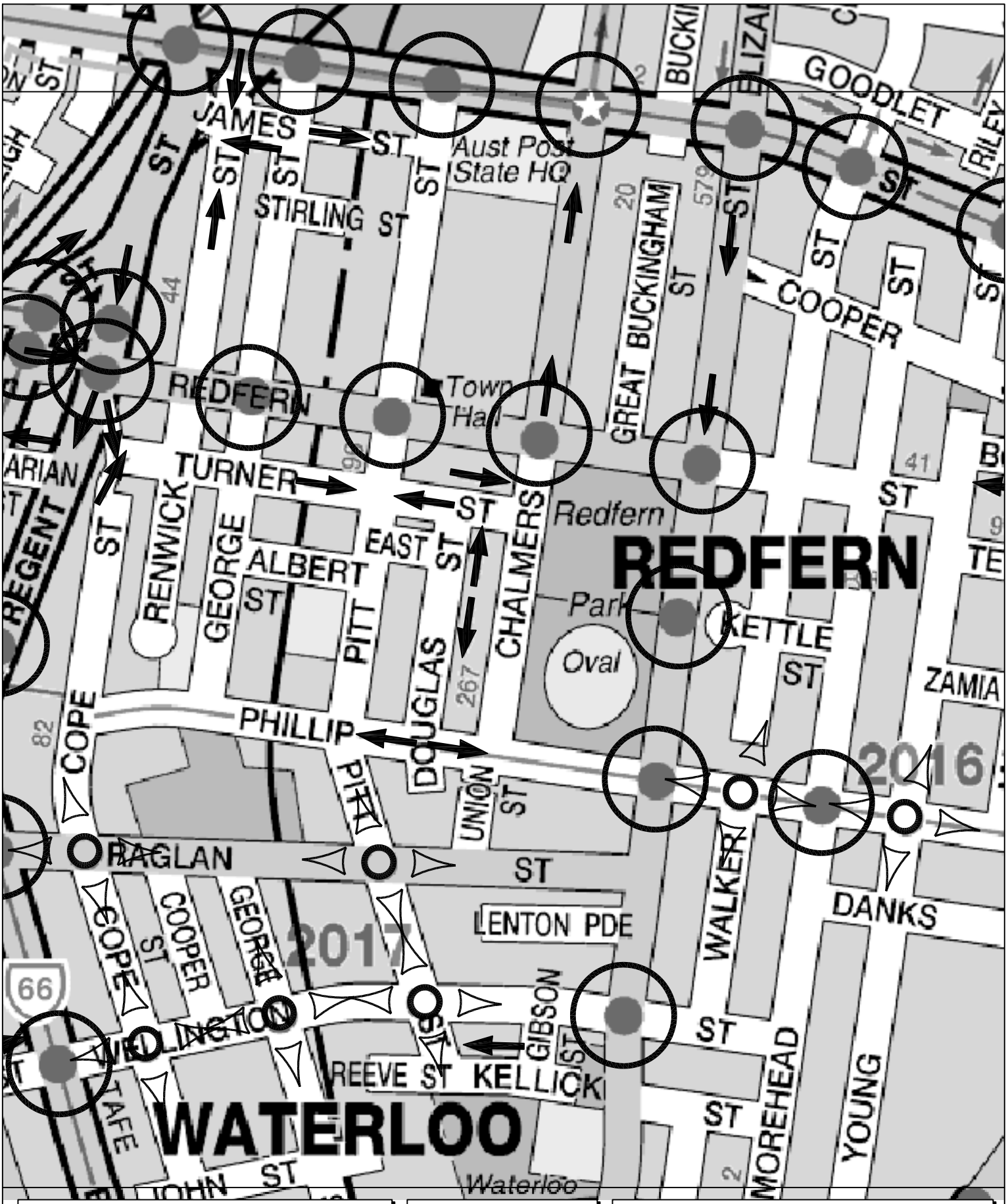
* the traffic signal control at the intersections of:
  - Redfern Street and Regent Street
  - Regent Street and Lawson Street
  - Redfern Street and George Street
  - Redfern Street and Pitt Street

* the ONE WAY traffic restrictions in:
  - Chalmers Street north of Redfern Street (northbound)
  - Phillip Street (westbound) between Chalmers Street and Pitt Street
  - Wells Street (eastbound) between Regent Street and Pitt Street
  - Wells Street (westbound) between Pitt Street and Chalmers Street
  - Turner Street (eastbound) between Cope Street and Pitt Street
  - Turner Street (westbound) between Douglas Street and Pitt Street

* the roundabouts at the intersections of Raglan Street and Cope Street and Raglan Street and Pitt Street

* the GIVE WAY and STOP sign control in:
  - Renwick Street at Redfern and Turner Streets
  - Turner Street at George and Pitt Streets
  - Wells Street at Pitt Street
  - Renwick Street at Redfern and Turner Streets
  - Turner Street at George and Pitt Streets
  - Phillip Street at Pitt Street

* the marked foot crossings in:
  - George Street north of Phillip Street
  - Phillip Street east of George Street
  - Pitt Street north of Phillip Street



LEGEND

- TRAFFIC SIGNAL CONTROL
- ROUNDABOUT
- RESTRICTED TURNING MOVEMENT

N

TRAFFIC CONTROLS

FIG 4

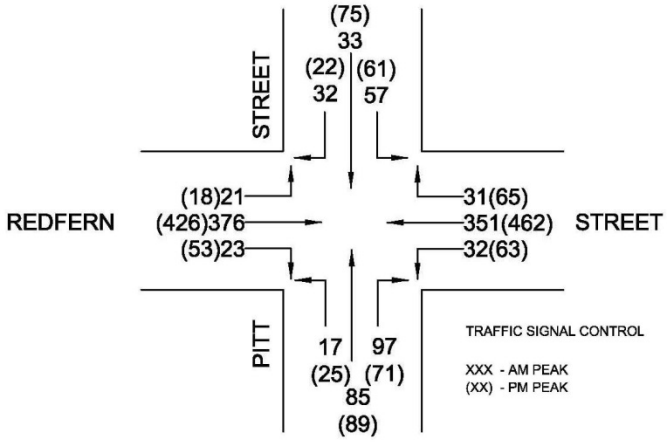
3.3 TRAFFIC CONDITIONS

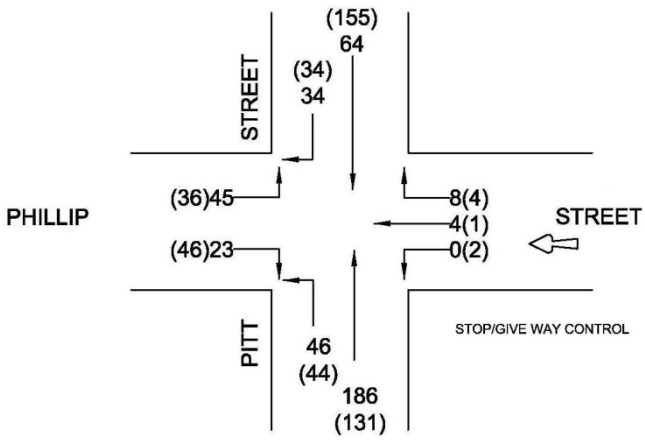
An indication of the prevailing traffic conditions on the road network in the vicinity of the site is provided by traffic volume data published by the Roads and Maritime Services and traffic surveys undertaken as part of this study.

The Roads and Maritime Services data is expressed in the form of Average Annual Daily Traffic (AADT) and relevant to the site are the following:

Location	AADT
Botany Road, south of Raglan Street	25,331
Regent Street, South of Cleveland Street	48,856

Traffic surveys have been undertaken at the intersections of Pitt Street/Redfern Street and Pitt Street/Phillip Street during the AM and PM peak periods, and the results are summarised in the following diagrams:





An assessment of the operational performance of the Pitt Street and Redfern Street intersection was modelled using the computer software model SIDRA. The result of this assessment is summarised in the table overleaf whilst the criteria for interpreting the results is shown overleaf.

Criteria for Interpreting Results of SIDRA Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good	Good
'B'	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
'C'	Satisfactory	Satisfactory but accident study required
'D'	Operating near capacity	Near capacity and Accident Study required
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode
'F'	Unsatisfactory and requires additional capacity	Unsatisfactory and requires other control mode

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below, which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabouts	Give Way and Stop Signs
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals**[1] both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

[1] *the values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs*

Location	AM			PM		
	LOS	DS	AVD	LOS	DS	AVD
Pitt Street at Redfern Street	B	0.55	11.5	B	0.77	13.0

The analysis indicates that this intersection is operating with a good level of service and with negligible congestion or delay apparent on any vehicle approach.

3.4 TRANSPORT SERVICES

The development site is highly accessible to both road and rail based public transport services being less than 400 metres from high frequency bus services on nearby Redfern Street and Regent Street and approximately 500-600 metres from Redfern Railway Station.

Details of the bus routes which operate in the vicinity of the site are outlined in the table below.

Route №	Service Frequency	Route Description
305	Mon-Fri (Peak Hour Services)	Railway Square to Mascot via Redfern, Alexandria and Beaconsfield
308	Daily Daytime Services	Marrickville to City via St Peters, Alexandria and Redfern
309	Daily Full Time Service	Port Botany to City via Broadmeadow, Botany, Mascot and Redfern
310	Daily Full Time Service	Eastgardens to City via East Botany, Mascot and Redfern
355	Daily Daytime Service	Marrickville to Bondi Junction via Enmore, Newtown, Waterloo, Redfern, Surry Hills and Moore Park.

An extract from the overall route map is presented below, while the route maps for each service are presented in Appendix B.

Nearby Redfern Station provides access to 10 of the 11 lines on the City Rail network as well as convenient connection to Central Station and the extensive network of inter urban and country link services which operate to/from this station.

Due to the site's high level of accessibility to public transport, residents and visitors are expected to make good use of the services provided particularly for journey to work purposes.

4. PARKING

The appropriate level of carparking to be provided for the development is indicated by Council's LEP and DCP documents which specify a maximum provision as follows:

Residential Apartments	
Studio	0.2 space
One-bedroom	0.4 space
Two-bedroom	0.8 space
Three-bedroom	1.1 spaces
Visitors	<30 – 0.167 space, 30-70 – 0.1 >70 – 0.05
Retail / Café	1 space per 60m^2 GFA
Car Share	1 space per 60 spaces
Service	
Residential	1 space per 50 apartments and 0.5 space per every 50 apartments after
Retail	1 space per 350m^2

Application of these rates to the proposed development scheme indicates the following:

Residential Apartments	
4 x studio	0.8 space
102 x one-bedroom	40.8 spaces
92 x two-bedroom	73.6 spaces
20 x three-bedroom	22 spaces
Total:	**137 spaces**
Visitors (218)	16 spaces
Retail 628.2m^2	10.4 spaces (10)
Total:	**163 spaces**
Car Share	3 spaces
Service	5 spaces
Grand Total:	**171 spaces**

It is proposed to provide a total of 171 parking spaces including 36 'accessible' spaces in the development reflecting the Council criteria.

The DCP also specified a requirement for bicycle and motorcycle parking of:

Bicycles

Residential Apartments

1 space per apartment for residents

1 space per 10 apartments for visitors

Retail/Café

Staff - 1 per 250m^2

Customers - 2 plus 1 per 100m^2>100m^2

Motorcycles

1 space per 12 car spaces

Accordingly, provision will be made to accommodate 250 bicycles (218 resident, 22 res. visitors and 10 for retail) and 14 motorcycle spaces.

5. TRAFFIC

The traffic generation associated with the proposed development has been determined with reference to the Roads and Maritime Services Technical Direction TDT 2013-4b.

For residential developments with access to rail and bus services document specifies the following peak hour generation rate per dwelling:

AM	PM
0.19 vtph	0.15 vtph

Application of this rate to a development of 218 apartments indicates a peak period traffic generation of some 42 and 33 vtph respectively. The 10 retail/café spaces will essentially be utilised by tenants arriving in the morning and departing in the evening with overall traffic distribution being as follows:

	AM		PM	
	IN	**OUT**	**IN**	**OUT**
Residents	10	32	26	7
Retail / Café	4	-	-	4
Total	**14**	**32**	**26**	**11**

This level of activity is not only unlikely to result in any adverse capacity or environmental impacts on the surrounding road network and will also be less than that which would have been generated when the site was occupied by the former hospital.

In order to access the likely traffic activity associated with the former Hospital, reference is made to the RMS Guidelines, which contain the following formulae for calculating the traffic associated with Hospital, based on bed and staffing numbers:

Peak (PVT) = -14.69 + (0.69 x beds) + (0.31 x peak staff)
Morning (MVT) = -10.21 + (0.47 x beds) + (0.06 x peak staff)
Evening (EVT) = -2.84 + (0.25 x beds) + (0.40 x peak staff)

It is understood that the Rachel Forster Hospital operated as an 89 bed specialist hospital for arthritic and orthopaedic patients with some 178 staff (maximum day shift).

On this basis the assessed traffic generation was as follows:

Peak (PVT)	=	-14.69	+ (0.69 x 89 beds) + (0.31 x 178 staff)	=	102 vtph
Morning (MVT)	=	-10.21	+ (0.47 x 89 beds) + (0.06 x 178 staff)	=	42 vtph
Evening (EVT)	=	-2.84	+ (0.25 x 89 beds) + (0.40 x 178 staff)	=	91 vtph

It is apparent that the proposed residential development will generate vehicle movements which are significantly less than that of the former hospital use during the evening commuter peak and peak arrival/departure period, but similar to the morning peak generation.

6. ACCESS, INTERNAL CIRCULATION AND SERVICING

ACCESS

Vehicle access for the basement car park will be provided by a 6.0m wide combined ingress/egress driveway located on Pitt Street at the southern site boundary. This driveway will accord with the design requirements of AS2890.1 and there will be good sight distances available at this location.

INTERNAL CIRCULATION

The design of the carpark will provide generous aisles and maneuvering areas with flexible two way circulation arrangements. The ramps, aisles, bays, head room etc will comply with the requirements of AS2890.1 and 6.

SERVICING

Refuse will be collected from the Building A Storage room on Pitt Street by Council's Collection vehicle as indicated in the Waste Consultant report and as shown on the plan in Appendix A. There will be 5 service vehicle spaces provided in the basement which can be used by delivery vans and small furniture vans, while service personnel will also be able to use the visitor spaces. Occasional larger service vehicles (e.g. furniture movements) will be reliant on the available kerbside parking in the area.

7. CONCLUSION

The traffic and parking assessment undertaken for the proposed mixed use development on the site of the former Rachel Faster Hospital at 134-144 Pitt Street has concluded that:

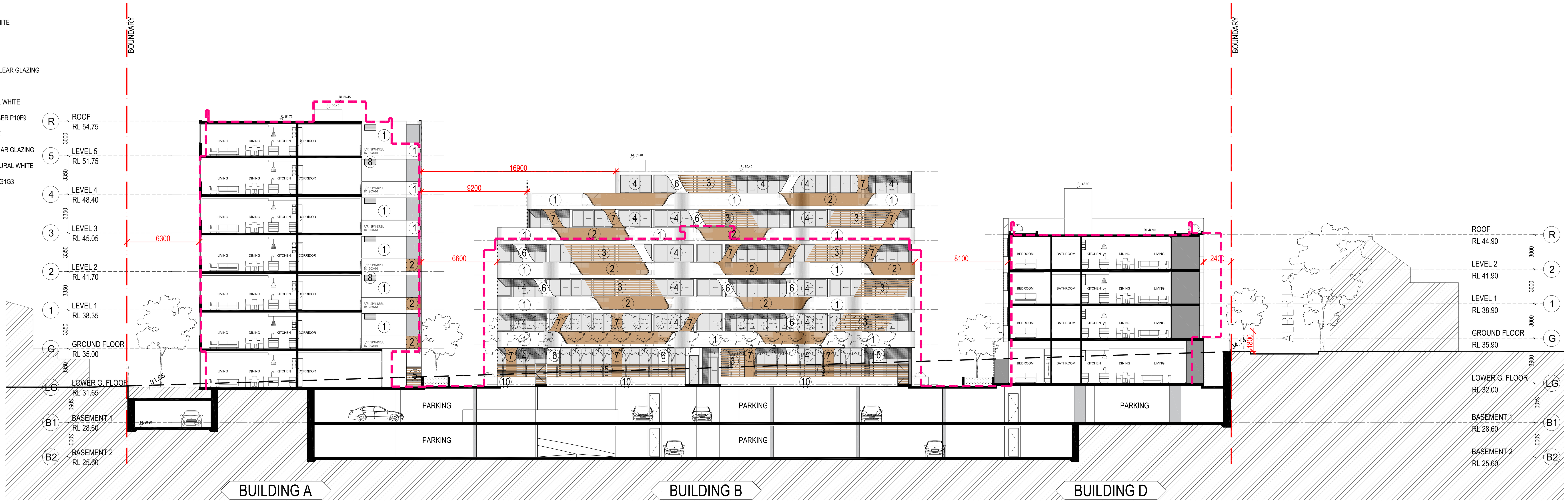
* the traffic generation of the proposed development will be less than that associated with the former use and will not present any adverse traffic implications
* the proposed parking provision will comply with Council's LEP and DCP criteria
* the proposed access, internal circulation and parking arrangements will be suitable and appropriate

APPENDIX A

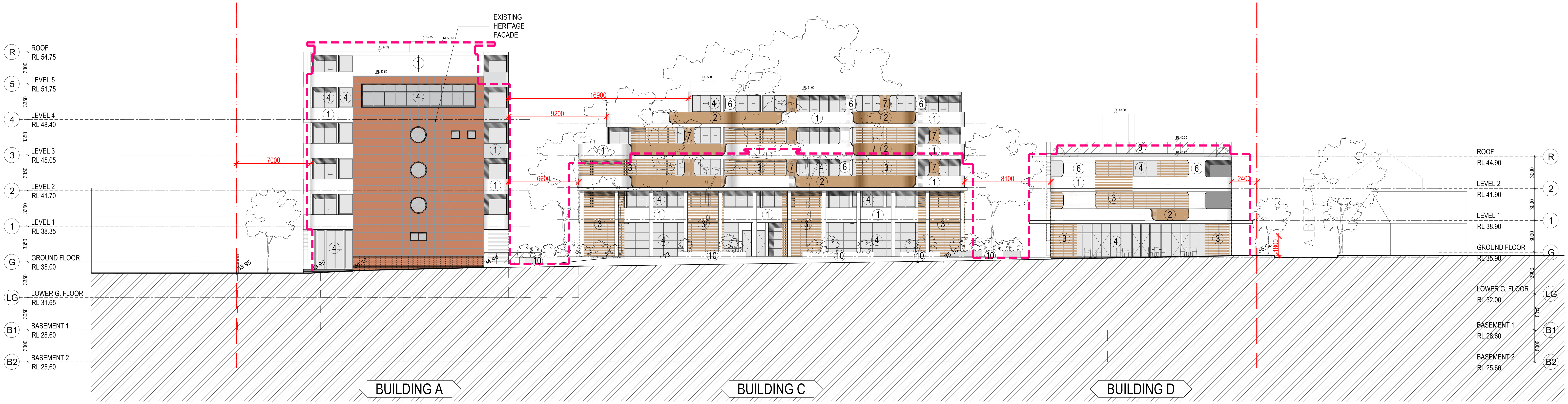
DEVELOPMENT PLANS

EXTERNAL MATERIAL FINISHES

1. RENDERED AND PAINTED MASONRY / CONCRETE WALL - DULUX COLOUR NATURAL WHITE
2. ALUMINUM PANEL - ALUCOBOND LIGNO RUBRA ULMUS D 8003
3. POWDER COATED ALUMINUM LOUVRE - DULUX COLOUR HOT GINGER P10F9
4. POWDER COATED ALUMINUM WINDOW FRAME DULUX COLOUR OTTO'S BOY PG1G7 - CLEAR GLAZING
5. POWDER COATED ALUMINUM FENCE - DULUX COLOUR HOT GINGER P10F9
6. RENDERED AND PAINTED MASONRY / CONCRETE COLUMN - DULUX COLOUR NATURAL WHITE
7. RENDERED AND PAINTED MASONRY / CONCRETE COLUMN - DULUX COLOUR HOT GINGER P10F9
8. POWDER COATED ALUMINUM VENTILATION LOUVRE - DULUX COLOUR NATURAL WHITE
9. POWDER COATED ALUMINUM BALUSTRADE DULUX COLOUR OTTO'S BOY PG1G7 - CLEAR GLAZING
10. RENDERED AND PAINTED MASONRY / CONCRETE PLANTER BOX - DULUX COLOUR NATURAL WHITE
11. RENDERED AND PAINTED MASONRY / CONCRETE WALL - DULUX COLOUR GRAINGER PG1G3



EAST ELEVATION - BUILDING A.B.D



EAST ELEVATION - BUILDING A.C.D

Rev.	Description	By	Date
A	DA SUBMISSION	DC	SEPT 2016

Disclaimer

"THESE DRAWINGS ARE PRELIMINARY DRAWINGS AND ARE SUBJECT TO CHANGE WITHOUT NOTICE DURING THE COURSE OF THE PROPOSED DEVELOPMENT AND IN CONSULTATION WITH COUNCIL. SUBMISSION OF THE DRAWINGS DOES NOT CONSTITUTE A REPRESENTATION OR WARRANTY BY THE DEVELOPER OR ITS SERVANTS, AGENTS OR CONTRACTORS THAT THE DRAWINGS ARE FINAL NOR THAT THE PROPOSED DEVELOPMENT WILL TAKE PLACE IN ACCORDANCE WITH THESE DRAWINGS."

BEFORE CARRYING OUT ANY WORK ENSURE THAT THE DRAWINGS USED CARRY THE LATEST AMENDMENT No.

Notes

DRAWINGS MADE TO A LARGER SCALE AND THOSE SHOWING PARTICULAR DETAIL OF WORKS SHALL TAKE PRECEDENCE OVER DRAWINGS MADE TO A SMALLER SCALE AND FOR MORE GENERAL PURPOSES

WHERE ANY DISCREPANCY EXISTS BETWEEN FIGURED AND SCALED DIMENSIONS. THE FIGURED DIMENSIONS SHALL PREVAIL

BUILDER TO CHECK ALL SITE DIMENSIONS PRIOR TO FABRICATION OF FITMENTS

Legend

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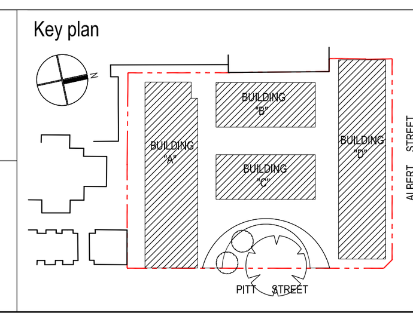
Key plan



Scale 1:200 @ A1 - 1:400 @A3
0 2 4 6 8 10
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Date SEPT 2016

Drawing title
EAST ELEVATION

Project no. 956
Drawing no. A200
Rev A
Drawn DC, TL

Drawing status
DEVELOPMENT APPLICATION

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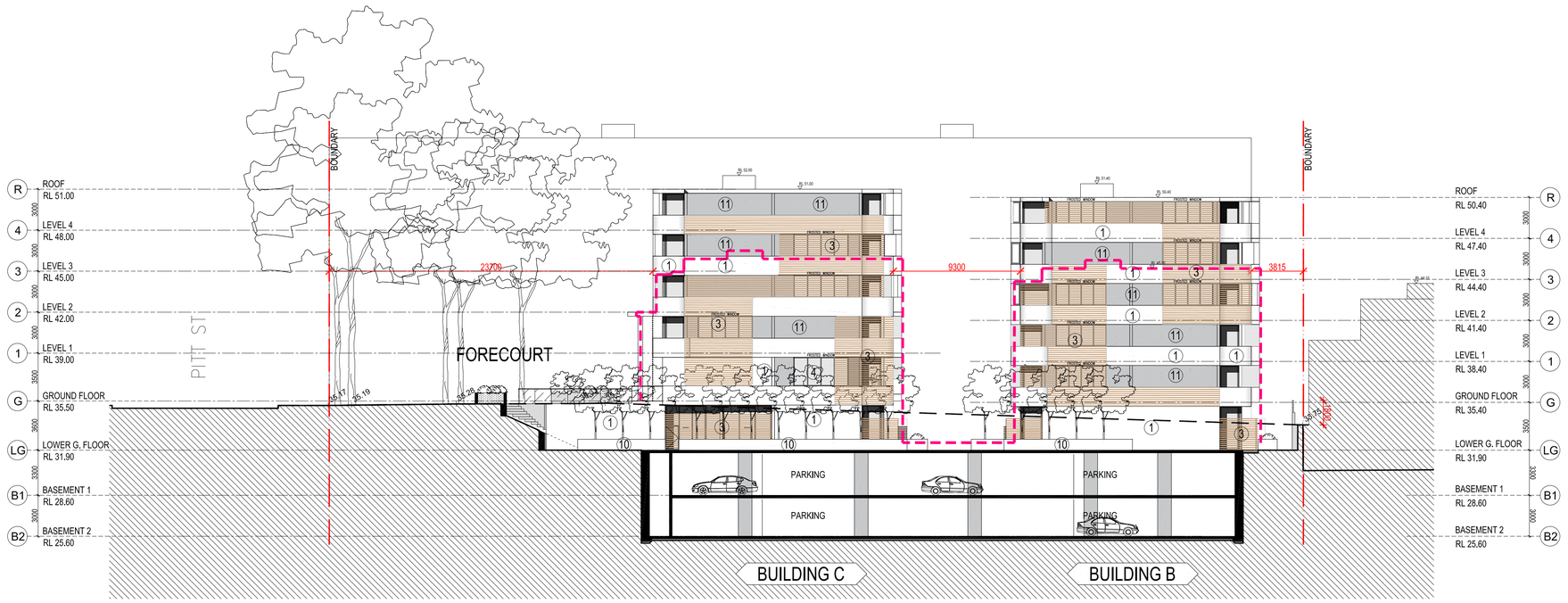
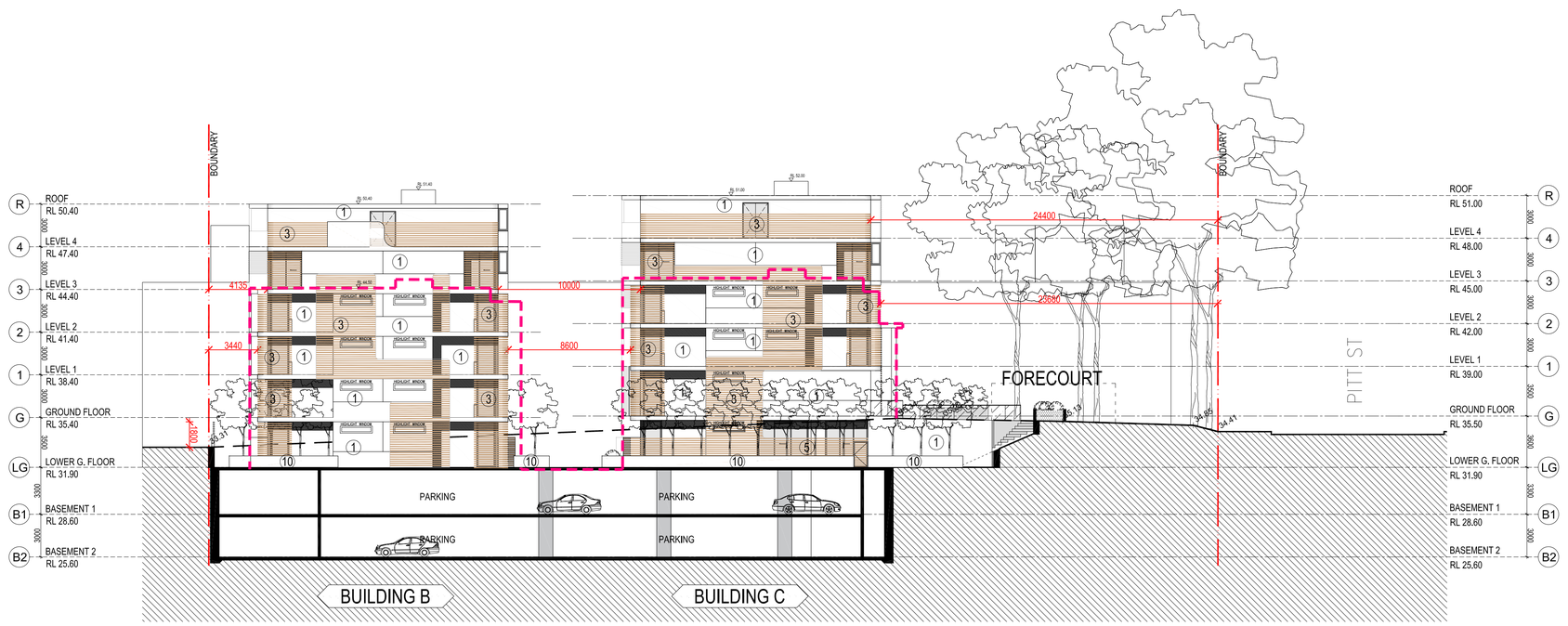


NORTH ELEVATION - BUILDING B.C



SOUTH ELEVATION - BUILDING B.C

Rev.	Description	By	Date
A	DA SUBMISSION	DC	SEPT 2016

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BUILDER TO CHECK ALL SITE DIMENSIONS PRIOR TO FABRICATION OF FITMENTS

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Project address
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Key plan

Scale 1:200 @ A1 - 1:400 @A3 — Date SEPT 2016

Drawing title
NORTH & SOUTH ELEVATION

Project no. 956 — Drawing no. A204 — Rev A

Drawn DC, TL

Drawing status
DEVELOPMENT APPLICATION

GROUND FLOOR PLAN

Rev.	Description	By	Date
A	MODIFIED PROJECT SUBMISSION	DC	SEPT 2016

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Legend

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dmps

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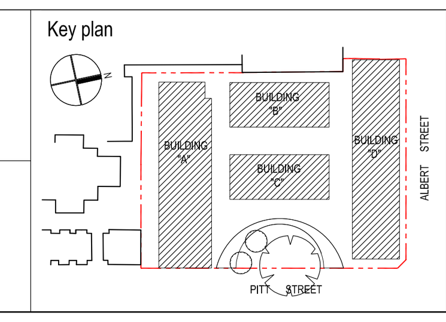
Key plan



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Drawing title
GROUND FLOOR PLAN

Project no. 956 — Drawing no. A101 — Rev A

Drawn DC, TL

Drawing status
MODIFIED PROJECT

LOWER GROUND FLOOR PLAN

Rev.	Description	By	Date
A	DA SUBMISSION	DC	SEPT 2016

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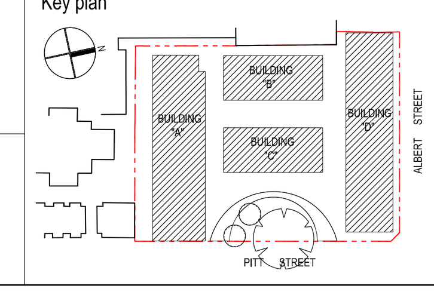
Key plan



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Date SEPT 2016
© 1992-2005

Drawing title
LOWER GROUND FLOOR PLAN

Project no. 956 | Drawing no. A100 | Rev A
Drawn DC, TL

Drawing status
DEVELOPMENT APPLICATION

UPPER BASEMENT PLAN

Rev.	Description	By	Date
A	DA SUBMISSION	DC	SEPT 2016

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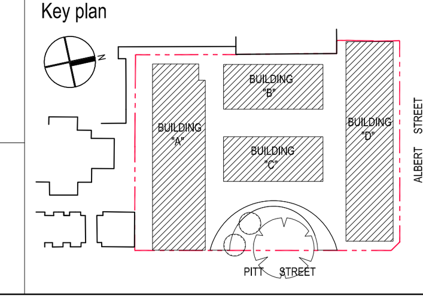
Key plan



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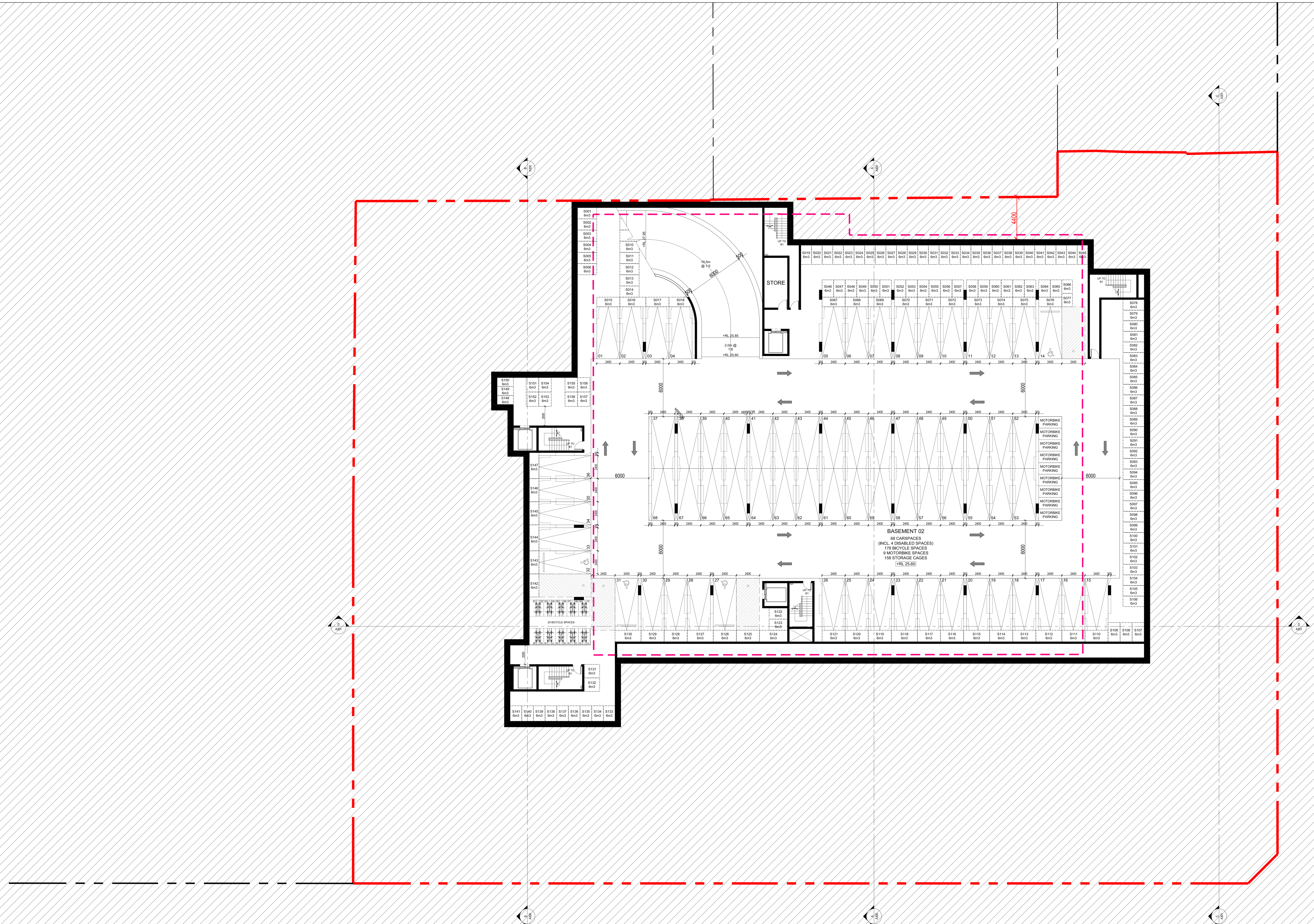
Date SEPT 2016

Drawing title
UPPER BASEMENT PLAN

Project no. 956
Drawing no. A091
Rev A
Drawn DC, TL

Drawing status
DEVELOPMENT APPLICATION



LOWER BASEMENT PLAN

Rev.	Description	By	Date
A	DA SUBMISSION	DC	SEPT 2016

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Project
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Project address
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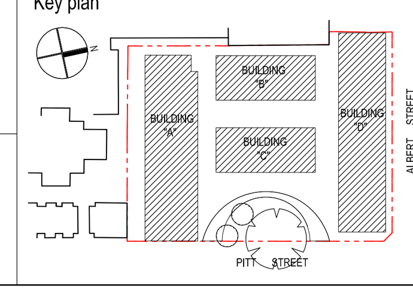
Key plan



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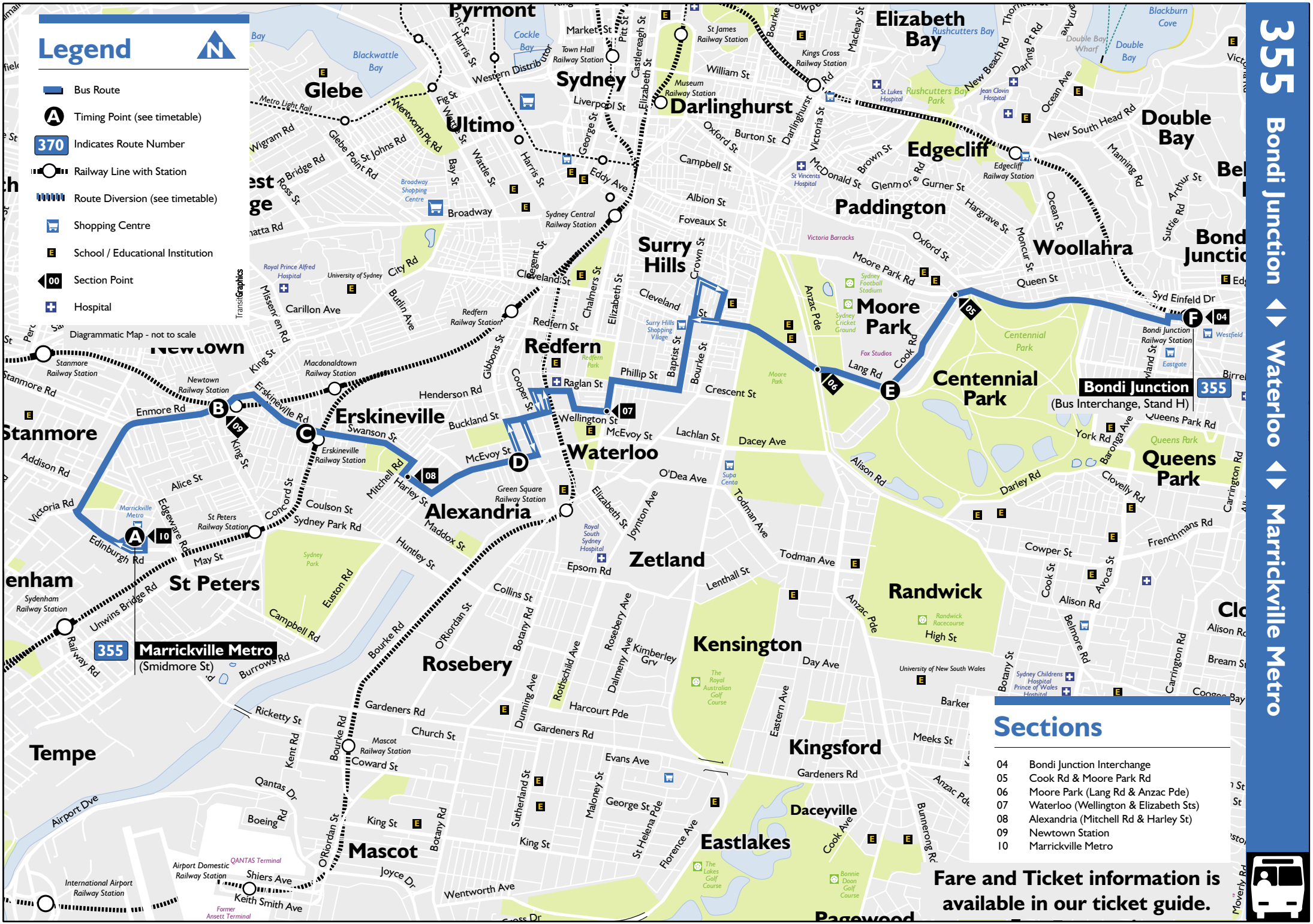
Date SEPT 2016

Drawing title: LOWER BASEMENT PLAN
Project no. 956 — Drawing no. A090 — Rev A
Drawn DC, TL
Drawing status: DEVELOPMENT APPLICATION

APPENDIX B

BUS ROUTES


355
Bondi Junction ◀▶ Waterloo ◀▶ Marrickville Metro
Legend
Bus Route
Timing Point (see timetable)
370 Indicates Route Number
Railway Line with Station
Route Diversion (see timetable)
Shopping Centre
School / Educational Institution
00 Section Point
Hospital
TransitGraphics
Diagrammatic Map - not to scale
Bondi Junction
(Bus Interchange, Stand H)
355
Marrickville Metro
(Smidmore St)
355
Sections
04 Bondi Junction Interchange
05 Cook Rd & Moore Park Rd
06 Moore Park (Lang Rd & Anzac Pde)
07 Waterloo (Wellington & Elizabeth Sts)
08 Alexandria (Mitchell Rd & Harley St)
09 Newtown Station
10 Marrickville Metro
Fare and Ticket information is available in our ticket guide.
Pyrmont
Glebe
Ultimo
Sydney
Darlinghurst
Elizabeth Bay
Edgecliff
Double Bay
Paddington
Woollahra
Surry Hills
Moore Park
Centennial Park
Queens Park
Redfern
Newtown
Stanmore
Erskineville
Waterloo
Alexandria
Zetland
Randwick
Kensington
Kingsford
Daceyville
Eastlakes
Rosebery
St Peters
Sydenham
Tempe
Mascot
Pagewood

309/X09/310/X10 Port Botany/Eastgardens ◀▶ City

Legend

- Bus Route
- A Timing Point (see timetable)
- A Timing Point (for Route L09 only)
- 309 Indicates Route Number
- Railway Line with Station
- Route Diversion (see timetable)
- Shopping Centre
- E School / Educational Institution
- 00 Section Point
- Hospital

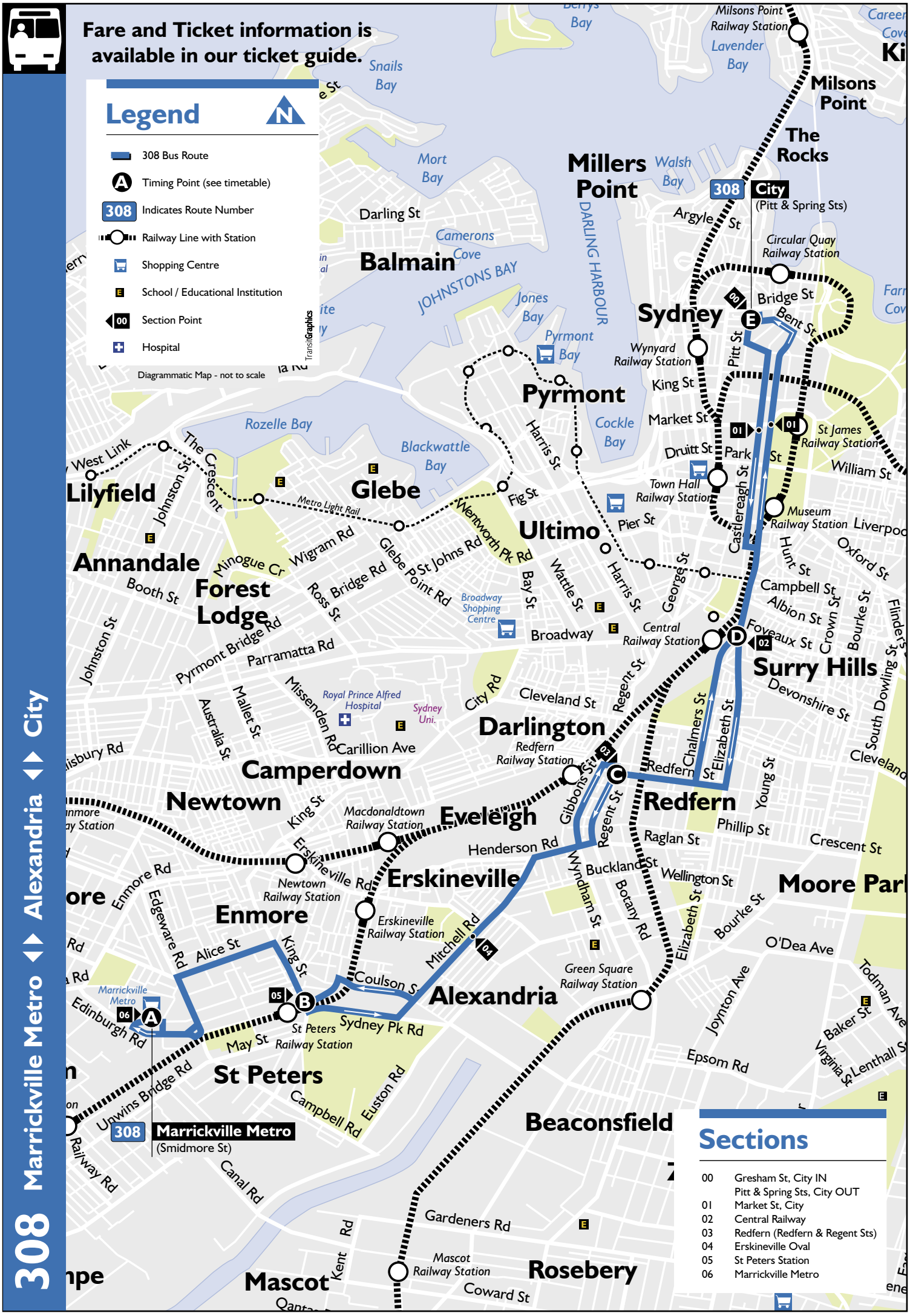
TransitGraphics

Diagrammatic Map - not to scale

Rocks
309 Circular Quay (Alfred St, Stand D)
310
X09 City (Spring St)
X10
Circular Quay Railway Station
Farm Cove
Woolloomooloo Bay
The Domain
Woolloomooloo
Elizabeth Bay
Rushcutters Bay
Wynyard Railway Station
Martin Place Railway Station
Sydney Hospital & Sydney Eye Hospital
St James Railway Station
Kings Cross Railway Station
Town Hall Railway Station
Museum Railway Station
Sydney
Darlinghurst
Edgecliff
Paddington
Redfern L09 (Railway Station)
Central Railway Station
Surry Hills
Victoria Barracks
Moore Park
Sydney Football Stadium
Sydney Cricket Ground
Fox Studios
Centennial Park
Newtown
Redfern Railway Station
Redfern
Waterloo
Macdonaldtown Railway Station
Newtown Railway Station
Erskineville
Erskineville Railway Station
Alexandria
Green Square Railway Station
St Peters Railway Station
St Peters
Sydney Park
Zetland
Supa Centa
Randwick
Randwick Racecourse
Kensington
Rosebery
The Royal Australian Golf Course
Kingsford
Daceyville
Eastlakes
The Lakes Golf Course
Bonnie Doon Golf Course
Mascot
Mascot Railway Station
Airport Domestic Railway Station
QANTAS Terminal
Former Ansett Terminal
Common Carrier Terminal
Airport
Botany
Pagewood
310 X10 Eastgardens (Bus Interchange)
aroubra Junction
Eastgardens
Heffron Park
Southpoint Shopping Centre
Banksmeadow
X09 Banksmeadow (Discovery Cove)
Sir Josephs Banks Park
Hillsdale
L09 Port Botany (Military & Bunnerong Rds)
309
Matraville
Patrick Container Terminal
CTAL Container Terminal
Bulk Liquids Storage Area
Botany Cemetery
Port Botany Depot 309 (Bumborah Point Rd)
Phillip

Fare and Ticket information is available in our ticket guide.

L09 Port Botany ◀▶ Redfern


Fare and Ticket information is available in our ticket guide.
Legend
308 Bus Route
Timing Point (see timetable)
308 Indicates Route Number
Railway Line with Station
Shopping Centre
School / Educational Institution
00 Section Point
Hospital
TransitGraphics
Diagrammatic Map - not to scale
308 Marrickville Metro ◀▶ Alexandria ◀▶ City
Sections
00 Gresham St, City IN
Pitt & Spring Sts, City OUT
01 Market St, City
02 Central Railway
03 Redfern (Redfern & Regent Sts)
04 Erskineville Oval
05 St Peters Station
06 Marrickville Metro
308 Marrickville Metro (Smidmore St)
Milsons Point Railway Station
Lavender Bay
Snails Bay
Berrys Bay
Milsons Point
The Rocks
Millers Point
Walsh Bay
Mort Bay
Darling St
Balmain
Camerons Cove
JOHNSTONS BAY
DARLING HARBOUR
Jones Bay
Pyrmont Bay
Pyrmont
Cockle Bay
Rozelle Bay
Blackwattle Bay
Lilyfield
Glebe
Ultimo
Annandale
Forest Lodge
Darlington
Camperdown
Newtown
Eveleigh
Redfern
Erskineville
Enmore
Alexandria
St Peters
Surry Hills
Moore Park
Beaconsfield
Rosebery
Mascot
Sydney
City (Pitt & Spring Sts)
Circular Quay Railway Station
Wynyard Railway Station
Town Hall Railway Station
St James Railway Station
Museum Railway Station
Central Railway Station
Redfern Railway Station
Macdonaldtown Railway Station
Newtown Railway Station
Erskineville Railway Station
St Peters Railway Station
Green Square Railway Station
Mascot Railway Station
Marrickville Metro
Royal Prince Alfred Hospital
Sydney Uni.
Broadway Shopping Centre
Metro Light Rail
West Link
The Crescent
Johnston St
Wigram Rd
Glebe Point Rd
Wentworth Pk Rd
Fig St
Harris St
Pier St
George St
Bay St
Wattle St
Broadway
Parramatta Rd
Pyrmont Bridge Rd
Ross St
Bridge Rd
Minogue Cr
Booth St
Missenden Rd
Carillion Ave
Mallet St
Australia St
City Rd
Cleveland St
Regent St
Chalmers St
Elizabeth St
Gibbons St
Redfern St
Henderson Rd
King St
Enmore Rd
Edgeware Rd
Alice St
Mitchell Rd
Coulson St
Sydney Pk Rd
May St
Wyndham St
Botany Rd
Buckland St
Raglan St
Phillip St
Crescent St
Wellington St
Bourke St
Young St
Devonshire St
Foveaux St
Albion St
Crown St
Hunt St
Oxford St
Liverpool
William St
Park St
Druitt St
Market St
King St
Pitt St
Bent St
Bridge St
Argyle St
Harris St
Dowling St
Joynton Ave
O'Dea Ave
Todman Ave
Baker St
Epsom Rd
Lenthall St
Virginia St
Euston Rd
Campbell Rd
Unwins Bridge Rd
Railway Rd
Canal Rd
Gardeners Rd
Coward St
Kent Rd
Edinburgh Rd


305 Stamford Hotel ◀▶ Alexandria ◀▶ Railway Square
Legend
305 Bus Route
Timing Point (see timetable)
305 Indicates Route Number
Railway Line with Station
Shopping Centre
School / Educational Institution
00 Section Point
Hospital
TransitGraphics
Diagrammatic Map - not to scale
305 Railway Square
(Lee St, Stand A)
02 A
Sydney Central Railway Station
Eddy Ave
Foveaux St
Surry Hills
Crown St
Cleveland St
Chalmers St
Elizabeth St
Redfern Railway Station
Redfern St
B 03
Redfern
Baptist St
Gibbons St
City Rd
Macdonaldtown Railway Station
Henderson Rd
Wyndham St
Wellington St
McEvoy St
Bourke St
Waterloo
Newtown Railway Station
Newtown
Erskineville
Swanson St
Erskineville Railway Station
Buckland St
Botany Rd
Elizabeth St
O'Dea Ave
Mitchell Rd
McEvoy St
Green Square Railway Station
Alexandria
Concord St
Coulson St
Sydney Park Rd
St Peters Railway Station
Maddox St
Joynton Ave
Royal South Sydney Hospital
Huntley St
Euston St
Epsom Rd
Zetland
St Peters
Botany Rd
Rosebery Ave
Kimberley Grv
Bourke Rd
Rosebery
Rothschild Ave
Dalmeny Ave
Ricketty St
C Gardeners Rd
05
Dunning Ave
Harcourt Pde
Gardeners Rd
Kent Rd
Bourke Rd
Mascot Railway Station
Evans Ave
Coward St
Qantas Dr
Mascot
Sutherland St
Maloney St
George St
St Helena Pde
O'Riordan St
Botany Rd
King St
Florence Ave
D 06
Airport Domestic Railway Station
QANTAS Terminal
Shiers Ave
Keith Smith Ave
Wentworth Ave
Airport
Common Carrier Terminal
305 Stamford Hotel
(O'Riordan St)
Mill Pond Rd
Sections
02 Railway Square
03 Redfern (Redfern & Regent Sts)
04 Alexandria (Bourke & Maddox Sts)
05 Mascot (Gardeners & Bourke Rds)
06 Stamford Hotel
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