

SYDNEY COVE AREA : ANALYSIS OF BUS TRAFFIC.

SURVEY.

1. The three basic patterns of bus movement are :-
- (i) Eastern suburbs traffic approaching a terminus on the East side of Customs House Square via Phillip Street, Bridge Street and Young Street. These buses leave the area through Alfred Street to Phillip Street.
 - (ii) City and Eastern, Southern, and South Western suburbs traffic flowing North down Loftus Street, unloading at the bottom of Loftus Street and picking up at a terminal point in front of the Ship Inn in Alfred Street. These buses leave the area via Pitt Street.
 - (iii) Inner Western suburbs traffic flowing North down George Street and turning right across Circular Quay to turn round at Circular Quay East or Fort Macquarie, and returning across the Quay to George Street.

The number of departures at the peak period are thus :-

<u>Time (p.m.)</u>	<u>Customs House</u> <u>(i)</u>	<u>Ship Inn</u> <u>(ii)</u>	<u>George St.-</u> <u>Quay (iii)</u>
4.00-4.14	19	18	20
4.15-4.29	17	17	22
4.30-4.44	25	22	21
4.45-4.59	24	24	24
5.00-5.14	29	27	20
5.15-5.29	22	20	20
5.30-5.44	18	13	15
5.45-5.59	15	13	13

2. There are two smaller termini in the area. One is on the North side of Bridge Street between Pitt and George Streets and is used by buses approaching from Grosvenor Street or flowing North up George Street

and leaving via Pitt Street. The second subsidiary terminus is on the East side of Macquarie Street opposite the Housing Commission, and is used by buses running North down Macquarie Street and turning round to go out the same way.

The peak period departures for these points are :-

<u>Time (p.m.)</u>	<u>Bridge St.</u>	<u>Macquarie St.</u>
4.00-4.14	4	3
4.15-4.29	5	3
4.30-4.44	5	8
4.45-4.59	9	10
5.00-5.14	11	9
5.15-5.29	9	8
5.30-5.44	9	5
5.45-5.59	8	3

CONCLUSIONS.

1. It seems that the three basic circuits could be accommodated to keep Alfred Street clear of buses. This would necessitate :-
 - a) A large bus station somewhere between George and Pitt Streets and as near to Alfred Street as possible to cater for circuits (ii) and (iii) analysed above i.e. buses leaving via Pitt or George Streets.
 - b) Some smaller terminal in the South East of the area to deal with the present circuit (i) i.e. buses leaving via Phillip Street.
2. It may be desirable to include the present terminus in Bridge Street in the large bus station and the present Macquarie Street terminus in the smaller terminus mentioned in b) above. This will depend on availability of space, traffic patterns etc.
3. There is storage space for 70 to 100 buses at present in the Sydney Cove area. The Department of Government Transport thinks this provision is "about right" for present needs. Future demands are uncertain but may be larger.

Raymond Dunker,
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